

COMOX VALLEY CYCLING PLAN



Prepared for

THE COMOX VALLEY CYCLING TASK FORCE

by



December 2007

COMOX VALLEY CYCLING PLAN

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COMOX VALLEY CYCLING PLAN

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Executive Summary

The Comox Valley Cycling Plan is the result of an examination, comparison and synthesis of information related to cycling from five jurisdictions: the provincial Ministry of Transportation, the Comox Strathcona Regional District, The City of Courtenay, the Town of Comox and the Village of Cumberland. Policies contained in the provincial Cycling Guide and local government plans are compared for similarities and discrepancies. The goal of the Plan is to help standardize terminology, standards and bikeway design in order to make cycling a safer and more enjoyable experience throughout the Valley.

As part of the process of compiling information and obtaining input from cyclists in the Comox Valley, Open Houses were hosted, questionnaires completed, comments submitted and cycling routes drawn on a map of the Valley by cyclists of all ages and abilities. Both official and informal bikeways were identified, reviewed and mapped. Public input was very helpful in pinpointing “problem areas” such as areas where cyclists do not feel safe, bikeways of inconsistent design standards, lack of connectivity between bikeways and other areas that could be improved.

Recommendations for accomplishing the Plan’s goal include the retention of the Comox Valley Cycling Task Force and the establishment of a Technical Committee to assist in implementing this Plan and incorporating it, where appropriate, into the respective Official Community Plans and Bicycle Plans of the various affected jurisdictions. It is recommended that all jurisdictions recognize and promote cycling as a viable mode of transportation in addition to recreations and that a comprehensive communication strategy be designed to encourage this activity.

The Technical Committee’s role will include selection or creation of an implementation model and determination of common terminology, standards and design. The Ministry of Transportation’s involvement and cooperation are recognized as essential to achieving a common standard for bikeways. Liaison with Ministry staff, as well as with established cycling groups and the cycling public, are also important parts of the process.

It is recommended that bikeways, as incorporated into local jurisdictions’ short- and long-term transportation plans, be included in each government’s annual budget and Five-Year Financial Plan. In addition, a collaborative approach to funding is recommended for projects of regional significance.

COMOX VALLEY CYCLING PLAN

1. Purpose

The purpose of this document is to compile and synthesize existing information, policies and guidelines from the provincial level to the local area (neighbourhood) level that pertain to safe cycling and bicycle ways within the Comox Valley. This synthesis of information, combined with additional policies and strategies gleaned from other jurisdictions, will be used to formulate a cycling plan for the Comox Valley.

One of the goals of this plan is to standardize definitions and terminology and consequent use-related design standards. With this goal in mind, considerable attention is paid to Ministry of Transportation cycling documents and policies, and to existing Bicycle and other Plans from local jurisdictions that have been influenced by the provincial standards.

A second goal is to identify and map existing and desired bikeways throughout the Comox Valley and to locate any gaps and safety issues that would have to be addressed in order to make the bikeway connections continuous and safe from community to community.

A third goal is to establish a strategy to coordinate, prioritize and develop bikeways for implementation by the individual participating local governments – the Comox-Strathcona Regional District's Electoral Areas 'A', 'B' and 'C', the City of Courtenay, the Town of Comox and the Village of Cumberland.

2. Cycling Policies

2.1 Ministry of Transportation

The Ministry of Transportation (MOT) has jurisdiction over roads and subdivision approval authority in unincorporated areas. Thus all roads – except private and strata roads – in the Comox-Strathcona Regional District outside municipal boundaries are under MOT's jurisdiction. This Ministry published a Cycling Guide in April 2000, containing policies to address the provision of safe, accessible and convenient bicycle facilities on provincial highways and offering reference material on how to plan, design and construct safe and functional cycling facilities. A summary of the policies contained in the Cycling Guide is found in **Appendix 1**.

2.2 Comox-Strathcona Regional District

A number of land-use bylaws developed by the CSRD include policies regarding cycling within the region. The Regional District documents preceded the MOT Cycling Guide and focused on Greenways, and in some cases, on Greenway Roads and Greenway Trails. A list of the policies related to greenways found in the various CSRD bylaws is contained in **Appendix 2**.

2.3 Courtenay, Comox & Cumberland

The City of Courtenay, the Town of Comox and the Village of Cumberland all have pertinent policies in their Official Community Plans. In addition, each has developed a bicycling plan to some extent. Policies contained in these documents are found in **Appendices 3, 4 and 5**.

2.4 Synthesis of Policies

From a review of the documents from the Comox-Strathcona Regional District, the City of Courtenay, the Town of Comox and the Village of Cumberland, it can be seen that all four jurisdictions have official policies that support walking and cycling (non-motorized forms of transportation). In addition, all have some form of bikeways or recreational greenways plans.

See **Table 1: Jurisdictional Comparison** for a snapshot of similarities and differences. The greatest area of variation is in the terminology used for bikeways, which term is generally – and is here in this Plan – used to encompass all variations. While all terms used are either self-explanatory or defined in the relevant plan document, the difficulty lies in attempting to compare and synthesize bikeway standards. This task is further complicated by the fact that all bikeways within road rights-of-way in the Regional District fall under the jurisdiction of MOT.

It is acknowledged that the terms used in each of the CSRD Electoral Area Plans and Greenway Plans and in the Courtenay, Comox and Cumberland OCPs and Bicycle Plans are appropriate and meaningful to the constituents of those jurisdictions. However, for the purpose of achieving a cohesive and fully integrated bikeways system throughout these jurisdictions, common terminology and standards are critical. In order to achieve this goal, this Plan distinguishes between only three types of bikeways based on design. It is recommended that, for inter-jurisdictional coordination of bikeways, the terms used in **Section 2.5** be adopted.



TABLE 1: JURISDICTIONAL COMPARISON

	CSRD	Courtenay	Comox	Cumberland
Policies in place	Yes	Yes	Yes	Yes
Distinct bikeways plan	Recreational Greenways Plan	Yes	Yes	Draft plan not adopted
Integrated with trail and park system	Yes	Yes	Yes	Yes
Usage identified	multi-purpose recreation commuting	multi-purpose recreation transportation	recreation commuting utilitarian cycling tourist cycling competing	recreation transportation
Terminology used	multi-purpose trail multi-use trail commuting trail roadside trail hiking, biking and equestrian trail recreational trail recreational corridor recreational greenway greenway greenway road greenway street greenway trail foreshore greenway recreational greenway corridor pedestrian/bicycle greenway route bicycle/bike path bikeway shoulder bikeway bike/pedestrian route shared roadway transportation network for non-motorized transportation	greenway bikeway bicycle/bike route bicycle lane bicycle path preferred bicycle route	bicycle/bikeway bicycle/bike route bicycle/bike lane bicycle/bike path	bicycle/bike/biking trail bicycle/bike path bike lane Village Greenway System Community Trail Network

2.5 Synthesis of Bikeway Standards

In order to ensure the greatest degree of commonality in bikeway standards, this Cycling Plan suggests using a simplified variation of the MOT terminology as defined in the [Cycling Guide](#). This simplified version of MOT's bikeway functional classification can then be used as a basis for comparing bikeway standards – and recommending common standards – between jurisdictions.

The following terms are recommended:

Bicycle Route: A bicycle route can be defined as a shared roadway in the form of a normal vehicle travel lane, a widened curb lane or smooth paved shoulder without pavement markings. It may be identified by signage as a Bicycle or Bike Route. It encompasses terms such as Shoulder Bikeway (without pavement markings), Preferred Bicycle Route, Greenway Road, Greenway Street, Pedestrian/bicycle Greenway Route and Bike/pedestrian Route.



Bicycle Lane: A bicycle lane differs from a bicycle route in that the bikeway is separated from the vehicle travel lane by a painted white stripe. A bicycle lane, where roadside parking is permitted, is located between the vehicle travel lane and the parking lane and is separated from both by painted white stripes. The lane may also be identified a painted white bicycle on the pavement and/or by other bikeway signage.

A bicycle lane should be a minimum of 1.2 metres wide. However, in reality, the existence of a painted white line on the shoulder of the road as on a MOT-defined Shoulder Bikeway with pavement markings, with as little as .5 metre of pavement between the white line and the gravelled edge, acts as a bicycle lane. Cars generally stay to the left of the line, and cyclists generally stay to the right

of it. For purposes of this Cycling Plan, therefore, the existence of such a white line is considered to create a bicycle lane.



Bicycle Path: A bicycle path is physically separated from roadways. The separation can be a ditch, boulevard or other barrier next to a roadway, or the path can be nowhere near any roadway. It may be shared with pedestrians or, in some cases, with equestrians. This term can be used to encompass Multi-purpose and Multi-Use Trail, Commuting Trail, Roadside Trail, Hiking, Biking and Equestrian Trail, Recreational Trail, Recreational Corridor, Recreational Greenway, Greenway, Greenway Trail and Pedestrian/bicycle Greenway Route.



Adopting this terminology, **Table 2: Bikeway Standards** uses the MOT bicycle route and bicycle lane standards, which are essentially road standards, and compares these with standards within the four local government jurisdictions. As noted in **Appendix 1**, MOT's Cycling Guide also offers guidelines for safe bicycle path design, as well as additional bikeway design criteria that have not been included in Table 2. These additional criteria include the following:

- Minimum stopping sight distance for bicycles
- Lateral clearance for stopping sight distance
- Lateral clearance for bicycles on horizontal curves
- Crest vertical curves for bicycles
- Minimum radii for paved bikeways
- Horizontal clearance for lanes
- Typical mid-block bike-path road crossing
- Minimum sight distance for bike path crossing
- Typical intersection treatment for through bike lane
- Bike lane at right-turning roadway
- Bike lane at right-turn auxiliary lane
- Typical bikeway ramps
- Bikeways crossing freeway exit type ramps
- Bikeways crossing freeway entrance type ramps
- Bikeway crossing railway tracks
- Bike lane delineators

It should be noted that lane width standards contained in the Town of Comox's Bicycle Plan and in the Village of Cumberland's draft Bicycle Plan are based on the (then) Ministry of Transportation and Highways' 1995 (or earlier) Cycling Policy Report. The Ministry's more recent (2000) Cycling Guide contains slightly modified standards, which differ to a small degree from the City of Courtenay's standard.



TABLE 2: BIKEWAY STANDARDS

	MOT/CSRD	Courtenay	Comox ¹	Cumberland ²
Bicycle Route Shared Roadway Right Lane Width (arterial) (m)				
▪ AADT ³ 0-1000	4.0			
▪ AADT 1000-3000	4.3			
▪ SADT ⁴ <5000		4.0		
▪ SADT ≤5000 and DS ⁵ ≤50 km/h			4.0	4.0
▪ AADT 3000-6000	4.0 - 4.5			
▪ SADT >5000		4.3		
▪ SADT <5000 and DS <70 km/h (shoulder)			1.5	1.5
▪ SADT ≥5000 and DS ≤50 km/h			4.3	4.3
▪ SADT >5000 and DS ≥70 km/h (shoulder)			2.0	2.0
▪ AADT >6000	4.3 - 4.8			
▪ SADT >10,000 and DS >80 km/h (shoulder)			2.5	2.5
Bicycle Lane Width (m)				
▪ AADT 0-6000	1.5 - 2.0	1.5		
▪ DS <70 km/h and grade <3%			1.2	1.2
▪ DS <70 km/h and grade ≥3%			1.5	1.5
▪ AADT >6000 or if trucks exceed 10% and if roadway speed is 100 km/h or greater	2.0 - 2.5			
Bicycle Path Width (m)				
▪ one-way, exclusive	1.5 - 2.0		1.5	1.5
▪ two-way, exclusive	2.5 - 3.5		2.4	2.4
▪ one-way, shared with pedestrians	2.0 - 3.0		4.0	4.0
▪ two-way, shared with pedestrians	3.0 - 4.0		4.0	4.0
Signage	National ⁶	Samples in Bicycle Planning Strategy ⁶	Samples in Bicycle Plan ⁶	Samples in draft Bicycle Plan ⁶
End-of-Trip Facilities	Encouraged	Encouraged	Encouraged	

¹ Based on 1995 (or earlier) MOTH Cycling Policy Report

² Draft Bicycle Plan, based on 1995 (or earlier) MOTH Cycling Policy Report

³ AADT is Average Annual Daily Traffic or volume of traffic in the shared lane.

⁴ SADT = Summer Average Daily Traffic

⁵ DS = Highway Design Speed

⁶ Based on Transportation Association of Canada's "Bikeway Traffic Control Guidelines for Canada" December 1998

3. Bikeways Identified

3.1 Existing Bikeways

A number of bikeways have been identified in documents listed in the Appendices and through consultation with cyclists. An attempt has been made to show all bikeways used and identified on the Plan Map. Existing Bicycle Lanes are shown in a red solid line; Bicycle Routes, in an orange solid line; and Bicycle Paths in a green solid line.

In instances where a local government document designates a bikeway as a Bicycle Route, but the roadway actually has a painted white line that serves to separate bicycles from vehicles, the Map shows this as a Bicycle Lane.



3.2 Bikeways Identified through Public Consultation

While MOT's Cycling Guide differentiates cyclists by riding skill and by trip purpose (see Appendix 1) and the Town of Comox's OCP identifies cyclists by trip purpose (Appendix 4), cyclists generally choose their own bikeways. Regardless of age or purpose or level of experience, cyclists will ride where they feel comfortable, where they enjoy the locale or where they can get from A to B more expeditiously. This is borne out by the comments received by mail or e-mail in response to Courtenay's Transportation Study in 2006 and the Comox Valley Cycle Task Force's more recent consultation process.

At an Open House in the Spring of 2007, the Task Force provided a map of the Comox Valley, numbered dots and a feedback form, inviting cyclists to place a dot on the map and describe the area. Respondents were also asked what routes they ride or would ride, and to provide ideas for a public event(s) to stimulate interest in building a safe, strong cycling community.

The same map and feedback form were made available at the “Life Beyond the Car” forum in September 2007.

The draft Plan and updated map were presented at two Open Houses held in October 2007, the first at the Florence Filberg Centre and the second at the Union Bay Community Hall.



Bikeways used by responding cyclists are shown on the Plan Map. While most respondents seem to be cycling for recreation, a few cited other purposes for their trips and identified their routes as follows:

Training (Competing)

- Headquarters/Tsolum/Dove Creek Roads

Utilitarian

- Anderton Road (to Comox Rec Centre)
- Lerwick/Guthrie Roads (to Quality Foods)
- Old Island Highway/5th Street (North Courtenay to Puntledge Park School)
- Pritchard/Noel/Comox Avenue (to school and to downtown Comox)

Commuting

- England and 10th Streets to Puntledge (Crescent) via side streets and 5th Street bridge
- Lerwick from top of Robb Road to Ryan Road
- Bates/Waveland/Military Row
- Riverway

Some of the additional comments received are helpful in pinpointing bikeways that need improvement. Where feasible, missing linkages identified by cyclists are included in **Section 4.1 Missing Links** and shown on the Plan Map. Cyclists also pointed out bikeways where inconsistencies – generally from one

jurisdiction to another – make cycling confusing, difficult or dangerous. These areas are noted in **Section 4.2 Inconsistent Bikeways**. Where problem areas such as missing links or inconsistent bikeways have been clearly located, they are shown on the Plan Map in broken yellow line. Well-used bikeways where safety would be enhanced with some roadway improvements are listed in **Section 4.3 Bikeways That Need Improvement**. Cross-jurisdictional or regional opportunities are noted in **Section 4.4 Regional Opportunities**

Comments from the cycling public are listed in **Appendix 8: Public Input**. These include, in addition to the categories mentioned above, suggestions of facilities or improvements that would make cycling easier and, as a probable consequence, more popular.

3.3 Planned or Proposed Bikeways

The documents reviewed and their respective maps are listed in Appendices 1 to 5. They show that a number of bikeways are planned for the Comox Valley. These bikeways are listed in **Appendix 7: Planned, Proposed or Desired Bikeways** and illustrated on the Plan Map. Proposed Bicycle Lanes are shown as a red broken line; proposed Bicycle Routes, as an orange broken line; and proposed Bicycle Paths, as a green broken line.

4. Bikeway Priorities

The short-term priorities for all participating jurisdictions should be to focus on improving existing bikeways that have gaps or missing linkages, inconsistent bikeways, well-travelled routes that need some improvement and areas that are considered dangerous. The “problem areas” listed below have been identified by cyclists and are all contained – along with many additional valuable and innovative suggestions – in **Appendix 8: Public Input**.

Over the longer term, bikeways and greenway corridors that have been identified as planned, proposed or desired in OCPs, Greenways Plans and Bicycle Plans can be pursued. Linkages within and between jurisdictions can take the form of medium and long-term priorities.

As some bikeways are located within the CSRD and are under MOT jurisdiction, any improvements locating on them will require coordination with and approval by the Ministry.

4.1 Missing Linkages

Bikeways that have gaps or do not connect with other bikeways or destinations include, among others yet to be identified, the following:

- Comox Logging Road between Lake Trail Road and Cumberland Road (two ditches/streams without bridges)
- Railway trail in Union Bay (needs some bridges)
- Riverway between 19th Street and 20th Street (under way)

- From Idiens/Aberdeen Heights/Crown Isle to Aspen Road in Comox and to Malahat in Courtenay and to Lannan Forest in the Regional District
- Piercy Avenue to Comox Valley Parkway and south side of Parkway
- 17th Street Bridge to Back Road (through Comox Bay Farm)
- Condensory Bridge to Puntledge Park
- A connection between Dove Creek Road and Headquarters Road at north end
- North end of E&N railbed to Condensory on north side of the Puntledge River
- One Spot Trail to the Riverway
- Signed bikeways from the western residential areas of Courtenay (Willemar, Puntledge Park) to the Riverway
- A signed north-south bikeway through Courtenay

4.2 Inconsistent Bikeways

Cyclists have noted areas where inconsistent roadway treatment makes the bikeways difficult, confusing or even dangerous. These include:

- Veterans' Memorial Parkway, Lerwick Road and Guthrie Road (numerous comments)
- Comox (Dyke) Road, especially from where the bike lane ends at the top of Comox hill to Anderton Road
- The Riverway between 6th Street and Anderton Avenue, particularly the stairs beside the 5th Street bridge
- Cliffe Avenue
- Ryan Road from Comox Road to the Base
- Back Road

4.3 Bikeways That Need Improvement

Some well-used bicycle routes need improvements to provide greater safety to cyclists. Some of these have narrow "bicycle lanes", i.e., what this Plan classifies as bicycle lanes, but which do not meet the standard. These roads where the bicycle lane should be widened to standard and/or additional signage added, include:

- Condensory Road
- Condensory Bridge
- Headquarters Road
- Knight Road
- Pritchard Road
- Comox Avenue
- Ryan Road
- Dove Creek Road after Burns Road
- Cumberland Road to Highway Interchange

Bicycle routes where the vehicle lane is too narrow for the cyclist's comfort and there is no bicycle lane include:

- Cumberland Road between Highway Interchange and the Gas-n-Go Store in Cumberland
- Downtown Comox

- Comox Lake Road
- Arden Road
- 5th Street, Courtenay
- Coleman Road, Bates Road and Waveland
- Royston Road
- Lazo Road (“Point Holmes loop”)
- Back Road
- Little River Road
- Piercy Road
- McDonald Road
- 5th Street and 17th Street bridges
- Trent River and Washer Creek bridges

Areas where bicycle lanes or traffic signals, particularly through high-volume intersections, would greatly increase safety include:

- 5th Street from the bridge to Old Island Highway to Ryan Road and through the intersection of Ryan with Comox Road
- Down 5th Street to Cliffe, cyclists heading for bridge approach the light in right-turn lane. Cyclists need to act like cars and be in the through-lane.
- North Courtenay to Puntledge Park School (Old Island Highway and 5th Street – or alternative route?)
- Intersection at Guthrie and Anderton Roads
- Intersection at Old Island Highway, Headquarters Road and the Bypass
- Comox Valley Parkway eastbound, turning left onto Cumberland Road
- Comox Road at 17th Street Bridge
- Knight Road and Pritchard/Military Row
- Comox Road and Bypass at Island Honda
- Comox Road and Glacier View Drive

Bikeways that feel unsafe because of inadequate lighting or debris on the road include:

- Comox (Dyke) Road on the east side of the estuary
- Comox Valley Parkway
- Headquarters Road

Bicycle/pedestrian paths that need attention or present opportunities include:

- Path from Piercy Avenue to 8th Street by City works yard and Abbeyfield House needs a curb cut at 8th Street, also need better lighting.
- Pipeline trail from Knight Road to downtown Comox

4.4 Regional Opportunities

Bikeway opportunities with regional significance have the potential for greatly enhancing the Comox Valley cycling experience ... and may be eligible for funding assistance. Such opportunities include the following examples:

- One-Spot Trail – incorporating cycling needs into the multi-purpose trail in the Regional District and City of Courtenay
- Vancouver Island Corridor Foundation Trail – exploring the feasibility of incorporating a Bicycle Path or multi-use trail within the E&N right-of-way

- A pedestrian/bicycle corridor connecting Courtenay and Comox
- A route along the waterfront from Comox to Union Bay
- Duncan Bay Logging Road
- Wellington Colliery Trail (old logging grade between Royston and Cumberland)
- Lazo Road
- Headquarters Road
- Penstock trail from Courtenay to Comox Lake
- Little River Road, Wilkinson Road, Kilmorley Road, Coleman Road

5. Implementation Strategy

Cycling in the Comox Valley is recognized as an active form of recreation, a convenient way to reach a local destination and an expedient mode of commuting. It leads to improved personal and community health, reduces green house gases and contributes to a community's sustainable character. This Strategy Plan recommends that implementation be approached from two perspectives: from the strategic or policy aspect and from the technical or physical aspect. The following recommendations have been divided into these two approaches.

5.1 Strategic or Policy Recommendations

It is recommended to the Cycling Task Force:

1. that the participating jurisdictions consider adopting the Comox Valley Cycling Plan;
2. that the participating jurisdictions retain the existing Comox Valley Cycling Task Force to oversee implementation of the Cycling Plan;
3. that a Technical Committee, comprised of staff, be formed;
4. that there be a commitment to on-going public engagement with all stakeholders and agencies in a recognized format; and, that First Nations be consulted with respect to the possibility of bikeway connections on Band lands;
5. that the participating jurisdictions update their respective OCPs and their Bicycle Plans to implement the policies and priorities of the Comox Valley Cycling Plan, as appropriate;
6. that all jurisdictions adopt policies within their respective jurisdictions to recognize and promote cycling as a mode of transportation;
7. that all jurisdictions endorse policies to adopt a set of common standards (see Section 2.5) that includes terminology, design standards, signage, appropriate bicycling parking, etc.; and,
8. that a Valley-wide communication strategy be designed and implemented by the respective Recreation Departments to encourage cycling, to encourage community groups to use and maintain trails and paths; to educate cyclists regarding bicycle handling skills and safety, and to encourage on-going public participation in updating the Plan from time to time.

5.2 Technical or Physical Recommendations

It is recommended to the Cycling Task Force that:

1. that the Comox Valley Cycling Plan and Map (in process) be posted on all jurisdictions' websites;
2. that the Cycling Plan and Map be reviewed and updated to ensure that they are kept up to date and that appropriate linkages and facilities are incorporated into the planning processes;
3. that the Technical Committee determine and use a set of common standards that includes terminology, design standards, signage, parking, etc., based on recommendations in this Plan and with reference to MOT's Cycling Guide and standards;
4. that the terminology and design standards be added to all local jurisdictions' Transportation, OCP and related Plans;
5. that the Technical Committee research and examine bicycling strategies and networks in other jurisdictions – such as Vancouver, Victoria, Nanaimo, Ottawa – for the purpose of selecting or designing an implementation and working model to be recommended to the Task Force for adoption;
6. that the Technical Committee liaise with MOT staff regarding coordination of bikeway standards and linkages;
7. that MOT be encouraged:
 - ♦ to include cycling routes in its Regional Transportation Plan to facilitate implementation of the Cycling Plan
 - ♦ to ensure as much continuity and consistency as possible where bikeways enter and leave municipalities
 - ♦ to widen road shoulder bikeways when roads in unincorporated areas are built, upgraded or repaired;
8. that road upgrading, all new roadway construction and all new development plans and subdivisions be reviewed based on the Comox Valley Cycling Plan. The Technical Committee will consider, among other matters, the following:
 - ♦ methods of activating road-crossing signals by cyclists be explored;
 - ♦ limiting on-street parking on designated Bicycle Lanes, particularly on high-volume roads;
 - ♦ curb designs.
9. that the participating jurisdictions give priority to linking and repairing bikeways that have been identified as having gaps or missing linkages and those that present possible safety concerns;
10. that mapping resources be shared and coordinated with Comox Valley cycling groups.

5.3 Financing Recommendations

It is recommended to the Cycling Task Force that:

1. The Technical Committee and local jurisdictions develop short and long term priorities for bikeway projects;
2. Specific short term projects in individual jurisdictions would be encouraged for consideration in local government's budgets;
3. Regional projects be identified and a collaborative approach be taken for funding.

COMOX VALLEY CYCLING PLAN

Appendices

1. Cycling Policy

1. Provisions for cyclists are made on all new and upgraded provincial highways. All exceptions to this Policy will be subject to an evaluation procedure, as described in the reference material.

Route evaluations that impact cyclists will include consultations with cycling stakeholders. An evaluation can be applied on existing routes to identify measures that will improve cycling conditions.

2. The Ministry will involve cycling interests and local government officials responsible for cycling in all highway planning consultations. Municipal bicycle advisory committees, the Provincial Cycling Advisory Committee, and/or recognized cycling advocacy organizations can be utilized to provide advice on cycling needs, facilitate issues and to monitor the effectiveness of the Cycling Policy.
3. To accommodate the safety and travel requirements for different types of cyclists, the Ministry will plan, design and build for the appropriate type of cyclist based on the type of facility.
4. The cost of meeting the Cycling Policy will be managed within normal business practices and annual budgets. The Ministry encourages the use of alternative funding.
5. Uniform signing and marking will be provided for cyclists on all provincial highways.
6. The Cycling Policy and reference material will be monitored on a regular basis. The first review will be conducted no later than 3 years from the effective date. The process will include consultation with stakeholders.

2. Approach

The provincial cycling policy approaches comprehensive bicycle planning through “the 4 Es of Cycling”:

- Engineering – to develop a safer cycling environment, through design and construction practices;
- Education – to improve general road sense and the behaviour of cyclists and motorists;
- Enforcement – directed at both cyclists and motorists to produce safer integration of motor vehicles and bicycles on the road; and
- Encouragement – to yield greater community and government awareness of cyclists’ needs, including the goals of promoting greater ridership and safety.

3. **Types of Cyclists**

Cyclists are categorized by level of riding skill:

- child cyclists
- inexperienced cyclists
- experienced cyclists

4. **Trip Purpose**

The following general “cycling types” are based on their reasons for cycling:

Recreational cyclists ride strictly for pleasure or for exercise, and usually fall into the Child or Inexperienced category. This cyclist does not ride often enough to be comfortable in traffic. The riding environment is neighbourhood streets or bike paths.

Utilitarian cyclists use their bicycles as a way to get to shopping, recreation facilities or appointments. Utilitarian cyclists usually take short trips and do not ride enough to be comfortable in heavy traffic conditions. They need end-of-trip facilities such as parking, lockers, etc.

Commuters are specialized utilitarian cyclists. Often the bicycle is their main source of transportation. They ride more often than other utilitarian cyclists and are therefore more comfortable in traffic. Commuter cyclists learn traffic riding techniques, or stop riding. They may use high-volume roads if they are the most direct routes. These cyclists also require end—of-trip facilities such as parking, lockers and showers.

Tourists or touring cyclists usually have good traffic riding techniques. Their rides may vary in length, from short day-trips to cross-country treks. If they are carrying luggage, their bicycles may be a bit unmaneuverable. They require specialized end-of-trip facilities, such as campgrounds, hotels and restaurants.

Racers ride to compete or raise their heart rates and are therefore looking for the quickest way out of town. They know how to ride in all traffic conditions, and are more concerned with road surface than with traffic. They are not interested in end-of-trip facilities.

5. **Bikeway Functional Classification**

The MOT Cycling Guide distinguishes four basic ways of accommodating bicycle travel and describes them as follows:

Shared Roadway/Wide Curb Lane Bikeway

Bicycles share the roadway with other vehicles, usually the right-side portion of the travel lane. On a shared roadway, the shared travel lane could be a normal travel lane (standard width lane) or wider than a normal travel lane (wide curb lane). As motor vehicle traffic volumes, types and speeds, such as truck traffic, increase, the width of the travel lane should be widened in order to permit motorists and cyclists to pass without changing lanes.

Both motor vehicle traffic and bicycle traffic on a shared lane travel in the same direction; cyclists should keep right except when making a left turn or when riding in a lane with transportation demand management measures, or traffic calming which slows motor vehicles. The presence of a bikeway is usually indicated by road signs or specific pavement markings.

Shoulder Bikeway

A shoulder bikeway is a smooth paved shoulder on a roadway. The shoulders provide a suitable area for cycling, with few conflicts with fast-moving motor vehicle traffic. This makes the facility more suitable for rural areas.

Bicycle traffic on a shoulder bikeway is always one-way in the same direction as the adjacent outside travel lane. A shoulder bikeway may be indicated by road signs and/or pavement markings.

Bike Lane

Bike lanes are lanes intended for the exclusive use of bicycles within a roadway also serving other vehicular traffic. They are separated from adjacent travel lanes for motor vehicles by either a painted line or by some more positive delineators such as buttons, tubular posts or bollards.

Bike lanes are usually limited to one-way travel, in the same direction as the adjacent traffic flow. Where parking is permitted, the bike lane is usually between the parking lane and the through traffic lane.

Bike Path

Bike paths are facilities which are physically separate from roadways, and where all motor vehicle traffic, except maintenance vehicles, is excluded. They are sometimes shared with pedestrians who use the paths for recreational activities such as walking and jogging.

Bike paths are located either within a road right-of-way, generally paralleling the roadway, or within other corridors not served by roads.

6. Design

The Cycling Guide also contains sections on Design Considerations, Alignment Elements, Cross Section Elements, Intersection Treatment for Bicycle Facilities and Details such as drainage grates, bike lane delineators and traffic control devices.

1. The Comox Valley Greenways Plan Report, 1997

This Greenways Project predates the Regional District’s Rural and Electoral Area OCPs and Greenways Plans. The Greenways Plan Report was used for the basis of the Greenway Roads and Greenway Trails components of these later documents.

While the Greenways Plan Report does not identify bikeways or cycling routes, it provides an outline for greenways in the Comox Valley and presents a number of key dual- or multi-purpose trails that function as bikeways. The Greenways Plan defines the term “greenway” as “linear green-space corridors that connect natural areas and communities. Greenways create linkages between human development and natural systems. They protect aquatic areas, provide wildlife habitat, and increase recreational opportunities”. Three types of greenway corridors were proposed in the Report:

- riparian conservation corridors,
- biodiversity corridors; and
- recreation corridors.

The latter, recreation corridors, are proposed to link communities in order to increase recreation opportunities and encourage non-motorized transportation. One of goals of the Greenways Plan was “to create a network of non-motorized recreation and/or commuting trails linking communities, linking public lands and parks and linking estuaries along the shoreline”. The Greenways Plan proposes to connect large public spaces such as Seal Bay Park, Miracle Beach, Nymph Falls Park, Kin Beach and Goose Spit, “using existing and future public space as opportunities arise, so that people can walk, bike-ride and horse-back ride between large blocks of public land off the main road network”.

The following main recreation corridors are identified:

The East-Coast Trail

According to the Greenways Plan, this north-south walk-bike greenway is proposed to link Mud Bay to Oyster Bay along the coast. A large portion of this corridor already exists along the Island Highway, waterfront roads, unopened road right-of-way and along the foreshore (in less sensitive areas). Walk-only areas are proposed for portions of the foreshore which would be easily damaged by bicycles.

The Lazo to Oyster Inland Trail

This north-south walk-bike-horse corridor is proposed to link Lazo Marsh and the Northeast Reserve to Oyster River area. The trail begins at the coast (near Balmoral Beach) connecting Lazo Marsh and the Northeast Reserve, the Crown Isle development along their proposed greenway, through Block 71 (Raven Forest lands) to Seal Bay Park, the Merville/Williams Beach Provincial Forest, through Raven Forest lands, Miracle Beach Provincial Park and Oyster River Park.

Connections between these blocks will require utilization of existing rights-of-way and new park creation during development.

The Comox Logging Railway Trail

This north-south walk-bike-horse corridor is the longest publicly-owned corridor in the Valley. The Ministry of Transportation holds tenure over the grade as a gazetted road. The grade has the historical significance as the first north-south route through the Valley in the early 1900s. The corridor begins near the Puntledge River Bridge and continues through the Dove Creek area, crossing the Tsolum River and up to Endall Road area. The grade is currently used in many places as a recreation corridor and has been developed as the One Spot Trail in the Dove Creek Road area. Coordination between the CSRD and local land owners, where the grade bisects three farms, resulted in the trail being opened in 2005.

East-West Connections on Lesser Roads

East-west walk-bike-horse corridors are proposed to link main population hubs such as Black Creek, Merville, Courtenay and Royston with the three north-south recreation routes described above. Some of these routes will have to follow existing roads as they pass through the ALR.

Puntledge River Trail

This east-west walk-bike-horse trail is proposed to connect the City of Courtenay to Comox Lake along the Puntledge River. Existing trails are developed over most of this route including Nymph Falls Park and BC Hydro lands which parallel the river providing the vital link for this corridor.

The Wellington-Colliery Rail Trail

This proposed east-west walk-bike-horse trail was a historic colliery railway operating from Cumberland to the docks in Union Bay via Royston area. The grade is currently used in many places as a small road and trail. Near Royston it borders provincial forest (under Woodlot Licence) that offers access to a multitude of existing recreational trails including the pedestrian-oriented Trent River Gorge Trail.

Woodlot Trails

Provincial forest lands represent a large portion of the publicly-owned land in the Valley. Lands under Woodlot tenure offer potential east-west recreational opportunities for walk-bike trails and horse-riding in parts.

2. Rural Comox Valley Official Community Plan, Bylaw No. 2042, 1998

C.8(b) Community design guidelines that illustrate pedestrian, equestrian, public transit and bicycle-friendly design shall be developed.

C.8(c) The provision of trails for the safe and convenient use by pedestrians and cyclists shall be encouraged, where practical, when planning for any new development or subdivision.

- C.8(d) Public transport systems and programs or initiatives which promote shared ridership, pedestrian and bicycle movement shall be supported.
- C.8(h) The provision of multi-purpose trails along highways in the planning area shall be encouraged.
- C.11(d) To promote the development of an integrated trail and park system in the Comox Valley.
- C.11(e) To work cooperatively and seek partnerships to plan and implement a valley-wide *greenways* network.
- C.13(a) The development of an integrated Comox Valley trail and park system that minimizes recreational/residential and recreational/agricultural conflicts and prioritizes environmental protection in trail and park design, management and use, shall be promoted.
- C.13(b) A network of non-motorized recreation and commuting trails linking communities, public lands and parks shall be created.
- C.13(c) The Regional District shall work cooperatively and seek partnerships with land owners, non-governmental organizations, citizens, local governments and others to plan and implement a valley-wide *greenways* network. The Comox Valley Greenways Concept Plan (October 1997), identified in Appendix E, shall provide a basis for the *greenways* network.
- C.13(d) Senior government, public utilities and crown corporations shall be consulted with respect to opportunities and appropriate agreements for trails and *greenways* to be developed on lands affected by their mandates.
- C.13(e) Appropriate trail design, development and management standards shall be established and implemented to ensure that environmental values are protected and the potential for land use conflicts is minimized.
- D.10(a) The Ministry of Transportation and Highways shall be encouraged to:
 - .5 consult with the Regional District and the community with respect to opportunities for the accommodation of community walkways, bicycle paths and bridle trails within the unused portions of road rights-of-way.

3. Electoral Area 'A' Greenways Plan, Bylaw No. 294 (Schedule "H" to Bylaw No. 2042)

- 2.6 This section outlines three types of recreational greenways: recreation sites, greenway trails and greenway roads. These are envisioned as beautiful green spaces, with special facilities for people to work, cycle and enjoy nature. Ownership will be public.

- 2.8 Greenway Trails will be for walkers, cyclists, and in some cases for equestrians. High-speed or noisy motorized vehicles such as trail bikes or ATVs will be prohibited on greenway trails.
- .1 Trails will connect to the road system, or to unopened road right-of-ways, however, signage and barriers will restrict vehicular access.
- 2.9.3 Greenway roads shall be designated in coordination with the Cycling Network Plan of the Regional District.
- 3.5 A. Foreshore Greenway: The foreshore greenway is intended to connect up to the Courtenay Estuary walkway in the north, to Rosewall Creek Park in the south. Much of the greenway would parallel the Old Island Highway in the southern part of the study area for both pedestrians and cyclists. In the north beyond Union Bay the trail would utilize existing roads, rights-of-way and foreshore areas.
- B. Inland Highway Greenway: As part of the implementation of the Inland Highway a recreational greenway corridor could also be constructed. Within the right-of-way, it is recommended that the trail be multi-use for pedestrians, cyclist and equestrian use.
- C. Hydro ROW Greenway: A greenway on the BC Hydro ROW is recommended to be a multi-use trail serving pedestrian, cyclists and equestrians.
- D. Old Collieries Rail ROW Greenway: The Old Collieries Rail ROW is currently used informally as a hiking, biking and equestrian trail system. Every attempt should be made to secure the land as a greenway connection from Union Bay and Royston to Cumberland and Comox Lake beyond. This connection is particularly important as it is anchored by two communities Cumberland and Union Bay and runs through a third community, Royston. It is also the only multi-use greenway identified that is an east-west connector.
- 4.7 Foreshore Greenway, north of Union Bay
- .1 Utilize existing trails, roads, old rail rights-of-way and park spaces to amalgamate a pedestrian/bicycle greenway route or pedestrian only (in some locations) route north of Union Bay.
- Foreshore Greenway, Island Highway south of Union Bay
- .4 With reduced traffic on the Island Highway due to the construction of the Inland Highway explore the potential of retrofitting the Island Highway right-of-way for a bicycle/pedestrian greenway trail, preferably separated and buffered from the Highway. The bike/pedestrian route is not to interfere with the aquaculture leases. The bike/pedestrian route will parallel the Highway to Washer Creek.
- Island Highway Greenway
- .5 Implement a multi-purpose trail into the Inland Highway right-of-way.

Hydro ROW Greenway

.7 Approach BC Hydro to approve the use of the Hydro right-of-way for a multi-use trail.

Old Collieries Rail ROW

.10 Secure Old Collieries Rail ROW for future public access and explore the potential to implement a multi-purpose trail along the length of the corridor.

4. Electoral Area 'A' Electoral Area Plan, Bylaw No. 2192 (Schedule "F" to Bylaw No. 2042)

C.8(a) Major greenways roads are proposed as shown on the EAP and Greenways Plan.

C.8(b) Implementation and maintenance of the roadside trails shall be the subject of a cooperative agreement between the Regional District and the Ministry of Transportation and Highways.

5. Electoral Area 'A' Union Bay Local Area Plan, Bylaw No. 2193 (Schedule "G" to Bylaw No. 2042)

C.8(b) Implementation and maintenance of the roadside trails shall be the subject of a cooperative agreement between the Regional District and the Ministry of Transportation and Highways.

C.12(h) Develop a greenways trail system along the foreshore/waterfront.

C.12(i) Require the development of multi-use linkages to the foreshore/waterfront as part of new development initiatives.

Part 6, A.1.5 Undertake a Stewardship Implementation Program, with the following components:

- A Greenway Implementation Program, including:
 - Trail and Greenway Road Design guidelines.

6. Electoral Area 'A' Royston Local Area Plan, Bylaw No. 2366 (Schedule "I" to Bylaw No. 2042)

Greenways Goal: To provide a variety of recreational and transportation greenways that minimize environmental, farming and forestry impacts and are appropriate for walkers, hikers, cyclists and equestrians.

Greenways Policies:

The Regional District shall work with the community of Royston to:

- (a) formalize the structure of, and support for, planning, design, construction and maintenance of greenways;
- (b) map existing trails and prioritize the development of new trails to create interconnected greenways;

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(f) provide greenways that link community nodes such as the Village Core, the waterfront, Royston Elementary School, and Fallen Alders Community Hall, as well as parks, heritage and recreation sites.

7.1 Transportation Context: Royston residents have expressed the desire to live in a community where streets are safe and enjoyable places to walk and cycle. By orienting land uses and providing infrastructure to support non-motorized forms of travel, the accessibility and livability of Royston can be enhanced.

7.2 Transportation Objectives: To work cooperatively to create a transportation infrastructure network that:

- supports non-motorized modes of transportation;
- increases safety; and
- supports community character.

7.3(c) The Regional District shall work cooperatively with the City of Courtenay and the Village of Cumberland to create a comprehensive transportation network for non-motorized transportation.

7.3(d) Bike racks shall be provided at new commercial and recreational facilities.

7.3(e) Integration of transit and other travel modes shall be improved by coordinating greenways, bikeways, trails and transit services.

Section D, Looking Ahead – 1.0 Implementation

Specific actions that are priorities for implementation include:

- creating a Greenway Plan and Implementation Strategy, which would include:
 - trail and greenway design guidelines;
 - operation and maintenance policies to address the need to manage trail use, vandalism, litter, bylaw enforcement and relationships to adjacent property owners
- discussing with MoTH the application of alternative roadway design standards.

7. Electoral Area ‘B’ Electoral Area Plan and Greenways Plan, Bylaw No. 2152 (Schedule “D” to Bylaw No. 2042)

C.8(a) Major and minor greenway roads are proposed as shown on the EAP and Greenways Plan.

C.8(b) Implementation and maintenance of the roadside trails shall be the subject of a cooperative agreement between the Regional District and the Ministry of Transportation and Highways.

C.13(g) Recreation Greenways balance the needs of people with the needs of other species. A key role of the greenway system is to increase public access to green space. Both greenway trails and greenway roads are envisioned as beautiful green spaces, with special facilities for people to walk, cycle and enjoy nature.

C.13(h) Greenway Trails shall be for walkers, cyclists and in some cases for equestrians. Noisy or high-speed motorized vehicles such as trailbikes or ATVs shall be prohibited on greenway trails.

- .1 Trails shall connect to the road system, where signage and barriers will be encouraged to restrict vehicular access.
- .4 The greenway trail along the waterfront may not be a constructed pathway.

C.13(i) Greenway Roads will provide access for walkers, cyclists and equestrians to the larger greenway trail system. This will be accomplished by special treatments on the road right-of-way. Greenway Roads are located in areas where a trail connection is not possible.

Greenway roads shall be designated in coordination with the cycling network plan of the Regional District.

8. Quenville – Huband Local Area Plan, Bylaw No. 2443 (Schedule “K” to Bylaw No. 2042)

B.1.3.2 i) Promote an interconnecting trail system that links existing and future residential sites with Seal Bay Park and other open spaces within and adjacent to the LAP area.

B.5.3.4 i) Work cooperatively with senior levels of government to ensure the implementation and maintenance of a comprehensive transportation network for non-motorized modes of transportation.

B.5.3.4 ii) Incorporate greenway networks throughout the Quenville-Huband area.

B.5.3.4 iii) Provide greenway linkages to connect the plan area to other areas of the Comox Valley community in accordance with the Comox Valley Greenways Plan.

Figure B-16: Negotiate easement to avoid disruption to existing structures (e.g. hydro poles, trees, etc.) to accommodate greenway.

B.5.3.5 ii) Encourage shared access on all major roads among vehicular traffic, pedestrians, cyclists and horseback riders through innovative road design.

C.1 Land Use Concept: [Critical elements of the plan] include:

- Accessible greenways and recreation opportunities.
- Increased transportation options coordinated with land use patterns.

9. Electoral Area ‘B’ Anderton Road Local Area Plan, Bylaw No. 253 (Schedule “E” to Bylaw No. 2042)

- C.8(a) Major greenways roads are proposed as shown on the EAP and greenways plan.
- C.8(b) Implementation and maintenance of the roadside trails shall be the subject of a cooperative agreement between the Regional District and the Ministry of Transportation and Highways.
- C.13(g) Recreation Greenways balance the needs of people with the needs of other species. A key role of the greenway system is to increase public access to green space. Both greenway trails and greenway roads are envisioned as beautiful green spaces, with special facilities for people to walk, cycle and enjoy nature.
- C.13(h) Greenway Trails shall be for walkers, cyclists and in some cases for equestrians. Noisy or high-speed motorized vehicles such as trailbikes or ATVs shall be prohibited on greenway trails.
.1 Trails shall connect to the road system, where signage and barriers will be encouraged to restrict vehicular access.
- C.13(i) Greenway Roads will provide access for walkers, cyclists and equestrians to the larger greenway trail system. This will be accomplished by special treatments on the road right-of-way. Greenway Roads are located in areas where a trail connection is not possible.

Greenway roads shall be designated in coordination with the cycling network plan of the Regional District.

10. Electoral Area 'C' Land Use Plan, Greenways Plan and Saratoga/Miracle Beach Local Area Plan, Bylaw No. 2100 (Schedule "C" to Bylaw No. 2042)

- C.8(h) A non-motorized multi-purpose trail is designated along the Inland Island Highway, stretching from Lake Trail Road to Oyster River.

Implementation and maintenance of the roadside trails shall be the subject of a cooperative agreement between the Regional District and the Ministry of Transportation.

C.13 Greenways Plan:

Proposed Recreational Greenways

This section introduces two types of recreational greenways: greenway trails and greenway roads. Both are envisioned as beautiful green spaces, with special facilities for people to walk, cycle and enjoy nature. Use of pervious surfacing is encouraged wherever possible for recreational greenways.

Greenway Trails

Key north-south trails are envisioned along the waterfront, along the Comox Logging right-of-way and along the Inland Island Highway. Local and east-west trails will extend this system using a combination of greenway roads and unopened road rights-of-way to create a series of interconnected loop circuits through the Plan Area.

Greenway trails will be for walkers, cyclists and in some cases for equestrians. Noisy or high-speed motorized vehicles such as trail bikes or ATVs will be prohibited on greenway trails.

Trails will connect to the road system, where signage and barriers will restrict vehicular access. Trails will not dead-end at ALR lands.

Greenway Roads

A key role of the greenway system is to increase public access to green space. Where no other option exists, this will be accomplished by special treatments on the road right-of-way to create Greenway roads.

Greenway roads will provide access for walkers, cyclists and equestrians to the larger greenway trail system.

Routes identified in the proposed Cycling Network Plan are included in Section 3, Bikeways Identified, below.

This network is intended to promote transportation (commuter) cycling and to provide a safe cycling environment. It will be developed through liaison with adjacent electoral areas and local governments, the Ministry of Transportation (MOT), and local residents and cycling organizations. The design of any infrastructure on MOT right-of-way will follow the guidelines and standards of MOT.

On designated Greenway Roads, a separate bike path will be pursued. This path, however, will be shared with pedestrians and horseback riders. A *shoulder bikeway* is desired along other MOT roads forming part of the cycling network. Development of a *shared roadway* will be encouraged along private rights-of-way and MOT roads outside the cycling network.

Development of the network will include appropriate signage, a maintenance agreement with MOT to ensure regular sweeping and repair of *shoulder bikeways*, and a network map/brochure to encourage cycling transportation.

1. Official Community Plan, Bylaw No. 2387, 2005

4.6.5 Greenway Strategy

2. The Greenway strategy, as outlined on Map #2 Long Range Plan, is designated to serve recreation, transportation and conservation functions by providing for connections between main destinations, parks and residential areas. The use of natural corridors such as waterways and ridges and the use of the road network, pedestrian walkways and greenway systems through the city will help achieve this objective.

13. The City will incorporate a balanced approach in designing trails to include paved and natural trails and to consider safety and user compatibility for multi-use by all residents.

4.6.6.2 Courtenay Riverway Goals

4. to ensure that this recreation system is accessible for multi use.

4.6.6.3 Policies

2. Council will investigate the feasibility of a pedestrian/bicycle bridge crossing of the Courtenay River, to link the west bank downtown with Lewis Park and/or Simms Millennium Park (for example, a suggested pedestrian/bicycle bridge from 6th Street to the east bank).

7. Where developments are created along the riverfront, they shall be linked to the Riverway system by walkway and bikeway.

5.2 Transportation Goals

2. development of a transportation system that provides choices for different modes of travel including vehicle, transit, pedestrian, cycling and people with mobility impairments.

5.3 Policies

7. The City will continue to pursue the development of a continuous, integrated bicycle network in order to promote and encourage cycling as a commuting alternative to the automobile and as a means of active recreation. The Bicycle Planning Strategy adopted in 1995 will be reviewed and updated.

2. Bicycle Planning Strategy, 1995

The goal of this initiative and document is to:

- ensure consideration for the immediate and long-term planning initiatives of the City to integrate bicycles into the existing transportation and recreation facilities systems and to create these systems to be safe, enjoyable, convenient and affordable for bicycle use within the municipality.

Objectives

To achieve this goal the Bicycle Strategy Plan must:

- plan for the bicycle as part of the transportation and recreation systems;
- plan for a network of bicycle routes, facilities and opportunities for all types of cyclists;
- design sufficient standards to ensure appropriate travel surfaces, lane widths, budget and maintenance programs where feasible;
- support education and enforcement programs which emphasize and inform people on safe cycling through the schools, Comox Valley Bicycle Safety Committee, R.C.M.P. and recreation programs;
- support programs of public awareness and the acceptance of bicycling to work towards a safer environment for cyclists;
- ensure the co-ordination between the different jurisdictions in the Comox Valley, including the co-ordination between City Departments and to continue to use cycling related organizations as a source of information;
- co-ordinate this plan with the City's Official Community Plan, Parks and Open Space Master Plan and overall budget review process.

The Bicycle Planning Strategy recommends incorporating provision for bicycle facilities into new road design and construction, and identifies a number of existing and future bicycle routes, bicycle lanes, bicycle paths and preferred bicycle routes.

The following implementation steps are recommended:

- The bicycle facilities, guidelines and road design standards presented in this Plan will be considered as part of the City's road and recreation facilities design and construction process and maintenance program. This will ensure that bicycle facilities when constructed are an integral component of the City's transportation system.
- Establish a budget on an annual basis for the installation and maintenance of signs designating bike routes and facilities as shown in the Bicycle Network Map in this Plan. This is a low-cost and effective method of creating a more attractive environment for cycling.
- Work with local service groups to construct bicycle paths shown on the Bicycle Network Map.
- Amend the City of Courtenay official Community Plan [1994] to include the policies that are recommended in this Plan, and to include development permit guidelines that require the provision of bicycle facilities where appropriate.
- Maintain and support education and enforcement programs that will enhance the use of bicycles.
- Support the licensing and registration of every bicycle with funds being used to provide improved bicycle facilities.
- Declare the City of Courtenay as a "Bicycle Friendly Community".

Bikeway Identification

Courtenay's Bicycle Planning Strategy, completed prior to MOT's Cycling Guide, differentiates bikeways as follows:

- Bike route – integrated with traffic, road is shared by bicyclists and motorists.
- Bicycle lane – distinct from vehicle traffic lane, designated by painted line and signage, intended for one-way use of bicycles.
- Bicycle path - separated from vehicle traffic, sometimes shared with pedestrians.
- Preferred bicycle route – existing roads commonly used by cyclists, these routes will not be redesigned or reconstructed, but can be recognized by appropriate signage and route maps.

Bicycle routes, bicycle lanes, bicycle paths and preferred bicycle routes identified in this document are list in Section 3 below.

1. Official Community Plan, Bylaw No. 1471, 2006

4.2.2 Bikeways – Policies:

- a. The bikeway network is illustrated in *Map 2 – Parks, Greenways and Open Space*;
- b. Additional land to accommodate a safe bicycling environment may be required at subdivision or obtained at time of rezoning;
- c. Where practical, bicycle routes must be continuous, providing an unbroken path to and from destination points and connecting bikeways from adjacent communities;
- d. New development and redevelopment abutting proposed bike lanes as shown in *Map 2 – Parks, Greenways and Open Space* may be required to provide these lanes as a condition of approval;
- e. New development and redevelopment are encouraged to consider the possible inclusion of facilities such as bike parking and shower/change rooms to facilitate year round bicycling;
- f. The Town may gradually implement the bicycle network through its annual capital budget and at the time of major road reconstruction; and
- g. To the degree practical, the first stage of implementation of the bicycle network must focus on bicycle routes. Due to the need for continuous routes, implementation of the bikeway network may be based on completing one or more specific routes at a time.

The Bikeway Network (Map 2) distinguishes between bike routes, bike lanes and bike paths and is based on the 1995 Bicycle Plan. These bikeways are listed in Section 3 below.

2. Bicycle Plan, 1995

This Plan acknowledges the growing recognition of the value of incorporating bicycles in transportation strategies. The Plan approaches the engineering and design facilities with four principles in mind:

1. The needs of each user group should be addressed. These include recreational, commuter, utilitarian, tourist (touring) and competitor groups.
2. Every street should be considered a cycling street.
3. Designated routes should be continuous.
4. Support facilities such as bike racks should be provided at destination points.

The following implementation plan is recommended:

- In years one to three, erect signage for bike routes and distribute maps.
- Have staff prepare a 10 year capital program for phasing in signage, bicycle paths, lanes and routes.
- Amend the zoning bylaw to require parking facilities for bicycles.
- Maintain and augment existing education programs.

- Prepare and distribute bicycle way maps as the network is established.
- Have the Community Centre continue to run bicycle promotion programs.
- Include bicycle lanes in major road reconstruction in accordance with the Comox Bicycle Way plan map.
- Have new developments abutting proposed bike lanes provide the lanes as a condition of development.
- Request the local service groups to build a bicycle path in the Town.
- Declare the Town of Comox a bicycle friendly community.

Appendix A, Bike Way Standards/Specifications, references a MOTH Cycling Policy Report and includes the following elements:

- definitions and types of bikeways
- standards/specifications for railings and fences, ramps, sidewalk bike paths on structures, intersections and interchanges, and auxiliary motor vehicle turn lanes
- design widths for bikeways
- signage specifications

1. Official Community Plan, 2004

2.1 Community Vision

... the environment is a major source of new economic opportunities for the Village. This includes mountain biking, hiking, boating, fishing, bird watching and other environmentally friendly activities.

2.2 Plan Direction

A View to the Future: Cumberland, characterized by exceptionally attractive wetlands, forested slopes, pristine lakes, rich flora and fauna, and an abundance of unique historical artefacts, has the foundation for a natural greenbelt, including walking and biking trails, throughout the whole of the Historic Village.

The Eco-Cultural Focus: Within the foreseeable future, we envision a Village with a slightly larger population, principally located inside the greenbelt, and a revitalized community economy that capitalizes upon the rich potential for eco-tourism (hiking, jogging, mountain biking, bird watching, water recreation, golf and a host of other enviro-friendly activities). Indeed, while a great many kilometres of casual trails already exist, they will have been connected to literally scores of kilometres of both formal and informal trails in the surrounding region. From downtown Cumberland, trails will take hikers, bikers and bird watchers alike around the Village and beyond.

2.3 Land Use Management Principles

2. Create settlement patterns that encourage walking, bicycling and the efficient use of public transit and minimize the need to use automobiles.

Policies

- 3.3.8 Increase transportation choices to and from, and walkability within, the Village.
- 3.3.15 Support the Regional District Greenways Plan in the pursuit, recognition and protection of significant trail corridors on adjacent private forest land properties.
- 3.3.16 Continue to pursue the establishment of the Wellington-Colliery railway right-of-way as a linear parkway for non-vehicular public recreational use.
- 3.5.10 Promote the development of interpretive centres and signage on the Community Trail Network.

- 3.5.12 Establish a comprehensive Village Greenway System (VGS) through cooperative partnerships, designation, zoning, land trades, acquisition and other means as may be available to Council.
- 3.5.15 Promote the development of a Community Trail Network within the VGS that incorporates existing informal trails and the establishment of new interconnecting walkways in order to extend and create new recreational opportunities.
- 3.7.26 Facilitate pedestrian and bicycle traffic, a 1.8 metre lane will be included along each side of all major roads, where feasible, within the road right-of-way.

Plan Implementation

Obtain Community Amenities whenever opportunities allow. The following list of possible Community Amenities is provided for general information ...

- 6.5.6 Bicycle path between historic Village and Highway;
- 6.5.9 Viewscapes and greenways;
- 6.5.20 Railbeds and trestles;
- 6.5.30 Remainder of railbed from Village Park to Sutton Road;
- 6.5.35 Bicycle trails around the historic Village;
- 6.5.43 Safe walkway and bike route through Village for children;
- 6.5.47 Protection for historic sites and the trails that connect them.

2. Draft Village of Cumberland Bicycle Plan

Cumberland's draft Bicycle Plan is generally based on the format and information used for Comox's Bicycle Plan, and contains the same appendix on Bike Way Standards/Specifications.

This draft plan identifies proposed bike routes, bike lanes and bike paths with the Village boundaries. These are listed in **Appendix 6**.

1. MOT's Cycling Network Plan, RDCS Electoral Area C

The following bikeways are identified in Appendix C to Electoral Area 'C' Land Use Plan, Greenways Plan and Saratoga/Miracle Beach Local Area Plan:

- Hamm Road/Miracle Beach Drive (proposed Miracle Beach Connector?)
- Island Highway/Howard Road
- Farnham/Headquarters/Merville Roads to Sackville Road area and to the City of Courtenay
- Forbidden Plateau/Piercy/Condensory Roads to Wildwood area and to City of Courtenay
- Lake Trail Road into Courtenay

2. Regional District Electoral Area Plans

The following Greenway Roads have been identified in the Regional District documents listed in sections 2.2.1 through 2.2.9 above:

- McLeod Road
- Royston Road
- Knight/Lazo/Croteau/Hawkins Roads
- Balmoral/Curtis/Brent/Sandpines Roads
- Kye Bay Road/Simon Crescent
- Left Road
- Grantham Road
- Hardy/Clark/Langlois Roads
- Vanier Drive/Wentworth Road
- Coleman/Bates/Waveland Roads
- Wilkinson/Booth/Butler/Astra/Kilmorley/Little River Roads
- Huband/Quenville/Larch Roads
- Comox/Back/McDonald Roads (add Glacier View?)
- Hamilton/Anderton/Hector Roads
- Pridy Road
- Daye Road
- Dryden/Hudson/Ryan Roads
- Catherwood Road Fire Hall to Miracle Beach Drive (proposed Yed Road)

Although Greenway Trails are frequently not designated by name, they will be shown on the Cycling Strategy Plan map. The following Greenway Trails are identified in the Regional District documents reviewed:

- Puntledge River Trail
- Royston Trail Greenway

3. City of Courtenay's Bicycle Planning Strategy, 1995

This document distinguishes and lists types of existing bikeways as listed below. The list has been updated according to Courtenay's Bicycle Network map, 2006.

Bicycle Routes

- Island Highway (Cliffe Avenue) from Fraser Road (City boundary) to 1st Street
- 1st Street from Cliffe Avenue to Anderton Avenue
- Anderton Avenue from 1st Street to the Condensory Bridge (City boundary)
- Lake Trail Road from western City boundary to Willemar Avenue
- 5th Street from Willemar Avenue to Old Island Highway
- Old Island Highway from 5th Street to Cliffe Road (City boundary, and northwards beyond)
- Cumberland Road from western City boundary to Fitzgerald Avenue (Note: part of Cumberland Road, from Willemar to Comox Valley Parkway has bicycle lanes)
- 17th Street from Willemar Avenue to 17th Street Bridge
- 29th Street (Comox Valley Parkway) from western City boundary to Cliffe Avenue
- Comox Road from southern City boundary to 5th Street and Old Island Highway and from 17th Street bridge to the City boundary at Timm Slough (Note: Most of Comox Road has bicycle lanes and is shown as such on the map)
- Highway 19A (Old Island Highway) from Comox Road and 5th Street to northern City boundary
- Headquarters Road from Old Island Highway to Dove Creek Road (City boundary, and beyond to Merville Road, shown as Bicycle Lane on map)
- Dove Creek Road from Headquarters Road to Dove Creek (City boundary, and beyond)
- Vanier Drive from Headquarters Road to Old Island Highway
- Veterans' Memorial Parkway/Lerwick Road from Old Island Highway to Mission Road
- Ryan Road from Old Island Highway to Anderton Road (City boundary, and beyond, shown as Bicycle Lane from Back Road to Military Row)
- Arden Road from Comox Valley Parkway to 1st Street except for a section over Morrison Creek
- 1st Street from Powerhouse Road to Menzies Avenue
- Menzies Avenue from 1st Street to 5th Street
- Woods Avenue from 1st Street to 5th Street
- Keeneland Avenue from 1st Street to Mitchell Road
- Rod & Gun Road from Robert Lang Drive to Bear James Park
- Robert Lang Drive from Rod & Gun Road to Willemar Avenue
- 20th Street from Cumberland Road to Willemar Avenue
- Willemar Avenue from 26th Street to 5th Street
- 26th Street from Willemar Avenue to Cliffe Avenue
- 8th Street from Fitzgerald Avenue to Cliffe Avenue
- McPhee Avenue from 17th Street to 5th Street
- Piercy Avenue 29th Street (C.V. Parkway) to Cumberland Road
- Kilpatrick Avenue from 30th Street to 19th Street
- 19th Street from Kilpatrick Avenue to Grieve Avenue
- Grieve Avenue from 19th Street to Cumberland Road
- 21st Street from Piercy Avenue to railway line and from Fitzgerald Avenue to Cliffe Avenue

- Dogwood Drive from multi-use path in Bill Moore Park to Fitzgerald Avenue
- Fitzgerald Avenue from 26th Street to 3rd Street
- 3rd Street from Fitzgerald Avenue to Cliffe Avenue
- England Avenue from 8th Street to 3rd Street
- Duncan Avenue from 6th Street to 3rd Street
- 4th Street from England Avenue to Cliffe Avenue
- 6th Street from Fitzgerald Avenue to Anderton Avenue
- Back Road from Old Island Highway to southern City boundary (and beyond to Glacier View Road and to Comox Road)
- Muir Road from Old Island Highway to Ashwood Place and continuing from Ashwood Place to Dingwall Road right-of-way
- Ashwood Place for a short distance between two sections of Muir Road
- Mission Road from Muir Road to its eastern terminus at DL 235
- Dingwall Road from Old Island Highway to McLauchlin Drive
- McLauchlin Drive from Muir Road to Beecher Drive
- Beecher Drive from McLauchlin Drive to Centennial
- Centennial from Beecher Drive to Back Road
- Williams Road from 10th Street East to its northern terminus
- 10th Street East from Williams Road to Sitka Avenue
- Sitka Avenue from 10th Street East to Malahat Drive
- Malahat Drive from Sitka Avenue to Crown Isle Drive
- Cowichan Avenue from Ryan Road to 6th Street East
- 6th Street East from Cowichan Avenue to Arrowsmith Avenue
- Arrowsmith Avenue from 6th Street East to Malahat Drive
- Thorpe Avenue from Malahat Drive to Valley View Drive
- Valley View Drive from Back Road to Lerwick Road and Idiens Way
- Idiens Way from Lerwick Road to the eastern City boundary (and beyond to Anderton Road)
- Crown Isle Drive from Malahat Drive to Ryan Road and from Royal Vista Way to its current southern terminus just south of Kensington Crescent
- Royal Vista Way from Crown Isle Drive to its current eastern terminus
- Hawk Drive from Valley View Drive to Lerwick Road
- McDonald Road from Lerwick Road to the City boundary at Sheraton Road (and beyond to Back Road)
- Anfield Road from Cliffe Avenue to Anfield Centre entrance next to Winners
- Crown Isle Boulevard from Ryan Road to its northern terminus

Bicycle Lanes

- Veterans' Memorial Parkway/Lerwick Road from Mission Road to just south of Bluejay Place/Inverclyde Way

Multi-use/Bicycle Paths

- Puntledge Park
- Courtenay Lagoon
- Riverway from 6th Street to 31st Street and from 31st Street to southern City Boundary at Anfield Road (and beyond to Millard Road)
- 31st Street for a short distance between sections of Riverway
- Anfield Road from Anfield Centre entrance near Winners to Piercy Avenue

- Piercy Avenue from Anfield Road to approximately 30th Street alignment
- Lewis Park
- Simms Millennium Park
- Eastward from Anderton Avenue behind River Glen
- Arden Road from 1st Street to Bear James Park
- Bear James Park connecting to Mitchell Road
- Bill Moore Park connecting 21st Street at the railway line to Dogwood Drive
- Valley View Greenway from Glen-Urquhart Drive through Hurford Hill Nature Park to Malahat Storm Park and Valley View Park, connecting Valley View Elementary and Mark J. Isfeld Senior School
- Hawk Drive from Lerwick Road to Hector Road
- Hector Road from Hawk Drive to just north of southern City boundary

Preferred Bicycle Routes

Although all preferred bicycle routes are listed “future” routes in the Bicycle Planning Strategy and are listed in Section 4.2 below, these routes are existing roads commonly used by cyclists. The intention is that these routes will be recognized by appropriate signage and route maps

4. Town of Comox’s Bicycle Plan

Bike Routes

- Knight Road for a short distance on both sides of Pritchard Road/Military Row
- Torrence Road
- Balmoral Road between Torrence Road and Pritchard Road
- Pritchard Road between Guthrie Road and Comox Avenue
- Comox Avenue between Pritchard Road and Stewart Street
- Stewart Street between Comox Avenue and Beaufort Avenue
- Beaufort Avenue between Stewart Street and Rodello
- Buena Vista between Anderton Road and Church
- Church between Comox Avenue and Linden Avenue
- Strathcona from Glacier View Drive, Davis Street and Robb Avenue to Pritchard Road
- Noel Avenue between Guthrie Road and Anderton Road
- Noel Avenue between Torrence Road and Guthrie Road
- Bolt Avenue between Linshart and McDonald Road

Bike Lanes

- Military Row and Pritchard Road between Ryan Road and Guthrie Road
- Guthrie Road between McDonald Road and Lazo Road

Bike Paths

- Parallel to Pritchard Road and Torrence Road, between the two, from Cambridge ??? to ???
- Lazo Road from Noel ??? to just north of junction with Balmoral Road ???

5. Village of Cumberland’s Draft Bicycle Plan

Bike Routes

- Egremont Road, Sutton and Comox Lake Road from Willard
- Dunsmuir Avenue from Egremont/Sutton for a short distance east
- Ulverston Avenue between Egremont Road and First Street
- First Street between Ulverston Avenue and Windermere
- Windermere between First Street and Third Street
- Third Street between Cumberland Road and Dunsmuir Avenue
- Fourth Street between Ulverston Avenue and Dunsmuir Avenue
- Dunsmuir Avenue from Seventh Street to the eastern boundary of the Village
- Union Road between Cumberland Road and Dunsmuir Road

Bike Lanes

Bike lanes shown on Cumberland's draft Bicycle Plan have not yet been incorporated on the roadways and are, therefore, shown in Section 4.4.

Bike Paths

Bike Paths shown on the draft Bicycle Plan are intended to be created as part of subdivision development or, in the case of the Wellington Colliery Railbed, as part of a longer-term inter-jurisdictional greenway.

1. Regional District Electoral Area Plans

- Lazo-Oyster Combination Corridor
- Seal Bay Regional Park to Lazo Marsh Corridor
- Seal Bay Regional Park to Courtenay
- Knight Road to Courtenay
- East Coast Trail (includes Island Highway in Union Bay area, Foreshore Greenway, Goose Spit to Kye Bay Foreshore Corridor, Sea Bank Road)
- Comox Logging Railway Trail
- Wellington Colliery Rail Trail
- Inland Highway Greenway
- Trent River Corridor

2. City of Courtenay's Bicycle Planning Strategy

The future bikeways listed in this document have been updated according to Courtenay's Bicycle Network map, 2006.

Bike Routes

- From Veterans' Memorial Parkway through Block 71 to Anderton Road
- Section of Arden Road over Morrison Creek
- Crown Isle Drive extension, connecting two constructed sections
- Royal Vista Way from its current eastern terminus to Ryan Road and through DL 236 to Mission Road and to Crown Isle Boulevard

Bicycle Lanes

- Lerwick Road from the end of the current bicycle lane just south of Bluejay Place/Inverclyde Way to the southern City boundary
- 29th Street (west of present City boundary)

Bicycle Paths

- Railway right-of-way from train station to southern City boundary and beyond
- Analyze sections from train station at Cumberland Road north to 1st Street as a Bicycle Path beside the existing railway tracks
- Millard Creek Greenway from Fraser Road northward to Puntledge River through western sector of municipality and from Millard Creek Park to Riverway
- Puntledge River Greenway from Menzies Road/railway right-of-way to 2nd Street and from behind River Glen (just east of Anderton Avenue) to the Condensory Bridge
- Tsolum River Greenway from Headquarters Road to Dove Creek Road
- Under the Hydro right-of-way from Tsolum River Greenway to Island Highway and then to Veterans' Memorial Parkway and south to Mission Road and eastward to eastern City boundary
- Through Sandwick Park from Hydro right-of-way to Muir Road

- Through Glacier View Elementary School grounds from Beecher Place to Dingwall Road
- Through Sunrise Park from Dingwall Road to Nim Nim Avenue
- Along Dingwall Road right-of-way from Cruickshank Avenue to Lerwick Road/Veterans' Memorial Parkway
- Through North Island College lands between Ryan Road and Dingwall Road right-of-way
- Along Mission Road right-of-way through Crown Isle to Anderton Road
- North of Mission Road from Hydro right-of-way to eastern City boundary
- From Elderberry Crescent to eastern terminus of Mission Road
- Island Highway to Back Road aligning with Tunner Drive and connecting to Williams Road
- Around perimeter of Farquharson Farm
- From Crown Isle Drive to Atlas Road
- Through the Marsland property from Back Road and then through City Park to Hawk Drive (???)
- From Back Road just north of ravine to Hawk Drive
- Sheraton Road right-of-way from Hawk Drive to McDonald Road
- McDonald Road from Sheraton Road to Hector Road
- Along Lerwick Road/Veterans' Memorial Parkway from Mission Road to northern City boundary

Preferred Bicycle Routes, Future

- Piercy Road from 29th Street to Cumberland Road
- Kilpatrick Avenue from 26th Street to 19th Street then Grieve Avenue from 19th Street to Cumberland Road
- Dogwood Drive from Kilpatrick Avenue to 21st Street to Island Highway
- McPhee Avenue from 17th Street to 5th Street
- 20th Street from Cumberland Road to Willemar Avenue
- Woods Avenue from 5th Street to 1st Street
- Robert Lang Drive
- Keeneland Avenue
- Downtown area between Fitzgerald Avenue, 3rd Street, Beckensell Avenue and 8th Street, Beckensell Avenue and 8th Street
- Dingwall Road
- McLaughlin Drive
- Muir Road
- Mission Road
- Williams Road
- 10th Street east to Sitka Avenue to Malahat Drive to Crown Isle Drive and Royal Vista Way
- Cowichan Avenue to Arrowsmith Avenue
- Thorpe Avenue from Valley View Drive to Malahat Drive
- Valley View Drive
- Hawk Drive

Greenways

The term "greenways" encompasses pedestrian/bicycle routes, lanes and paths. Note that some of these are outside the City boundary.

- Along Morrison Creek from Powerhouse Road to Arden Road connecting to Roy Morrison Nature Park
- Along Piercy Creek from Comox Logging Road to Arden Road
- Along the Comox Valley Parkway towards the Inland Island Highway
- On Comox Logging Road south of the Comox Valley Parkway connecting to Anfield Road and beyond
- On 29th Street from the railway right-of-way to the Riverway
- Along Ryan road from Lerwick Road to Anderton Road

3. Town of Comox's Bikeway Network

Although the Bikeway Network plan does not differentiate between existing and planned bikeways, this Plan attempts to do that. For example, where the Bikeway Network shows bike lanes but lanes have not yet been added, this Plan shows the lanes as "planned".

Bicycle Lanes

- McDonald Road between Glacier View Drive and its terminus northeast of Guthrie Road
- Comox Avenue from the western boundary of the Town to Anderton Road
- Anderton Road between Comox Avenue and the Town boundary just north of Guthrie Road
- Port Augusta and Balmoral Road between Beaufort Avenue and Pritchard Road

4. Village of Cumberland's Draft Bicycle Plan

Bike Lanes

- Dunsmuir Avenue between just east of Egremont/Sutton and Seventh Street
- Cumberland Road between the eastern boundary of the Village and Ulverston Avenue/Fourth Street
- Ulverston Avenue between Cumberland Road/Fourth Street and Dunsmuir Avenue

Bike Paths

- From the northern end of Egremont to Cumberland Road just north of Fourth Street
- The Wellington Colliery Railbed from Sutton to Dunsmuir Avenue
- Around the Boundary Creek wetland from the Wellington Colliery Railbed to Ulverston Avenue and Dunsmuir Avenue

Appendix 8: Public Input

Comments received through letters and e-mails in response to the City of Courtenay's 2006 Transportation Study, at Open Houses in the Spring and Fall of 2007 and at the "Life Beyond the Car" forum:

- Cul-de-sacs don't allow [access] to arterial roads.
- Paved shoulders on more roads.
- More frequent cleaning/sweeping of paved shoulders, particularly in spring, winter and fall.
- Bike lanes could be painted a distinct colour, such as teal or turquoise, everywhere for awareness.
- Let us have more bike lanes/paths.
- Path along the river going north should be left open during children's festival, not blocked up by a plastic fence.
- When we commute into Comox/Courtenay there is no safe place to park/lock our bikes.
- Riverway should go all the way to Royston to avoid the highway. The shoulders are most often covered in gravel and there is a lot of broken glass, making travel there somewhat dangerous.
- Paint cycle symbols on roads so cyclists know where [they should cycle].
- Need bike paths to and from school for children. All new subdivisions should have safe bike routes.
- Smoother surface for cycling along BCH Road (???) right-of-way beside penstock line from Courtenay to Comox Lake.
- It would be great to have a trail system that is connected throughout the city and adjacent towns, that one could access in many spots and connect to a network for a good length, especially close to the water.
- More bike racks in the Valley; bike paths and pedestrian paths kept separate.
- A route connecting the Comox seawall with Croteau Beach and Goose Spit to avoid the big hill.
- Would like a bike route on Torrence Road to Comox Mall.
- Would like bike path from Courtenay to Comox through the fields; the road is dangerous.
- There should be a bikeway from the Lewis Park exit near Headquarters along the river to the trails at the Fairgrounds, market, pool and school area.
- The railway right-of-way is 30 feet – could be used to create a safe bicycle and walking trail away from traffic.
- Would be great to have a pathway [from Ryan Road along the east side of the farmland] and over the creek there.
- Would love to be able to bike from Royston to Comox without going on the highway.
- Comox Logging Road between Lake Trail Road and Cumberland Road (two ditches/streams without bridges)
- From Crown Isle to Quality Foods where cycle path ends at the Courtenay/Comox border
- Ryan Road to Crown Isle

- Railway trail in Union Bay (needs some bridges)
- Riverway between 19th Street and 20th Street
- Veterans' Memorial Parkway, Lerwick Road and Guthrie Road (numerous comments)
- Comox Road, from where the bike lane ends at the top of Comox hill to Anderton Road
- The Riverway between 6th Street and Anderton Avenue, particularly the stairs beside the 5th Street bridge
- Down 5th Street to Cliffe, cyclists approach on right in right-turn lane. Cyclists need to act like cars and be in the through-lane. Frightens me.
- Speed concerns; need a full 3-ft width or more bicycle lane between Condensory Bridge and Cessford.
- Washington State provides great examples of how cyclists can travel easily; Peace Arch to US, port Townsend to Port Angeles, Powell River/Sunshine Coast to Vancouver (71-year-old long-distance recreational cyclist).
- Live in Courtenay, cycle to Cumberland, Comox, Merville and around Courtenay.
- Courtenay: 5th and Cliffe.
- 19th Street – block in Riverway – please continue along river.
- I use side streets. Avoid 5th and other main streets. Scared to use Condensory Bridge (no edge for cyclists) and going around Vanier Sports Centre (no space and poor visibility at curve), so use car. Good route, no hills.
- I travel Lake Trail, Duncan Bay Main over Stotan Falls, Farnham Road, Inland Hwy between Piercy and Dove Creek, travel Greaves to avoid bigger road, Fraser Road, Riverway to Royston Way, to dam. Suggest roadway drain grids be perpendicular to travel, rather than parallel, so wheels don't get caught. Condensory curve is dangerous.
- Come in Piercy Road or Greaves and over Condensory Bridge, can't make it up the hill to Cliffe and can't cross 5th. Once past, can't go through/around Central Builders because road closed.
- More bike paths – separate cars and bikes – scary.
- Kids cycling on sidewalks, particularly in Comox – Stewart and Berwick – especially bad – danger to pedestrians, especially elderly.
- Brushing – for cyclists; pavement edges eroding along Dyke Road (i.e., Nickel Bros. storage area); education. Need to have shared lanes marked. Ryan Road to Crown Isle connection needed. Clear signage/directions of routes (i.e., blue line marking).
- 5th Street from the bridge to Old Island Highway to Ryan Road and through the intersection of Ryan with Comox Road
- North Courtenay to Puntledge Park School (Old Island Highway and 5th Street – or alternative route?)
- Intersection at Guthrie and Anderton Roads
- Intersection at Old Island Highway, Headquarters Road and the Bypass
- Comox Valley Parkway eastbound, turning left onto Cumberland Road
- Highway 19A at the bridge on the south side of Royston.
- Being a year-round bicycle commuter, I thought I had best put in my two bits. Let me first say that the walkway along the river is a god-send, keeps me out of traffic and I get to enjoy the awesome scenery. Not sure if the

pedestrians are too thrilled with me there, but I try to be careful. I recognize that what I am proposing adds to the cost of any plan that is finalized, but I feel that it will be worth it in the long run. My basic idea is wider is better, especially if we are planning to put another crossing over the river. 5th Street is sometimes a challenge, I don't mind a little excitement, but sometimes it's a little too cozy on the bridge. I really like the designated lanes in Comox, not sure where it is practical in the Courtenay area, but if we can do it, then let's do it. As you are all too aware, gas prices are scooting up, and we are constantly being told that our inactive lifestyles are putting excess pressure on an already overburdened health-care system. If we can make our city biker-friendly maybe we will be working towards a healthier community as well.

- First, is my concern about how few people, especially teenagers, wear bike helmets (and if they do wear them, they are not fitted correctly). I think we all know that telling them the risks does not work, because most of them have the idea that nothing will ever happen to them, it always happens to someone else. I was thinking that some kind of reward program may provide more incentive. This is what I have in mind: businesses around town would donate prizes (coupons for free burgers, pop, a ticket to the pool or ice rink, etc.). RCMP, teachers, doctors, or any group that wants to be involved could be given these prizes to hand out randomly when they see young people biking wearing helmets safely. Perhaps targeting teenagers – especially the ones caught when they are with someone biking with no helmet. Maybe if a large prize can be donated it could be used as a raffle. The adults who are handing out the smaller prizes could give the teenagers an entry form which then can fill out and drop off somewhere.
- I am an avid cyclist in the Comox Valley. This is a beautiful place to bike. Because of our moderate climate, I enjoy riding year round. I feel disappointed that your commissioned [transportation] study does not encourage cycling by making safe cycling routes or better still, cycling trails, a higher priority. I hope you will modify this document to take greater advantage of this environmentally friendly, healthy mode of transportation.
- I believe it is imperative that there be a real, substantial commitment to making bike riding an integral part of this [transportation] plan. There must be clearly designated, physically comfortable and safe bike lanes. In addition, there is a great need for public education and awareness through signs on the roads and information campaigns in local media. As someone whose main transportation to and from work each day is my bicycle, I do not find the present state of affairs to be conducive to encouraging others to take this environmentally friendly, healthy and affordable option. Even just such small things pedestrian-operated crossing lights – to enable bikers to stop safely and operate this function – are missing at some intersections. Additionally, it would perhaps be helpful to look at roads where bikes could be accommodated to keep bikes away from the most heavily travelled motor traffic roads. So a network incorporating, for instance, parts of Cumberland Road, Willemar, Piercy, Fitzgerald and 5th Street, could provide this safe alternative and avoid conflict. The City of Courtenay has a great opportunity to take

some steps toward making its name as a cycling-friendly city, and I hope this will not be squandered in this plan.

- We would like to support the Cyclists' Delegation to Courtenay Council. We need more bike trails as well as wider shoulders on roadways that are wide enough to be safer for all cyclists to be able to commute all around Courtenay and to the surrounding areas like Comox. Wider shoulders would reduce the car/cyclist conflicts. This would encourage more people to leave their polluting vehicles at home. We prefer to use our cycles over our vehicle for many reasons. Exercise, health, better for the environment, more fun than driving, less costly than fuelling up a vehicle. We know every time we cycle instead of starting our vehicle, we are doing our part in protecting our environment. We own Tweekd Custom Cycles Inc. in Comox. Due to our stable three-wheel custom design, we have built cycles for customers who are special-needs and their only method of transportation is cycling. In some cases, cycling is easier for them than walking. We all know how much quicker you can get around cycling versus walking. Wouldn't it be great for those in our community that rely solely on their bicycle as transportation, to be able to get from A to B in a safe manner. We do not live far from a very successful bike transportation system that we can learn from. The Galloping Goose in Victoria. While cycling on the Galloping Goose we noticed that although the trail was intended for cyclists, it is used by all, runners, walkers and rollerbladers. A thorough trail system and wider shoulders on roadways where perhaps a trail is not possible is what Courtenay needs to think about to keep those that choose alternative transportation safe, as well as our air clean, reduce traffic and all the negative impacts cars and trucks have on our environment. We hope the City of Courtenay will become a City of Concern over our future and the environment by spending money where it will benefit all of us who live here today as well as those who will be here in the future.
- As a frequent cycle commuter between my rural home and my place of employment downtown, I feel I have some perspective on the conveniences and annoyances experienced by the users of human-powered transport in and around Courtenay. In many ways the Comox Valley and its several communities are a cycle commuter's dream come true, separated as they are by just a few kilometres will good roads and relatively light traffic. In other ways the picture is not so rosy, with development pressure leading to the construction of high traffic arteries designed for the overwhelming dominance of automotive transport. In the wake of the 20-year transportation study recently commissioned by the City, I would like to make some general suggestions with the intention of making Courtenay more user-friendly for cyclists.
 1. Creation of additional pedestrian-cycle paths similar to the existing Riverway (perhaps a Riverway on the east bank of the river).
 2. Provision of underpasses for bike and foot traffic at all future bridges.
 3. Wide lanes on bridges or wide sidewalks that are meant to be shared with pedestrians.
 4. Traffic lights that can be operated by cyclists.
 5. Signs to inform motorists that cyclists are entitled to use left lanes at intersections.

6. Encourage businesses to provide more space for bicycle parking and locking. These are just a few ideas that in combination with others may help to make Courtenay a true cycle-friendly city.

- In light of the recently-presented Transportation Study I would like to remind councillors of two statements from the Official Community Plan:

1. *The City will pursue the development of a continuous pedestrian system and will continue to ensure that walkways and pedestrian linkages are provided in all new developments, particularly for major destination points, and are provided by the developer at the time of subdivision.*

2. *The City will continue to pursue the development of a continuous, integrated bicycle network in order to promote and encourage cycling as a commuting alternative to the automobile and as a means of active recreation. The Bicycle Planning Strategy adopted in 1995 will be reviewed and updated.*

Last year my daughter had a soccer game in Coquitlam. I found in this land of curving crescents and cozy cul-de-sacs that it was impossible to get from A to B without walking the proverbial 500 miles, because unlike a conventional grid system, the streets were not connected. This street layout may be charming and help prevent streets from becoming thoroughfares, but did little to encourage walking or cycling. The Puntledge Park neighbourhood has a few pedestrian/cyclist pathways between houses that help connect areas and provide short-cuts. There is one from Puntledge Park School to Embleton Crescent and a newly-extended one from Robert Lang Drive to Mitchell Place. Another between houses connects Dogwood to Fitzgerald near 22nd Street. These paths are reasonably accessible for all ages and abilities. People will find their own short-cuts as well, like the unofficial hop over the tracks from Bill Moore Park to 21st Street. All these provide an example (I wish I could give more!) of how a little bit goes a long way to provide a short way. They give an easy addition to the Parks and Greenways system. Many houses in older neighbourhoods have public access nearby not only on streets, but in back lanes as well. Back lanes are not considered unusual, so why not walkways? Considering the small allotment of land required for walkways (as compared to roadways), they would not be an undue hardship on a developer. Please keep in mind the overall plan and vision for the city, as expressed in the OCP when making all zoning and development decisions.

- Six recommendations for City Council to consider:
 1. We recommend that the 1995 Cycling Strategy, which was developed with extensive public input and approved by council of the day, be revived and incorporated into the Transportation Study of 2006. It seems appropriate to do this after a hiatus of 10 years. (The Valley has evolved in ways that might not have been envisaged 10 years ago.)
 2. We recommend that council direct their staff to contact planners in Victoria and Vancouver to see how they are successfully developing their cycling network. The cycling networks in Victoria and Vancouver are functioning and improving despite the rapid growth these cities are also experiencing.

3. Cycling has to be considered in all road designing and upgrading so that existing cycle routes are not lost. Complex intersections are huge challenges to cyclists. In order to encourage people to cycle we must ensure that they feel safe. They need their own space on the road. Once again we recommend that when road upgrading and new road construction is done that safe efficient cycle passage is available.
4. As traffic volume and speed increase it becomes even more important to give cyclists their own designated place on the road or better yet their own path. Cliffe Avenue, for example, is actually a designated bike route but traffic volumes and speed have reached the point that cycling is unsafe.
5. Safe cycle routes to all schools will decrease traffic congestion, for every child who bikes to school amounts to 4 trips not taken by parents, significantly reducing peak traffic volumes.
6. The other concern is around childhood obesity, the BC Government in their thrown speech outlined a plan of reducing those who are overweight by 20%. Children having safe secure cycle routes may help to attain this goal.
 - Thank you for the neat walk-bike trail between Idiens Way, Aberdeen Heights and Crown Isle. My hope is that the trail will eventually continue to Aspen Road in Comox and to Malahat in Courtenay and to Lannan Forest in the Regional District. And please, please, please give us decent bike lanes along Lerwick Road or let us use the sidewalks.
 - Metal bike rims can activate most in-pavement traffic signal activator loops. Sensitivity is adjustable. Please have maintenance techs adjust sensitivity so all signals can be activated. They can take a bike wheel in service truck. Bike wheel must be in the right spot to activate sensor. Stencil this spot on the road so cyclists know where to position themselves. Recently some sensors were replaced, leaving two sensor tracks in pavement. Only one is active. These especially need to be marked.
 - Pedestrian bridge at 6th Street!
 - Provide incentives/pressure for employers to provide a place for workers to park their bikes in a convenient, secure and preferably covered spot. This will encourage people to cycle to work in inclement weather.
 - Special attention to intersections where pedestrians must cross three sides of the intersection (i.e., Cliffe and 17th). Bike should be able to cross directly.
 - Piercy Avenue now ends in a clearing where there used to be a path. Will access be provided through this subdivision? A connection to a crossing across the Parkway would be great, allow cyclists to access Wal-Mart, etc. Piercy is right now very easy to ride. Kilpatrick seems narrow due to two-way left lane in middle.
 - Comox (Dyke) Road at 17th Street Bridge needs improvement.
 - Noticed in Victoria a bike lane on Douglas that I think had been added since I was last in Victoria. The car lanes were a bit narrower. The painted lane did not change much, but I think it added a lot to car-driver awareness.
 - Constant sweeping of all bike lanes (shoulders) in order to remove all the glass, rocks, etc., which pose a hazard to cycling.

- Get local government to commit to putting connector paths (non-motorized) between new developments. Currently they get voted out by “policing concerns”.
- Missing linkages are too numerous to list. Most “bike lanes” are chunks of unused road that go nowhere and make local government feel like they are doing something.
- Inconsistent bikeways are Dyke Road, Lerwick/Guthrie and Anderton.
- Buy up water-side of Dyke piece by piece and really commit to a corridor.
- Comox-Courtenay corridor needs a cycle/walk only.
- Cycle bridge over to Simms Park from Courtenay cycle path along river.
- Need for an opinion on Fields development.
- Focus on a few real solid commuter routes.
- A missing linkage is a separate bike/walking trail along the water from Comox to Courtenay.
- I would concentrate our efforts on just a few great routes that are real bike paths – safe and wonderful. So many “bike routes” are actually for cars and end up being dangerous for bikers. Example: Galloping Goose in Victoria.
- More effort should be put into separate cycling lanes/paths from highways/roads. Too often residents are cycling on sidewalks to avoid traffic and because they are afraid.
- Align definitions of cycling/bikeways between municipalities.
- Acquire land on estuary side of Dyke Road to develop a bikeway.
- We need a route along the ocean!! If Campbell River can do it, so can Courtenay/Comox.
- I cycle to work (CFB) along Pritchard/Military Row. Increasingly the intersection of Knight Road and Pritchard is becoming more dangerous. I hear that a “circle” intersection is being proposed. A safe way for cyclists needs to be incorporated as there are many people who cycle that road daily.
- Cliffe Avenue from 5th to past Wal-Mart. There is not even four lanes of traffic.
- Make sure all new development has bike-walk lanes.
- Missing: Dedicated routes (i.e., bike path – no cars) from Comox to Courtenay, Royston and Union Bay
- Put bikeways in place everywhere and put signage up.
- Need improvement: Courtenay Greenway/Riverway steps at 5th Street Bridge
- Look at the work of Hans Monderman re integrating cycle, foot, vehicle traffic.
- Create a cycle/pedestrian map like the one in Port Angeles (available as a pdf file).
- Institute a critical-mass ride in the Comox Valley.
- Cumberland to Lake Trail would be useful; improvement of Comox Logging Road; TimberWest office area is very confusing and not regulated for bike safety.
- No easy way to cross 17th Street Bridge on a bike.
- Comox to 17th Street Bridge (Dyke Road) – debris on bike lane, lack of bike route signage – needs improvement.

- Headquarters Road needs a lane, as does Dove Creek, Condensory Road to New Island Highway.
- More bike route signs. Knight Road – Point Holmes route to Comox needs signs warning motorists of cyclists – widening – particularly the hill at Point Holmes – narrow and turn and sightlines make it dangerous – particularly if deer are near road.
- No help (bike assist) up Ryan Road hill – for cyclists, which would improve this well-made route from East Courtenay to Courtenay.
- Many roads in the area do not have dedicated bike lanes, e.g., Headquarters Road, etc.
- Where bike lanes to exist, they are not continuous or consistent.
- Traveling between municipalities is fraught with multiple hazards, as there are few if any safe bike routes to take. There are road intersections I try to avoid because of their inherent danger – i.e., Ryan Road/Island Highway at Superstore and Comox Road to Comox near Island Honda and 17th Street Bridge lights.
- My interpretation of the word “bikeways” refers to “off-road trails”. I am a road (racing) cyclist, so cannot comment on those.
- 5th Street Bridge to CFB Comox, 17th Street Bridge to downtown Comox, and Cumberland/8th Street and Cliffe to Cumberland need wide designated paths.
- Main routes and roads need clean bikeways free of gravel, glass and other debris. Regular sweeping should be done.
- In some places, sewer grates are lower than the surrounding surface which forces cyclists to move leftward.
- Major signage is required throughout the Valley on major routes to remind motorized-vehicle drivers that non-motorized vehicles and pedestrians deserve the right of way.
- Until a certain number of roads are visually marked (i.e., either bike symbol or designated path) for cyclists’ use, many people will not utilize biking as an alternative mode of transportation.
- Mt. Washington to Base; Dove Creek Road signage; Lazo Road; route from Courtenay to Comox – have regional significance.
- More signage indicated bike routes/pedestrian paths. More bike/walking routes around the Valley.
- Many off-road enthusiasts like to ride to and from the areas such as Forbidden Plateau and Cumberland.
- Old coal/logging railbeds could be developed into similar tourism draw as the Kettle Valley Railway.
- Instead of building bike lane along Cumberland Road, create raised pathway in water space on south side of road.
- Unpaved part of Huband Road (needs improvement).
- The section of Knight /Road from Airport to Lazo.
- Some of the “existing bicycle routes” – at least parts of some – are not safe routes without bicycle lanes. I think that it is misleading to describe some of these roads as “bicycle routes”. Surely a bicycle route should be safe for bicycles. “Bicycle routes” should meet some reasonable standard as to – presence of a bicycle lane or at least adequate road width – properly maintained shoulders.

- I have experienced in other places where some local authority has published a “cycling map” based only on where there is a road, and ignoring any requirements for actual cycling. These maps were not well-thought-of by local cyclists.
- There is little attention given to potholes on the edge of the pavement and shoulder. Cyclists take their chance in being forced into these holes by traffic, or not seeing the holes in bad visibility.
- Coleman Road – a real mess as of summer 2007.
- Cliffe Avenue between 17th Street Bridge and Driftwood Mall – very dangerous cycling.
- Inconsistent highway shoulders – for now that would be a great help, if they could be kept “safe”.
- All highway shoulders should be kept clean and repaired for now – until the “great things” happen.
- The Highways Dept. Needs to be more involved. The shoulders need to be kept in good shape, etc.
- The shoulders should be topped by the Highways Dept. At the same time as the rest of the highway.
- Single-lane bridge over Dove Creek – very slippery when wet. I use instead the pedestrian way. It would be very helpful to have asphalt leading up to and coming off this walkway for those of us who ride it. We presently have to ride through sand/gravel.
- Hazards on bridges: Trent River Bridge and Washer Creek Bridge (Union Bay) have no bike lanes. Some delineation or sign for bikes may be of help.
- Bridge at Rennison Road – cyclists proceed at fairly high speed (going north) and it the edge of the bridge proper with quite a force. It would take a small amount of asphalt to take this edge away.
- Signage: I believe there needs to be a more obvious “linkage” between users of the road – i.e., in some places where road directions/postings are made for motorists, beside them should also be some signage for cyclists. This approach will hopefully begin to “educate” motorists that cyclists too are part of the transportation fabric.
- There needs to be an uptown Courtenay bike route with bike lanes – e.g., Fitzgerald and Cliffe are both unsafe. There are no NE/SW routes with bike lanes other than the Riverway.
- Inconsistent bikeways:
 - (1) Guthrie Road bike lane ends halfway along, going west from Pritchard.
 - (2) Comox Hill from Dyke Road into Comox – bike lane ends at top of Comox Hill.
 - (3) Bike route from Anderton in Courtenay as it runs approximately south – there is no under the 5th Street Bridge, path is impeded by stairway under bridge.
 - (4) Condensory Road – bike lane starts in middle of nowhere. Heading north over Condensory Bridger, there is no lane here, yet lane starts north of Cessford Road.
 - (5) Cumberland Road – bike lanes are inconsistent going from Courtenay toward the Hwy. Connector and back.

(6) “Bike Route” in Courtenay that crosses 17th Street Bridge – there is no safe crossing, especially returning to Courtenay from Comox and turning left onto the bridge.

(7) Cliffe Avenue is not safe for cyclists! It should not be called a bike route unless bike lanes are installed.

(8) For cyclists crossing 5th Street Bridge, there needs to be a big flashing cyclist sign on either end of the bridge – just as you would for a pedestrian crossing. It is not practical to ask cycling commuters to dismount here, get on the sidewalk and then try to get back into the flow of traffic.

Please call me to be on a cycling advisory committee.

- Indicating the need for standardized cycle path/lane/route terminology and standards is a valuable starting point. But if the current cycling “routes” don’t meet these standards, why are they indicated as existing routes on the maps? I think the Valley has far fewer cycling routes than the maps indicate. You have just marked everywhere people cycle. I often think that city engineers should ride bicycles. Engineering policy, generally of the “stop gap” variety, can often endanger cyclists:
 - (1) catch-basin grates far below grade on Pritchard Road where it was repaired a few years ago;
 - (2) chip-sealing on Coleman Road;
 - (3) sunken gas line crossings throughout the Valley. Isn’t there a standard for the gas company to meet?
 - (4) edge at gutter along the Lerwick connector. I assume that this cycling hazard is left so that when the next asphalt lift is applied to the road, the contractor won’t have to taper the edge to meet the curb. It must be a money-saver.
- As a cyclist, I can just go wherever I want – it doesn’t mean I am on a cycling route. Robb Avenue is a designated cycling route, likely because of the school and the community centre, as well as a bus route. The road is extremely narrow for even two cars to pass in the length from Anderton to Pritchard.
- Missing linkage: One Spot to River Walkway and 17th Street Bridge through to Back Road (footpath/bikeway through Comox Bay Farm)
- Inconsistent bikeway: Lerwick Road
- Would like to see the shoulder of Dyke Road swept regularly – same for Headquarters – and a bike/footbridge connecting downtown Courtenay to Simms. 5th Street Bridge is very unsafe – most cyclists use sidewalks on bridge.
- Of regional significance: One Spot Trail, Duncan Bay Logging Road, old logging grade between Royston and Cumberland, E&N right-of-way, Lazo Road, Headquarters Road
- Disappointing to see shoulder being lost along Lerwick as the street expands beyond two lanes. The City calls this a bike route, yet the average cyclist won’t feel safe on this four-lane raceway with no bike lane. Accommodate cyclists on all major routes to encourage more commuting.
- Any future bike paths should be made away from highway corridors for noise reasons. Why make a path next to a busy road? You might as well ride on the shoulder.

- Kitty Coleman Road and Waverly Road have only two lanes and no shoulder. (need improvement)
- Of regional significance: the whole Island Highway from Parksville to Campbell River.
- We live on Rennie Road, which was recently converted from tarmac to gravel. As a result we cannot ride our road-bikes – we have to walk them ...(?) Apparently there is no plan to change this, and we were told “We should be happy with what we’ve got!”
-
- The existing River Walk stairway park connectors, while highly appreciated, are unsuitable for bicycles, strollers or older people, due to long staircases (at Bear James Park). Completing the Masters Greenway Park Pedestrian Connector from Robert Lang Drive will enhance park usage and will also improve the city bicycle routes. [part of a longer letter dealing the Masters Greenway and Wildlife Corridor]
- To a visiting, out-of-town cyclist, there is no clean, signed bicycle route through the Valley. Are we not part of the Trans-Canada Trail?
- Missing linkage: Coleman Road – Bates Road – Waveland
- Inconsistent bikeways: Puntledge Riverway bike path – all along especially after 17th Street; shoulder after Airport to Kye Bay – then beach area; Comox Avenue; Headquarters Road
- Of regional significance: Riverway bike path joined up to the Island Highway and Royston path.
- Reduced speed limits where bike paths (existing control of lights/traffic) by bicyclists.
- The main missing links for me are on the Courtenay River pathway, both the brief section where trail is missing between 19th and 20th, and trying to get from the path back to the downtown area (currently there are stairwells but no ramps).
- I am concerned with the road and sidewalk construction on Lerwick Road between McDonald Road and Ryan Road, because new car lanes are being laid over existing bike lanes, but the bike lanes are not being replaced, making areas inaccessible or unsafe for cyclists.
- Overall I think cycling in the Valley is excellent, save the issues mentioned in the report. Good work! (Maybe trim the blackberry bushes on Comox Road; they’re lethal!)
- The most common routes for cyclists are likely where auto traffic condenses: down Comox Road, at the bridges, and certain stretches of Lerwick and Cliffe Avenue. I’d imagine roads to and from Cumberland, Royston and rural areas are equally important.
- I do NOT think Noel Avenue needs improvement; in fact, I think it is an excellent route and its mention as needing improvement should be deleted from the report. However, there are other areas that concern me very much, particularly the intersection of Comox Road and Glacier View Drive/Back Road. Because there is no crosswalk and there are no road margins on either side of Comox Road, cyclists have nowhere to go until the hospital, where bike routes may be taken. (I’ve had a few near-death experiences in that area.) As a marketing option, I’d suggest that signage (beyond the simple “bike route” signs) be constructed to encourage cycling and remind motorists.

- Thank you for working on this. Your efforts are appreciated. You have already identified the main ones I can think of.
- Bike path beside Inland Island Highway, not just along the shoulder.
- Worried about long-existing access between Piercy Avenue (by 26th Street) and the 29th Street/Comox Valley Parkway not being in part of development plan. Shoulder on Ryan Road Hill too narrow for the amount of traffic roaring past. Any possibility of a pathway behind Superstore to avoid Ryan Road in front of it? Have had many close calls there. Bike bridge over Courtenay River at 6th Street?
- I am concerned about biking along the Comox Valley Parkway when Trilogy lands are developed. Will there be a route for cyclists off of the Parkway?
- Missing linkages: from Condensory Bridge west to Puntledge Park; from Millard Road south along shoreline to Comox Valley Parkway; from Royston wrecks south along shoreline to Marine Drive in Royston.
- Inconsistent bikeways: shoreline path south from Comox Valley Parkway (near Hwy. 19A and Caterpillar sales place, south of Marriott Road) to Royston wrecks.
- Comox Road from I-hos Museum to Anderton Road (needs improvement)
- Missing linkages: (1) Connection of north end of Back Road to Hwy. 19A should be more bicycle-friendly. You now have to ride across sidewalks and curbs. (2) Paved connection from Dove Creek Road to Merville Road.
- The high-volume Ryan/Bypass/Old Highway area is very bicycle-unfriendly. There should be some consistent cycling lanes throughout. Special attention needs to be paid to left-turning cyclists.
- Missing linkages: Knight Road to downtown Comox on the pipeline trail which is a public right-of-way; the old logging roadway from the Royston wrecks back to Courtenay, it could end at 31st Street.
- I live in Comox and cycle to NIC I have discovered the new path in Courtenay – Idiens path? Anyway, it needs to be hooked up with the end of Aspen in Comox – it also is accessible to all schools in Comox, so if it is complete, students can easily access the skateboard park, Aquatic Centre and NIC.
- The path on Noel needs to be extended so it hooks up to Aspen Road. There needs to be a ramp under the 5th Street Bridge.
- Of regional significance: The pipeline trail from Courtenay out to Comox Lake; the Courtenay Riverway; the One Spot Trail; the Dyke Road is excellent Comox to Courtenay; the Old Island Highway has a good should and is a good ride to Denman Island Ferry.
- Hopefully the group will explore the use of the land adjacent to the E&N railway – imagine it could be like the Kettle Valley Bikeway or parts of the Trans-Canada Trail. Whenever road work is being done, always include bikepaths or decent shoulders. Work closely with Emcon to make sure shoulders are in good repair. When new lights are put in, make sure the signals are easily accessible to bikes. Make the road sensors at the lights sensitive enough for bikes!
- Comox Hill – please may the curb be lowered! The path up the hill is not the regulation width – perhaps at the bottom but not part-way up – if you are cycling up the hill and get close to the curb, it is too high and your pedal on the down-stroke will hit the curb and you’ll get thrown into the

traffic. I also wish the bike tail on Idiens in Courtenay had arrows so that when you come out of the bike trail onto the road you know what direction to go to find the next connection! You can get lost and discouraged. The bike routes need to be marked more clearly.

- Stairs under 5th Street Bridge.
- Roads in Comox designated as bike lanes are really not safe enough.
- Comox Hill needs a good bike lane.
- Comox to Comox Lake trail which has been mentioned by several jurisdictions.
- The needs of cyclists and pedestrians must receive as much attention as vehicles. The single-passenger car should have last priority in a transportation plan.
- Missing link: Pidcock/Pritchard in Courtenay.
- There are a lot of plans on the map. What are firm commitments, timeframes?
- Royston Road (needs improvement)
- Continue pathway – Riverway – to Royston.
- Examine Dutch roadways.
- Educate car drivers that cyclists are vehicles and deserve road sense. Thanks for your hard work.
- Walk and bike path running parallel to railroad tracks behind City works yard – comes out onto 8th Street by Abbeyfield House. Rough patches at beginning and high curb on 8th Street – needs better lighting for safety, too.
- Missing link: A connection between Dove Creek Road and Headquarters Road on the north end. It is presently passable through an extremely rough gravel path.
- Inconsistent bikeways: I cannot find any that are consistent.
- It is very discouraging to see that new developments are put in without the cyclist in mind, i.e., Home Depot. This project actually decimated a previously existing cycling lane.
- Inconsistent bikeways: Lerwick – can travel in the residential areas through Crown Isle and beyond towards Anderton – hoping new residential areas will allow me to stay off of Lerwick.
- 17th Street from Comox Avenue to Cliffe (needs improvement)
- Would prefer bike route to be off of Lerwick – now that it's two lanes, the traffic is much faster.
- Of regional significance: Little River Road, Wilkinson Road, Kilmorley Road, Kitty Coleman Road
- Keeping existing bicycle lanes and routes clean, particularly where there has been a lot of truck/commercial activity.
- Knight Road west of the airport is busy, narrow and dangerous.
- Although infrastructure is important, educating both cyclists and motorists on how to share the roadway is equally important. This should start at the public school level. Most motorists are courteous but are frustrated by cyclists not following highway code rules, e.g., riding against traffic flow, on sidewalks, etc.
- I often hear people say that they don't ride because they are afraid of being hit. Having additional bike paths will help allay this fear but cars can stray into bike paths. Teaching both cyclists and motorists their

rights and responsibilities (including enforcement by police) will go a long way to increasing bike usage.

- Idiens area as built out needs to provide for Courtenay's present path to continue through via Aspen.
- Courtenay meeting Comox boundaries seem inconsistent.
- Of regional significance: the Comox-Courtenay-Cumberland dedicated bike path. Provide bike path – Cumberland connector.
- Safe, paved surface dedicated to pre-schoolers learning to cycle?
- Point Holmes loop is extremely popular – ensure it is given cycle lanes, ideally removed from cars. Base pipeline ROW dedicate to bike off-road travel.
- Rail trails
- Please consider high-curb standards are hazardous to cyclists.
- Missing linkages: Culvert underpass at 5th Street Bridge light. Comox to Courtenay bike path should be the 1st priority, specifically along the Dyke Road.
- Investigate pipeline corridor from NE woods to Knight Road, it's a natural greenway for cyclists, walkers, etc., who wish to enter Comox.
- Inconsistent bikeways: Veterans Parkway, Anderton Road, Noel Avenue, top of Comox Hill (very dangerous).
- Comox to Courtenay and Point Holmes loop (need improvement)
- Of regional significance: bike paths/trails in Cumberland, at Comox Lake, at Nymph Falls
- Go to the Sustrans website. It has a simple route-finding method that should be used on this side of the pond! E&N Railway has a large right-of-way on either side of the track. Can we make this into the Island's version of the Kettle Valley?
- Of regional significance: bikeway between Courtenay and Buckley Bay would be great.
- My main concern is the Dyke Road, especially from 17th Street Bridge to the top of Comox Hill. (My husband and I ride this every day to work and back.) Something to stop the cars from crossing onto the shoulder – a barrier – rumble strip – a separate bike path between Comox and Courtenay would be great. Almost every day, a car will cross the white line and drive on the shoulder as they pass me on my bike – it is very intimidating. I hope we can create a safe bike route on the Dyke Road before a cyclist gets hit.
- 5th Street Bridge, Lerwick (inconsistent cycle lane)
- Coleman Road – very poor surface
- Traffic light car fumes, look into idling policy.
- Missing linkage: 5th Street Bridge
- Lerwick, Veterans Memorial Pkwy, Guthrie – inconsistent cycle lane. Bike path between Hawk Drive and QF (Quality Foods) and onto Noel Street
- Coleman Road – very poor surface
- Traffic lights are not “triggered” by bicycles so if not times, it necessitates getting off to push pedestrian crossing button.
- Glass on many hard shoulders.
- Riverway between 19th and 21st Street, when is that going to be completed?
- Inland Hwy to Cumberland Store – widen, as lots of traffic.

- Of regional significance: Point Holmes Road
- Top of hill entering Comox (narrow)
- Union Bay to Buckley Bay (Hwy. 19A) (needs improvement)
- Of regional significance: Sunshine Coast/Comox/Nanaimo circle route
- Any newly constructed roadways should include a bike lane.
- Buy the logging road between Lake Trail and Cumberland Roads to preserve it as a corridor.
- Ensure protection of existing trails on vacant Crown land (DL 194) at Pritchard and Cambridge Road (Comox) which connect to wildlife management area and are used by mountain bikers.
- Make sure cycle paths and bicycle lanes are incorporated into all new development. Make sure new traffic circle near Comox Airport is cyclist-friendly. Work on connecting cycle paths and greenways, etc.
- Missing linkages: E&N railbed to Condensory Road (link campground to town). Need to go to major employers in valley and town centres (hospital, Base, schools, NIC) and major rec facilities.
- Inconsistent bikeways: Ryan Road, Back Road, Lerwick Road, trail off Hawk to Back Road – Ryan Road – Aberdeen Heights
- Back Road, Ryan Road all the way to the Base, Little River Road, Piercy Road, McDonald Road (need improvement)
- Of regional significance: Headquarters, One Spot, E&N, Riverway to Royston (the old railway bed)
- Most critical issue is to define bicycle transportation routes and related standards. Also need a vision – recreation use, commuter use or both – my feeling is both. The types of trails and locations will define the type of path and direction paths need to take.
- Check Ottawa; Greater Victoria Cycling Coalition Study re safety of types of bikeways. Eugene, Oregon, was a leader in this area.
- If there is an opening on the Task Force, I would be pleased to be considered for filling the vacancy.
- The shoulder between Millard Road and Wal-Mart is very narrow on the west side of the road.
- Of regional significance: Comox Valley Logging Road
- Please make this available on-line. I commute with people who have a hard time.
- We need a link connecting residential areas (Puntledge, for example) with the riverside bike path in Courtenay. Connections across town would make bike travelling much safer – especially through downtown where there is a lot of traffic.



1. Organizations

[LocalMotion](#) is an initiative of the provincial government to maximize the options for healthy, active living in communities throughout British Columbia. This program gives local governments extra resources to improve traffic, safety, reduce energy consumption, and encourage all British Columbians to get out and be more active in their communities.

The Province is providing \$40 million for investment in capital projects including bike paths, walkways, greenways, and improved accessibility for people with disabilities. LocalMotion funds are also available for projects that support community playgrounds and children's parks activities and are based on a 50/50 provincial/local government cost-sharing basis, with a provincial contribution of up to \$1 million a year. The total \$40 million is available over four years.

Program Goals:

- improving physical fitness;
- improving safety;
- reducing air pollutants; and
- meeting the diverse needs of British Columbians including seniors, young families and people with disabilities.

The [Cycling Infrastructure Partnership Program](#) is the current program to provide in funding on a cost-sharing basis for the construction of new transportation cycling infrastructure. All municipalities and regional districts are eligible to apply for up to \$250,000 by 31 January 2008.

[Best BC - Better Environmentally Sound Transportation](#) - BEST is a not-for-profit society that champions clean air, safer neighbourhoods, and environmentally friendly transportation choices. BEST programs encourage and motivate people to cycle, walk, carpool, and use public transit more often.

[British Columbia Cycling Coalition \(BCCC\)](#) - The purpose of the BCCC is to represent the interests of cyclists provincially and to secure their recognition in policy and programs affecting transportation cycling.

[Cycling BC](#) - Cycling BC is the provincial governing body for the sport of cycling in British Columbia.

[Rails to Trails Conservancy](#) - The mission of Rails-to-Trails Conservancy (RTC) is to create a nationwide network of trails from former rail lines and connecting corridors to build healthier places for healthier people.

[The Trails Society of BC](#) – The mandate of the Trails Society of BC is to facilitate the development of shared use and sustainable trail networks, including the Trans Canada Trail, within British Columbia

[Pedestrian and Bicycle Information Center](#) is a US-based organization that strives to improve the quality of life in communities through the increase of safe walking and bicycling as a viable means of transportation and physical activity.

2. Safety and Education

[BikeSense](#) - A cycling manual produced by the [Greater Victoria Cycling Coalition](#).

[The Canadian Cycling Association's CAN-BIKE program](#) - A series of courses for adults and children on all aspects of cycling safely.

3. Design and Engineering

[The Pedestrian and Bicycle Information Center](#): An American based website clearinghouse that serves anyone interested in pedestrian and bicycle issues, including planners, engineers, private citizens, advocates, educators, police enforcement and the health community. The site provides resources such as:

- [Bike Lane Design Guide](#)
- [What Makes a Community Bicycle-friendly](#)
- [Shared Use Paths \(Trails\): Design Details](#)
- [On-street Facilities](#)

[Transportation Association of Canada](#): A national association that promotes the provision of safe, secure, efficient, effective and environmentally and financially sustainable transportation services in support of Canada's social and economic goals. The association provides the program's preferred engineering standard for bikeways:

- [Bikeway Traffic Control Guidelines for Canada](#)

4. Plans and Policies

[City of Prince George: Cycle Network Plan](#): The plan is intended to facilitate and encourage cycling within the larger scope of a general transportation system.

[City of Richmond: 2010 Trails Strategy](#): This strategy is a comprehensive document that focuses on 7 key areas ranging from the Vision and Principles of the strategy to a comprehensive Implementation Plan.

[Community Greenways: Linking Communities to Country, and People to Nature](#) (PDF 6.3 MB): Part of the [Stewardship Series](#), this document provides forward looking tools that will help community leaders to understand the principles of the natural systems that support our lives.

[Cycling Policy in British Columbia](#): The policy makes sure that when new provincial routes are planned or developed, or existing ones upgraded, cycling needs will be considered.

[District of Saanich: Centennial Trails Plan](#): This plan is intended to build upon existing trails and make multi-use trail connections east/west and north/south to all geographic areas of the municipality.

[Greater Vancouver Regional District: Regional Parks and Greenways Plan](#): This plan provides direction and priorities for parks and greenways programs and services in the region over the next decade and beyond. The plan also assists in achieving storm-water and floodplain management objectives where parks and greenways function as recharge, filtration and natural drainage areas.

[Smart Growth BC](#) supports the development of communities that by design and function reduce the need for travel by private automobile and encourage walking, cycling and public transit.

[The Resort Municipality of Whistler's Park Visions](#), a Recreation Masterplan for Whistler's Park System (1996), contains policies that have influenced the development of the municipality's Transportation Cycling Plan as well as a Recreation Cycling Plan. The Transportation Cycling Plan is oriented to transportation cycling trips to specific destinations, such as to work, schools, parks and commercial centres. Whistler's network of transportation cycling routes is examined, including Highway 99, municipal roadways and the 35-km long Valley Trail. The transportation plan also addresses end-of-trip facilities, connections to other transportation modes, and community education and encouragement programs.

The [Bikely](#) website helps cyclists share knowledge and experience of cycling routes throughout the world.

[Sustrans](#) is the co-ordinator of the hugely popular National Cycle Network. Offering over 10,000 miles of walking and cycle routes on traffic-free paths, quiet lanes and traffic-calmed roads, there is now 75% of the UK population living within two miles of a route! The Network is well signed. It connects towns and villages, countryside and coast throughout the UK. Interactive mapping helps cyclists find the nearest route.