



Notes From Our Councils

City of Courtenay

Councillor David Frisch, who is a strong advocate of the establishment of bicycle lane infrastructure in the city reported on the positive changes being made in Courtenay.

In April of 2015 council endorsed a resolution to support in principle a Sixth Street pedestrian/cycling bridge project, and to develop a Memorandum of Understanding with the bridge steering committee to facilitate the project. This bridge would provide a key link in the city's trail system. The bridge would be paid by fundraising and grants, not taxes.

In September 2015 the issue over infrastructure changes to Willemar Avenue became a broader topic of discussion about existing city policies that are combined with identified engineering issues and also cultural changes.

Some members of council wanted specifically a designated bike lane that is separated from the vehicle travel lane. In order to increase the levels of cycling participation, which is recommended in Courtenay's Official Community Plan and Climate Change targets, significant changes have to be made in the city's transportation infrastructure. A motion was passed, requesting "staff develop policy options regarding cycling infrastructure and network plans for the city that will inform decisions on future projects including Willemar Avenue." Frisch notes that this motion will allow public discussion regarding which kinds of streets should be structured with different kinds of bike lanes.

In October 2015 Council passed a motion to continue to take a leadership role to encourage and facilitate the reduction of our community's greenhouse gas emissions (GHGs). Courtenay currently has an Official Community Plan on Climate Change that details the city's obligations under the British Columbia Action Charter, and also the actions the city may perform.

Frisch believes that *continued on page 2*



David Frisch



Editor, Terry Bourque, noted that the 2016 Comox Valley Cycling Coalition (CVCCo) Annual General Meeting highlighted some of the positive attitudes now evident in the valley municipal governments, as well as some upcoming improvements in cycling infrastructure. She approached three city councillors, David Frisch from Courtenay, Jesse Kettler from Cumberland, and Barbara Price from Comox, and asked them to tell us about cycling infrastructure changes that are in the works.



City of Courtenay



Village of Cumberland



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this further encourages the municipality to keep aware of these obligations in decision making & supporting bicycle traffic.

In February 2016, Courtenay received a significant funding grant of \$3.253 million to construct a Complete Streets Pilot Project on a section of 5th Street. Frisch noted that the Complete streets concept is the safe, independent movement of people from 8 to 80 years of age, whether they are walking, cycling, operating a motorized scooter or automobile. Its completion will significantly improve walking and cycling routes, a key factor in encouraging alternate modes of transport in the city. Conceptual design work is underway and construction is estimated to be completed by September 2018.



Village of Cumberland

Councillor Jesse Ketler, reported that the Village of Cumberland has many exciting projects on the go that support cycling. The most newsworthy project is the recently signed land use agreement between the two private landowners (TimberWest and Hancock), United Riders of Cumberland (UROC) and the Village of Cumberland. This agreement permits public, non-motorized use of the trail system which traverses private managed forest lands and Village lands. UROC has been given authority to manage the trails and plans to create signage, ratings and mapping for the trail system. Also, a planned bike lane installation along Sutton Road will improve the ease and safety of getting from the Cumberland Recreation Centre parking lot to the trailhead.



Jesse Ketler

One of the current, big infrastructure projects is the upgrade of Cumberland Road as you enter Cumberland, starting from Union Road to Bevan Road as well as a portion of Bevan Road. Strong public support resulted in the inclusion of either a bike lane or a bike path into the preliminary design. An application for a BC Bike Grant has been submitted, requesting 50% of the bike lane/path project costs which is estimated to be \$150,000.

Another large infrastructure project is the upgrade of Dunsmuir Ave which will begin in the next few months. Although there is no bike lane planned for this project, the upcoming Zoning Bylaw will require bicycle parking at all commercial and institutional buildings in our Village core and beyond. Proposals have been received

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Town of Comox



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about enhancing historic trail systems as well. The Cumberland Rotary presented a "Path to Recreation" which proposed a walking/cycling trail that would connect the Village to Comox Lake.

There are also efforts being made to link the Wellington Colliery trail coming up from Royston to Cumberland.

The Village of Cumberland has made recreation a priority with cycling at its heart and we are very enthusiastically pursuing this goal. We look forward to seeing you here soon. Happy cycling!



Town of Comox

Councillor Barbara Price has spent many hours of time involved in the Cycling Task Force, supporting cyclists.

She advised that of Comox is committed to continuing development of its cycling infrastructure. The town recognizes that safe cycle routes benefit children and adults by providing for a healthy, affordable and environmentally friendly mode of transportation.



Barbara Price

Councillor Price noted that most, if not all, of Comox's cycling infrastructure future plans are in the draft 5 year capital plan which can be viewed at <http://comox.ca/online/documents/finance-documents/02016-financial-plan-docs/>

These cycling infrastructure plans include the upcoming Robb Road improvements; the Lazo Road restoration near the boat ramp where proposed sea protection will incorporate an off road joint use trail; the future Comox/Rodello roundabout and the Comox/Glacier View roundabout; shared bike lanes from Bolt to Murrelet; Church Street bike lanes; multi use trails in the Brooklyn Creek Greenway, the Highmoor Greenway and Lazo Greenway.

The Last Word

I'd like to see a network of bicycle lanes that support cyclists and mobility scooter users of all ages and abilities to safely and comfortably travel around the Comox valley - *David Frisch*

