Active Transportation Planning in BC
Local Government Success Stories

A joint initiative of BC Recreation and Parks Association and the Union of BC Municipalities.
Active Transportation Planning in BC
Local Government Project Overviews

EXECUTIVE SUMMARY

Over the last two years, the BC Recreation and Parks Association (BCRPA) and the Union of BC Municipalities (UBCM) have co-delivered a Community Planning Grant program. The Community Planning Grant Program was a major component of the Built Environment and Active Transportation (BEAT) Initiative, which focused on creating more supportive environments for physical activity by addressing community design, policy and transportation planning.

The Community Planning Grant program provided funding to local governments and Aboriginal communities to use for active transportation planning. Community planning grants were available to local governments in BC to develop new plans or amend existing plans for active transportation infrastructure. The intent was to assist local governments to undertake comprehensive planning for active transportation that considers all transportation user groups. The program was also intended to better position local governments to apply for and more effectively utilize funding that required local governments to have a plan in place, such as programs offered through provincial and federal government programs, and other funders.

The Aboriginal grant program was focused on improving the health and well-being in Aboriginal communities by supporting planning for activities that increased active transportation through improvements in the built environment. Activities included: conducting community surveys to understand what members need to walk or bike more, or planning improvements of community amenities, many of the projects focused on trail development or improvements.

The program funded 24 local governments and 15 Aboriginal communities to either update existing plans or create new plans (i.e. Pedestrian, Bicycle Network, Trails, Greenway, etc.).

The purpose of this snapshot of the grant activities is to provide an overview of the completed local government projects under the Community Planning Grant Program (note: Aboriginal community project overviews are not included).

Review a summary report of the grant program prepared by our partner Union of BC Municipalities.
Glossary of Terms:

**Active Transportation:**
Describes all human-powered forms of travel, such as walking, cycling, in-line skating, skate boarding, skiing, canoeing, etc. Walking and cycling are the most popular and can be combined with other modes, such as public transit.

**Active Transportation Plans (AT Plan):**
An active transportation plan includes strategies to develop and support modes of Active Transportation within a specific region, community or other user group.

**Bicycle Network Plan (BNP):**
An integrated network of bicycle routes. The linking of bicycle lanes (on road) and paths (off road) with residential areas, shops, schools workplaces and recreational reserves will improve the usability of the bicycle network.

**Bicycle facilities:**
Any on-road and off-road infrastructure that accommodates and encourages bicycling.

**Official Community Plan:**
A statement of objectives and policies to guide decisions on planning and land use management, within the area covered by the plan, respecting the purposes of local government. An Official Community can be developed by both municipalities and regional districts.

**Shovel or shelf ready:**
A project which has advanced to the stage (research, planning and design complete) where construction can commence immediately. The term is used in reference to projects which are ‘ready to go’ and are considered candidates for infrastructure funding.

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Linking Active Transportation and Accessibility

City of Colwood –
Active Transportation Plan

Description

Situated on Vancouver Island, the City of Colwood has a population of 15,740 and is a satellite city in the largely residential area of the Western Communities outside of Victoria. Colwood is bordered by the town of View Royal and the District of Langford to the north and west, and by the District of Metchosin to the south.

The City prepared an Active Transportation Plan that built onto their existing Five Year Sidewalk Plan (2006) an inventory of all sidewalks in the City. It added bicycle facility criteria and an emphasis on the conditions of an active transportation network for people with disabilities. Over the last two years Colwood has updated the Plan by adding new roads and sidewalks to the inventory and the addition of bicycle lane locations, transit stop locations and grade level labeling of roads and walkways.

This comprehensive approach was the result of engaging the two municipal committees with a lens for all user groups. The updated Active Transportation Plan is a priority list of this inventory.

Going Forward

Creating a priority list for improvements ensures the City of Colwood has a guideline for future improvements, selection and budgeting of capital works. This will enable the City to look at regular maintenance and capital works and determine if active transportation improvements can be incorporated. The City will also look to developers to include active transportation improvements in future projects. The City prepared a map which locates all types of active transportation is a valuable resource to the City and residents, and a lasting piece of the project.

Highlights

The project was lead by the Engineering Department. The Inter-municipal Advisory Committee on Disability Issues and the Cycling Advisory Committee were engaged throughout the planning project. West Shore Parks and Recreation also played a key role in the public consultation and engagement process. The partnerships were very supportive and strengthened ties between Colwood’s engineering department, West Shore Parks and Recreation and both advisory committees.
City of New Westminster –
Wheelability Assessment

Description
The City of New Westminster is a municipality within the Metro Vancouver region, located on the north bank of the Fraser River. With a population of 58,549, it has a rich history stemming from its early beginnings as the original capital of BC.

The City has a median age population of 40 and a concentration of senior’s facilities in the unofficial Uptown at “6th & 6th”. Uptown and Columbia Street/Quay area (Downtown) commercial hubs are separated by steep hills. The City took an integrative approach to their Active Transportation project and combined active transportation and age-friendly (accessible) planning into a Wheelability Assessment Project.

Highlights
The project was designed to maximize the involvement of mobility aid users (individuals who use mobility aids, such as a walker, scooter, cane, etc.). These users informed all aspects of the project development and were involved extensively in project implementation. The project built community awareness about ‘wheelability’ and support for enhancement initiatives. Two hundred participant mobility aid users and their friends/partners were involved in the project, along with City staff in Development Services and Engineering and two Advisory Committees (Seniors and Special Services and Access). The project included the development of an audit tool that records and maps information related to ‘wheelability’. This tool can also be applied to other neighbourhoods.

Going Forward
The project findings will inform the Downtown Plan, the Transportation Master Plan and Comprehensive Road Safety Plan, all of which were implemented in 2010. The Wheelability Assessment Project will inform road and street improvements, specifically curb ramps and sidewalk design (i.e. discontinuing the use of decorative, in-laid brick sidewalks, which were identified as a catch, slip or trip hazard). The City has committed between $50,000 and $100,000 to address deficiencies related to accessibility and wheelability in 2010. Based on the project findings, the involvement of City Councilors and staff also helped the success of the project and will hopefully create advocates and champions within City Hall.
Challenges of Topography

City of Rossland –
Active Transportation Plan

Description
The City of Rossland, in the Western Kootenays, has an estimated population of 3,500. Rossland’s vertical topography and arbitrary street layout pose a particular challenge to conceiving an effective Active Transportation Plan. Beyond the usual barriers to use such as distance and safety that exist in most communities, the sheer physical effort of riding or walking Rossland’s precipitous grades makes driving one of the practical options for many people.

The Active Transportation Plan was completed with the help of the Kootenay Columbia Trails Society, the Rossland Seniors Association, Red Mountain Resort and the recreation department. Many people from a variety of different backgrounds and ages had ideas for the proposed routes and offered input into the process.

Highlights
Many of the active transportation routes follow the alleyways and unused road right of ways in Rossland but there are sections of the routes that will need to cross private land in order to maintain a good grade. Obtaining land access will be a challenge. The route area also includes well-used bear trails, so managing the risks of conflict need to be considered. In general the steepness of the terrain in Rossland presents a challenge in maintaining a good grade for some routes while also building new trails and ensuring they are maintained.

Going Forward
Rossland City Council and the community of Rossland have already committed to active transportation through the recently adopted Official Community Plan and the Strategic Sustainability Plan. This Active Transportation Plan has proposed routes that can be incorporated into the city infrastructure. The City has committed $20,000 this year (2009/2010) for matching funds. It is anticipated that the success of the first project will provide more enthusiasm for similar projects.

The Active Transportation Plan also included a section on winter snow removal. The implications of the City’s snow removal procedures should be fully considered and managed prior to the creation of any new route. A risk management plan should include consideration of winter use, if snow clearing and/or sanding the route is appropriate and how that will be resourced, or if “use at your own risk” warning signs are required.
City of Nelson – Comprehensive Active Transportation Plan

Description
The City of Nelson is located on the south shore of the Kootenay River and has a resident population of 9,800. While it is urban in character, Nelson has many parks and public places that offer diverse public uses; featuring creeks, mountains and easy access to a wilderness environment. This tends to attract residents who have an interest in active modes of transportation.

The City completed a comprehensive Active Transportation Plan. Historically, transportation plans for the City have focused on roadway networks and infrastructure related to the automobile; however, residents have shown a willingness to use alternative modes of transportation to commute to work. In fact, according to the 2006 Census, 31 per cent of Nelson residents walk or cycle to work on a regular basis.

Highlights
The City of Nelson’s Official Community Plan will be amended to include the mapping of the proposed pedestrian and cycling networks within the City. There are many active transportation opportunities in Nelson as it is a relatively compact urban core, and there are some multi-used trails and an existing network of sidewalks. One of the main concerns for Nelson residents is the absence of convenient and accessible routes connecting the residential neighbourhoods to the downtown, the commercial core and a major employment area of Nelson.

As Nelson is a winter community, the Active Transportation (AT) Plan include the creation of three new priority snow clearing routes which will require new policy and or amendments to existing snow removal policies (and procedures). Sidewalks are not treated as a high priority for plowing and icy conditions in the winter months contribute to the challenge of Nelson’s topography.

Going Forward
The largest challenge is the mountainous terrain which results in steep grades throughout the City. The AT Plan mapped the streets and grades and identified routes that fall within different grades (e.g. 0-2%; 2-5%; 5-10%; 10-15%) enabling the City to identify less steep routes for both pedestrian and cycling networks. Although the AT Plan does propose short, medium and long term improvements, capital costs for construction and the purchase of right-of-ways are a challenge for the City.
Village of Warfield –
Active Transportation Plan

Description
Warfield is a small, family-oriented community with a population 1,729 nestled in the mountains of the West Kootenays, between the cities of Trail and Rossland.

The Village undertook a comprehensive Active Transportation (AT) Plan.

With a relatively high proportion of seniors in Warfield, any proposed active transportation infrastructure will need to address the specific physical capacities of an aged population. Seniors seek relatively short and physically less-demanding walking routes in close proximity to their places of residence.

Highlights
Warfield Council formally adopted the AT Plan and will form a residents’ committee to pursue recommendations from the report. The Council is presently working on the 2010 budget and will allocate a budget to start projects. The residents’ committee will look into ways of fundraising to continue with the recommended trails. This project will give the general public a voice through the resident’s committee and ownership through participation.

Going Forward
Warfield’s vertical topography and arbitrary street layout pose a particular challenge to conceiving an effective AT Plan. Beyond the usual barriers to use of distance and safety that exist in most communities, the sheer grades make alternate modes to the car challenging. Being a small community with a limited taxation base, Warfield has very modest technical and financial resources available.
Improving Commuter Routes

City of Quesnel – Bicycle Network Plan

Description
With a population of 9,915, Quesnel is nestled in between the Fraser River and the Quesnel River; just before they meet and become the Fraser River. It is a small city located between the cities of Prince George and Williams Lake.

The City of Quesnel focused on updating a commuter route, into the area of Two-Mile Flat, within its existing Bicycle Network Plan (1997).

Highlights
The City identified the need for a new route to provide a safer way for pedestrian and cycling traffic to access a large employment district (West Fraser Mills Ltd., Tolko Industries, Cariboo Pulp & Paper). Two routes were originally identified on the east side of Highway 97 North, but following public consultation with commuters traveling these routes, it was determined a trail on the west side of the highway was the City’s better option. Obtaining public input earlier in the process would have provided more direction on potential routes to be surveyed.

The success of public engagement was a result of directly targeting the prospective user group. In this case the invitation to the open house was sent to the companies in the industrial park, and many of the employees attended the open house. The City of Quesnel’s Development Services Department received four items of written correspondence in favour of trail development in this area and a petition from the employees of West Fraser Mills containing 148 signatures supporting the development of a safer trail into Two-Mile Flat.
District of Wells – Bike Route Feasibility Study

Description
The District of Wells is located 74 kilometres east of Quesnel, and has a population of roughly 246, which triples during the summer season. Barkerville, a historic gold mining town, is one of the largest tourist attractions in Northern B.C., with approximately 100,000 visitors to the area annually and is located 8 kilometres east of Wells.

A Bike Route Feasibility Study was completed for the District of Wells to evaluate the potential and cost of constructing a bicycle path between Wells and Barkerville. The bike path proposed by the District of Wells is intended to reduce the safety risks associated with commuting on the narrow highway connecting the locations, provide an aesthetically pleasing commuting route, increase the tourism potential of the area, and provide the added environmental benefit of commuting by bicycle rather than driving.

Highlights
With limited residences and hotels in the town of Barkerville, the majority of visitors and employees stay in the town of Wells. Barkerville Historic Town employs roughly 150 seasonal workers, many already commuting from Wells by bike. An engineering study of a commuter bike lane between Wells and Barkerville was completed for the District of Wells.

Three options will be considered. Option 1 includes two one-way shoulder lanes constructed immediately adjacent to Highway 26. Option 2 and 3 are two lane bike paths constructed separately from the highway. Land use along the highway corridor between Wells and Barkerville varies and includes residential properties, vacant crown land, public utilities, and industrial (mining) land uses. There are several privately owned properties adjacent the highway to the East of the Wells townsite.

Going Forward
By constructing a new bike path outside of the highway right of way, the commuter safety risks associated with traffic along the highway would be essentially negligible. To the south of the highway there exists several land use conflicts including two private properties.

The engineering firm hired was from the region with employees familiar with Wells/Barkerville and local area cycling. This local knowledge, plus their personal knowledge of cycling requirements and preferences, was an asset to the project. Organizers felt there was a personal vested feeling of interest in this project and a desire to see it come to fruition.

Figure 4-3
Cross section of Option 3 showing highway and meadow area adjacent Williams Creek
Regional Districts Leading the Way

Regional District of Nanaimo - Community Active Transportation Assessment

Description
The Regional District of Nanaimo (RDN) created a Community Active Transportation Plan for the Electoral Area ‘A’ which covers the communities of Cedar (central Electoral Area), Cassidy (near the airport) and Yellow Point Village. The population for Electoral Area ‘A’ is 6,750.

The AT Plan looked at developing a network of roadways, trails, waterways, and considered the rural nature of the Electoral Area. The Plan will be incorporated in the new Electoral Area ‘A’ Official Community Plan. As many of the road networks in the Regional District are the jurisdiction of the Ministry of Transportation and Infrastructure (MOTI), they are a key partner involved in the process.

Highlights
The most often cited barriers to active transportation in Electoral Area ‘A’ (EEA) were unsafe and uncomfortable conditions on roadways, including a lack of adequate walkways/trails/pathways and a lack of road shoulders and bike lanes, as well as distance to destinations. Residents stated that any combination of sidewalks, widened shoulders and/or separate roadside trails would increase active transportation use. As roadways are under MOTI jurisdiction and MOTI does not typically build sidewalks in rural areas, RDN will not pursue sidewalk improvements.

Going Forward
Rural communities like Electoral Area ‘A’ have traditionally been opposed to both intensifying land use density and mixing land uses. However, the AT Plan process revealed that there is some community desire to create village core areas that are conducive to walking and cycling, and that the community is willing to channel development pressure into the village areas in order to preserve rural areas. The AT Plan does not contain specific recommendations around land use in Electoral Area ‘A’, but supports the concepts of focusing development and promoting mixed land use in village areas to develop a land use framework that encourages active transportation.
Central Coast Regional District –
Bella Coola Active Transportation Plan

Description
The Central Coast Regional District (CCRD) is in the heart of the mid-coast and includes five electoral areas in the unincorporated communities of Bella Bella, Bella Coola, Denny Island, Ocean Falls and Oweekeno. Bella Coola is the only community within the CCRD that is accessible by road. Its population is less than 1,900 with an estimated 900 Nuxalk First Nation residents living on reserve in Bella Coola. With the majority of the overall population being Nuxalk First Nation, the community is rich in native history and culture.

The CCRD, under the leadership of the Bella Coola Hospital, created a plan for a paved multi-use off road pathway between the Bella Coola town site and the Four Mile residential area. The pathway design runs parallel to Highway 20 and is intended to accommodate foot, stroller, wheelchair and bicycle travel. The trail is 3.1 kilometres total with close proximity to the highway - keeping users away from wild animal habitat and minimizing the need for tree cutting.

Highlights
The project is primarily on First Nations land and will provide a transportation link between two First Nations townsites. It will bring together tourists and local residents wishing to walk or bike in a safe area. Local government, the Nuxalk Nation (including community members, Fisheries and Capital Works), and businesses will be required to work together on developing the project and securing funding to develop and construct the trail.

The trail has been talked about for years and it is only in 2009 that the CCRD and Bella Coola Hospital were able to secure the funds required to move forward and have a plan completed for this multi-use path.

Going Forward
The Bella Coola General Hospital is committed to working with the Central Coast Regional District and the Nuxalk Nation on identifying funding and submitting related applications, largely as it is a community project which identifies health and safety as the key issue.

Construction plans need to incorporate a long term maintenance strategy and identify the agency that will be responsible for the trail. The trail has been designed for ATV or small pick-up trucks access.
Columbia Shuswap Regional District
- Greenway Master Plan

Description
The Columbia Shuswap Regional District (CSRD) is located in south-central British Columbia around the Shuswap Lakes to the north of the Okanagan. The area is a major summer holiday destination. The CSRD identified greenways and trails as priorities in both the Area ‘F’ Parks Plan and the Area ‘F’ Official Community Plan. Area F is comprised of the communities between Squilax and Scotch Creek.

In 2009, the CSRD completed a Squilax to Scotch Creek Greenway Master Plan. Within this plan, a Greenway is defined as a corridor linking two geographic points to provide an alternative transportation route with recreation benefits. Specifically, the section of road from the First Nation community of Squilax to the community of Scotch Creek has potential for a multi-use greenway system, running parallel to the Squilax–Anglemont Road.

Highlights
Due to increasing levels of traffic on Anglemont Road and the narrow road surface, local residents are interested in a safe alternate means of transportation for pedestrians and cyclists. This is the first greenway project of its kind to reach shovel ready status in the CSRD. The Squilax to Scotch Creek Greenway will be 19.7 kilometres long, consisting of approximately 10.6 kilometres of compact gravel path, 8.6 kilometres of paved shoulder bikeways / shared roadways and half a kilometre of bridge crossings.

Going Forward
The composition of the steering committee (Little Shuswap Indian Band, CSRD staff, Ministry of Transportation and Infrastructure (MOTI), Shuswap Trail Alliance, and Recreation Commission Chair) was critical to the success of the project. Where greenways utilize First Nations reserves, it is critical to consult with band council during the development of the plan. The Ministry of Transportation and Infrastructure review standards will have to be considered within the plan.
Parks and Recreation Leadership in Active Transportation

District of Kent – Active Transportation Plan

Description
Located in the Upper Fraser Valley, the District of Kent is made up of rich farm land on the floodplain of the Fraser River. The communities in the District - Agassiz, Harrison Hot Springs, Harrison Mills, and Sea Bird Island First Nations – have an estimated population of 6,800.

The District completed an Active Transportation (AT) Plan that included Agassiz and the Village of Harrison Hot Springs. The new AT Plan included an update of the 2002 Bicycle Network Plan (which was never implemented) and focused on linkage to other modes of transportation (pedestrian, transit, lakes/blueways). It built on the Community-based Leisure Needs Assessment which identified trails and bike lanes as a high priority. The Fraser Valley Regional District, Village of Harrison Hot Springs and Kent-Harrison Healthy Communities Committee played an active role in the planning process.

Highlights
Three design options were developed for a bicycle path between Agassiz and Harrison Hot Springs. Each of the three options involved rigorous analysis such as trip time, trip change to bicycle, cost estimates, and GHG emission reductions within each recommendation. The District is committed to active transportation networks with Council having endorsed future planning of active transportation networks.

Going Forward
Determining which of the options to move forward with will be challenging as most suggest making changes to existing roadways and utilities which may be expensive and difficult to achieve. The options also include use of agriculture lands. This would require land / right of way being taken from the Agriculture Lands Reserve; adding another level of government approval.

Photo Credit: Stephan Baker, Picture BC
Town of Golden –
Active Transportation Plan

Description
The Town of Golden is situated in the Kootenay region and lies between the Purcell Mountain and the Rocky Mountain ranges, at the junction of the Columbia and the Kicking Horse River. The population of Golden is estimated at 4,373, with an additional 3,155 people living in surrounding rural areas.

Before completing their Active Transportation report, the Town completed an active transportation workshop, a walking audit for staff, council members and interested members of the public.

Highlights
The planning process, lead by Leisure Services, focused on an initial audit and workshops lead by a consultant. A final active transportation report identified three next steps:
• Form an active transportation group / committee
• Priorities improvements from report
• Create land use and bicycle parking policy to support the improvements (the audit revealed most of the towns bike racks were located beside garbage dumpsters). The Golden Active Transportation group was formed as part of the planning process and is dedicated to ensuring the Active Transportation report is implemented.

By using a new modes of communication (Facebook), the Golden Active Transportation group reached 100 members of the community and the success of the AT workshop was reported on two blogs.

Going Forward / Challenges
The main goal will be to integrate the active transportation plans for future development with the Ministry of Transportation and Infrastructure (MOTI) as the two highways (97 and Trans Canada) are the jurisdiction of MOTI and intersect in Golden.

Golden is committed to moving forward with the recommendations of project report. The Active Transportation Group has been meeting regularly and in 2009/2010 hired an Active Transportation Coordinator.

Above: Questionable location for a bike rack – out of sight and uninviting.
Combining Active Transportation within Transportation Master Plans

District of Sparwood – Active Transportation Plan

Description
The District of Sparwood is a small coal mining town located in the southeast corner of the province and has an estimated population of 4,000. The town was once a wealthy resource community and has shifted to one that is more diversified with a healthy mix of retirement, recreation and tourism activities. Sparwood is located close to Fernie Alpine Ski Resort.

The District undertook the completion of a Transportation Master Plan (TMP), part of which entails assessing existing active modes facilities and providing recommendations for future development. Within this TMP, the District also completed an Active Transportation Plan. The two studies are being coordinated to ensure the TMP incorporates the recommendations from the AT Plan.

Highlights
This project has helped the District of Sparwood recognize the importance of active transportation, and resulted in a reorganization of transportation priorities. District employees have worked closely with the Mayor and Council to ensure that the new AT Plan will be integrated to the Official Community Plan when it is adopted in 2010. As part of the TMP, a three-day 17-intersection data collection program was run, which included vehicle, pedestrian and cyclist movement counts.

Going Forward
Sparwood’s primary challenge will be with funding for trail and bridge development. Some land acquisition may also be necessary, however, most trails and improvements will be on District owned property. A railway, two rivers and mountainous terrain present the largest challenges to further development.
City of Revelstoke –
Active Transportation Plan

Description
Revelstoke is located in the interior of BC within the spectacular setting of the Monashee and Selkirk Mountain ranges with an estimated population of 8,600. The City is bordered by Mount Revelstoke National Park to the north and is approximately 260 kilometres northeast of Kelowna and 385 kilometres west of Calgary. Being situated within the Columbia Mountains it has a varied topography.

Revelstoke’s Active Transportation Plan focused on six neighbourhoods and five critical locations; looking at improving environments and destinations in conjunction with strong development approaches.

Highlights
The AT Plan was developed concurrently with the Revelstoke Comprehensive Transportation Master Plan - a larger, more comprehensive review of all of the City’s transportation systems. All research and consultation efforts that went into each plan were conducted simultaneously, with the recommendations of each having been developed to be consistent with one another. The Revelstoke Parks and Recreation Master Plan was also being developed as the AT Plan neared completion.

The process to develop the AT Plan was community based and included extensive collaboration with community groups, other government agencies and the public. One of the major outcomes of the project has been to raise the awareness of active transportation principles and practices within the community.

Going Forward
During the consultation process, community members were asked why they do not travel via active transportation modes. Feedback indicated a lack of appropriate facilities, long travel distances, personal security concerns, poor transit service, and a general disinterest in active modes were the main obstacles to the use of active transportation. Some of these barriers are inherent community traits that are difficult to address, but others can be addressed through infrastructure improvements.
District of Sechelt –
Active Transportation Plan

Description
Sechelt is located on the Sunshine Coast and is a municipality within the Sunshine Coast Regional District. The population is estimated at 8,455 with most residents the over the age 45 due to Sechelt becoming increasingly attractive to retirees from across Canada.

The District of Sechelt Transportation Master Plan was completed as part of the recent update to the Official Community Plan. The Plan addresses both existing and future issues and has developed a Road Network Plan, an Active Transportation (AT) Plan and a Travel Demand Management framework.

Highlights
Combining an AT Plan within a broader Transportation Plan gave staff the opportunity to take an integral look at both the Active Transportation plan and the Road Network Plan.

The newly created District Greenways Advisory Committee was largely involved in the AT Plan. The volunteer committee contains advocates for walking and for cycling and had just finished reviewing the Parks Master Plan of the District, which helped in determining priorities for the AT Plan.

Going Forward
The new Official Community Plan and the Capital Budget are the two main guarantees for sustained long term efforts regarding active transportation. The dedicated volunteers of the Greenways Advisory Committee will ensure active transportation projects continue to be discussed at the Council level.

The District’s AT Plan focused on a ‘return on investment’ approach to the improvement priority list created – balancing need and likely patronage of a route with its expected cost and ease of implementation. Approximately 19 per cent of the proposed active transportation network already exists. A further 41 per cent could be coordinated through developer or other non-District funded road projects (BC Hydro). The remaining network elements are the responsibility of the District.
Bicycle Network Plans

Town of Qualicum Beach – Bicycle Network Plan

**Description**

The Town of Qualicum Beach is a coastal community located on the eastern coast of Vancouver Island. It is a relatively older community with a population of 8,502 and a median age of 58.1, compared to the provincial average of 38.4 years of age.

The Town completed its first Bicycle Network Plan which addresses both recreational and commuter cyclists. The Town has a narrow landscape with residential areas on either side of the town centre, which gave a ‘spine’ structure to the Plan.

**Highlights:**

The Bicycle Network Plan will greatly influence the next review of the Official Community Plan, as well as future trail development and infrastructure investment. The Council has identified trail development as one of its highest priorities. The Town of Qualicum Beach used their shelf ready cycling plan to leverage funding for construction of a 3 meter wide multi-use pathway which is under construction and nearing completion (2010). They received both provincial Local Motion and federal Recreation Infrastructure grants to complete the Dollymount Trail. The pathway is designed to accommodate walkers, cyclists, wheelchairs and strollers. One of the key challenges is whether the pathway should be gravel or asphalt. Some issues related to implementation of the cycling plan and multi-use pathways that the Town identified:

- broaden the scope between grants;
- build in room for budget increases;
- dealing with license of occupation for all Right Of Way takes time;
- construction complications;
- expectations for a multi-use trail vary between the user groups.
Town of Ladysmith – Bicycle Network Plan

Description
Nestled on the eastern shores of Vancouver Island, the Town of Ladysmith features all of the warmth and charm of small town living. Ladysmith is a growing community (population 7,538 in 2006) located just 88 kilometres north of Victoria and 23 kilometres south of Nanaimo.

The Ladysmith Get’s Rolling Bicycle Plan goal is to increase cycling trips and increase safety for cyclists. A previous Bicycle Plan for the town was written in 2000; the 2009 plan was created to update and revise the previous plan to reflect changes in local context, issues and priorities over the last decade. These changes can be used to further the goals and objectives identified in the Official Community Plan.

Highlights
The Ladysmith Bicycle Plan identifies High and Low Priority bicycle facilities that should be constructed and provides recommendations as to how to amend the Town’s Official Community Plan so that it provides a strong vision for a bicycle friendly community. The Bicycle Plan identifies fifteen financing options that will assist the Town in obtaining the necessary funds to construct the recommended bicycle facilities. Average costs/km were prepared for the types of facilities proposed and can be used by Town staff when preparing budgets.

The key feature of the bicycle route network is a connected “spine” of high-quality facilities, linking major destinations. Additional routes commonly used by cyclists connect with this official network. A prioritized phasing of route facility construction was introduced, based on the importance of each route in creating a high-quality network, anticipated road maintenance and upgrading, and public feedback. A key success in the development of the Ladysmith Bicycle Plan was to educate and actively engage the staff members from Public Works in the development of the Plan and to know that they are onside with recommendations of the Plan – as the actual design review and construction of the bicycle facilities is generally their responsibility.

Going Forward
While improvements and additions to the road network are important to encourage Ladysmith residents to cycle more often and will be addressed by the Bicycle Network Plan update, smaller scale, less expensive options also exist to improve the cycling experience. These can include a more comprehensive signage and way-finding system, workshops on commuter skills and bike maintenance, a driver education campaign, and supportive programs and events such as cycling clubs and organized bike rides.
Comprehensive Active Transportation Plans

City of Armstrong – Active Transportation Plan

Description
The City of Armstrong is surrounded by the Township of Spallumcheen and is part of the Columbia Shuswap Regional District. Armstrong, home to Armstrong Cheese, has a population of roughly 4,241. The City of Armstrong and the Township of Spallumcheen jointly manage several programs, including parks & recreation, through the Armstrong Spallumcheen Parks and Recreation Commission.

The goal of the Armstrong Active Transportation (AT) Plan is to provide a resource to City Council and staff to support new policies, programs and services and infrastructure projects to increase active transportation in the community, leading to a reduced incidence of chronic diseases and improved public health. The City engaged the Ministry of Transportation and Infrastructure, Interior Health Authority and the Armstrong/Spallumcheen Active Communities Trail Committee in the consultation and planning of the Armstrong AT Plan.

Highlights
The project brought together groups and individuals in the community who hadn’t collectively discussed the topic of active transportation. Existing relationships were enhanced with ICBC and Ministry of Transportation and Highways and new relationships were forged with BC Transit, where previously, the City did not have a direct contact. These relationships will allow the City to utilize planning expertise it doesn’t currently have on staff.

Going Forward
This process has also helped City staff to focus on what they are already doing right and what they can do to enhance and build on existing successes and infrastructure. The three projects that will be engineered and made shelf ready as identified in the Plan, were chosen as they are on the main Smith Drive which intersects with Highway 97A. The Ministry of Highways has announced they are beginning re-construction of the highway that will affect that intersection. The City of Armstrong hopes they can influence active transportation improvements within the re-construction.
District of Barriere –
Active Transportation Plan

Description
The District of Barriere is located in the Central North Thompson Valley at the confluence of the Barrier and North Thompson Rivers, approximately 65 kilometres north of Kamloops. The District is home to approximately 1,800 residents. Barriere is a new municipality and was incorporated in December 2007. It is taking on many of the local government services previously provided by Ministry of Transportation Infrastructure and the Thompson-Nicola Regional District.

The District completed a comprehensive Active Transportation (AT) plan. The intent is to integrate the active transportation network with the proposed 5 kilometre stretch of greenway in the Community Park; connecting residents to this central hub and destination point.

Highlights
A Community Survey and Travel Diary was mailed to every household. The need for active transportation became very obvious once the public survey and stakeholder workshop were held, as it was identified as a high priority by residents. The AT Plan will help guide planning and growth in the community as it lays out an implementation plan and funding is allocated for the greenway in the Community Park.
District of North Cowichan – Chemainus Active Transportation Plan

Description

Chemainus is a small seaside community with an approximate population of 4,500. It is an unincorporated community in the District of North Cowichan. The economy, originally based on agriculture, fishing, and forestry has shifted more significantly to tourism (celebrating their historical murals) and land development.

The Chemainus Active Transportation (AT) Plan is a network design for both pedestrian and cycling improvements. The Plan focused on the District’s north boundary (Dogwood Road), west to the Trans Canada Highway and including Chemainus Lake Park, south to Fuller Lake Arena, and east to Chemainus Bay and Stuart Channel. Critical location improvements and a parking management strategy will address safety, town character, and design improvements.

Highlights

The final AT Plan makes recommendations for changes to the Official Community Plan, which is currently under review. The Plan will inform changes to the municipal Engineering Design Standards currently underway (i.e., additional road crossing sections for rural, suburban and urban areas to support walking, cycling and use of scooters). The focus on critical location improvements will address the need for good public street design to improve the comfort of those who walk, and cycle. The critical locations are key nodes or intersections that need pedestrian improvements.

Critical location example - Chemainus Street Crossing before and after
District of Invermere –
Active Transportation Network Plan

Description
Invermere is located in the East Kootenays between Cranbook and Golden and is the hub community for the Columbia Valley. The population is estimated to be over 3,000. Because of tourism and vacation home owners, the Columbia Valley has a large “shadow” population that expands to 20,000 to 30,000 in the summer months.

The District of Invermere completed an Active Transportation Network Plan that built onto an existing Community Enhancement Plan (CEP), which the District was undertaking. The CEP focused on four core locations and established the vision and direction to promote integration of the various projects, to define and derive the highest value for each project, and to establish priorities for implementation. This integrated process streamlined consultation with the District, committee and general public and contributed to a “big picture” for community enhancement.

Highlights
The CEP process highlighted the significant opportunity for a more extensive active transportation network to promote connectivity and accessibility among neighbourhoods, facilities and amenity spaces throughout Invermere. The Active Transportation Network Plan is founded on a number of principles incorporating the District’s Pedestrian Charter and input from District and community representatives. This structure supports a fairly simple active transportation network that can connect most of the population to the key destinations within the town.

Going Forward
Once the AT Plan was complete, Invermere submitted the shelf ready plan to a number of funding agencies and managed to secure approximately $1 million in funding. The first 3 kilometres of the pathway are complete with the building cost significantly less than the estimated budget, due in large part to the fact that the District used local resources such as unemployed or under-employed forestry workers and internalized costs wherever possible.

Photo Credit: Marlene Chabot, Picture BC
City of Prince George -
Active Transportation Plan
(Formerly Pathways Master Plan)

Description
Prince George is known as BC’s northern capital, a bustling city of over 77,000 situated at the crossroads of Highway 97 (north-south) and Highway 16 (east-west), and at the confluence of the Fraser and Nechako Rivers.

The 2008 Active Transportation Plan provided a comprehensive document to assist in creating a continuous, safe and enjoyable active transportation network in Prince George.

Highlights
It is expected Council will adopt the completed 2008 Active Transportation Plan later this year (2010). It was recognized that implementation of the AT Plan reaches many City Divisions and will include amendments to Bylaws, Servicing Standards, Maintenance Programs & Policies, and budgets, along with the overall awareness and support by Mayor and Council.

Going Forward
The Smart Growth on the Ground Downtown Concept Plan (independent of the AT Plan) adopted by Council in 2009 acknowledges active transportation and walkability as supporting revitalization of infrastructure and land uses in the Downtown. This will complement the AT Plan as it identified the need for more bike lanes, sidewalks and trails.
City of Terrace -
Active Transportation Plan

Description
Located within the Skeena River Valley, the City of Terrace is built on a series of natural flat benches. With a population of 11,320, Terrace has a small town atmosphere, numerous outdoor recreational opportunities and an active resident community.

A commitment by City Council to reduce greenhouse gas emissions, a recognized need to make cycling and walking more convenient and safe for the public, and a desire to increase transportation equity provided the main impetus behind the creation of the Terrace Active Transportation Plan.

Highlights
The AT Plan sets forth an approach to create better connections and increase awareness of active transportation options in the community. It also contains strategies to improve the convenience, safety and appeal of the multi modal network. In tandem with the Terrace 2050 Official Community Plan update, and the Terrace Sustainability Plan, this planning document sets the stage for the growth of an effective active transportation network in Terrace.

Terrace, like many small communities in BC, has strong potential for increasing the amount of walking, cycling and other active transportation modes used by residents. The east-west distance across the City (along Highway 16 from Kalum Street to Kitsumkalum) is approximately 4.8 kilometres, or 20 minutes by bicycle. The north-south distance from Halliwell to Graham Avenue, crossing the Sande overpass, is approximately 4.0 kilometres or 16 minutes by bicycle. Based on average cycling speeds, this means that most Terrace residents live within 10-15 minutes cycling distance of grocery stores, retail centres, work, school, parks, and transit connections.

A new wayfinding and signage strategy is being drafted by the City of Terrace as a direct result of the assessment and planning process.

Going Forward
High rates of police-reported motor vehicle incidents involving injuries to pedestrians or cyclists have been reported in Terrace. During the public consultations, safety was rated as the biggest concern and barrier to active transportation in the Terrace area with 75 per cent of respondents indicating it was their top issue and 100 per cent putting safety in the top three. Beyond concerns around safety, additional challenges to implementation are: a railway line that bisects the community, topography, reviewing maintenance schedule and snow removal policy.

Overall, the planning process helped get the community talking and contributing in regard to active transportation as well as bringing together groups in the community which might not have otherwise had a chance to discuss active transportation.
Active Transportation Considerations for Winter Communities

Village of Burns Lake - Active Transportation Network Plan

Description
The Village of Burns Lake, population 2,110, is located near the centre of BC between Prince George and Prince Rupert. The area is home to six First Nations with two located within the Village: the Burns Lake Band and the Lake Babine Band. Burns Lake has evolved into a small, modern northern community, and is the largest village in British Columbia.

The Village completed a comprehensive Active Transportation Plan. Burns Lake is comprised of a number of existing sidewalks and trails that facilitate active transportation, but does not currently include on-road facilities, dedicated cycling infrastructure, or public transit.

Highlight
Burns Lake is a young community and attracts outdoor enthusiasts, with a general willingness to travel via active transportation modes. The Village is also small in area, making active travel feasible. However, steep topography and winter weather make self-propelled travel challenging in certain locations and at certain times of the year. The Village is also bisected by Highway 16 and the CN Railway, both of which pose barriers to non-vehicular connectivity.

The Village will be reviewing its Snow Removal Policy in light of recommendations within the AT Plan (the Village spends 4-5 months under snow). The Council will be reviewing its 2011 budget and will consider amendments to the Snow Removal Policy. It is important that snow clearing practices be changed to put greater importance on pedestrian and cycling routes. The AT Plan recommends that the Village take a more comprehensive look at the current Snow Removal Policy, in consultation with various Village departments, to determine opportunities to put greater emphasis on active transportation routes.

Going Forward
The AT Plan has already been tremendously useful. The Village applied for a Job Opportunities Grant (Community Development Trust of the Ministry of Community and Rural Development) to address the second priority of their Active Transportation Plan: the Saul Creek Ravine Crossing. This is an exciting project, as the Lake Babine Nation has agreed to work together with the Village to complete it.
The Built Environment & Active Transportation initiative (BEAT) is a component of the Physical Activity Strategy. BEAT is working to create more supportive environments for physical activity by addressing community design, policy and transportation planning through a range of connected components. BEAT is a joint initiative of the BC Recreation & Parks Association and the Union of BC Municipalities. Funding is provided by the BC Healthy Living Alliance, with support from ActNow BC.