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| CIVL 202 | COMMUNITY-BASED EXPERIENTIAL LEARNING PROJECTS | Winter 2013 |

**ORGANIZATION:**

**BC Cycling Coalition**

**CLIENT CONTACT INFO:**

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**BEST TIME TO CALL: evenings**

**PROJECT NAME AND BRIEF DESCRIPTION:**

**Rumble Strips and Cycling in British Columbia**

British Columbia began using rumble strips on provincial highways about 15 years ago. The primary stated reason for installing shoulder rumble strips (SRS) is to prevent run-off-road motor vehicle crashes. SRS are located on paved shoulders, which is where cyclists typically ride on corridors on which there is no designated cycling facility or on which the shoulders are designated as a cycling facility. In some circumstances rumble strips are also used on a roadway’s directional dividing line.

Cyclists have expressed concern about the potential for rumble strips to degrade the cycling environment; although some have also expressed the view that rumble strips can help to improve conditions for cyclists by reducing motorist encroachment onto the shoulders.

Concerns expressed by cyclists about SRS in BC include but are not limited to:

* Riding onto or across SRS can cause cyclists to lose control and/or to crash;
* Given the variable condition and maintenance of highway shoulders in BC, the space taken up by SRS is often the best place for cyclists to ride;
* Higher cyclist speeds on sustained downgrades exacerbate the problems caused by SRS;
* SRS can force cyclists to operate in the travel lane (while motorists generally expect that cyclists will use the shoulder);
* SRS are difficult for cyclists to see.

Best practices research on the use of rumble strips and its effect on cycling should be inclusive of but not limited to the following:

* In what circumstances are SRS effective as safety devices?
* In what circumstances are SRS less effective or ineffective as safety devices?
* Do SRS provide any safety benefits to cyclists?
* In what ways do SRS negatively affect cyclists?
* Are there ways to mitigate the negative effects on cyclists of SRS?
* Do “centre line” rumble strips have an effect on bicycle/motor vehicle interactions?
* Can the installation of rumble strips generate more rapid degradation of pavement quality, especially on the shoulders?
* From the perspective of cycling, what factors should be considered in making decisions regarding rumble strips?
* How do jurisdictions with high cycling mode shares handle issues involving cycling and rumble strips?

Deliverable:

A report proposing appropriate guidelines for the use of rumble strips on BC roadways in order to obtain an optimal balance of safe conditions for all users and the facilitation of cycling as a sustainable transportation mode and a health enhancing activity, including a rationale and an outline of all the factors considered.

**WOULD A DRAWING HELP DESCRIBE YOUR PROJECT? PLEASE ATTACH YOUR SKETCH TO THIS DOCUMENT.**