# GOLD RIVER ACTIVE TRANSPORTATION PLAN

## VILLAGE OF GOLD RIVER

APRIL 2024

## PREPARED FOR:

Village of Gold River
499 Muchalat Drive
Gold River, BC  V0P 1G0

## PREPARED BY:

Urban Systems Ltd
312, 645 Fort Street
Victoria BC  V8W 1G2

**Contact:**

Beth Hurford, Transportation Planner
ehurford@urbansystems.ca

Owen Sieffert, Community Planner
osieffert@urbansystems.ca

File: 1588.0005.01

# CONTENTS



# APPENDICES

# 1.0 OVERVIEW

Located on the traditional land of the Mowachaht/Muchalaht First Nations, the Village of Gold is a small community on northern Vancouver Island, surrounded by mountains and bordering the Muchalat Inlet. Gold River is a commercial and service centre for surrounding communities, including Tsa'Xana, the primary reserve lands of Mowachaht/Muchalaht.

The Village of Gold River's first ever Active Transportation Plan (ATP) will help guide investments in walking (which includes travelling with the support of a mobility device), cycling, and other forms of active transportation to support a more balanced transportation system—one that is more accessible, cost-effective, safer, and efficient in terms of infrastructure investments.

Promoting walking and cycling as attractive and convenient transportation choices can increase physical activity levels, improve public health, reduce infrastructure demands, help reduce automobile dependence, and create a more livable and vibrant community.

The Village's ATP was funded through the *B.C. Active Transportation Planning Grant* program. Its adoption will improve eligibility for multiple granting opportunities to support the plan's implementation.

## WHAT IS ACTIVE TRANSPORTATION?

Active transportation includes any form of human-powered transportation. Walking, which includes travelling with the support of a mobility device, and cycling are the most popular and well-known forms of active transportation, however the definition extends much more broadly to include skateboarding and in-line skating, as examples.

## WHAT IS THE ATP?

The ATP describes the Village's vision and priorities for active transportation facilities. This includes identifying the envisioned long-term active transportation network, the type and design of active transportation facilities, and priorities for implementation.

## WHO IS THE ATP FOR?

The ATP is intended to be used primarily to guide staff and elected officials in their decision making and capital planning. The plan has been developed with input from community members and contributors – all of whom may reference the plan for their own purposes. The plan ensures priorities are well understood and the future network is well mapped providing a shared future for investment.

## HOW WILL THE ATP BE USED?

The ATP will be used to inform priorities and guide investment in active transportation facilities. It will be used to inform capital planning and public investment in infrastructure and, communicate the Village's priorities for walking and cycling infrastructure to Provincial and Federal funding agencies to help strengthen future grant applications.

## WHY ACTIVE TRANSPORTATION?

Investments in active transportation generally help to create a more balanced transportation system, one that is more accessible to a broad range of community members and represents a more effective investment in public infrastructure.

The following are some of the benefits associated with active transportation:

### HEALTH

Human-powered travel contributes to increased activity levels, thereby reducing the health risks associated with a lack of physical activity such as heart disease and conditions resulting from high blood pressure and obesity. Secondary health benefits are achieved through reduced automobile emissions and lower stress levels.

### QUALITY OF LIFE

Engaging in active transportation provides improved access to local employers, schools, shops and services, the Village's many parks and recreation opportunities, as well as increasing opportunities for face-to-face interaction thereby improving social connectedness and combating social isolation.

### EQUITY

Investment in active transportation infrastructure and services supports the creation of a more equitable transportation system that can be used by a broader range of community members, including children, older adults, and individuals with physical, sensory, or cognitive challenges that prevent may them from driving, as well as other equity-seeking groups. Access to public transportation and active transportation infrastructure is often recognized as a "game changer" for poverty reduction.

### SAFETY

Increased use of active travel modes leads to fewer vehicles on the road and decreases road safety concerns. Consistent with the objectives of the OCP, providing safe and comfortable active transportation facilities is important in providing safe travel conditions and encouraging more walking and cycling.

### ENVIRONMENT

Active travel modes contribute significantly less greenhouse gas (GHG) emissions and air pollution compared to motor vehicle use further supporting the Village's climate change objectives. Trails and walking paths also allow for the preservation of green space and reduced overall spatial requirements associated with roads and parking facilities.

### LOCAL ECONOMY

The local economy stands to benefit from an increase in pedestrian activity, particularly businesses in the Village Core. Further, improved trails and cycling infrastructure present new opportunities for bicycle touring and recreational hiking that support local business and increase exposure for some of Gold River's small-scale businesses and surrounding tourism destinations.

### FINANCIAL

Walking and cycling facilities are generally less expensive than larger road infrastructure investments, representing a more effective use of public funds. Responsible investment in infrastructure is a key goal

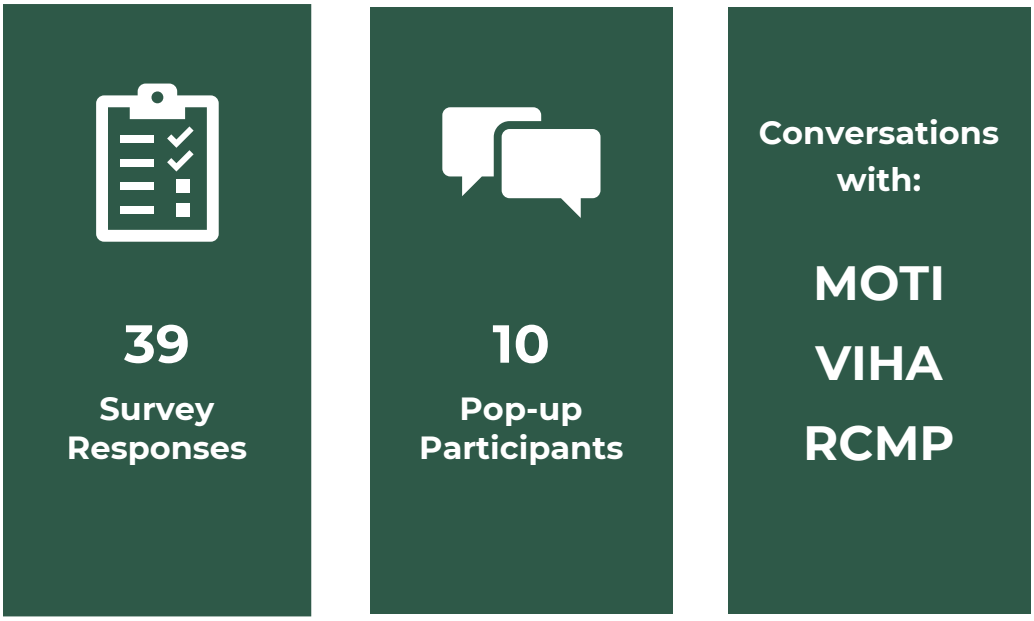
## 1.1 ATP PROCESS

A high-level overview of the ATP process is provided below. The process includes technical activities and community engagement and has followed an iterative and collaborative process involving ideas generation, plan development, and feedback from Gold River residents, local stakeholders and potential partners, Village staff and Council, and the consulting team.


## 1.2 PARTICIPATION

Gold River residents participated in the following engagement activities held as part of the ATP process.

Participation in community engagement activities is summarized below.



## 1.3 "WHAT WE HEARD"

An essential component of successful community planning initiatives is ensuring that resident and community input is integrated into the project. The community was engaged to understand the diverse perspectives of Gold River residents.

### KEY ENGAGEMENT THEMES

Through engagement with Gold River residents and regional partners, some of the key emerging themes on active transportation in the Village included:

- Walking is a very popular mode for all trips and the Village has a well-developed pedestrian network of sidewalks, trails, and crossing to support this.
- Residents would like to see improvements to lighting along active transportation routes to support safe travel at all times of day and throughout the year.
- Wildlife safety is a key concern in the community due to the large cougar and black bear populations around the Village.
- The lack of transportation options, such as transit, to Campbell River is a significant gap for community members. Without reliable transportation along Highway 28, residents must be able to drive to destinations outside of Gold River

### SURVEY RESPONSES

Between October 18 to November 16, 2023, an online survey was publicly available for Gold River residents to provide input on the Village's Active Transportation Plan project. In total, there were 39 responses during the engagement period. The online survey aimed to understand how community members travel through Gold River, and identify barriers, opportunities, and priorities for active transportation in the community. The following section provides a summary of the online survey results.

A detailed summary of results from the online survey can be found in **Appendix A**.

## WHO RESPONDED?

The “Tell Us About Yourself” section provided an opportunity to understand the demographics of survey respondents, including their relationship with Gold River, their age, and any mobility limitations they may face.

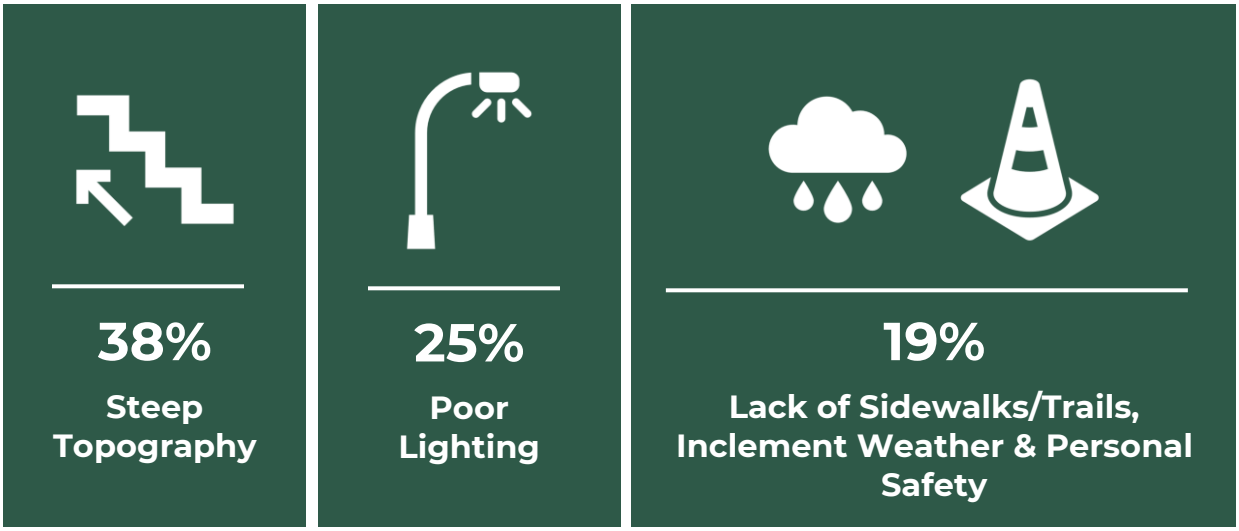
Most survey respondents (97%) were residents of Gold River, with one remaining respondent (3%) indicating they live outside of Gold River. Of these respondents, 11% indicated that they own a business or work within the community.

The largest number of respondents (27%) were between the ages of 65 and 74, followed closely by the 55-64 age range (24%) and 35-44 (19%). The median age range of survey respondents was 55-64 years, which is similar to the community’s median age of 56.4 years (Census, 2021). A higher proportion of respondents identified as female (73%) when compared to the overall population (47%).

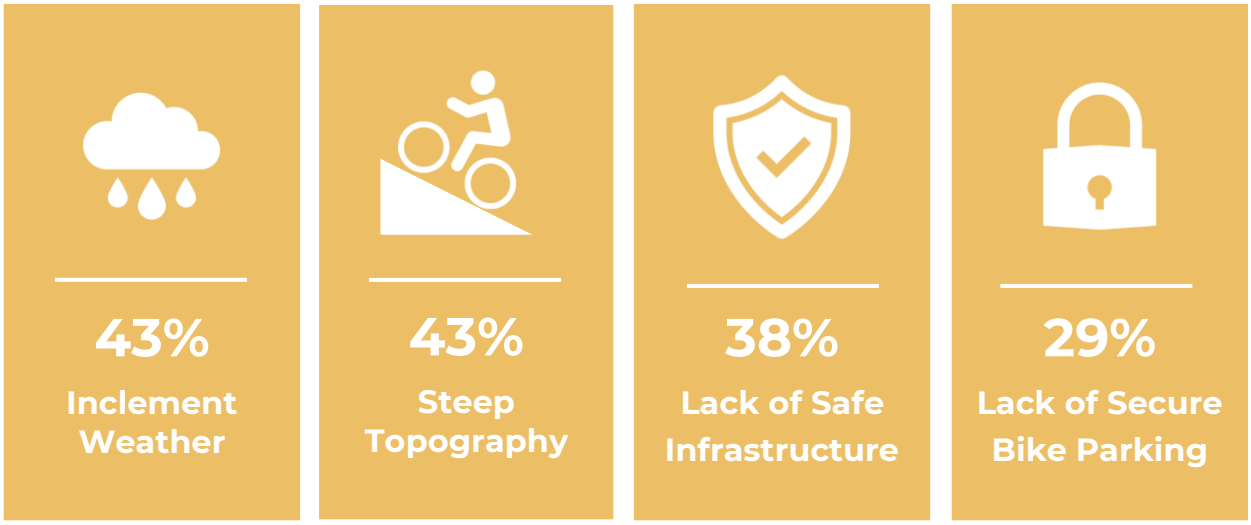
## IDENTIFIED CHALLENGES AND OPPORTUNITIES

Understanding opportunities to address current barriers, perceived or real, to active transportation improves the ability for a plan to prioritize the most impactful recommendations.

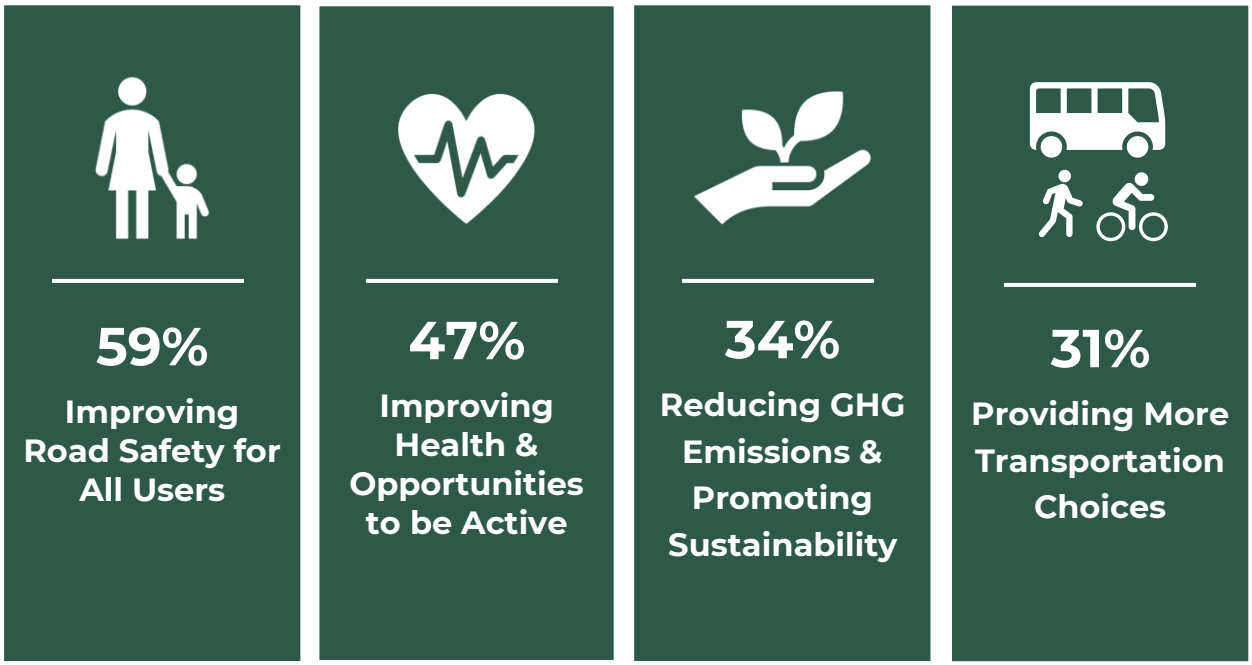
To understand the opportunities, the ATP online survey asked participants, “What are the barriers for walking more often than you currently do in Gold River?” (select up to three), the top five responses were:



The same question was posed for cycling challenges. The top four responses included:




Priorities for active transportation as a whole were also identified, many of which addressed the participant-identified challenges. The following top priorities were identified by survey respondents:



# 2.0 SHAPING INFLUENCES

## 2.1 HISTORICAL CONTEXT

The Village of Gold River is located on the west coast of Vancouver Island within the traditional territory of the Mowachaht/Muchalaht First Nation on Highway 28 approximately 90 kilometers southwest of Campbell River. The Village lies on a valley floor that extends to the head of Muchalat Inlet in Nootka Sound. Natural resources have traditionally formed the basis of employment for this area of the west coast. The Village Core is situated at the confluence of the Gold and Heber Rivers and is surrounded by steep slopes and uneven terrain.

In 1965 the community of Gold River became an instant town, built to provide housing for the employees of the then new pulp mill. During this time much of the community's existing infrastructure was built through industry investment resulting in higher quality active transportation facilities than many peer communities. However. when the Bowater Pulp and Paper Mill closed in 1999, the Village faced an uncertain future, a loss of population, and an erosion of tax base. This trend continues to be the new reality of the Village of Gold River as it continues to reinvent itself.

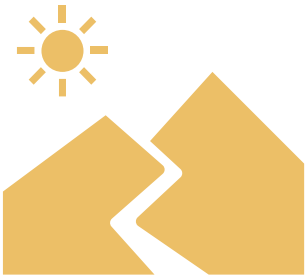
Gold River is blessed with forest lands, mineral resources, marine and aquatic resources, and industrial infrastructure and is uniquely positioned to take advantage of tourism opportunities due to its adjacent location to Strathcona Park and historic Nootka Sound.

Gold River is a planned community and is characterised by a compact layout and a variety of housing types. While located in a natural setting, the Village itself is not rural by nature with higher density land uses and community wide servicing. These characteristics provide uniqueness and significant recreational opportunities. However, various transportation facilities must therefor fit within this small geographic area such as provincial highway traffic, industrial traffic, commercial traffic, residential traffic and pedestrian and cycle uses.


SPORTS FIELDS
WASTE & RECYCLING DEPOT
CEMETERY

## 2.2 OUR COMMUNITY

A fulsome understanding of the characteristics of our community is needed to determine how best to plan for active transportation. The following are some of the key community demographics from the 2021 Census.



# 10.92 KM²

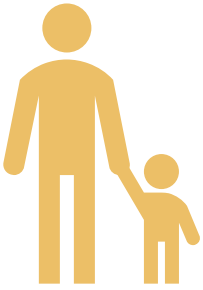
### LAND AREA

The Village is a total area of 10.29 square kilometres (1,029 hectares). The unique configuration of the Village lands, split between the core and the port, along with the narrow municipally owned corridor in between. Residential lands are concentrated in the Village core, creating a relatively high population density compared to other small or mid-sized communities in B.C.

# 1,246 PEOPLE

### POPULATION

Gold River has a relatively small population, smaller in population than other Vancouver Island communities like Ucluelet and Port McNeil. Having a small and dense population centre, like the Village core, allows greater opportunity to shape active transportation facilities and programs to meet the specific needs of both existing and future populations.



# 56.4 YEARS

### MEDIAN AGE

With a median age of 56.4 years, the Village is considerably older on average than the Provincial average (43). A particularly large portion of the community is between the ages of 50 and 70, as shown on the following page. Active transportation infrastructure should reflect this and ensure facilities are well maintained and prioritize accessibility improvements.

## 2.3 OUR ACTIVE TRANSPORTATION NETWORK

Active transportation connections are vital to facilitating walking and cycling with the community, limiting trip distance, and providing an alternative to travel along roadways.

Compared to many peer communities, the Village has a well-developed active transportation network. Pedestrian amenities are particularly prevalent throughout the community. The existing sidewalk network includes approximately 6.4 km of sidewalks. with approximately 42% of all streets having a sidewalk on at least one side. Sidewalk conditions vary significantly, most sidewalks were built as the Village was developed and have not been replaced or retrofitted.

Trails are a unique component of Gold River's active transportation network. The Village's trail system includes a variety of recreational trails, like the Peppercorn and Heber River Trails in town, and a large network around Scout Lake and Fire Ridge. There are also a number of pedestrian cut-throughs that allow people to connect between blocks and to major destinations. Many of these connections feature staircases or ramps on steeper slopes, while there is also a pedestrian bridge across Heber River connecting Ucona Park to Gold River Secondary School. The trail system within the Village boundary is approximately 9 km. The sidewalk and trail networks are supported by approximately 31 crosswalk locations.

Dedicated on- and off-street cycling facilities are not currently found within the community. An expanded cycling network connecting community destinations is an important consideration of the ATP.

A summary of existing active transportation facilities and key community destinations for active transportation trips is included in **Map 1**.

**6.4**

**km**

**Sidewalk length within the Village boundary**

**42%**

**Streets with sidewalk on at least one side**

**8.9**

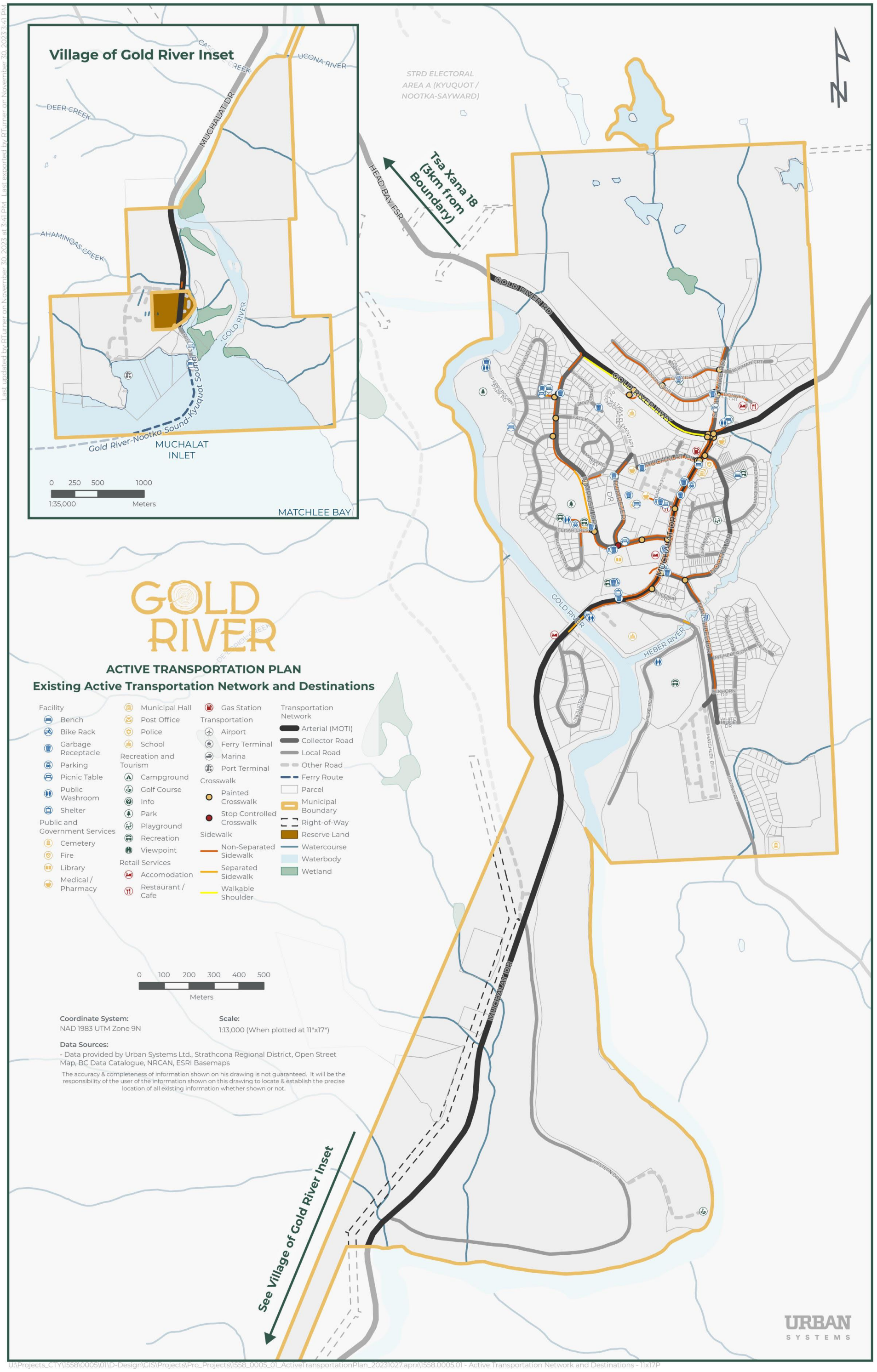
**km**

**Trail length within the Village boundary**

**31**

**Crosswalk locations**

**Map 1 – Existing Active Transportation Network and Community Destinations**




Last updated by RTurner on November 30, 2023 at 3:41 PM. Last exported by RTurner on November 30, 2023 3:41 PM

U:\Projects_CTY\1558\0005\01\D-Design\GIS\Projects\Pro_Projects\1558_0005_01_ActiveTransportationPlan_20231027.aprx\1558.0005.01 - Active Transportation Network and Destinations - 11x17P

# 2.4 GETTING AROUND

## MODE SHARE

Single-occupant vehicle travel is the primary mode among Gold River residents, representing 77% of all commute trips, 7% of which are passenger trips in a vehicle according to 2021 Census data. This represents only commute trips, and the non-vehicular mode share may be higher for other trip purposes but highlights the challenge and need to create conditions that encourage a greater number of trips by active modes particularly in a relatively small, compact community.

The Village currently does not have mode share targets established in the Official Community Plan (OCP) or other policy documents. CleanBC, the Province's Climate Preparedness and Adaptation Strategy, has established an overall target of 30% of all trips being completed by sustainable transportation (active transportation and transit) by 2030. Currently, the 16% of commuting trips by Village residents are completed by active transportation as shown in **Figure 1**. It is not known why transit use shows in the Census data as it is recognized that no transit service is currently provided in Gold River. Over time, sustainable mode share has decreased from a peak of 22% in 2006, while commuting by single-occupant vehicle has grown over the same period. These trends are shown in **Figure 2**.

**Figure 1 - Village of Gold River Commuting Mode Share (2021)**

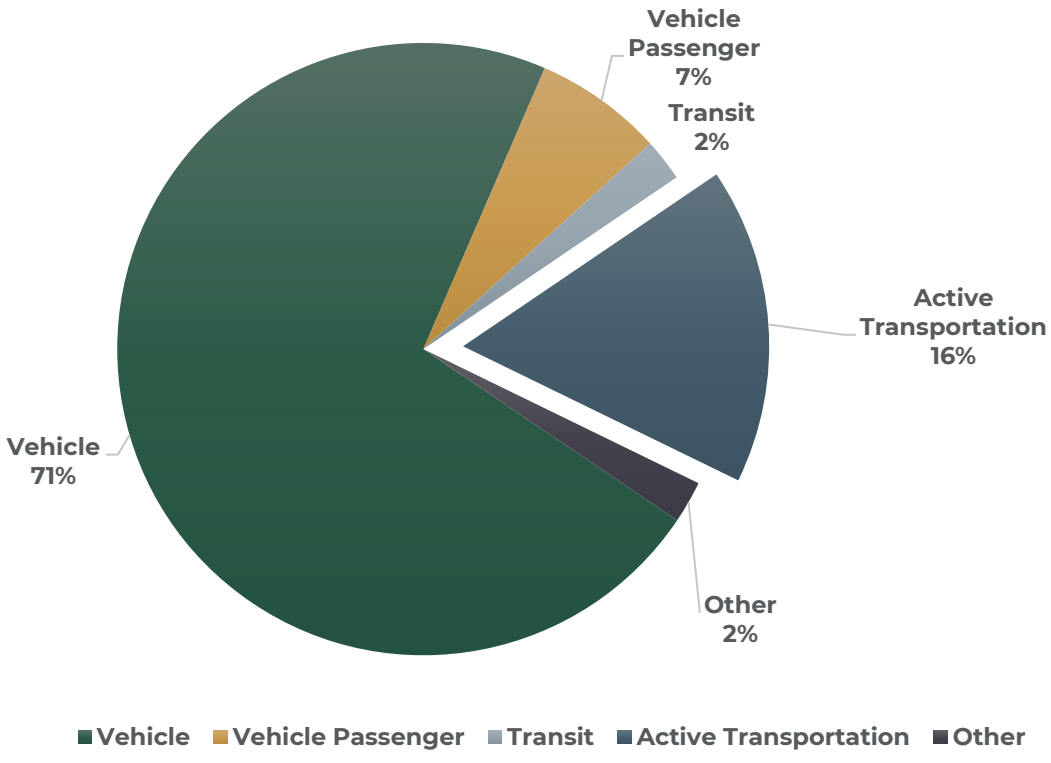
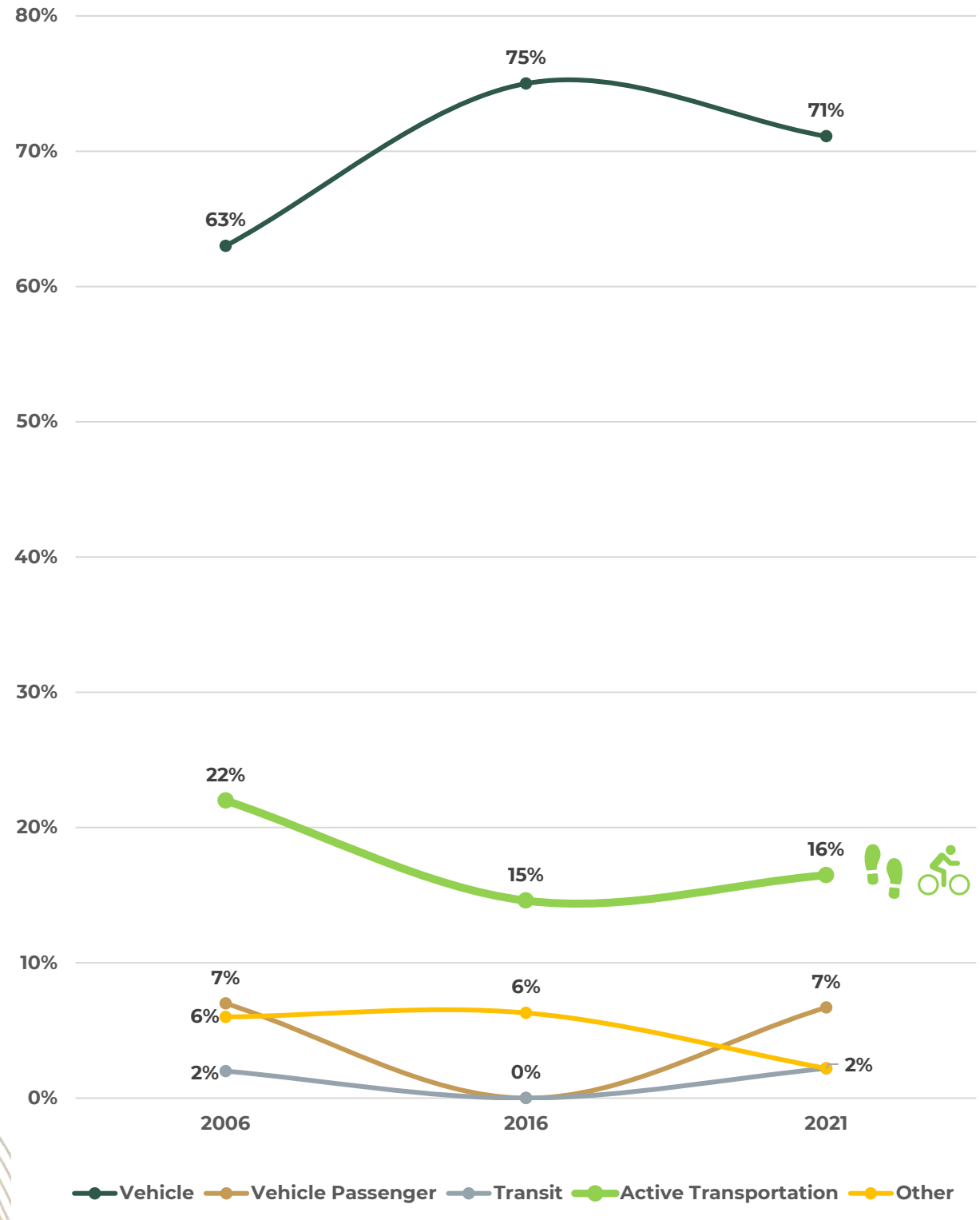


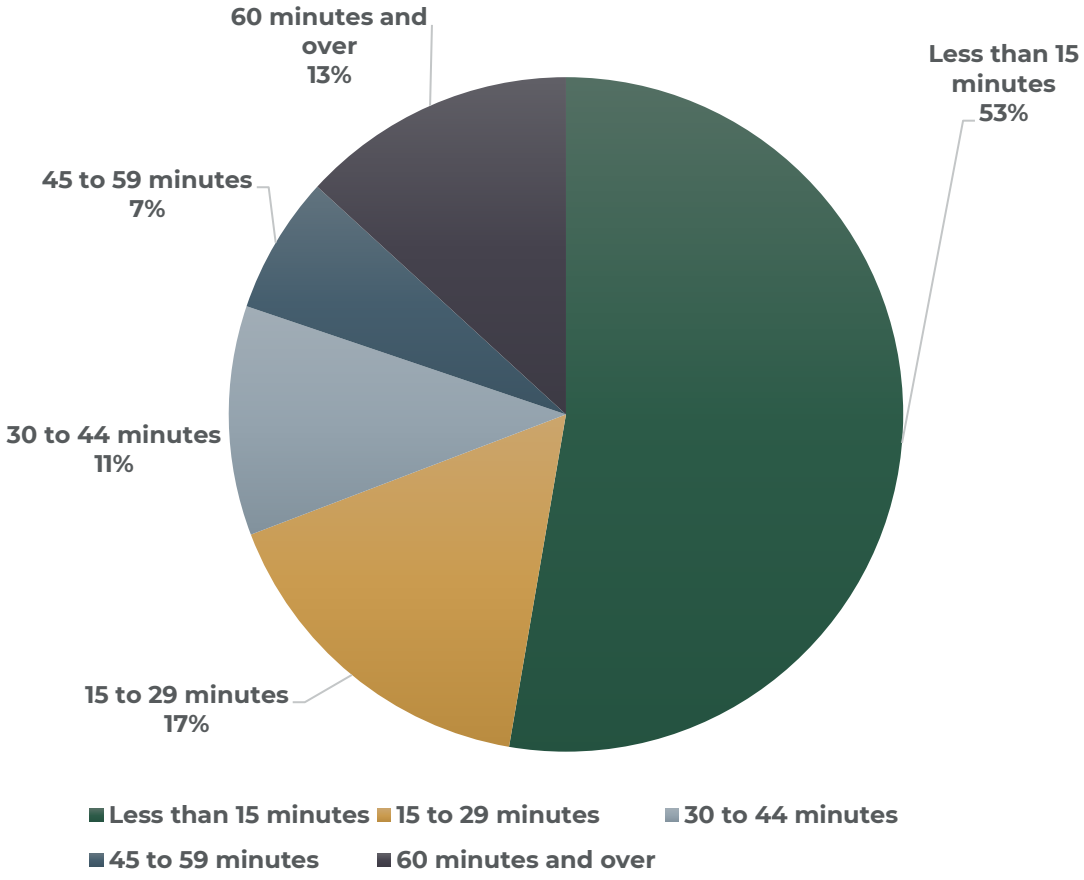
**Figure 2 - Village of Gold River Change in Commuting Mode Share (2006-2021)**



## COMMUTE DURATION

Over 50% of average daily commutes in the Village require travelling fewer than 15 minutes., shown below in **Figure 3**. The short average length of commute indicates a high potential for some trips to be converted to walking, cycling, or rolling, particularly with the emerging popularity of e-bikes. Longer trips are likely to major employers outside of the Village core, including around at Muchalat Inlet which does not have any active transportation facilities connecting it to the core community, or further employment centres such as Campbell River or natural resource jobs and would be more difficult, or impossible, to fulfill through active means.

**Figure 3 - Village of Gold River Commute Duration (2021)**



## Key Statistics

**(2021 CENSUS)**

# 16.5%

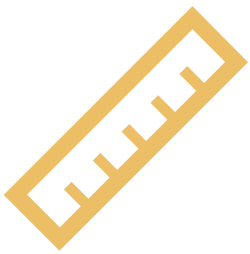
**COMMUTE TRIPS BY WALKING**

# 0%

**COMMUTE TRIPS BY BICYCLE**

# 53%

**COMMUTE TRIPS LESS THAN 15 MINUTES**



# 74%

**COMMUTE TRIPS WITHIN GOLD RIVER**

## 2.5 Street Network + Multi-Modal Safety

Gold River's street network consists of Arterial, Collector, and Local street classifications. Key streets include the two arterial streets, Gold River Highway (Highway 28) / Muchalat Drive and Gold River Road, and internal collector roads including Nimpkish Drive, Matchlee Drive, and Nootka Drive. Each street classification plays an important role in the overall network, generally with the more major roads focused on moving traffic and the local streets primarily providing access.

Understanding the street network and the specific function of each street classification is important in planning appropriate routes for active transportation and determining appropriate walking and cycling facilities given the volume and speed of adjacent vehicle traffic. The Village's street network is shown in **Map 2**.

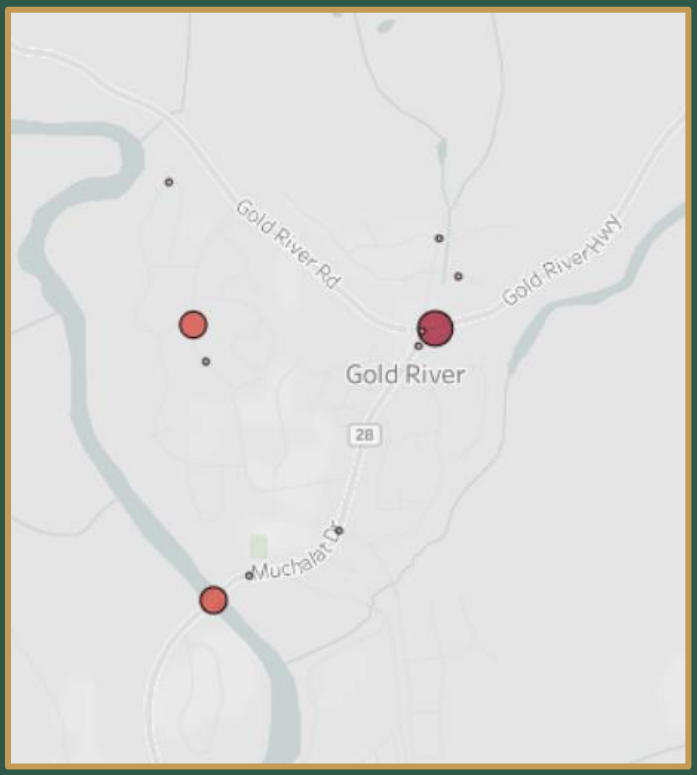
### Crashes in Gold River

Five-year (2018-2022) crash data provided by ICBC was summarized for locations in Gold River. This information includes both casualties (injury, death) and property damage. Among the 16 collisions recorded in the Village, no pedestrians or cyclists were flagged in the dataset. The following locations had crashes recorded by ICBC within the Village's boundaries, shown in **Figure 4**:

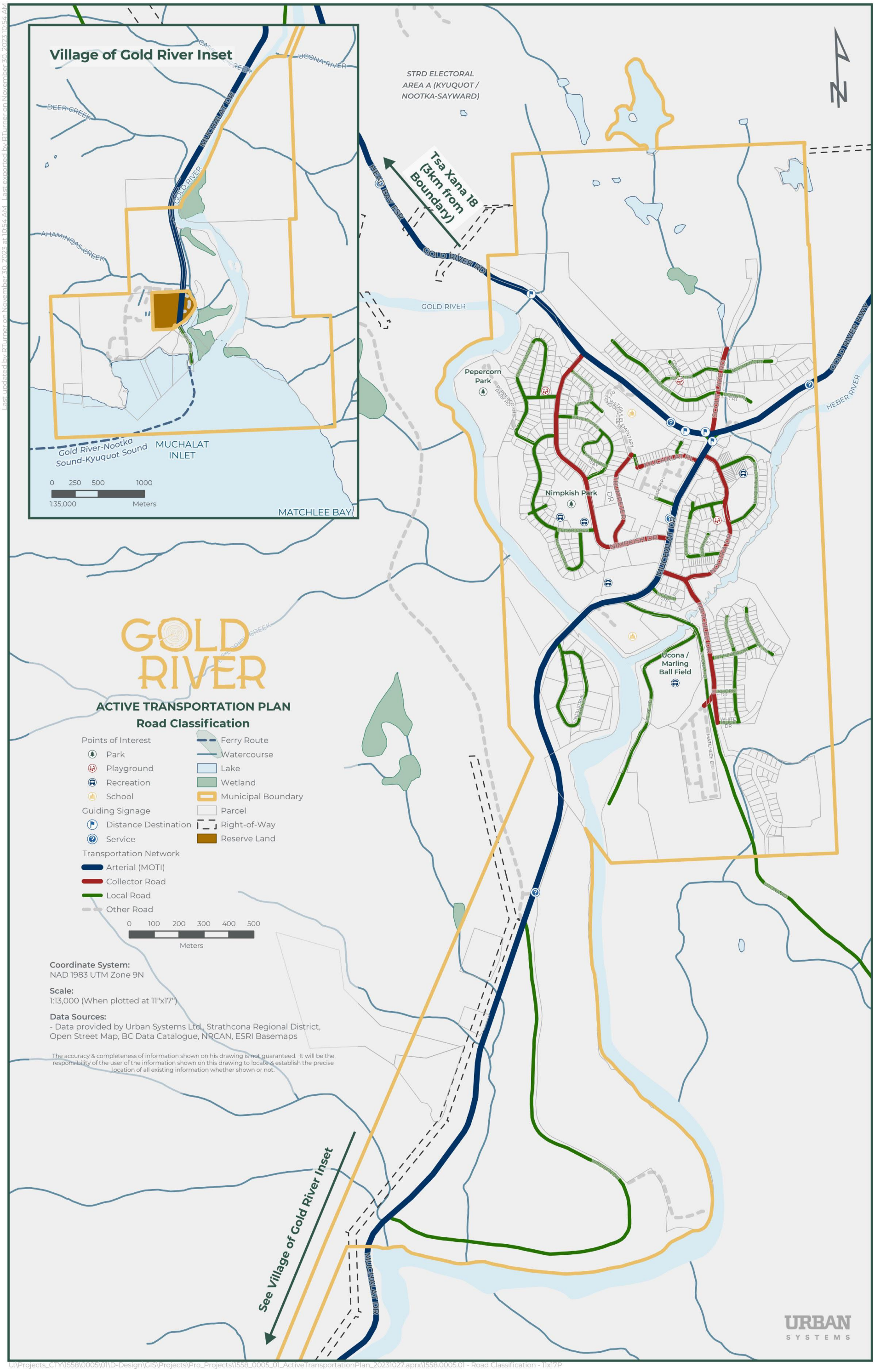
- Gold River Highway, Muchalat Drive, and Scout Lake Road – 5 collisions
- Nimpkish Dr and Cedar Crescent – 2 collisions
- Gold River no.2 Bridge – 2 collisions
- Nimpkish Drive – 1 collision
- Dogwood Drive – 1 collision
- Muchalat Drive and Matchlee Drive – 1 collision
- Scout Lake Road, Cala Drive, and Burman Crescent – 1 collision
- Donner Crescent – 1 collision

While there are no reported pedestrian and cyclist collisions, this data does not include "near misses" or crashes that were not part of an ICBC claim. Where frequent vehicle collisions occur often indicates locations with underlying traffic safety issues and motorist indecision, which may impact comfort and safety among pedestrians and cyclists.

**Figure 4 - Recorded Crashes in Gold River (2018-2022)**



**Map 2 – Road Network Classification**



# 2.6 POLICY CONTEXT

## LOCAL POLICY

The Village been enhancing its policy framework by developing several strategic planning documents to guide the development and economic diversification of the community. The strategic documents include the following documents which are summarized in this section:

- Official Community Plan
- Asset Management Study
- Tourism Strategic Plan
- Parks and Trails Master Plan
- Age Friendly Report
- Housing Needs Report
- 2023-2027 Strategic Plan

### OFFICIAL COMMUNITY PLAN (2018)

The Village's Official Community Plan (OCP) establishes Gold River's core values, which include creating a safe and sustainable community that is surrounded by a healthy natural environment. The OCP aims to increase the population, while encouraging small scale development and higher density infill within the compact structure and character of the community providing a strong foundation to support active transportation use. The OCP also sets the following goals which will impact the development of active transportation infrastructure:

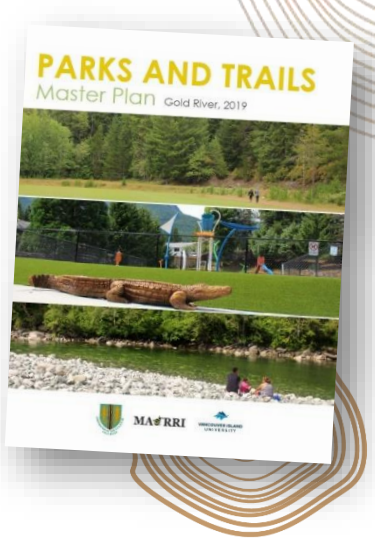
- Emphasize parks and greenways as amenities for the visiting public
- Support the development of the port and access to Muchalat Inlet
- Ensure public access to the marine environment including Nootka Sound, the Gold and Heber Rivers
- Recognize the changing needs of the community for community facilities, parks, walkways, and access to water where appropriate.

Transportation policy in the OCP provides high-level direction to maintain, upgrade, and implement its transportation systems for all road users and link cycle and pedestrian routes within the Village and adjacent natural areas.

The OCP identifies that many of the existing local streets are too narrow for dedicated cycling facilities, except for Muchalat Drive. Pedestrian safety is highlighted, but the funding required to implement sidewalks poses a significant barrier to expanding or improving the pedestrian network. In the future, the Village will consider requiring new subdivisions to include sidewalks, either on one side or both sides of new roads.

The OCP specifically encourages pedestrian connections near the Village Core, such as stairways, cut-away sidewalks, and crosswalks and to enhance and expand the trail system. This also includes extending the Peppercorn Trail, and to promote a trail from the Village to Big Bend and Muchalat Inlet. Other transportation related policies include increasing accessibility at public facilities, creating recreational pathways near the port, encouraging replacing the existing bridge across the Gold River, and that Council consider a bicycle lane on Muchalat Drive and other village streets.

### PARKS AND TRAILS MASTER PLAN (2019)




The Village's Parks and Trails Master Plan (PTMP) and action plan outlines several initiatives to improve active transportation. The PTMP states a successful trail system will promote active modes and other alternate transportation options and reduce the Village's dependency on vehicular travel.

The PTMP identifies enhanced mobility, ability to age-in-place, physical activity, mental health, social interactions, and environmental sustainability as benefits of investing in local parks and trails systems.

The action plan supports installing amenities to enhance active transportation, which includes bike racks, bike paths, trail and sidewalk linkages, and accessible pathways.

### AGE FRIENDLY PLAN (2021)

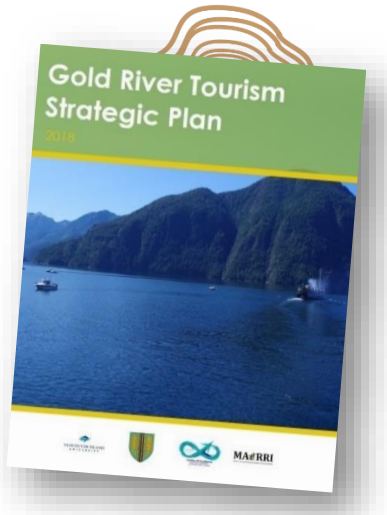

The Village's Age Friendly Plan (AFP) recommends enhancements to community accessibility that are intended to benefit everyone aged 8-80, with a focus on seniors. The plan considers transportation, housing, parks and recreation, retail and buildings, employment and investment, education, healthcare services, tourism, and social inclusion and participation.

The AFP's transportation section includes a goal to improve transportation options within the Village, to Tsa'Xana, and essential services in Campbell River. The Plan identifies several barriers to this goal, including the high transportation costs due to a shortage of alternative transportation options such as public transit, loss of the grocery store, and weather conditions, despite the local topography lends itself to walking and cycling.

To improve action transportation in the community, the Age Friendly Plan outlines the following key recommendations:

- Enhance sidewalks, trails, and paths
- Provide safe cycling routes to schools, recreation areas, and off-road trails
- Implement electric mobility charging stations
- Advocate for SRD to explore the opportunity to secure funding and create a multi-use pathway alongside the highway to connect Gold River and Tsa'Xana.

### TOURISM STRATEGIC PLAN (2018)




The Village's Tourism Strategic Plan establishes a framework to guide decision-making for future tourism growth and development and includes a subsequent 2-year road map with recommendations. The plan does not include a significant focus on walking, rolling, or cycling; rather, it identifies that the lack of wayfinding in the village core is a barrier for non-residents navigating Gold River. The plan also indicates that 10% of visitors coming into Gold River are travelling on motorcycles, signifying a potential for motorcycle tourism. The plan recommends enhancing wayfinding systems and standards.

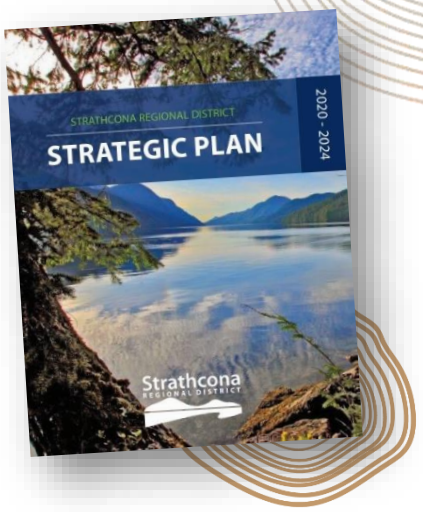
# REGIONAL POLICY

## STRATHCONA REGIONAL DISTRICT – 2020-2024 STRATEGIC PLAN

The SRD's 2020-2024 Strategic Plan outlines the Regional District's four focus areas:

1. Community Well-Being
2. Environment
3. Service Delivery
4. Relationships

The Strategic Plan indicates that the Regional District will support transportation initiatives that safely move people, goods, and services between communities, support initiatives that improve health and well-being in communities, and support adaption and mitigation of climate change through local and sub-regional initiatives. The strategic plan also influenced the District to recently undertake the development of a West Coast Transportation study.

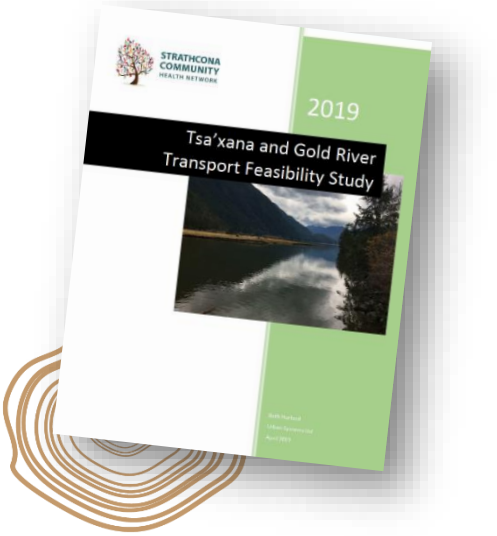



## WEST COAST TRANSPORTATION STUDY (2022)

The West Coast Transportation Study was created for the purpose of identifying options for providing public transportation to residents living in small or remote communities on the west coast of Vancouver Island. The intent of the study is to determine whether public transportation is a feasible alternative for connecting residents of these communities to larger regional centres. The study presented options for providing public transportation in each of the electoral districts with high-level cost estimates for annual service, local subsidies, and the increase in residential tax rates.

## TSA'XANA AND GOLD RIVER: TRANSPORT FEASIBILITY STUDY (2019)

The SRD and the Strathcona Community Health Network developed a feasibility study for providing improved transport services for the Mowachaht/Muchalaht First Nation to improve connections between the Village of Tsa'Xana, and the Village of Gold River as well as connecting to the City of Campbell River. The study considered three transport options including active transportation, an inter-community shuttle, and a regional shuttle service. Also highlighted is the opportunity for a dedicated active transportation roadside pathway between Gold River and Tsa'Xana. The study provides a high-level cost estimate of $4,550,000 for the construction of the pathway (2019 estimate).



## 2.7 NEIGHBOURING COMMUNITIES + JURISDICTION

A number of government agencies influence the provision of active transportation services and infrastructure in Gold River. The following is a summary of the organizations with influence over transportation in the community and their roles and responsibilities.

### VILLAGE OF GOLD RIVER

The Village is responsible for planning, designing, and maintaining all transportation infrastructure in road rights-of-way within the municipality (with exceptions, see below), including sidewalks and cycling facilities. The Village also builds and maintains the municipal trail system, with the leadership and support of local volunteers.

### MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

The Ministry of Transportation and Infrastructure (MoTI) has jurisdiction over the Gold River Highway (Highway 28) corridor, as well as Gold River Road through the Village.

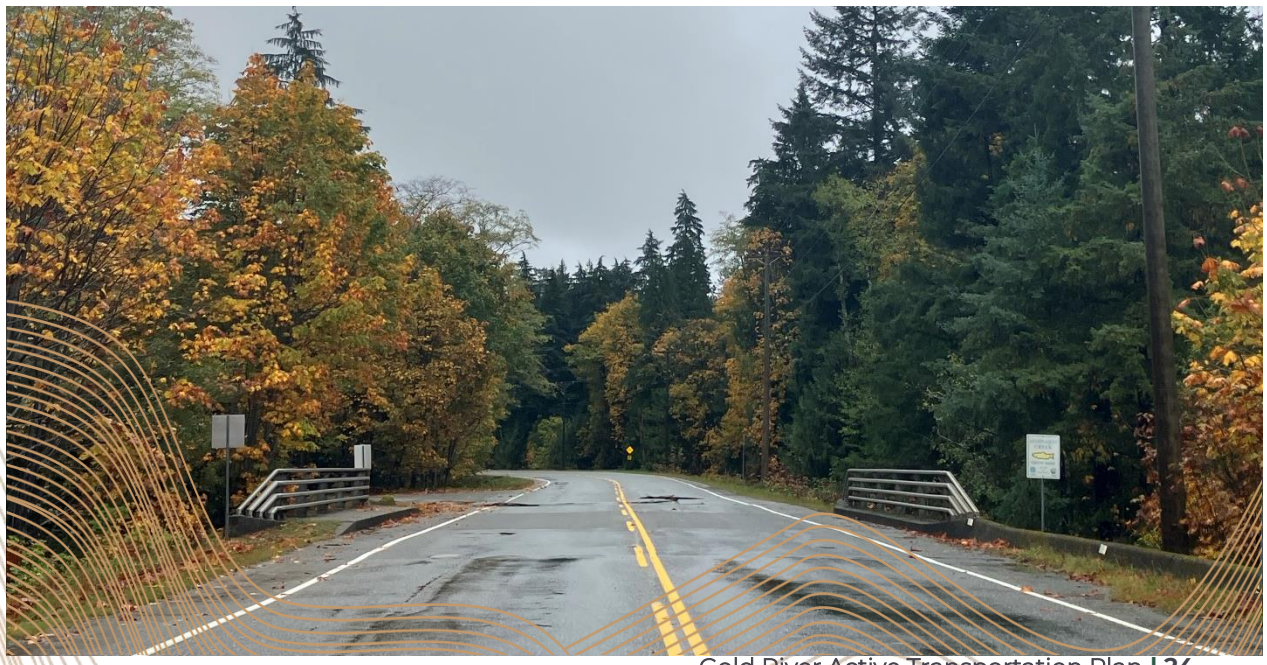
Additionally, MOTI has jurisdiction over roadways on Mowachaht/Muchalaht First Nation lands and in the SRD.

### MOWACHAHT/MUCHALAHT FIRST NATIONS

The Mowachaht/Muchalaht First Nations have lands immediately northwest of the Village at Tsa'Xana, along with the Ahaminaquus reserve at the mouth of the Gold River near the port. Other Mowachaht/Muchalaht lands are found throughout Nootka Sound, including at Yuquot on Nootka Island.

### STRATHCONA REGIONAL DISTRICT

Planning, maintenance and operations of regional parks and trails are undertaken by the Strathcona Regional District (SRD). The SRD also undertakes regional planning in the Electoral Area "A" immediately adjacent to the Village's boundaries that relate to active transportation.



# 3.0 PLAN FRAMEWORK

## 3.1 VISION

A vision statement was developed to articulate what Gold River's active transportation network will look like once the ATP has been successfully implemented. This is a long-term vision that builds on directions established in local policies and guiding documents and input received from residents and contributors.

**Gold River is home to a connected network of high-quality, well-maintained, and accessible active transportation facilities that enable people of all ages and abilities to travel safely and comfortably throughout the community regardless of their preferred mode of transportation.**

## 3.2 GOALS

Goals serve as waypoints, guiding the direction and actions necessary to achieve the ATP's long-term vision. Each goal aligns with the broader vision statement by articulating the desired outcomes and aspirations for creating more sustainable, accessible, and livable communities.

The goals provided below can effectively translate the ATP's vision into action, driving positive change for Gold River.

### Goal 1: Enhance Public Safety and Access

Enhancing public safety prioritizes the creation of safe and accessible infrastructure for pedestrians, cyclists, and other active transportation users. Implementing measures such as well-lit pathways, designated bike lanes, and traffic-calming techniques can reduce the risk of accidents and injuries on Gold River roads and make travelling by active modes not only safer, but more accessible for people with limited mobility or who use mobility devices.

Promoting road safety education and enforcement reinforces a culture of respect and awareness among all road users and fosters an environment where everyone can move around with confidence and security.

### Goal 2: Foster Healthy Lifestyles

Fostering healthy lifestyles entails prioritizing initiatives that promote physical activity as a fundamental component of daily life. By encouraging walking, cycling, and other active modes of transport, Gold River can facilitate regular exercise, reduce sedentary behaviors, and combat health issues.

Active transportation routes that connect residential areas with key destinations like parks, schools, and workplaces not only offer practical commuting options but also integrate physical activity seamlessly into daily routines.

In essence, fostering healthy lifestyles through an active transportation plan not only improves individual health outcomes but also contributes to building healthier, more vibrant communities overall.

### Goal 3: Enable Access to the Natural Environment

Enabling access to the natural environment is inherently aligned with encouraging active transportation, as it promotes the integration of walking, cycling, and other non-motorized modes of transportation. By providing safe and accessible pathways, trails, and green spaces, individuals are encouraged to engage in physical activity while enjoying the outdoors.

Moreover, incorporating nature into active transportation routes enhances the overall user experience, fostering a deeper connection with the environment and encouraging sustainable lifestyle choices. Therefore, integrating access to the natural environment promotes physical activity but also contributes to environmental conservation and community vitality.

Improving access to the natural environment also has economic benefits. By investing in infrastructure such as pedestrian-friendly streets and well-connected walking trails, communities can cater to the growing demand for eco-friendly and culturally immersive experiences. Active transportation not only reduces congestion and pollution associated with traditional transportation modes but also allows tourists to explore the community at a slower pace, fostering a deeper connection with local culture and attractions.

### Goal 4: Facilitate Community Gathering

By designing public spaces and transportation corridors that prioritize pedestrian and cyclist-friendly features such as benches, covered areas, gathering areas, and public art installations, communities can encourage spontaneous interactions and social gatherings.

By promoting walkable and bikeable neighborhoods and small-scale gathering spaces the community can improve physical health and strengthen social bonds, ultimately creating a more vibrant and resilient Gold River where people can live, work, and play together.

## 3.3 LONG-TERM NETWORK

The long-term network describes the location and design of active transportation facilities upon the successful completion of the ATP. The improvements and investments in active transportation to help our community realize our vision and goals, as well as support the community building and land development directions contained in the Official Community Plan.

The long-term networks will not be realized immediately, and likely well beyond the lifespan of this ATP. This is a reality of our small village with limited infrastructure budget and reliance on partnerships to achieve these networks. The long-term networks are a "roadmap" for how incremental network improvements may be made in a coordinated manner, working toward the longer-term vision. This long-term thinking can help ensure that investments made today are coordinated and consistent with improvements that may be made in future.

The following sections describe the multi-modal transportation network plans, active transportation facility types, and guidance for universal design and supporting active transportation facilities.

## 3.4 NETWORK PLAN

### WALKING + ROLLING NETWORK

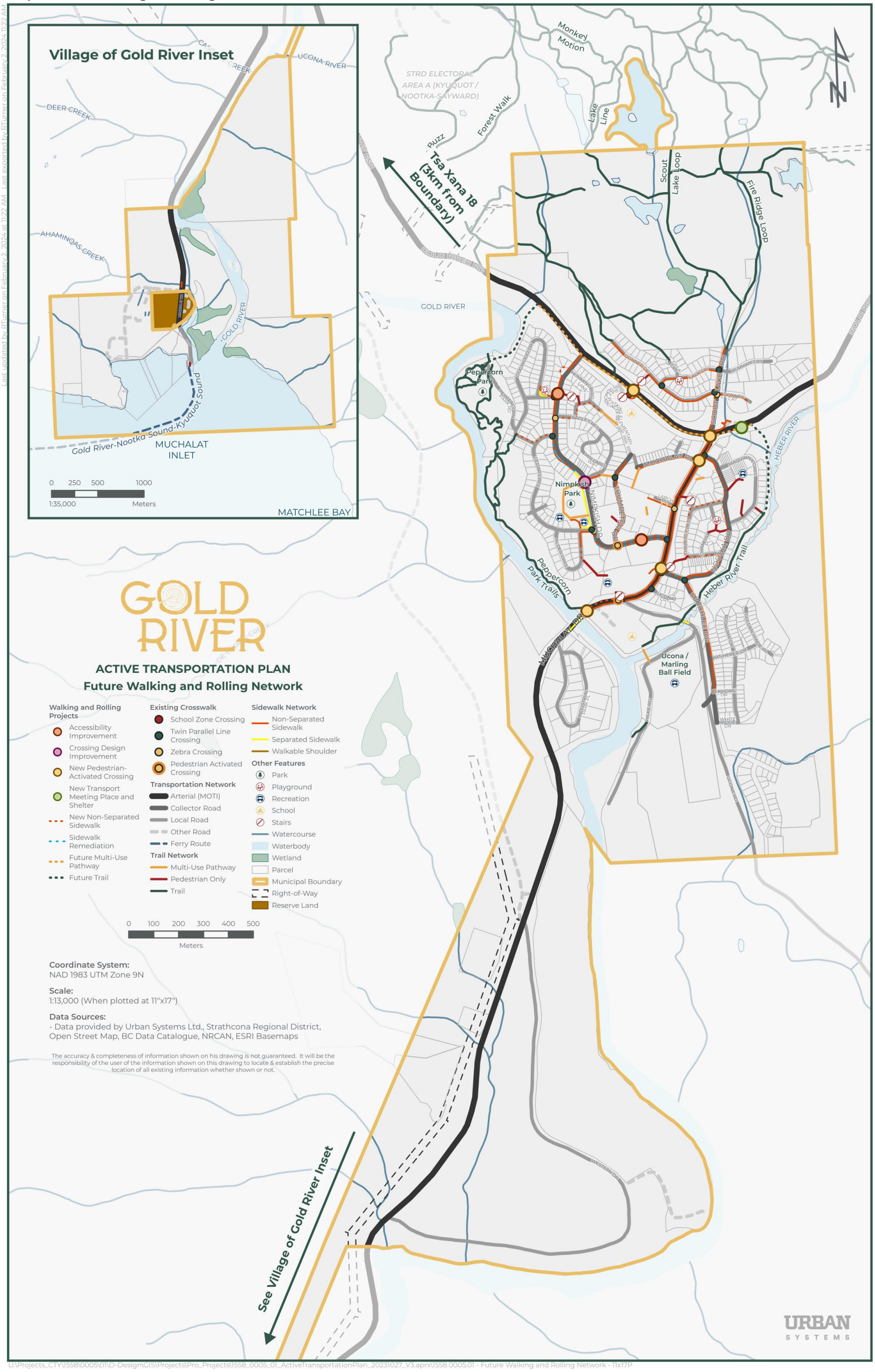
Walking and rolling are fundamental travel modes – every trip begins or ends with walking or rolling. The walking and rolling network will help support pedestrian activity, improve accessibility, and connect people to key community destinations and recreational opportunities.

The Long-Term Walking + Rolling Network, shown on **Map 3**, highlights an interconnected network of sidewalks, walkways, and pathways that are suited to people walking and rolling.

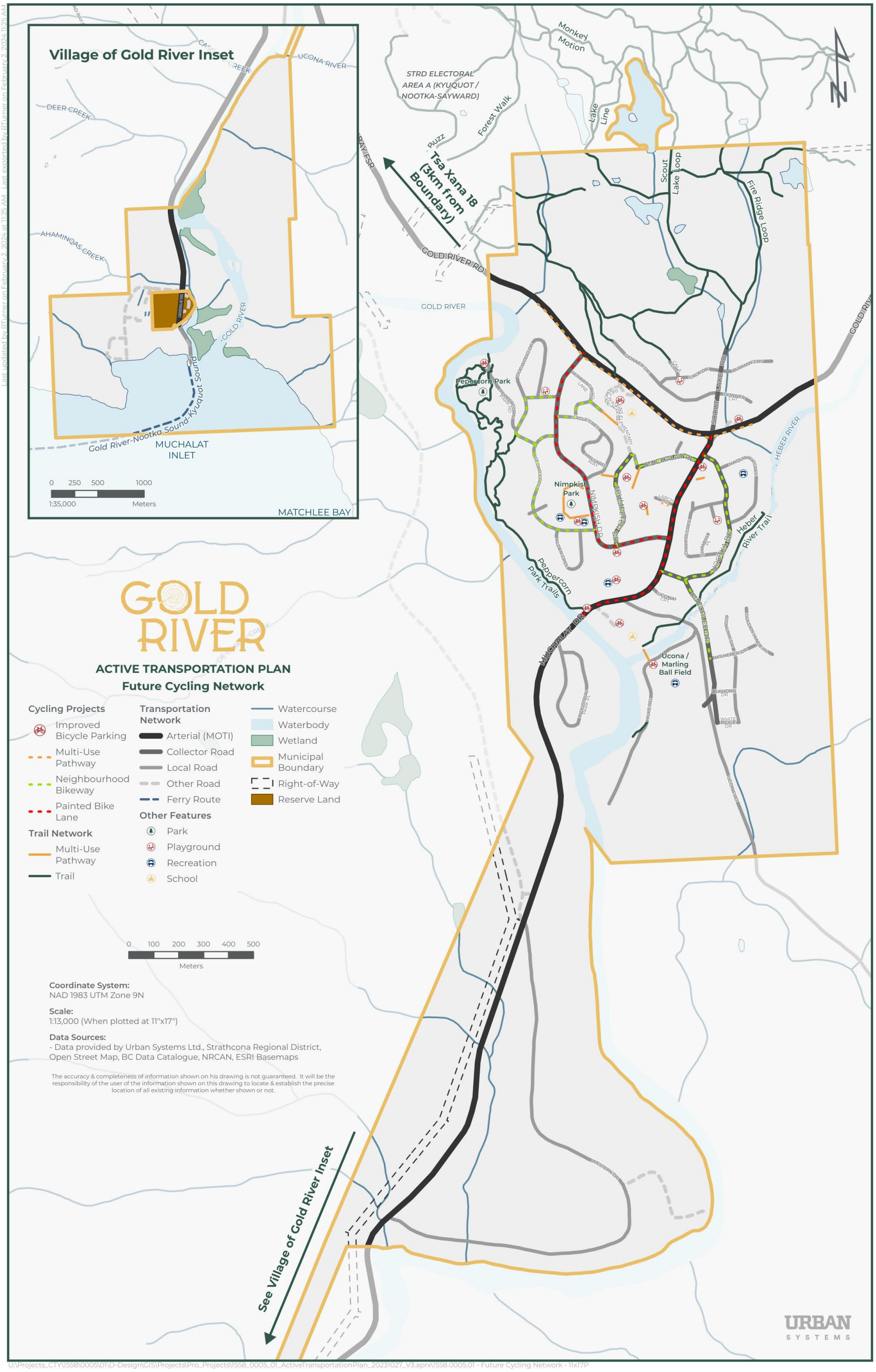
### CYCLING NETWORK

The Long-Term Cycling Network, shown on **Map 4**, identifies on- and off-street cycling routes that connect all corners of our community. The planned network would build out a series of new pathways and on-street cycling facilities to connect cyclists to key destinations throughout the community and provide opportunities for recreational cycling.

## Map 3 – Future Walking and Rolling Network



## Map 4 – Future Cycling Network




# GOLD RIVER

## ACTIVE TRANSPORTATION PLAN
### Future Cycling Network

**Cycling Projects**
- Improved Bicycle Parking
- Multi-Use Pathway
- Neighbourhood Bikeway
- Painted Bike Lane

**Trail Network**
- Multi-Use Pathway
- Trail

**Transportation Network**
- Arterial (MOTI)
- Collector Road
- Local Road
- Other Road
- Ferry Route

**Other Features**
- Park
- Playground
- Recreation
- School
- Watercourse
- Waterbody
- Wetland
- Municipal Boundary
- Right-of-Way
- Reserve Land

**Coordinate System:**
NAD 1983 UTM Zone 9N

**Scale:**
1:13,000 (When plotted at 11"x17")

**Data Sources:**
- Data provided by Urban Systems Ltd., Strathcona Regional District, Open Street Map, BC Data Catalogue, NRCAN, ESRI Basemaps



URBAN SYSTEMS

U:\Projects_CTY\1558\0005\01\D-Design\GIS\Projects\Pro_Projects\1558_0005_01_ActiveTransportationPlan_20231027_V3.aprx\1558.0005.01 - Future Cycling Network - 11x17P

# 3.5 SUPPORTING FEATURES + UNIVERSAL DESIGN

In addition to the active transportation facilities described in **Section 4.3**, supporting features are necessary to a safe, convenient, and accessible active transportation network. These include considering walking and cycling crossings, bicycle parking, and universal design principles to ensure that people of all ages and abilities can access the Gold River community.

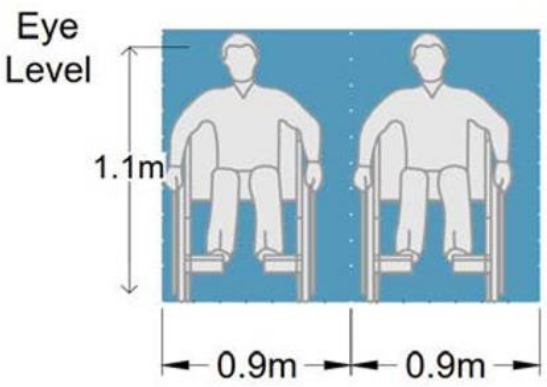
Key supporting features and accessibility considerations are described below.

## UNIVERSAL DESIGN + ACCESSIBILITY

Universal design is a fundamental design principle that ensures the built environment is safe, accessible, and inclusive for all, regardless of age, ability, or any physical or cognitive impairment. Consistent with OCP Policy 3.4 (f), the Village supports providing services for the mobility and physically challenged within the community and promotes the equal and equitable treatment of all individuals.

In the active transportation realm, universal design focuses on making the pedestrian environment equitable, flexible, and intuitive to navigate for people of all ages and abilities, with a focus on people facing accessibility challenges. This includes people with reduced mobility, vision, hearing, strength, dexterity, and comprehension. The *B.C. Active Transportation Design Guide* identifies a range of opportunities to improve accessible infrastructure that may be applied in Gold River, including:

**Space Required for Two People in Wheelchairs to Pass One Another**




- Providing sufficient width for people using wheelchairs to pass one another on sidewalks and pathways (min 1.8m)
- Ensuring surfaces are smooth, firm, slip-resistant, free of tripping hazards, and well maintained year-round
- Accessible curb ramps
- Safe, accessible access to the rivers, harbourfront, and recreational areas
- Frequent resting spots, especially on uphill segments
- Detectable warning surfaces, including Tactile Walking Surface Indicators (TWSI)
- Pedestrian scale lighting
- Intuitive wayfinding

## PEDESTRIAN CROSSINGS

Intersections and crossing points are critical locations in any active transportation network. When crossing the road, people walking and using mobility aids are exposed to potential conflicts with motor vehicles, bicycle users, and other road users. Providing safe and accessible crossings is crucial to building a convenient and attractive active transportation network.

Various crossing treatments and traffic control devices such as signage, pavement markings, and in some cases enhanced crossing features can be used to increase the visibility of a pedestrian crossing. The *TAC Pedestrian Crossing Control Guide* and the *Pedestrian Crossing Control Manual for British Columbia* contain guidance and warrants for determining the appropriate levels of crossing treatments for each context. Warrants provide decision support for whether a traffic control device is justified and what type should be used in each context. Professional engineering judgement should be applied in addition to utilizing the warrant system.

Marked crosswalks include a combination of crosswalk signage and pavement markings and typically take two forms:

1. **Twin parallel line crosswalk:** the standard pedestrian crosswalk pavement marking, suitable at signalized and stop controlled intersections.

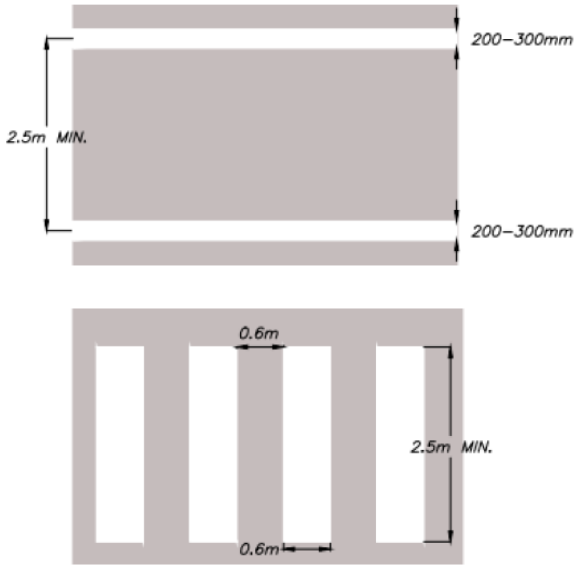
2. **Zebra crossings:** wide white parallel lines that offer enhanced visibility and may be used at mid-block crossings, crossings near schools, and other areas where there are higher volumes of children, seniors, or people with reduced vision.

The TAC *Manual of Uniform Traffic Control Devices for Canada* and the TAC *Pedestrian Crossing Control Guide* provide national guidance for the installation of crosswalk signage and pavement markings. The B.C. MOTI oversees the B.C. Provincial Sign Program and maintains the *Catalogue of Standard Traffic Signs and Supplemental Traffic Signs*, which apply on all roadways under provincial jurisdiction, including Highway 18 and South Shore Road.

The choice of crossing treatment(s) depends on several factors, including:

- Road geometry and classification
- Motor vehicle speeds and volumes
- Surrounding land uses (e.g. school zones, parks, etc.)
- Number of active transportation users
- Other context-specific considerations (e.g. visibility)

**Twin Parallel Line (top) and Zebra (bottom) Crosswalk Markings**




Enhanced crosswalks including overhead pedestrian flashers and rectangular rapid flashing beacons (RRFB) can further improve crosswalk visibility and motor vehicle yielding behaviour. Additionally, crossing accessibility and safety can be further improved by providing pedestrian countdown timers, accessible pedestrian signals, tactile walking surface indicators (TWSI), and geometric crossing enhancements, such as improving sightlines, providing curb extensions, reducing corner radii, creating pedestrian medians, and providing raised crosswalks or intersections. The B.C. Active Transportation Design Guide provides more detailed guidance for each of these features.

## BICYCLE + SHARED USE CROSSINGS

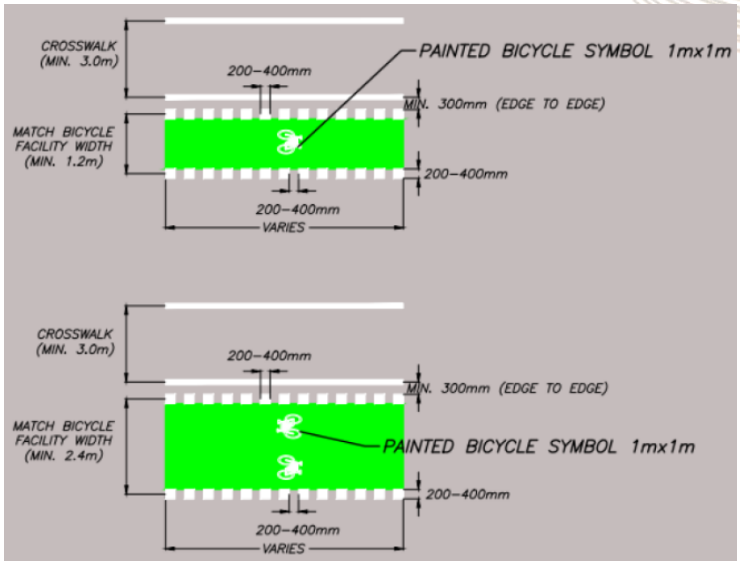
Intersections and crossings involving complex multi-modal interactions may be unsafe and uncomfortable for people cycling, just as they can be for people walking. Intersection design that makes crossings more comfortable for people of all ages and abilities can enhance safety for all road users and increase the uptake of active transportation.

Key crossing design principles include:

- Minimize conflict between users
- Ensure clear sightlines and clarity of right-of-way
- Reduce speed (all modes) at conflict points
- Make intersections as compact as possible

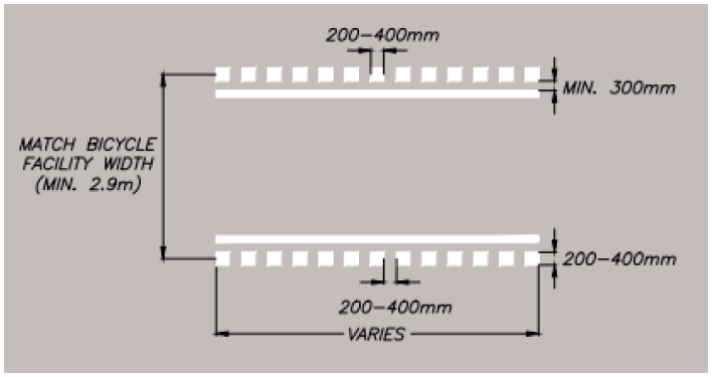
Signage, pavement markings, geometric design elements (e.g. concrete medians and setback crossings), and bicycle-friendly signal timing can increase safety for cyclists. The *TAC Bikeway Traffic Control Guidelines, 2nd edition (2010)* provides more specific guidance on signage (regulatory, warning, guide and information, temporary, and pavement markings) specifically geared for bikeways. Cross-ride (or "elephant's feet") pavement markings are the bicycle equivalent of a crosswalk, although they do not have the same legal definition in the B.C. *Motor Vehicle Act*, meaning they are typically used to help reinforce the right-of-way of bicycles over turning motor vehicles. They can be enhanced using green conflict zone pavement markings, which help further increase visibility and make bicycle movements more predictable. Green pavement markings are typically reserved for dedicated bicycle facilities at locations such as cross-rides through intersections, crossings, and driveways, as well as bike boxes and two-stage turn boxes.

**Cross-ride / Elephant's Feet Markings**
(with Green Conflict Zone Pavement Marking)




*Note: Cross-ride markings are only recommended for bicycle facility crossings where bicycle users have the right-of-way over cross traffic (e.g. at stop/signal-controlled intersections, driveways, laneways, etc.)*

**Combined Crosswalk / Cross-ride**




*Note: Twin parallel lines or zebra crossings may be used depending on the context*

In places where multi-use pathways cross a roadway, a combined crosswalk and cross-ride may be used. Green pavement markings are not recommended in combined crosswalk and cross-rides.

Bicycle turning movements – especially left turns – must also be considered in intersection design. Design elements such as bike boxes and two-stage turn boxes can help to position cyclists ahead of motor vehicles at intersections, increasing visibility.

## BICYCLE PARKING

There are several types of bicycle parking, each of which is suitable in different situations depending on the duration of the stay and trip purpose. Bicycle parking should be designed to fit a wide range of bicycle types and sizes, including children's bicycles, bicycles with trailers, cargo bicycles, and other non-standard bicycles.

**Short-Term Bicycle Parking** often consists of bicycle racks distributed in the public right-of-way in commercial areas and at key destinations. Bicycle racks come in a variety of styles that vary greatly in functionality. The two most secure and user-friendly designs are inverted 'U' racks and post-and-ring racks. Bicycle racks should be constructed of theft-resistant materials and installed securely.

Bicycle racks should be located as close to destinations as possible in convenient and highly visible locations. They should be located outside of the clear travel path for people using the sidewalk and should be installed with enough clearance to ensure that bicycles can be properly parked without impeding doorways or entrances. Bicycle parking is more attractive when it is protected from the weather, which can include locating racks under awnings or installing custom structures to shield from rain.

**Long-Term Bicycle Parking** is more secure than short-term bicycle parking and is generally oriented towards cyclists needing to park a bicycle for an entire day or longer, such as at workplaces, schools, and multi-family residences. It can include bicycle lockers or larger secure facilities, such as bicycle rooms, bicycle cages, secure bicycle parking areas, or full-service bicycle stations. With the increasing prevalence of electric bicycles, it is also important to provide access to electric outlets for charging. The *B.C. Active Transportation Design Guide* recommends that 10% of short-term spaces and 50% of long-term spaces accommodate e-bikes. Oversized bicycles, such as cargo bicycles, are also important to consider in the design of long-term bicycle parking.

### INVERTED 'U' + POST-AND-RING RACK


### COVERED BIKE PARKING

### BIKE ROOM + BIKE LOCKER


## 3.6 ACTIVE TRANSPORTATION FACILITIES

The Gold River ATP identified several active transportation facilities that will enhance the overall active transportation network and make it easier to walk, bike, and roll throughout the Village and to destinations near Gold River. The ATP walking + rolling and cycling facility types are introduced below, along with design guidance regarding the facility's purpose, key characteristics, dimensions, and surface type.

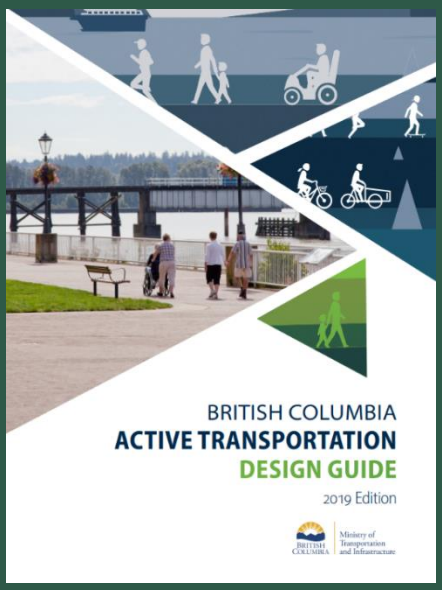
Facility design guidance is consistent with the facilities described in the Village's OCP and with guidance and best practices contained in the B.C. Active Transportation Design Guide. In all cases, active transportation facilities must be designed to be compatible with the surrounding context, including land use, road design, and road function.

### OVERVIEW OF ACTIVE TRANSPORTATION FACILITY TYPES

| | | |
|---|---|---|
| **a. Sidewalk** | | |
| **b. Walking Trails** | | |
| **c. Multi-Use Pathway** | | |
| **d. Neighbourhood Bikeway** | | |
| **e. Painted Bicycle Lane** | | |
| **f. Protected Bicycle Lane** | | |

**B.C. Active Transportation Design Guide**

The *B.C. Active Transportation Design Guide* contains broad design guidance for walking, rolling, and cycling facilities in British Columbia, helping ensure safe facility design and consistency across the Province. It has been used in developing facility design guidelines for the Gold River ATP and should be referenced as future active transportation infrastructure projects are advanced.



## a. Sidewalk

A dedicated walking and rolling facility that is physically separated from the roadway by a raised curb. Sidewalks can be located directly adjacent to the roadway or separated from the roadway by a furnishing zone or boulevard space. Separated sidewalks are preferred where feasible, as they provide increased user comfort and opportunities for vegetation, stormwater management, and snow storage.

Sidewalks are to be provided on at least one side of all streets and both sides of Arterial and Collector streets (refer to **Map 3**).

### SIDEWALK WIDTH

- 1.8 - 2.1 m (desirable)
- 1.8 m (constrained)

Note: Width varies by land use and roadway type. Areas with high pedestrian activity benefit from wider sidewalks.

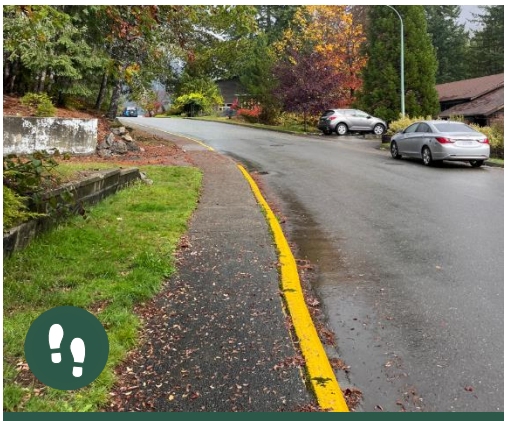
### BOULEVARD WIDTH

Where sidewalks and the street are separated, a minimum width of 1.5 m is required to support landscape and street trees.

### SURFACE MATERIAL

Concrete (preferred)

Special pavers and asphalt may be considered in select locations



**How wide does a sidewalk need to be?**

A minimum of 1.8 m (6 feet) is required for two wheelchairs to pass in opposing directions. This width is also required for mobility scooters, strollers, and buggies to pass one another.

Recommended sidewalk widths have been established to ensure that all new sidewalks constructed in Gold River are safe and convenient for all residents. Where there are streetlight poles located within the sidewalk additional width should be considered to allow for a sufficient through zone for people using mobility devices.

## b. Walking Trails

Typically contained in natural areas and parks, a walking trail is intended for recreational enjoyment. It supports other walking and rolling routes in the active transportation network, providing key connections to recreation, nature, and other community destinations.

Walking trails are to be designed for low to moderate use by both beginner and advanced hikers. Achieving universal access on walking trails is a key goal but can prove challenging in natural areas with physical and topography constraints.

**TRAIL WIDTH**

- 1.5 m (desirable)
- 1.0 m (constrained)

**CLEAR WIDTH (ADJACENT TRAIL)**

0.4 – 1.0 m

**SURFACE MATERIAL**

Native soil tread or coarse gravel

## c. Multi-Use Pathway

A pathway with sufficient space and designed to accommodate walking, rolling, cycling, and other active transportation users. Multi-use pathways may be located off-street or at the roadside and can serve both recreational and commuter trips.

Some multi-use pathways are found in Gold River, such as in Nimpkish Park, however, these facilities would likely need to be retrofitted and enhanced to meet current best practices and the characteristics identified in the ATP.

**PATHWAY WIDTH**

- 4.0 m (desirable)
- 3.0 m (constrained)

**BUFFER WIDTH**

0.5 m (when adjacent to a road)

**SURFACE MATERIAL**

Compacted gravel or other granular material as a standard; asphalt as needed in the future for high-use urban routes

## d. Neighbourhood Bikeway

A continuous neighbourhood street with limited vehicle traffic and low speeds that provides a safe, comfortable cycling condition shared with traffic.

These facilities are preferred on roadways with speed limits of 50 km/h or lower and with fewer than 500 vehicles per day. Traffic calming may be used to help create desirable motorist behaviour.

Neighbourhood bikeways are to be considered on Local streets and low traffic volume Collector streets (refer to **Map 4**).

### ROADWAY CLEAR WIDTH

- 5.5 m (desirable)
- 4.0 m (constrained)

### TRAFFIC VOLUMES

- No more than 500 vehicles per day
- Traffic calming may be considered to reduce traffic volumes

### TRAFFIC SPEED

Posted speed limit less than 50 km/h

## e. Painted Bicycle Lane

An on-street bicycle lane separated from motor vehicle traffic by a painted line. A painted buffer area may also be provided to create additional lateral and visual separation from motor vehicle traffic.

### BICYCLE LANE WIDTH

- 1.8 m (desirable)
- 1.5 m (constrained)

### BUFFER WIDTH

A buffer space between the bicycle lane and vehicle lane is preferred wherever possible. Buffer widths are as follows:

- 0.6 m (desirable)
- 0.3 m (constrained)

## f. Protected Bicycle Lane

An on-street bicycle lane separated from motor vehicle traffic by a curb, median, planters, parking, or other physical barrier. Uni-directional protected lanes (shown at left above) are designed for one-way operation and are typically located on both sides of a roadway, while bi-directional protected lanes (shown at right above) are designed for two-way operation and are located on one side of the roadway.

### BICYCLE LANE WIDTH, UNI-DIRECTIONAL:

- 2.5 m (desirable)
- 1.8 m (constrained)

### BICYCLE LANE WIDTH, BI-DIRECTIONAL:

- 4.0 m (desirable)
- 3.0 m (constrained)

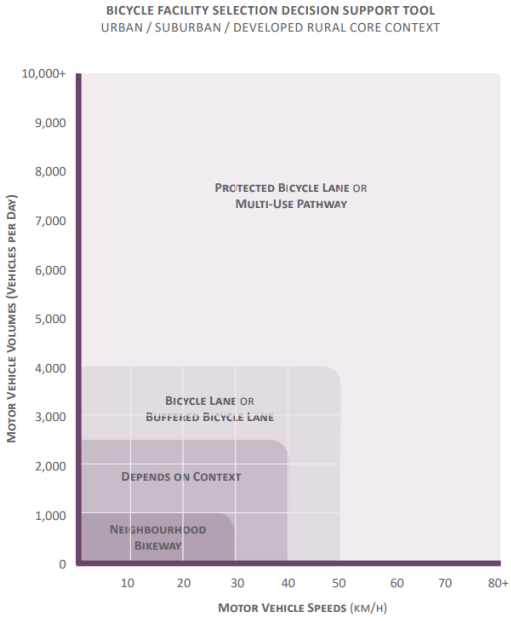
### BUFFER / PROTECTION WIDTH:

- 0.9 m (desirable)
- 0.6 m (constrained)

**Will protected bicycle lanes be built in Gold River as part of the ATP?**

Currently, no cycling routes in Gold River would require a protected bicycle lane. As the ATP is implemented and the community changes, growing cycling mode share could warrant these facilities on high-volume routes to important destinations in the Village that might not be safe for cyclists otherwise.

The *B.C. Active Transportation Design Guide* provides a cycling facility selection tool, shown below. This tool can support the Village in deciding when a protected bicycle lane, or any other cycling facility type is needed on a local cycling route.



# 4.0 ACTIONS + IMPLEMENTATION

Success in meeting the ATP framework requires a targeted and strategic approach to implementation. The following section contains the path forward toward realizing the objectives of the ATP, describing priority investments in active transportation infrastructure, targeted policy and regulatory changes, and funding and partnership opportunities.

## 4.1 ACTION PLAN

**A. Infrastructure + Funding**

Identifying actions can help the Village establish funding and secure external grants to support new active transportation infrastructure:

**A1. Active Transportation Improvement Fund**

Establish an Active Transportation Improvement Fund with an annual budget contribution that is to be used to pursue Priority Active Transportation Projects as identified in **Section 4.2**.

**A2. Traffic Calming Fund**

Establish a Traffic Calming Fund with an annual budget to be used to pursue traffic calming projects that improve safety on local roads as directed by the Traffic Calming Policy (see Action B5).

**A3. Grant Coordination**

Establish a formal Village staff function to allocate time and resources to identifying active transportation grant funding opportunities and preparing grant applications, including coordinating with partners such as Mowachaht/Muchalaht First Nation and the SRD.

**A4. Collaboration with the Ministry of Transportation and Infrastructure**

Proactively collaborate with MoTI on planned active transportation improvements within provincial rights-of-way to ensure projects are supported, responsibilities are clear, and opportunities to coordinate with other Ministry projects are communicated to the Village.

**B. Planning + Study**

Further planning and technical study initiatives are identified to guide the Village toward strategic investment in infrastructure:

**B1. Enforce Sidewalk + Boulevard Maintenance**

Have Bylaw Enforcement staff (or equivalent) work proactively to address locations of landscape and hedges extending into the right-of-way presenting an obstacle to people walking and rolling and/or impeding driver sightlines. This may include a system of communication and warning citations to require landowners to address issues where accessibility or safety concerns may be present.

**B2. Sidewalk + Accessible Infrastructure Audit**

Undertake a comprehensive accessibility audit of all pedestrian facilities and access to public spaces and buildings to identify locations for improvement. Include considerations for improvements to connectors such as railings and lighting (consider engaging a summer intern).

**B3. Public Bicycle Parking Audit**

Conduct an inventory of public bicycle parking facilities, focusing on key destinations such as community buildings, schools, and parks, to assess the suitability of infrastructure and identify locations for improvement such as covered parking and opportunities to charge mobility devices or electric bikes.

**B4. Pedestrian Connection Lighting Audit**

Complete a comprehensive audit of lighting along the numerous pedestrian connections in the Village to understand where lighting improvements would improve safety on and around these facilities.

**B5. Traffic Calming Policy**

Develop a framework for evaluating, planning, and implementing traffic calming on local roads in Gold River based on a standardized assessment of traffic volumes, speeds, mixing with active transportation users, and other characteristics defined through the policy.

**B6. Community Bicycle Library**

Investigate options to develop a shared community bicycle 'library', hosted and maintained by the Village, so residents can try various cycling or micro-mobility options that can facilitate active modes where topography may otherwise be a barrier such as e-bikes.

**C. Policies + Regulations**

A series of changes and updates to the Village's existing policies and regulations are identified to help achieve improved active transportation infrastructure. These may be actioned through targeted updates or as part of a new bylaw or an overall bylaw update process:

**C1**. "**Complete Streets**" **Standards**

Update the Subdivision Regulation Bylaw no. 187 to include cross-sections and requirements based on key design parameters established in the ATP, including requirements for minimum sidewalk widths, boulevards, bicycle facility design, and lighting.

**C2**. **DCC Bylaw**

Develop a Development Cost Charge (DCC) Bylaw to support cost recovery for new, growth-based infrastructure, including active transportation and other important infrastructure projects within the Village boundary.

**C3. Minimum Bicycle Parking Requirements**

Update the Zoning Bylaw no. 706 to include minimum supply and design requirements for short- and long-term bicycle parking and cycling end-of-trip facilities in new developments.

## 4.2 PRIORITY ACTIVE TRANSPORTATION PROJECTS

The long-term walking + rolling and cycling networks in **Section 3.3** represent the full build-out of active transportation infrastructure and supporting facilities that will take decades to realize. Recognizing the desire to advance improvements in the coming years, a series of priority projects are identified that improve network connections, address community concerns, and undertake necessary studies and policies to support future improvements. Each is a shorter-term investment that sets the foundation for achieving our long-term vision for active transportation.

The table below lists the priority active transportation projects, grouped into three categories: Infrastructure, Spot Improvements, and Studies and Policies. These include projects that benefit pedestrians, cyclists, or all active transportation users and generally involve a wide variety of investments from smaller projects to more substantial undertakings. The priority projects are not listed by priority but are intended to provide flexibility to best align with available resources and grant opportunities as they arise.

Projects marked with an asterisk (*) are located in rights-of-way under the jurisdiction of MoTI. Project implementation must be coordinated with local MoTI staff, and it is assumed that the Village will be responsible for operating and maintaining active transportation infrastructure.

| Project | Length | Estimated Costs *(Class D Estimate)* |
|---|---|---|
| **Infrastructure** | | |
| **Gold River Road Multi-Use Pathway***   <br>Roadside multi-use pathway project to be completed in three phases, as funding permits:<br>• Phase 1 – Muchalat Dr to Ray Watkins Elementary<br>• Phase 2 – Ray Watkins Elementary to Nimpkish Dr<br>• Phase 3 – Muchalat Dr to highway pull-off<br>*Ongoing: Continue to explore opportunities to improve road safety along Highway 28 between Tsa'Xana and Gold River.* | Total: 700 m<br>Phase 1: 350 m<br>Phase 2: 250 m<br>Phase 3: 100 m | Total: $2.2M<br>Phase 1: $800,000<br>Phase 2: $1.2M<br>Phase 3: $200,000 |
| **Nootka Drive Sidewalk Extension, West**  <br>Sidewalk development along the west side of Nootka Drive to be completed in two phases, as funding permits:<br>• Phase 1 – From Maquinna Crescent to Chamiss Crescent (north).<br>• Phase 2 – From Chamiss Crescent (north) to Chamiss Crescent (south). | Total: 330 m<br>Phase 1: 130 m<br>Phase 2: 200 m | Total: $260,000<br>Phase 1: $100,000<br>Phase 2: $160,000 |
| **Highway 28 Pedestrian Waiting Area***  <br>Pedestrian shelter at the pull-off on Highway 28 (south side) for those waiting for transportation to Campbell River or other destinations along the highway. May be coordinated with Phase 3 of Gold River Road Multi-Use Pathway (Project 1) to best ensure the waiting area is accessible for all users. | N/A | $30,000 - $60,000 (depending on shelter type and roadway improvements) |
| **Spot Improvements** | | |
| **Age-friendly Improvements**  <br>Sidewalk and curb cut improvements including sidewalk widening around streetlight posts to be completed in two phases, as funding permits:<br>• Phase 1 – Nimpkish Dr from Muchalat Dr to Cedar Crescent (both sides).<br>• Phase 2 – Matchlee Dr/Nootka Dr from Muchalat Dr to Chamiss Crescent (north/west side). | Spot Improvements | Total: $75,000<br>Phase 1: $50,000<br>Phase 2: $25,000 |
| **Pedestrian Crossing Marking Improvements**  <br>Repaint pedestrian crossing markings as needed to provide appropriate markings to the crossing location. Complete as part of regular road repainting work. | Spot Improvements | $25,000 |
| **Studies & Policies** | | |
| **Traffic Calming Policy**  <br>Develop policy as identified in Action B5. | N/A | $10,000 - $20,000 |
| **Pedestrian Connection Lighting Audit**  <br>Complete an audit as identified in Action B4. | N/A | $10,000 |

# 4.3 PARTNERSHIPS + FUNDING OPPORTUNITIES

## PARTNERSHIPS

Strong working partnerships will be critical in successfully implementing the ATP. The Village is committed to partnering with the following organizations to help realize shared objectives and to accelerate progress toward ATP implementation.

| | |
|---|---|
| Strathcona Regional District (SRD) | Work with the SRD to identify regionally significant transportation improvements that impact the Village and partner on joint projects that align with the ATP. |
| Mowachaht/Muchalaht First Nation | Coordinate land use, network planning, and active transportation investments to create connections to Tsa'Xana and other important destinations, especially where joint funding applications can be pursued. |
| Ministry of Transportation & Infrastructure (MOTI) | Continue to work together to realize improvements on the Gold River Highway (Highway 28) and Muchalat Drive. |
| Nootka Sound RCMP | Support enforcement of motorist behaviour and speed to create safe, comfortable conditions for people travelling by active means. |
| Vancouver Island West School District (No. 84) | Continue to facilitate safe travel to schools through infrastructure improvements and supporting school travel planning programs and road safety curriculum (as available from ICBC and others) |
| Community Organizations & Industry | Actively engage with local community groups to support active transportation and travel options among Village residents, visitors, and employees. Based on the community's history of development there may also be opportunities to collaborate with industry partners. |

## CAPITAL PLANNING

Planned capital expenditures to support ATP implementation would allow the Village to progress toward realizing the long-term network plans. While securing funding through land development and external grant funding (both covered in the following sections) are beyond the Village's control, the Village has direct influence over capital planning for new infrastructure and the ability to realize new active transportation facilities.

Capital funding is generally achieved through taxation. Establishing municipal capital funds for active transportation projects requires that annual budget items are created to support active transportation facility development, such as those estimated in **Section 4.2**, and that existing funds are redirected to support active transportation investments or additional taxation is levied to cover these new costs.

Village Council must ultimately determine opportunities to achieve active transportation infrastructure through future capital planning processes, as well as the level of interest in creating additional funds via taxation to support the ATP.

## LAND DEVELOPMENT

Projects funded through developer contributions made during the land development approvals process are a key tool to finance new active transportation infrastructure. Rapid growth is not anticipated for Gold River, however, updating policies to best position the Village for future development activity will increase these funding opportunities. Contributions through land development are primarily achieved through the following opportunities:

- Property frontage improvements and upgrades required by the Village's Subdivision Regulation Bylaw no. 187. Opportunities to improve the bylaw to better reflect design specifications and overall directions from the ATP are included in ***Section 4.1***.
- Development Cost Charges (DCCs) levied through rezoning or subdivision that offset public infrastructure costs incurred to service the needs of new development. Gold River does not currently have a DCC Bylaw, which is not uncommon for small communities experiencing periods of low growth. The Village should consider adopting a DCC Bylaw in the future as new growth occurs and major infrastructure projects are needed, such as active transportation improvements.

Further, the Village will direct all prospective land developers to the ATP to understand how land development may help contribute to our community's vision for active transportation through new corridors, compatible facility design and provision of supporting amenities. Between the Official Community Plan and ATP, many desired future active transportation and trail corridors have been identified that may be achieved as subdivision and rezoning occur.

## EXTERNAL FUNDING AND PARTNERSHIPS

External funding sources are a significant opportunity to fund new active transportation infrastructure. Many funding streams for active transportation facilities (shown in the table below) have emerged in support of greenhouse gas (GHG) emissions reduction, public health objectives, or as part of the COVID-19 pandemic recovery.

The key challenge of relying on external funding to support infrastructure investment is the uncertainty of the available funding programs and the level of funding the Village may secure and be required to match.

Grant applications are most successful where the project is identified in a Council-endorsed plan (such as the ATP) and is supported by detailed plans and cost estimates. The Village will proactively monitor grant opportunities, and evaluate where design drawings, cost estimates, and supporting documentation for projects can be developed in anticipation of future grant intakes, based on available resources. Most funding programs prioritize financial support for improvements that meet AAA design standards, which may limit the Village's ability to access funding for projects that do not meet these characteristics.

### ACTIVE TRANSPORTATION GRANT OPPORTUNITIES

| Program | Agency | Key Parameters |
|---|---|---|
| B.C. Active Transportation Infrastructure Grant Program | BC Ministry of Transportation and Infrastructure (MoTI) | • Funds 70% of total eligible project cost, up to $500,000<br>• Projects must be "shovel ready" and should prioritize connectivity, safety, economic opportunities, GHG reductions |
| Local Government Climate Action Program (LGCAP) | | • Provides funding equivalent to 100% of carbon taxes paid directly by a local government, to encourage climate action<br>• Must fulfill annual reporting requirements |
| Municipalities for Climate Innovation Program | Federation of Canadian Municipalities (FCM) | • Various opportunities available and frequently changing, geared towards climate-focused municipal projects |
| Green Municipal Fund | | • Covers up to 80% of eligible costs, varies between initiatives Funding for municipal fleet fossil fuel reduction and greener modes of transportation (incl. active transportation) |
| Community Works Fund (Federal Gas Tax program) | Union of BC Municipalities (UBCM) | • Funding based on per capita formula, delivered bi-annually<br>• Local governments undertake eligible projects (including active transportation) and report annually on outcomes |
| Road Safety Improvement Program | Insurance Corporation of BC (ICBC) | • ICBC works directly with communities to fund safety improvements |
| Rural Transit Solutions Fund | Infrastructure Canada | • Funding for planning, designing, and building transit-supportive infrastructure in rural communities.<br>• Up to $50,000 for project planning and design<br>• Up to 80% cost contribution for capital projects |

# APPENDIX A -

## WHAT WE HEARD: ATP ENGAGEMENT SUMMARIES

# WHAT WE HEARD: ATP ENGAGEMENT SUMMARY

## 1.0 INTRODUCTION

The Village of Gold River is undertaking an Active Transportation Plan with funding from the Province's Active Transportation Fund. The purpose of this project is to understand walking and cycling opportunities to improve safety, connectivity, and access within the Village of Gold River. The final Active Transportation Plan will guide the development and implementation of future walking and cycling facilities for the community.

In the fall of 2023, the Village launched an engagement process to seek feedback from community members and contributing organizations.

This memorandum summarizes the feedback received to date, which included **sessions with key contributors**, **community survey results**, and what we heard through **community conversations**.

## 2.0 SESSIONS WITH KEY CONTRIBUTORS

Key contributors to the Village of Gold River were identified early in the process due to their importance for knowledge sharing, relationship building and project promotion.

Contributors were contacted in late October to share the project webpage, community survey and to invite participants to speak to the project team about their experiences, challenges and opportunities for active transportation in the community.

Representatives from the following organizations were contacted to share information about the project and to be invited to participate in an interview:

- Strathcona Regional District
- Ministry of Transportation and Infrastructure (MOTI)
- Vancouver Island Health Authority (VIHA)
- School District 84
- Mowachaht/Muchalat First Nation
- RCMP

The project team heard feedback from MOTI, VIHA and RCMP. Key findings are summarized below:

### INFRASTRUCTURE IMPROVEMENTS

- Challenges to make road safety and active transportation improvements in the community due to lack of municipal roads (mostly under Provincial jurisdiction).
- Desire to have wider shoulders, at a minimum, on Ministry roads to make a safe barrier for walking next to motor vehicles.
- The Province do not generally support sidewalks on ministry roads due to maintenance resources.

### COMMUNITY CONNECTIONS

- Key opportunity to promote connectivity between the Village and Mowachaht/Muchalat First Nation reserve. Terrain and crossing a Ministry road creates a barrier to connecting the communities.
- Peppercorn Park is a highly utilized area for recreation but has accessibility concerns that make it difficult for all ages and abilities to access.

### SAFETY

- Safety around the elementary is a concern that MOTI and RCMP are aware of and therefore monitor regularly and look for opportunities to make road safety improvements (paving, lighting).
- Wildlife, especially cougars, are a concern in the community for walking in areas with low lighting and dense vegetation.

## 3.0 COMMUNITY CONVERSATIONS

On October 19, 2023, a project team member went out into the community of Gold River to conduct "pop up" conversations with community members. The project team member set up a pop up station at the Village Square with engagement boards and handout with information about the project and a link to promote the survey.

The conversations allowed the project team to hear from residents about the current active transportation challenges throughout the community and to begin to understand opportunities for improvement. Engagement boards included base maps that participants were encouraged to reference and mark up to support discussion.

Findings from the community conversations are summarized below.

**Opportunities to improve walking, rolling, cycling in Gold River:**

- Supportive infrastructure for e-bikes and mobility scooters
- Make connections to the waterfront
- Street lighting to improve road safety

**Priority projects and improvements:**

- Sidewalks on Chamiss Crescent to Nootka Drive
- Wider shoulders or improved separation from vehicles on Gold River Highway
- Economic development opportunities by improving Scout Lake Trail
- Improve existing sidewalk by Gold River Secondary School frontage
- Sidewalk upgrades on Nimpkish Drive

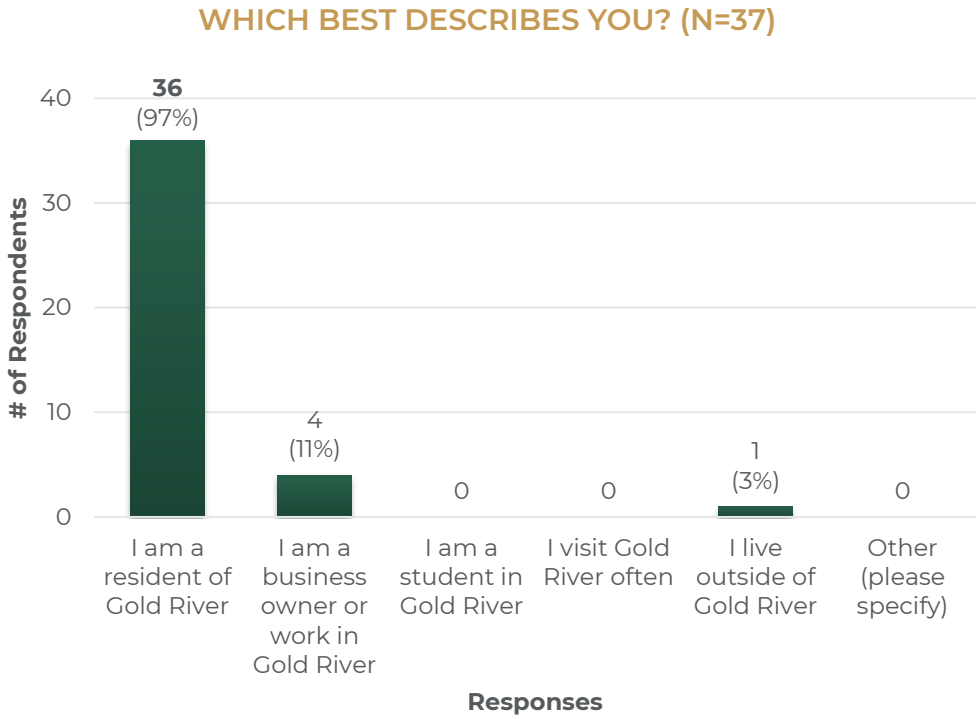
# 4.0 COMMUNITY SURVEY RESULTS

Between October 18 to November 16, 2023, an online survey was publicly available for Gold River residents to provide input on the Village's Active Transportation Plan project. In total, there were **39 responses** during the engagement period. This report shows the summary of results from the online survey.

It should be noted that not all participants answered every question, as some questions were optional. Because participants chose to take the survey, their responses do not reflect a random sample.

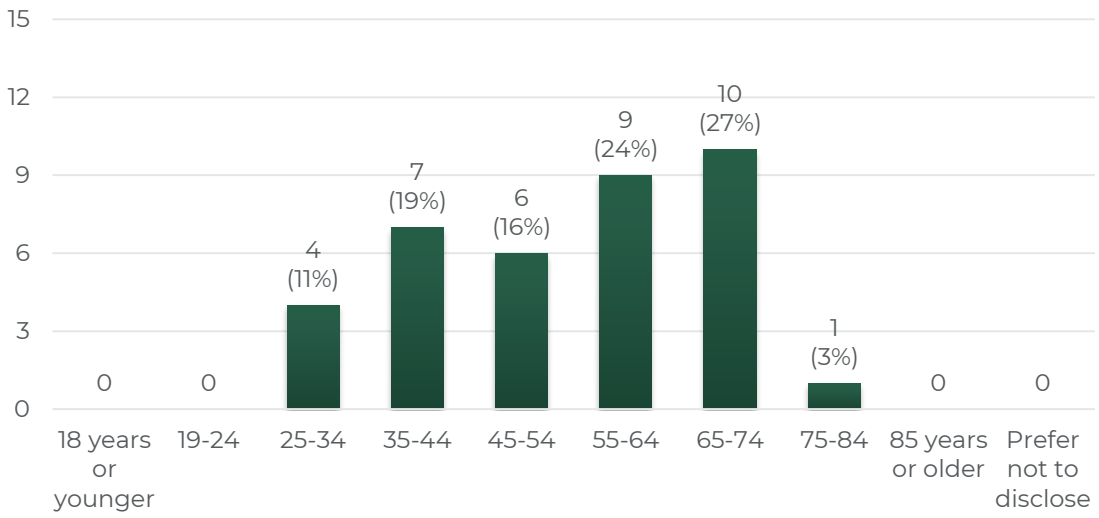
## 4.1 WHO WE HEARD FROM

The survey began with several demographic questions to understand who responded and contextualize results about their transportation patterns in Gold River.



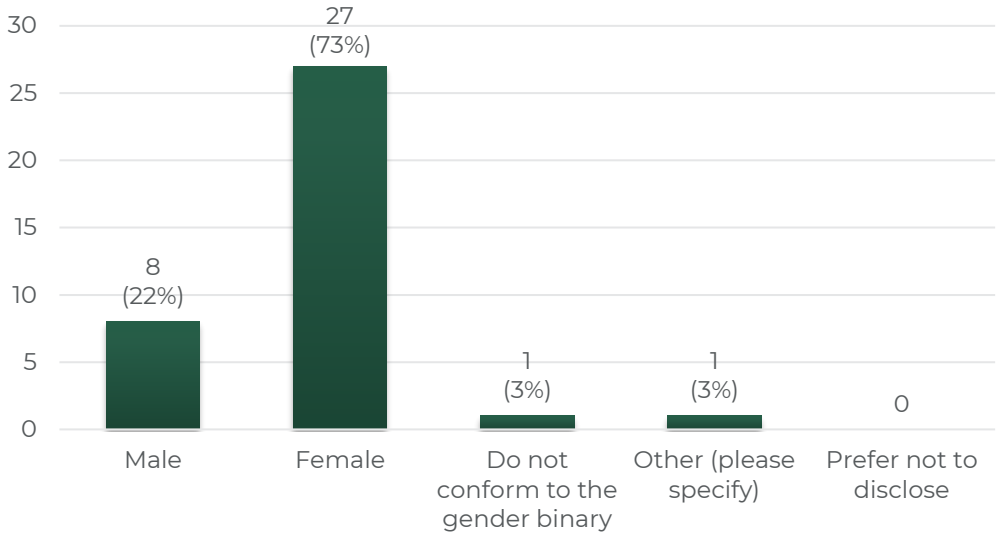

Most survey respondents (97%) were **residents** of Gold River, with one remaining respondent (3%) indicating they live outside of Gold River. Of these respondents, 11 per cent indicated that they own a business or work within the community.

## WHAT IS YOUR AGE? (N=37)



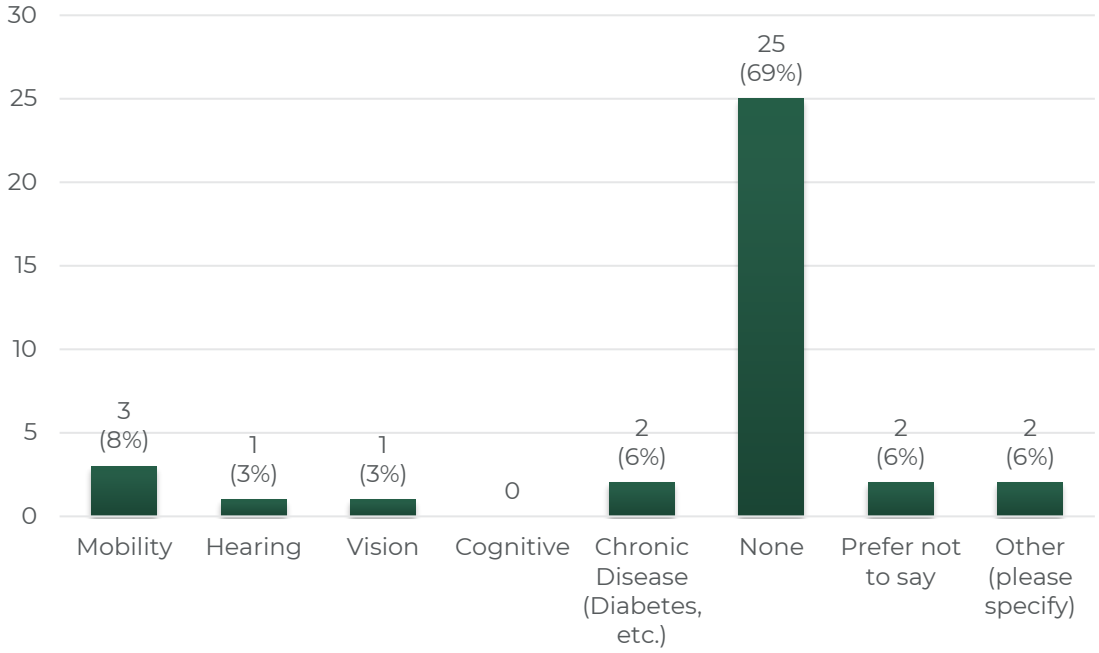

Of the 37 responses to this question, the largest number of respondents (27%) were between the ages of **65 and 74**, followed closely by the 55-64 age range (24%) and 35-44 (19%). The median age range of survey respondents was **55-64 years**, which is similar to the community's median age of 56.4 years (source: Age Friendly Plan, 2021). It should be noted that there were no respondents belonging to the "19-24" or "18 or younger" age groups.

## WHAT IS YOUR GENDER? (N=37)




The majority of survey respondents (73%) were **female**, followed by male (22%) and non-binary (3%) respondents.

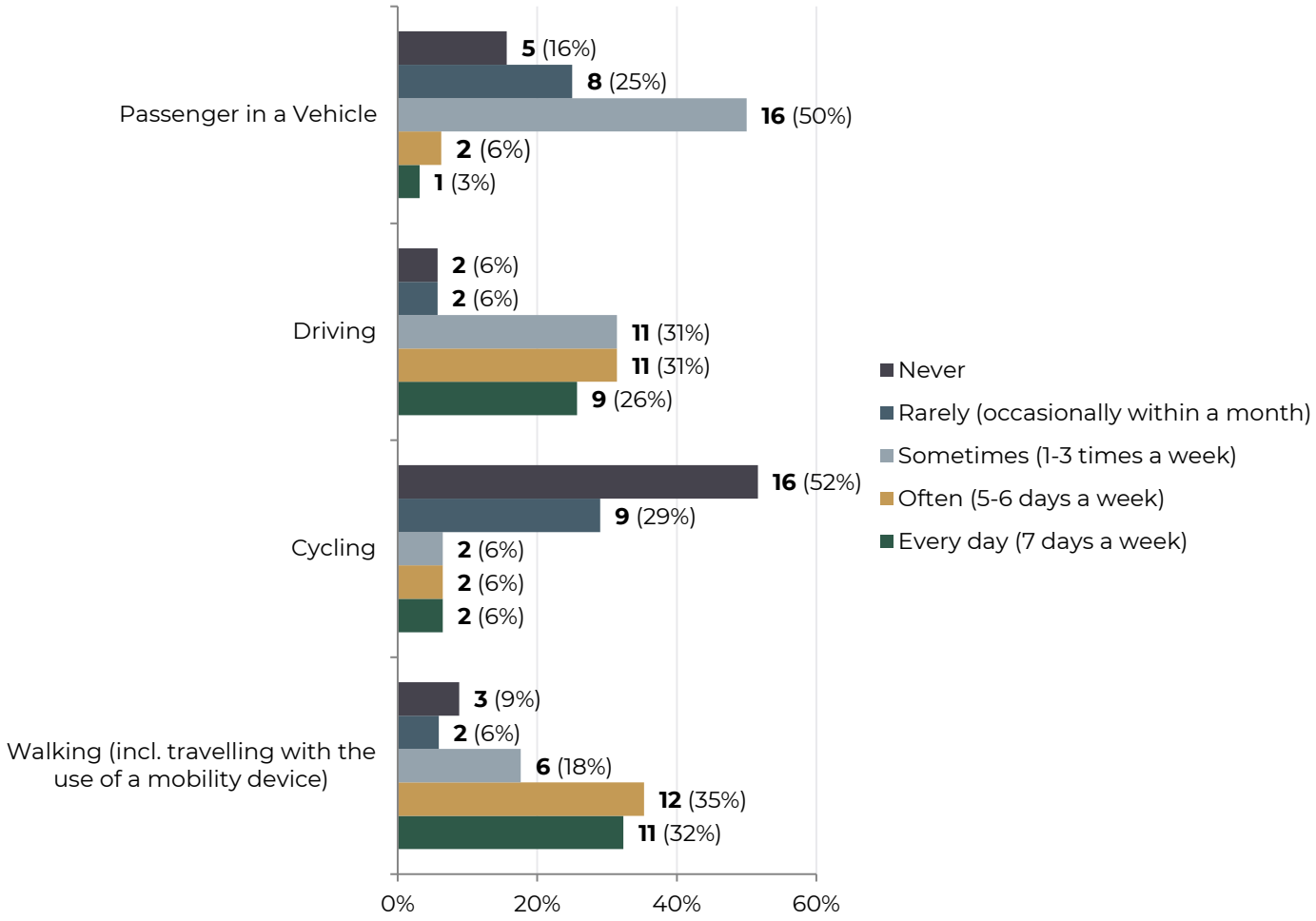
## DO YOU HAVE ANY LIMITATIONS? (N=36)




Of 36 respondents, the majority (69%) indicated they do not have any limitations. The remaining respondents indicated they limitations related to mobility (8%), chronic disease (6%), hearing (3%), and vision (3%). Two respondents selected “Other,” with one person indicating their weight was a limitation and the other sharing they have multiple limitations. An additional two respondents did not disclose an answer.

## 4.2 TRANSPORTATION IN GOLD RIVER

### IN A TYPICAL WEEK, HOW OFTEN DO YOU USE THE FOLLOWING MODES OF TRANSPORTATION? (N=37)



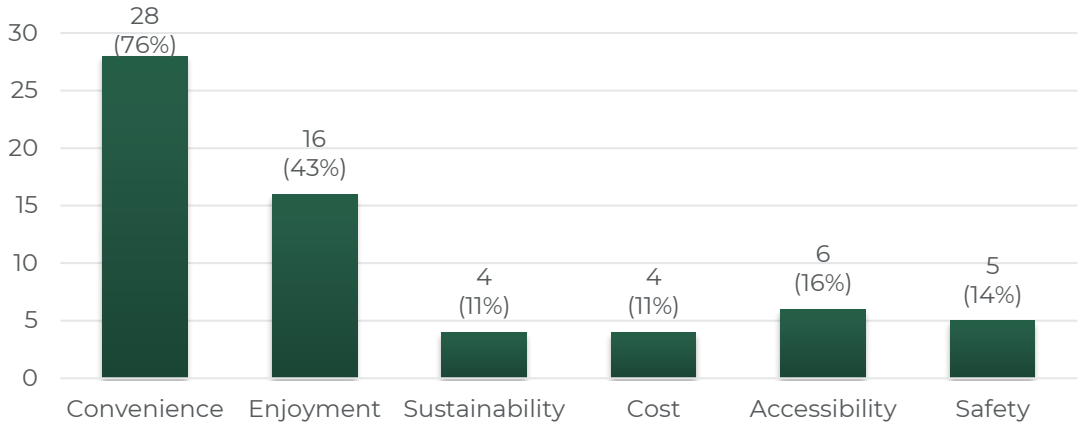

Respondents were asked to indicate how often they travel using five different modes: walking, cycling, driving, and riding as a passenger in a vehicle. Out of 37 responses, the most frequently used modes of travel that respondents indicated (as "Every day" or "Often") were **walking** (67%) and **driving** (57%).

When looking at weekly usage (1-7 times a week), a large majority of respondents (88%) use a car at least once a week, followed by walking (85%).

More than half of survey respondents (52%) do not cycle at all, with an additional 29 per cent indicating they rarely cycle.

Half of survey respondents (50%) indicated they travel as a passenger in a vehicle 1-3 times per week, with an additional 41 per cent sharing they rarely or never carpool.

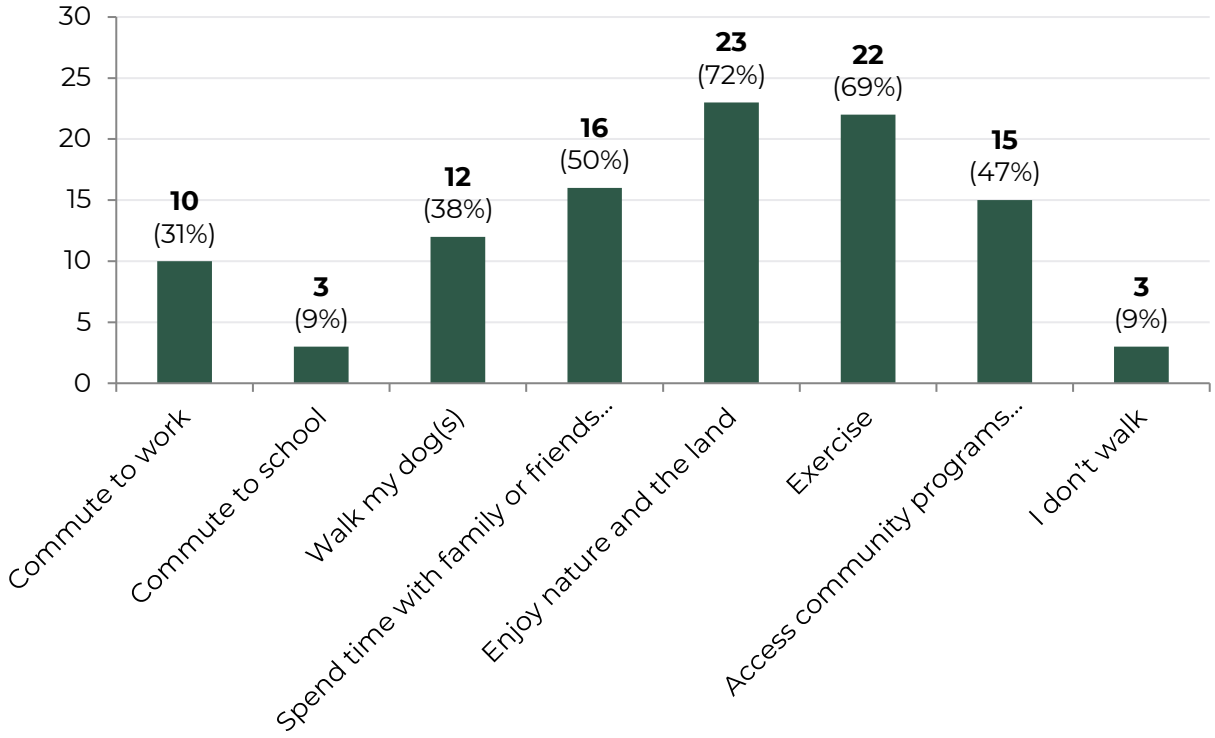
## WHAT ARE THE MAIN FACTORS FOR CHOOSING YOUR MOST FREQUENT MODE OF TRANSPORTATION? SELECT TWO. (N=37)




Out of 37 responses, the three most important factors for how people travelled were **convenience** (76%), **enjoyment** (43%), and **accessibility** (16%).

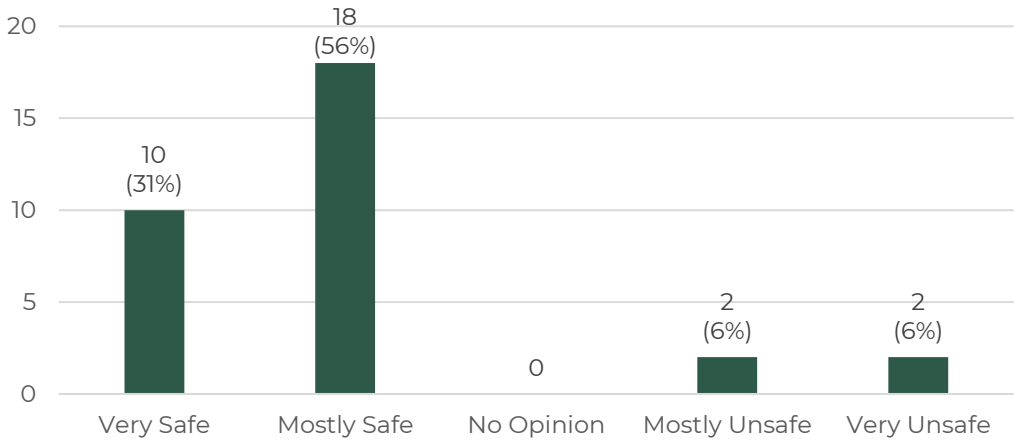
## 4.3 WALKING

### WHEN I WALK (INCLUDING TRAVELLING BY WHEELCHAIR, MOTORIZED SCOOTER, ASSISTIVE DEVICE), IT IS TO: (SELECT ALL THAT APPLY) (N=32)




Survey respondents indicated that their top reasons for walking were to **enjoy nature and the land** (72%), **exercise** (69%), **spend time with family/friends/community** (50%), and **access community programs and facilities** (47%).

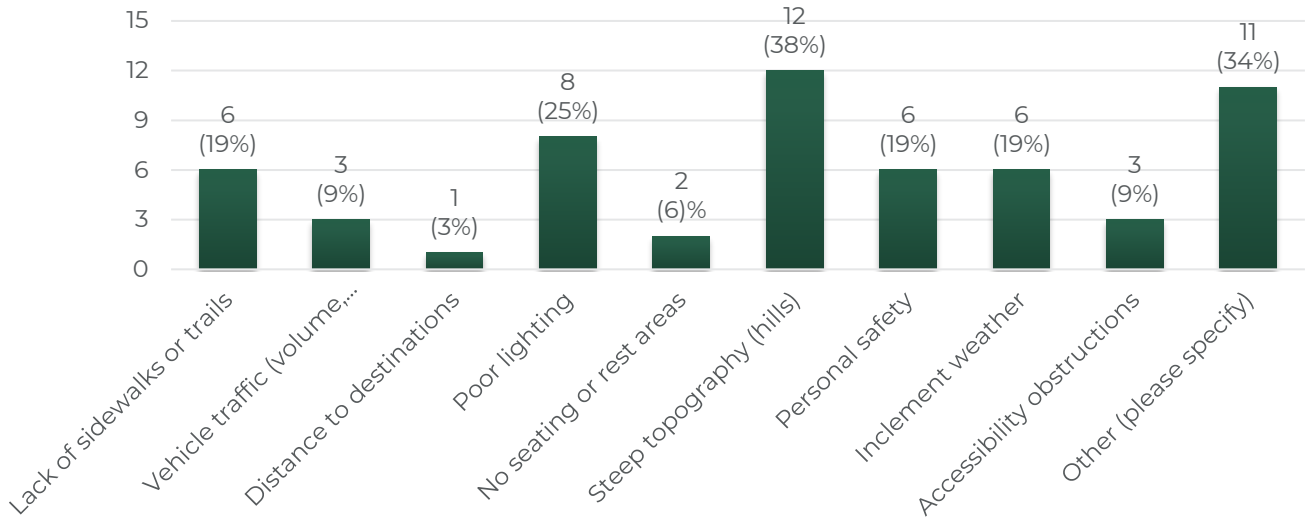
### HOW SAFE DO YOU FEEL WALKING IN GOLD RIVER? (N=32)




Overall, most survey respondents (87%) indicated that they felt **mostly or very safe** when walking in Gold River. The remaining respondents said they felt mostly (6%) or very unsafe (6%).

## WHAT ARE THE MAIN BARRIERS OR CHALLENGES FOR WALKING (INCLUDING TRAVELLING BY WHEELCHAIR, MOTORIZED SCOOTER, ASSISTIVE DEVICE) IN GOLD RIVER? SELECT UP TO 3. (N=32)

The most identified barriers for walking in Gold River were **steep topography** (38%), **poor lighting** (25%), **lack**

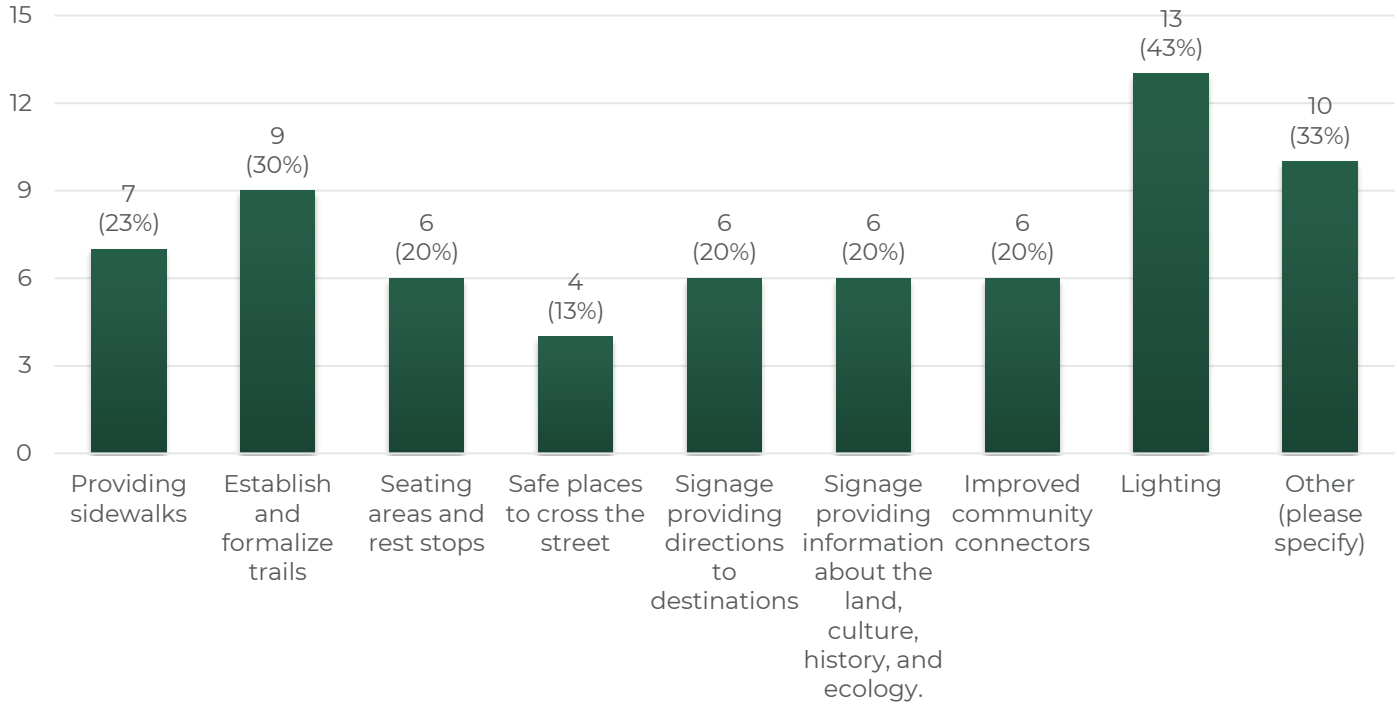



**of sidewalks or trails** (19%), **personal safety** (19%), and **inclement weather** (19%).

Additionally, 34 per cent of respondents selected “Other” and provided their own answer to this question. The most common themes for these responses included:

- Safety concerns due to wildlife (bears, cougars, etc.)
- Inability to use sidewalks that haven't been cleared (after heavy snowfall)
- Lack of handrails on stairways
- Limitations due to pain or tiredness
- Two respondents indicated they have no challenges or barriers for walking in Gold River.

## WHAT WOULD ENCOURAGE YOU TO WALK MORE (INCLUDING TRAVELLING BY WHEELCHAIR, MOTORIZED SCOOTER, ASSISTIVE DEVICE) IN GOLD RIVER? (SELECT ALL THAT APPLY) (N=30)

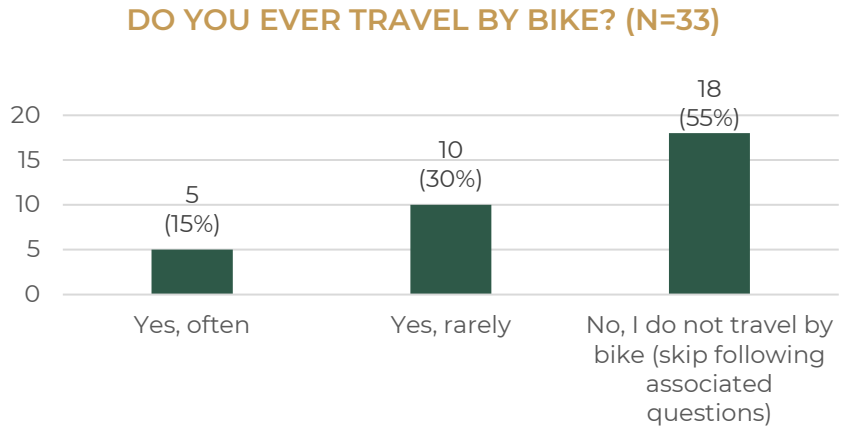



Respondents indicated they would be encouraged to walk more in Gold River by the addition of **lighting** (43%), **establishing and formalizing trails** (30%), and **providing sidewalks** (23%).

An additional 33 per cent of respondents selected “Other” and provided their own answer to this question. The most common themes for these responses included:

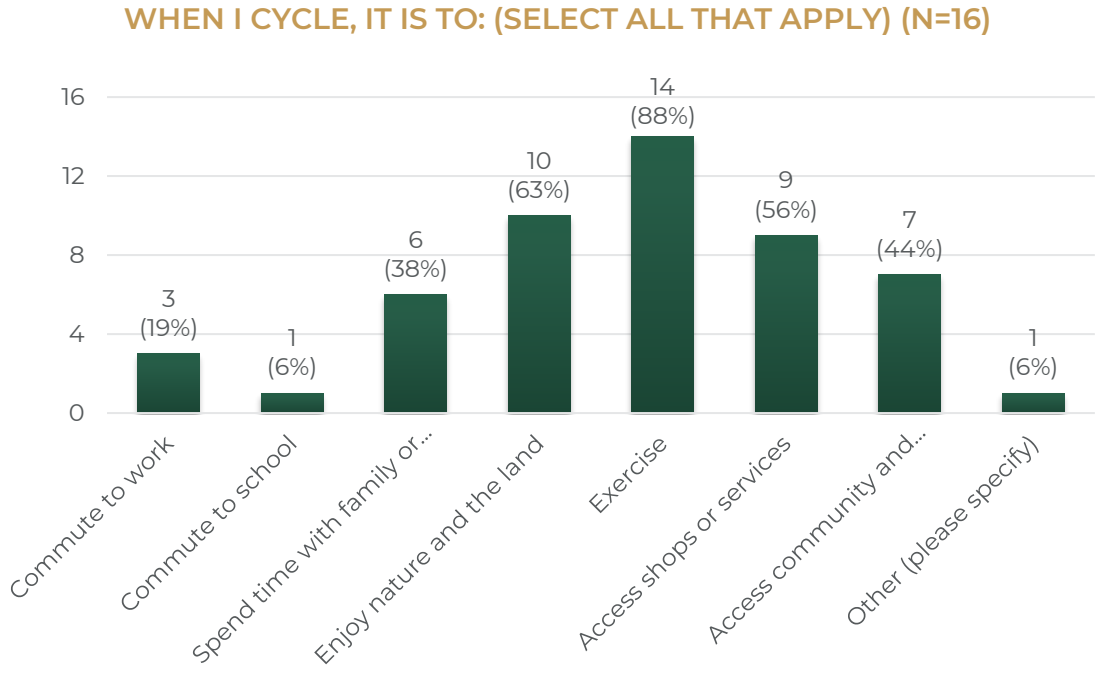
- Snow removal on sidewalks and pathways
- Better animal control (i.e., wild animals and off-leash dogs)
- Lighting on stairways, and outside the library and elementary school
- Four respondents indicated they do not need anything to encourage them to walk more

## 4.4 CYCLING



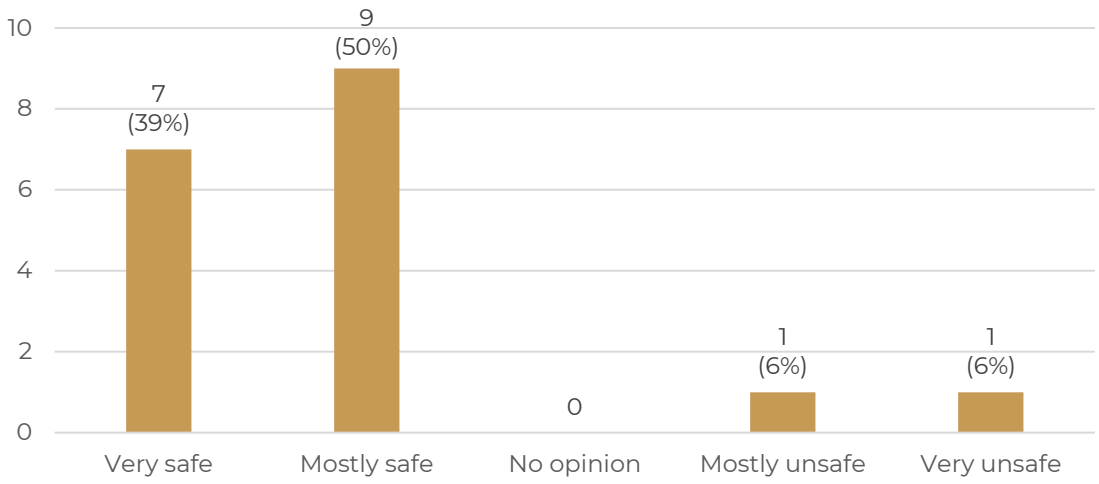

Out of 33 responses, over half (55%) indicated they do not travel by bike at all. This answer allowed respondents to skip the remaining survey questions related to cycling.

The remaining respondents indicated that they do cycle, with 30 per cent saying they cycle rarely and 15 per cent cycling often.



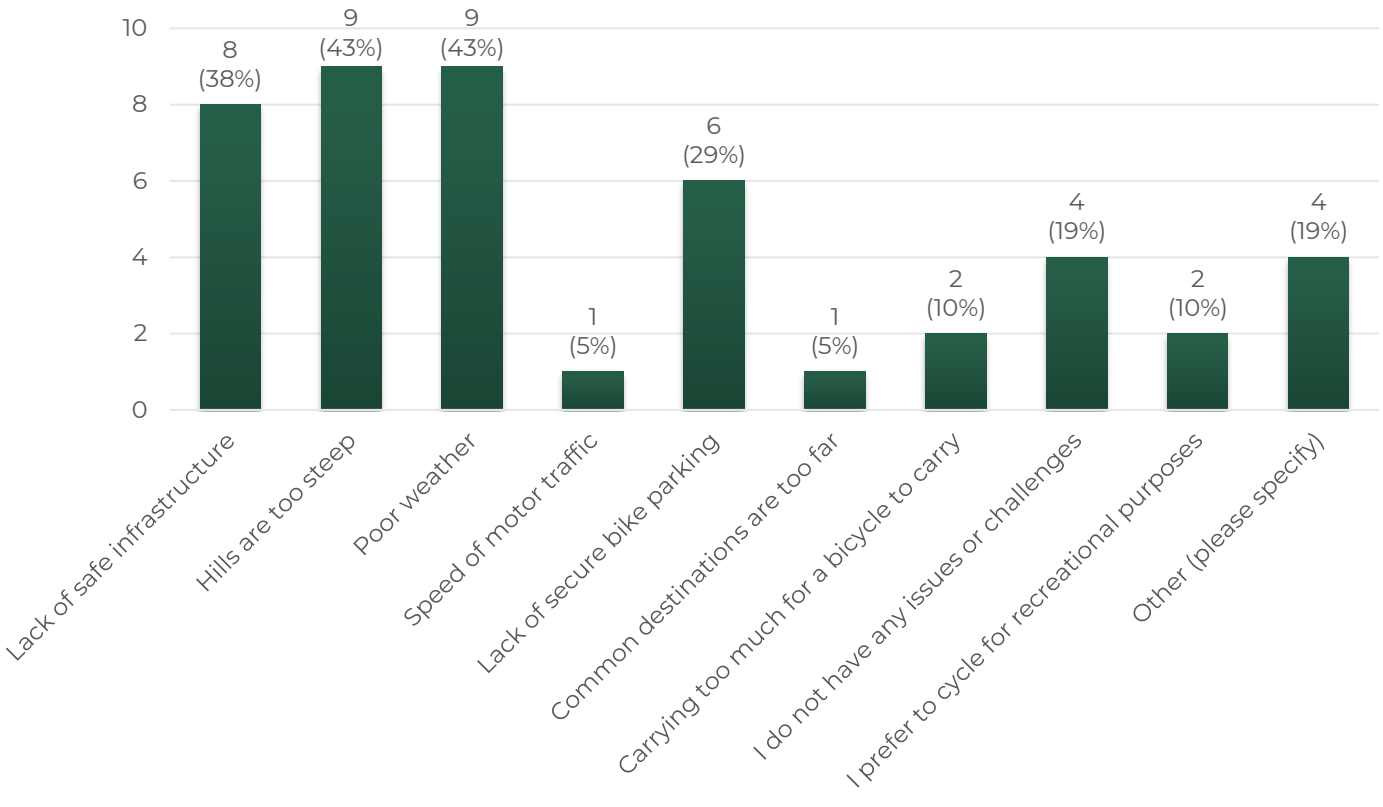

Out of 16 responses, the top reasons for cycling included **exercise** (88%), to **enjoy nature and the land** (63%), **accessing shops or services** (56%), and **accessing community and recreation facilities** (44%).

## HOW SAFE DO YOU FEEL CYCLING IN GOLD RIVER? (N=18)




Out of 18 responses, ta large majority of survey participants (89%) indicated they felt **mostly or very safe** when cycling in Gold River. The remaining two respondents indicated they felt mostly unsafe or very unsafe (6% each).

## WHAT ARE THE BARRIERS FOR CYCLING MORE OFTEN THAN YOU DO IN GOLD RIVER? SELECT UP TO THREE (N=21)



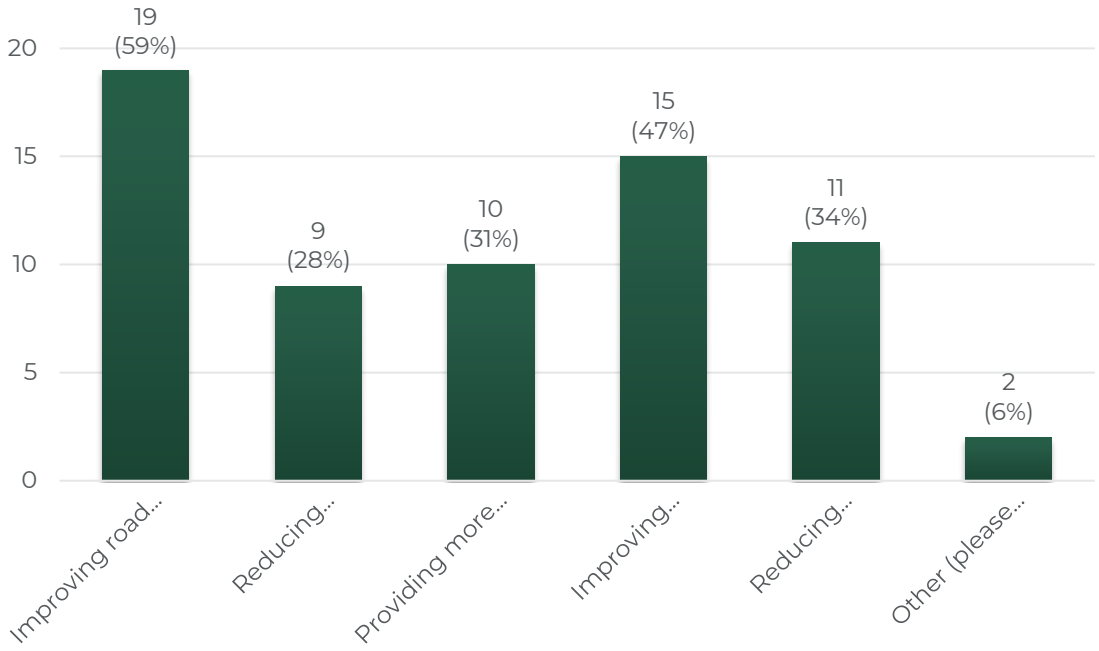

The most commonly identified barriers for cycling more in Gold River included **poor weather** (43%), **hills are too steep** (43%), **lack of safe infrastructure** (38%), and a **lack of secure bike parking** (29%).

An additional 19 per cent of respondents selected “Other” and provided their own answer to this question. The most common themes for these responses included:

- Ice and snow
- Safety concerns when cycling on the highway
- Lack of cell phone reception when cycling on logging roads (in case of emergencies)
- Poor eyesight

## 4.5 COMMUNITY PRIORITIES AND IDEAS

### WHAT ARE YOUR MOST IMPORTANT PRIORITIES FOR ACTIVE TRANSPORTATION IN YOUR COMMUNITY? (SELECT TOP 3) (N=32)




Out of 32 responses, the top priorities identified by respondents were **improving road safety** for all users (59%), **improving public health** and opportunities to be active (47%), and **reducing greenhouse gas emissions** and promoting sustainability (34%). Two additional respondents (6%) selected "Other," with one respondent sharing that Gold River should prioritise transportation for seniors, and the other sharing that active transportation is a personal decision and the Village's options do not need to be changed.

### WHAT ARE YOUR BIG IDEAS FOR IMPROVING ACTIVE TRANSPORTATION IN GOLD RIVER? WE WILL USE THIS INPUT TO SHAPE THE ACTIVE TRANSPORTATION PLAN'S VISION STATEMENT. (N=18)

Respondents were invited to provide a written response and share their vision for the Plan. Written responses included the following themes and details:

<u>Options for All Ages and Abilities</u>

- **Transportation options (e.g., shuttle) for seniors** traveling to and from appointments, errands, etc. (6)
- Safe walking for children, parents, and staff traveling to and from school (2)
- Bike share service (1)

<u>Safety and Infrastructure</u>

- **More painted crosswalks and signage** (3)
- Adding ramps onto crosswalks and sidewalks (2)

- Adding lighting to dim areas (1)
- Handrails for stairways (1)
- Enforce speed limits and parking rules (1)
- Enforcement of helmet law (1)

Great Trails

- Improving and maintaining trails within the Village (e.g., Ucona to Matchlee; Heber to Macquinna) (2)
- Advertising existing trails for walking, cycling and hiking (1)

Sharing the Road

- Widen road shoulders to encourage cycling (1)
- Designated bike lanes in the Village and signage to encourage cycling (1)

## IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW RELATED TO ACTIVE TRANSPORTATION IN GOLD RIVER? (N=16)

The survey's final question allowed respondents to provide a written response with any additional comments about active transportation. Out of 16 responses, the comments fell into the following themes:

- **Consider providing transportation to and from Campbell River** (5)
- **Improve walking paths throughout the community** (widen, add lighting, separate from wildlife) (4)
- Improve snow removal on sidewalks, roadways during the winter months (1)
- Enforce speed limits and parking rules (1)
- Remove gravel and debris from roads for the safety of people who cycle (1)

# 5.0 CLOSING

This round of engagement will inform the next phase of the Plan's development, with respect to the opportunities we heard to improve active transportation options for Gold River. Over the winter, the project team will develop a Draft Active Transportation Plan, and once it is ready to be shared, a second round of community engagement will occur. The second round is projected to take place in March 2024. We thank everyone involved who took time to share their feedback and ideas for this project.

# WHAT WE HEARD: COMMUNITY SURVEY #2 SUMMARY

## 1.0 INTRODUCTION

The Village of Gold River is undertaking an Active Transportation Plan with funding from the Province's Active Transportation Fund. The purpose of this project is to understand walking and cycling opportunities to improve safety, connectivity and access within the Village of Gold River. The Active Transportation Plan was drafted throughout Fall 2023 and Winter 2024 based on best practices from community input. It guides the community's development and implementation of future walking and cycling facilities.

Between March 6th and April 5th, 2024, the Village launched a second round of engagement to seek feedback from community members and contributing organizations based on the ATP vision framework and priority projects.

This memorandum summarizes the summary survey results from this second round of engagement.

## 2.0 SESSIONS WITH KEY CONTRIBUTORS

Key contributors to the Village of Gold River were identified early in the process due to their importance for knowledge sharing, relationship building and project promotion.

Contributors were contacted in late October 2023 to share the project webpage, community survey and to invite participants to speak to the project team about their experiences, challenges and opportunities for active transportation in the community.

Representatives from the following organizations were contacted to share information about the project and to be invited to participate in an interview:

- Strathcona Regional District
- Ministry of Transportation and Infrastructure (MOTI)
- Vancouver Island Health Authority (VIHA)
- School District 84
- Mowachaht/Muchalat First Nation
- RCMP

The project team heard feedback from MOTI, VIHA and RCMP. Key findings are summarized below:

### INFRASTRUCTURE IMPROVEMENTS

- Challenges to make road safety and active transportation improvements in the community due to lack of municipal roads (mostly under Provincial jurisdiction).
- Desire to have wider shoulders, at a minimum, on Ministry roads to make a safe barrier for walking next to motor vehicles.
- The Province do not generally support sidewalks on ministry roads due to maintenance resources.

### COMMUNITY CONNECTIONS

- Key opportunity to promote connectivity between the Village and Mowachaht/Muchalat First Nation reserve. Terrain and crossing a Ministry road creates a barrier to connecting the communities.
- Peppercorn Park is a highly utilized area for recreation but has accessibility concerns that make it difficult for all ages and abilities to access.

### SAFETY

- Safety around the elementary is a concern that MOTI and RCMP are aware of and therefore monitor regularly and look for opportunities to make road safety improvements (paving, lighting).
- Wildlife, especially cougars, are a concern in the community for walking in areas with low lighting and dense vegetation.

## 2.1 SUPPORT FOR DRAFT VISION

The draft ATP was shared with the contributors to ensure that the plan aligns with the directions and opportunities of each organization. All contributors were invited to provide input, with comments received from the RCMP and Island Health.

Key points identified from contributor input on the draft ATP included the following:

- When considering the barriers identified by community members, the issues around weather cannot be controlled but working to identify the built / physical changes and prioritize the improvements that can support and promote active transportation within the community.
- Support prioritizing safe routes to the two schools to make active transportation an everyday activity for students and efforts to close any gaps in the network to ensure complete routes to the key amenities within the community in a manner that makes these routes safe and comfortable.
- Encourage considering design options that include all users in the network and account for topographical and climatic challenges.
- Support for improved regional transportation transit options to connect communities across Strathcona Regional District. This could include establishing a ride-share vehicle or shuttle service (similar to a 'seniors van' operated by the village of Sayward to provide a shuttle for appointments or trips.)
- Include the BC Vision Zero grant as an option for local governments, First Nations, Parent Advisory Councils, School Districts, or other organizations to support improvements in active transportation safety.

# 3.0 COMMUNITY CONVERSATIONS

On October 19, 2023, a project team member went out into the community of Gold River to conduct “pop up” conversations with community members. The project team member set up a pop up station at the Village Square with engagement boards and handout with information about the project and a link to promote the survey.

The conversations allowed the project team to hear from residents about the current active transportation challenges throughout the community and to begin to understand opportunities for improvement. Engagement boards included base maps that participants were encouraged to reference and mark up to support discussion.

Findings from the community conversations are summarized below.

**Opportunities to improve walking, rolling, cycling in Gold River:**

- Supportive infrastructure for e-bikes and mobility scooters
- Make connections to the waterfront
- Street lighting to improve road safety

**Priority projects and improvements:**

- Sidewalks on Chamiss Crescent to Nootka Drive
- Wider shoulders or improved separation from vehicles on Gold River Highway
- Economic development opportunities by improving Scout Lake Trail
- Improve existing sidewalk by Gold River Secondary School frontage
- Sidewalk upgrades on Nimpkish Drive

# 4.0 COMMUNITY SURVEY RESULTS

Between October 18 to November 16, 2023, an online survey was publicly available for Gold River residents to provide input on the Village's Active Transportation Plan project. In total, there were **39 responses** during the engagement period. A summary was provided in a previous engagement summary report.

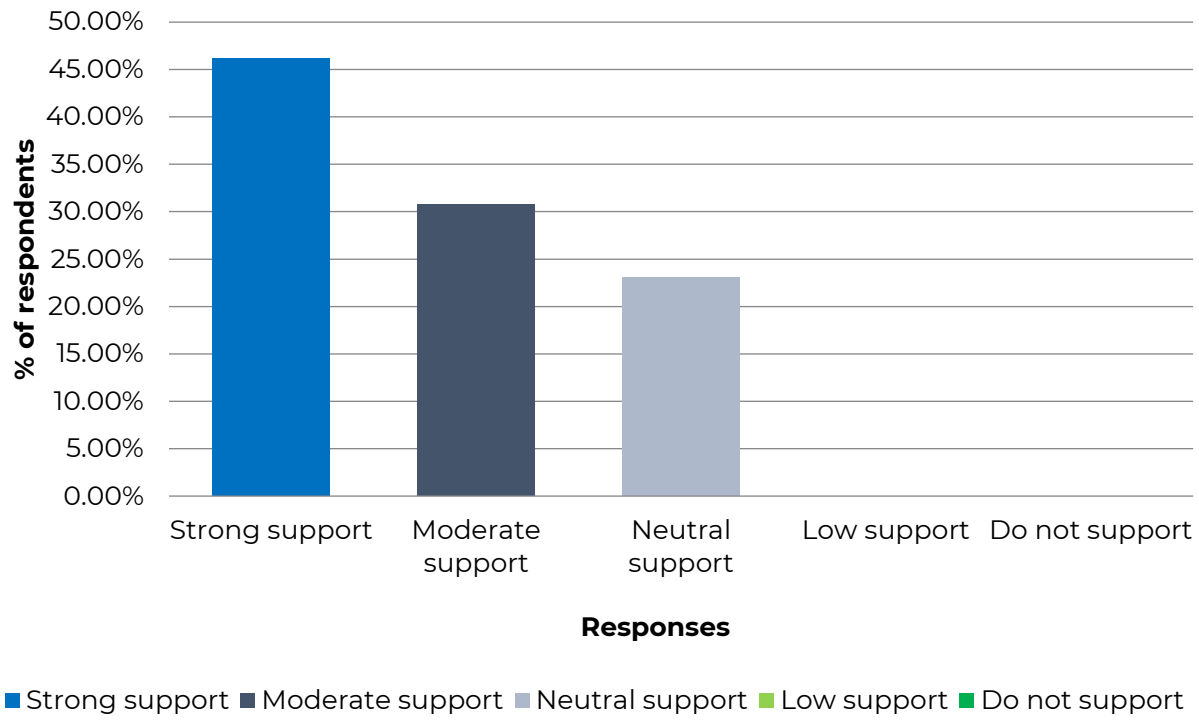
Between March 6th and April 5th, 2024, a second online survey was publicly available for Gold River residents to provide input on the Village's Active Transportation Plan vision and goals. The initial survey deadline was extended approximately 2 weeks to provide additional time for community input. In total, there were **13 responses** during the engagement period. This memo shows the summary of results from this second online survey.

This section summarizes the responses received as part of the second ATP survey to refine the content of the draft plan. It should be noted that not all participants answered every question, as some questions were optional. Because participants chose to take the survey, their responses do not reflect a random sample.

## 4.1 SUPPORT FOR DRAFT VISION

The survey began with a question assessing participants' overall level of support for the long-term vision of the ATNP. 13 participants in total answered this question.

**PLEASE INDICATE YOUR LEVEL OF SUPPORT FOR THE DRAFT LONG-TERM VISION? (N=13)**



More than 46% of respondents (6) indicated strong support for the draft long-term vision, and 30% of respondents (4) indicated moderate support. None of the respondents indicated low support or no support for the vision.

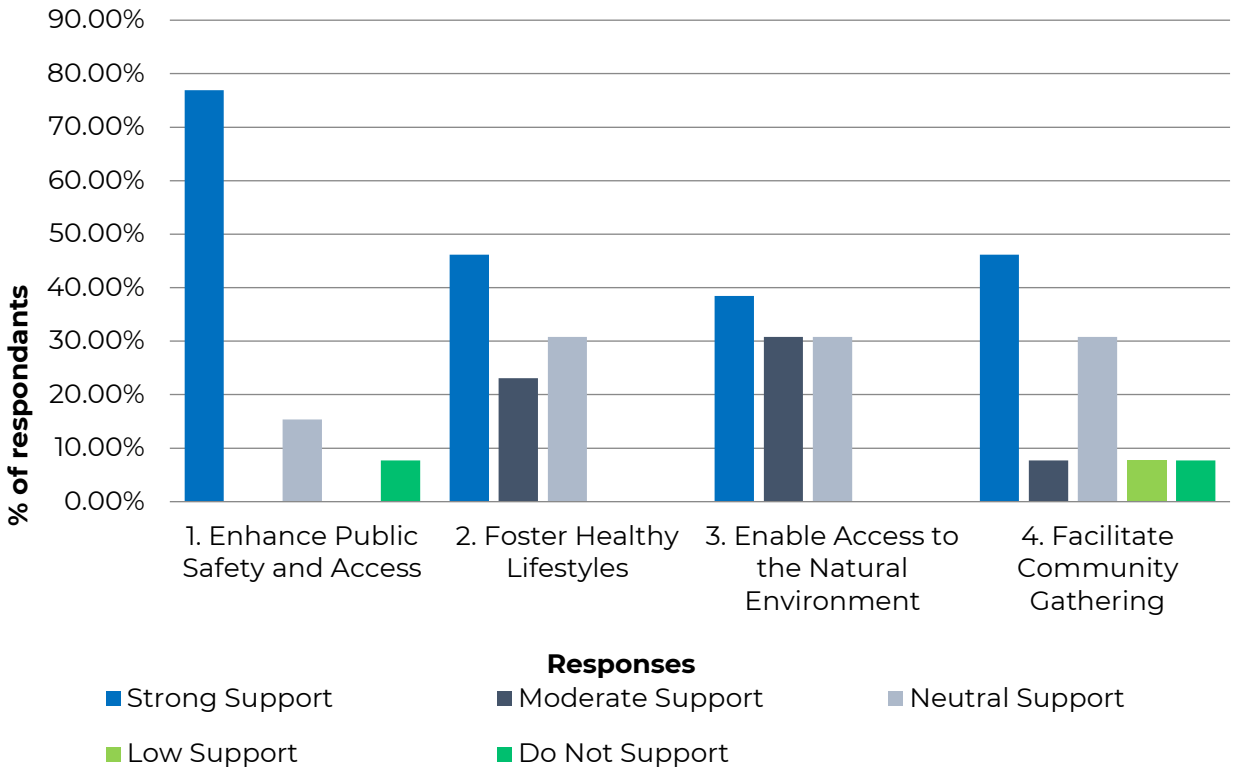
## WHAT WOULD INCREASE YOUR LEVEL OF SUPPORT FOR THE VISION? (N=6)

The second question assessed what, if anything, would increase participants' level of support for the draft vision. Roughly 50% of participants answered this question. Responses indicated common themes:

- Improving transportation connections to Campbell River
- Improving the already existing trails, crosswalks and sidewalks
- Improve all ages and accessibility, including ramps and locations with streetlights in the middle of the sidewalk

## 4.2 DRAFT GOAL SUPPORT

### PLEASE INDICATE YOUR LEVEL OF SUPPORT FOR EACH DRAFT GOAL (N=13)




Respondents were asked to indicate their level of support for each draft goal of the ATP. Out of 13 responses, the draft goal with the highest overall support amongst respondents was "Enhance Public Safety and Access" (77% or 10 respondents) followed by "Foster Healthy Lifestyles" and "Facilitate Community Gathering"(46% or 6 respondents). Overall, most participants strongly or moderately supported all of the draft ATP goals.

### CONSIDERING THE DRAFT GOALS, WHAT IS MISSING OR WOULD STRENGTHEN YOUR SUPPORT? (N=4)

Questions 4 and 5 asked participants to explain what, if anything, is missing from the draft goals and what would strengthen their support of one or all goals. 5 participants provided feedback, with key themes as follows:

- The lack of transportation connections to Campbell River.
- Proper lighting to ensure safety.
- Existing infrastructure should be maintained, rather than creating new infrastructure.

## 4.3 DRAFT ACTION SUPPORT

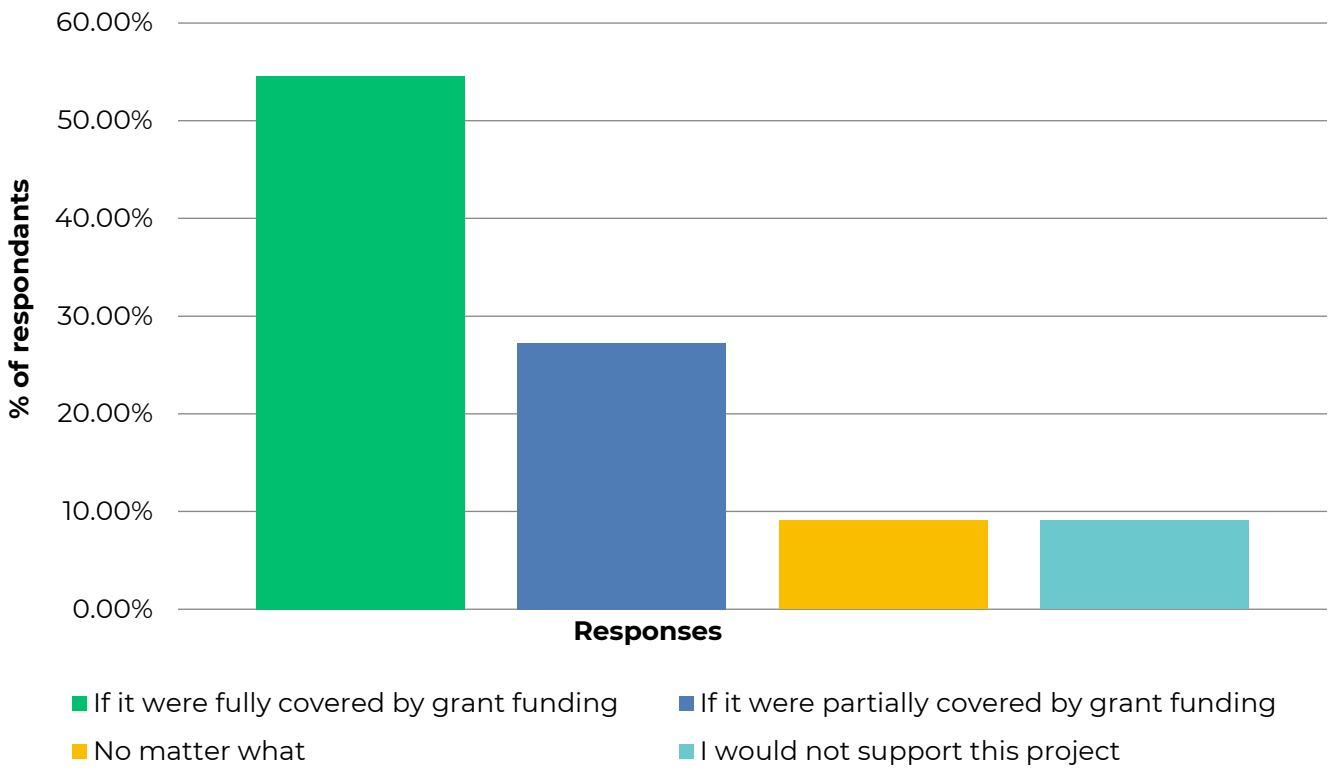
This section asked survey participants to rate their support of each of the seven draft ATP actions, ranging from full support no matter the funding level, partial coverage by grant funding, or full coverage by grant support. The responses to each action are as follows.

### GOLD RIVER ROAD MULTI-USE PATHWAY (EST. $2,200,000) – 700M ROADSIDE MULTI-USE PATHWAY PROJECT TO BE COMPLETED IN 3 PHASES AS FUNDING PERMITS (N=11)

Phase 1: Muchalat Dr to Ray Watkins Elementary ($800,000)- 350m

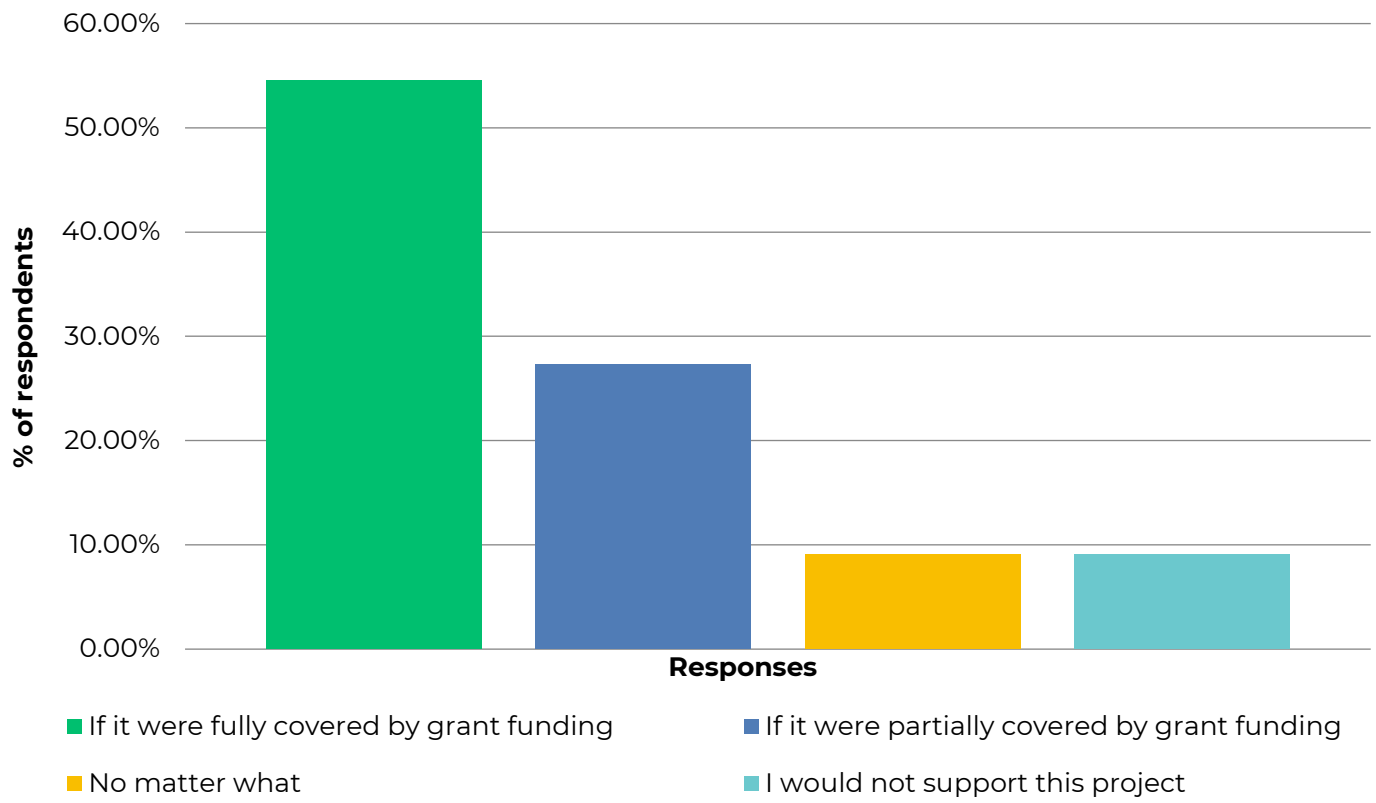
Phase 2: Ray Watkins Elementary to Nimpkish Dr ($1,200,000) - 250m

Phase 3: Muchalat Dr to Highway pull off ($200,000) – 100m



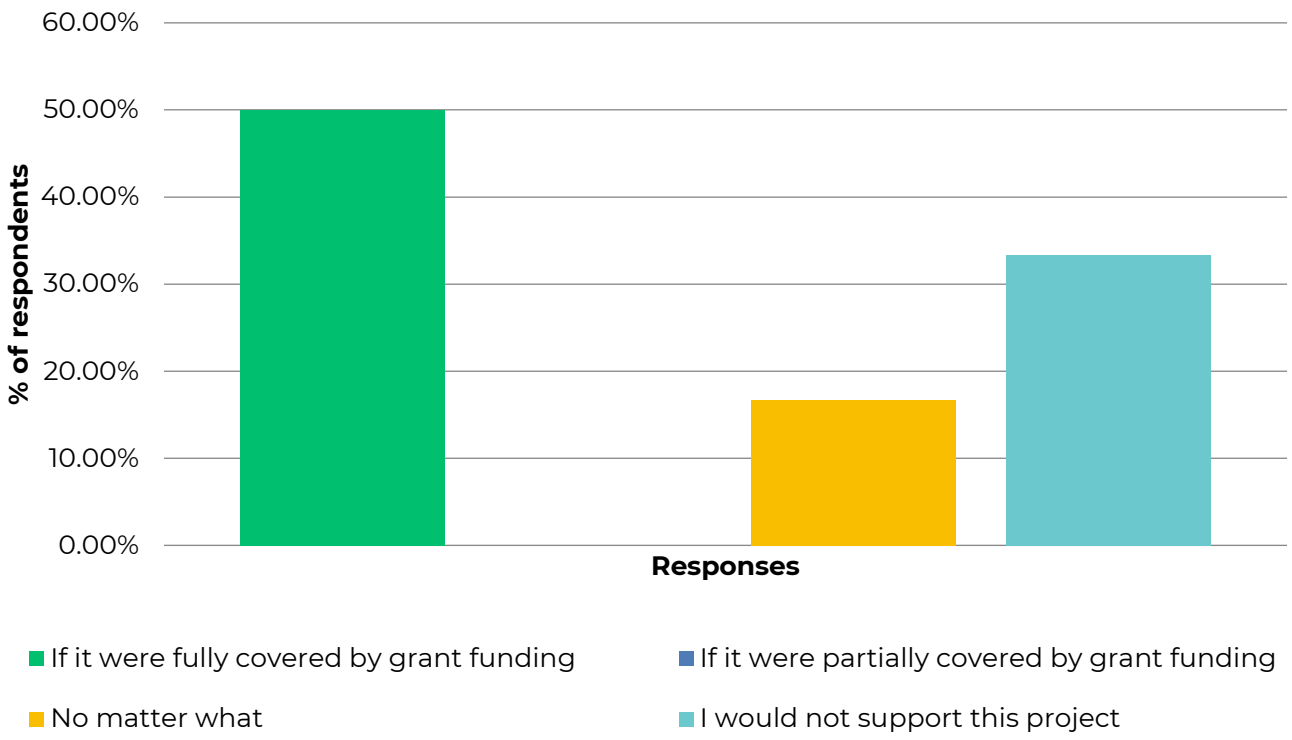

Just over half of respondents (55% or 6 respondents) indicated that they would support the Gold River Multi-Use Pathway if it were fully covered by grant funding. One respondent would support the project no matter if it were funded by the grant or otherwise, and another respondent would not support the project at all. Two respondents did not answer this question.

## NOOTKA DRIVE SIDEWALK EXTENSION, WEST (EST. $260,000), - 330M TO BE COMPLETED IN 2 PHASES AS FUNDING PERMITS (N=11)



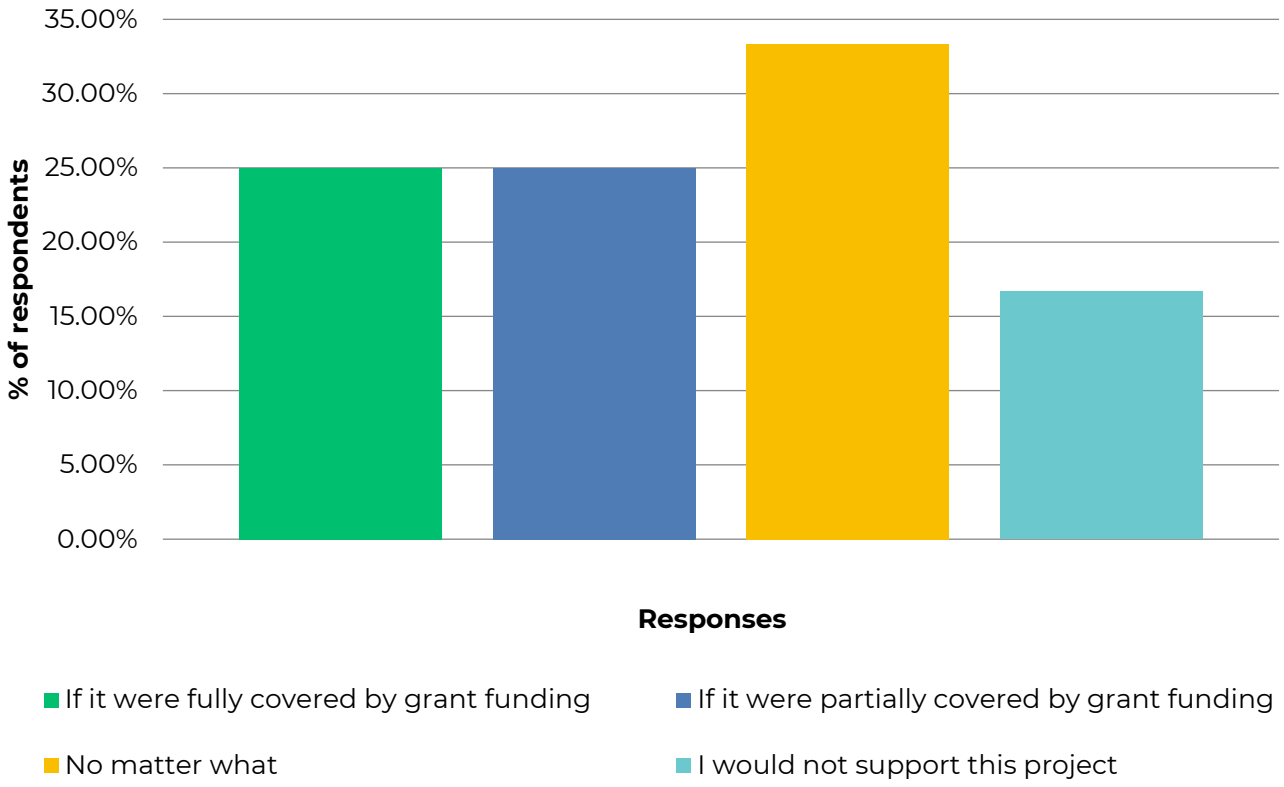

55% of respondents (6) indicated that they would support the Nootka Drive sidewalk extension if it were fully covered by grant funding. 27% of respondents (3) would support the project if it were partially covered by grant funding, and 1 respondent (2 total) indicated both full and no support. Two respondents did not answer this question.

## TRAFFIC CALMING POLICY (EST. $10,000 - $20,000) DEVELOP A FRAMEWORK FOR EVALUATING, PLANNING, AND IMPLEMENTING TRAFFIC CALMING ON LOCAL ROADS IN GOLD RIVER BASED ON A STANDARDIZED ASSESSMENT OF TRAFFIC VOLUMES, SPEEDS, MIXING WITH ACTIVE TRANSPORTATION USERS AND OTHER CHARACTERISTICS DEFINED THROUGH THE POLICY. (N=12)



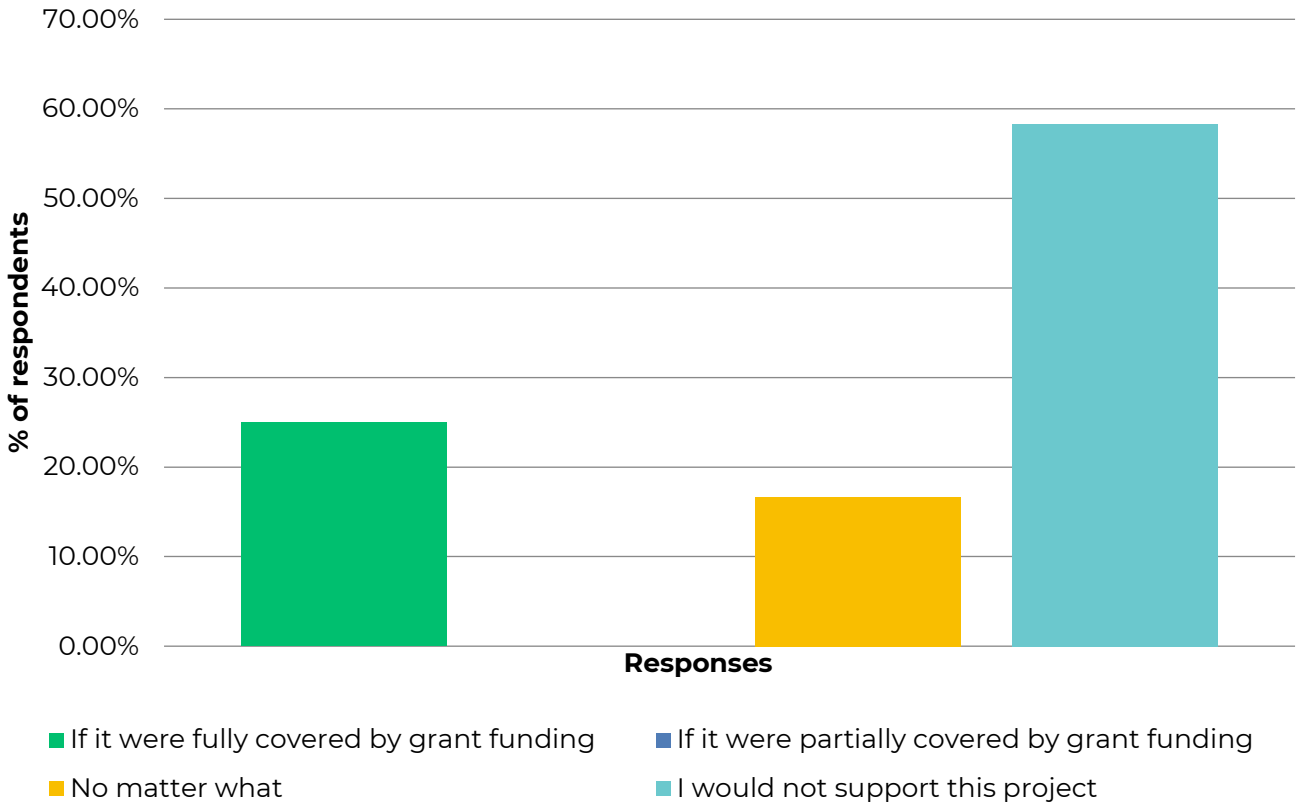

50% of respondents (6) indicated that they would support the traffic calming policy if it were fully covered by grant funding. However, another 33% of respondents (4) indicated that they would not support the project. The rationale for the unsupportive respondents was not assessed. One respondent did not answer this question.

## AGE-FRIENDLY IMPROVEMENTS (EST. $75,000) SIDEWALK AND CURB CUT IMPROVEMENTS INCLUDING SIDEWALK WIDENING AROUND STREETLIGHT POSTS TO BE COMPLETED IN TWO PHASES, AS FUNDING PERMITS (N=12)



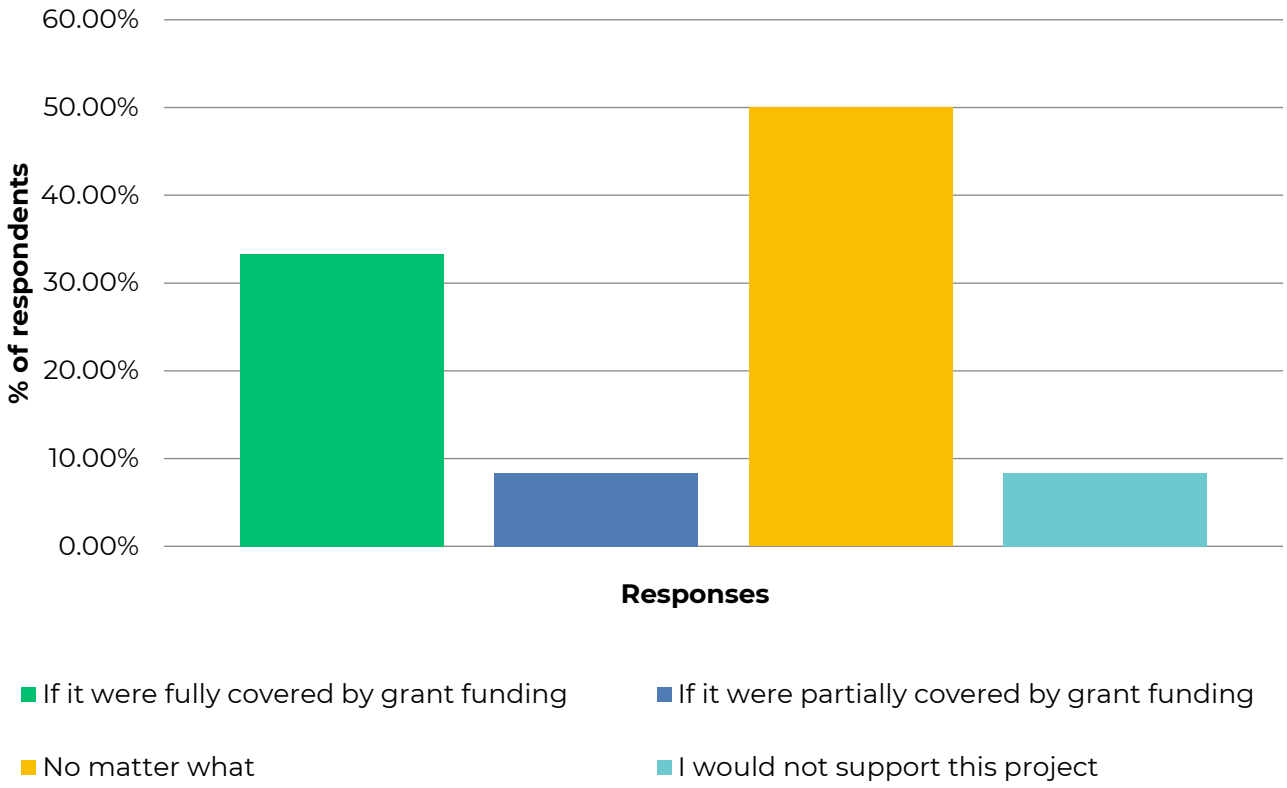

33% of respondents (4) support of both phases of the age-friendly improvement project no matter the level of grant funding. Another 25% (3 each) indicated both support of the project if it were fully or partially funded by grants. One respondent did not answer this question.

## HIGHWAY 28 PEDESTRIAN WAITING AREA (EST. $30,000 - $60,000) PEDESTRIAN SHELTER AT PULL OFF ON HIGHWAY 28 (SOUTH SIDE) FOR THOSE WAITING FOR TRANSPORTATION TO CAMPBELL RIVER AND OTHER DESTINATIONS ALONG THE HIGHWAY. MAY BE COORDINATED WITH PHASE 3 OF GOLD RIVER ROAD MULTI-USE PATHWAY (N=12)



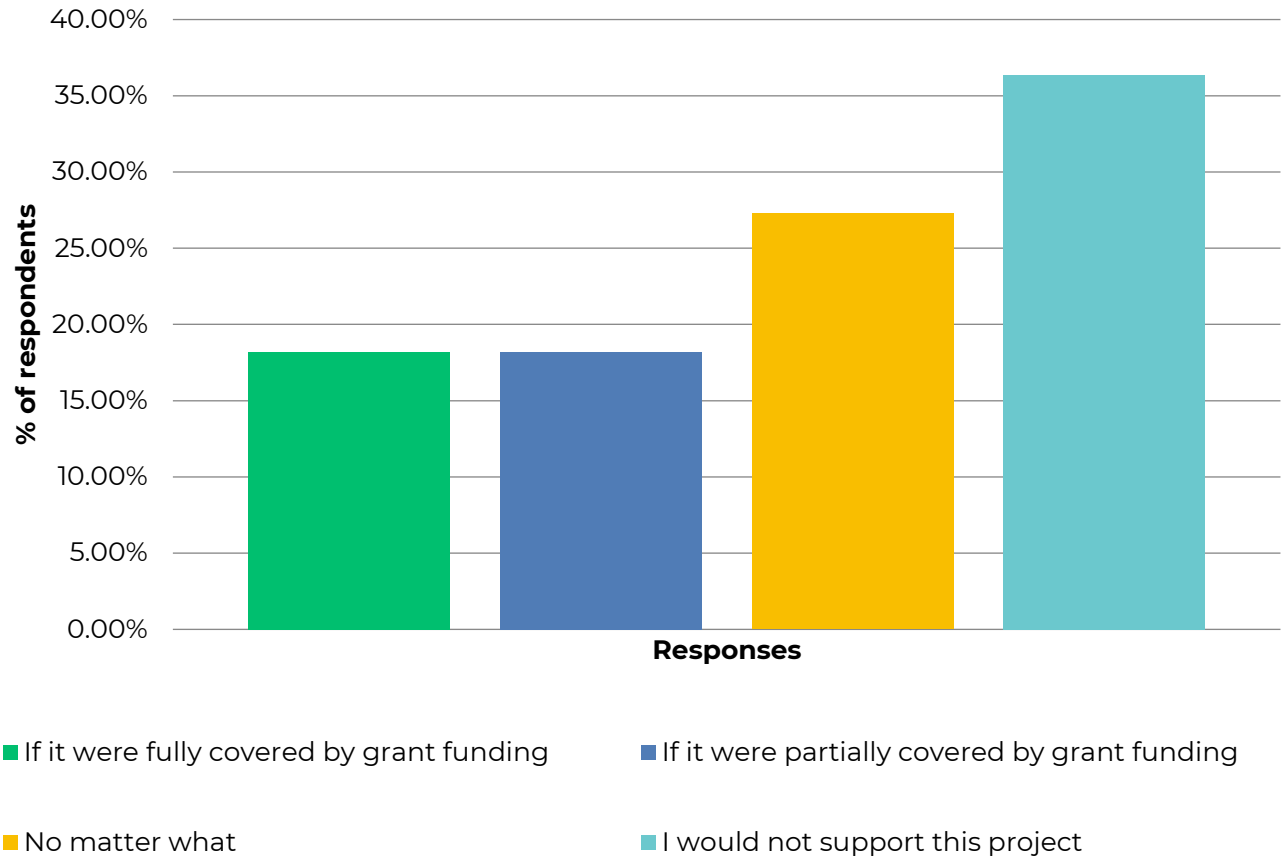

Approximately 58% of respondents (7) indicated a lack of support for the Highway 28 pedestrian shelter project. Another 25% (3) supported the project if it were fully covered by grant funding. Almost 17% of respondents (2) would support the project no matter the level of grant funding. One respondent did not answer this question.

## PEDESTRIAN CROSSING MARKING IMPROVEMENTS (EST. $25,000) REPAINT PEDESTRIAN CROSSING MARKINGS AS MEEDED TO PROVIDE APPROPRIATE MARKINGS TO THE CROSSING LOCATION. COMPLETE AS PART OF OTHER ROAD REPAINTING WORK. (N=12)




50% of respondents (6) indicated support for pedestrian crossing marking improvements such as repainting crosswalks, no matter the level of grant funding. Another 33% (4) indicated support of the project if it were fully covered by grant funding. Support for crosswalk improvements was further reiterated in the open response questions. One respondent did not answer this question.

## PEDESTRIAN CONNECTION LIGHTING AUDIT (EST. $10,000) COMPLETE A COMPREHENSIVE AUDIT OF LIGHTING ALONG THE NUMEROUS PEDESTRIAN CONNECTIONS IN THE VILLAGE TO UNDERSTAND WHERE LIGHTING IMPROVEMENTS ARE NEEDED TO IMPROVE SAFETY ON THESE FACILITES (N=11)




36% of respondents (4) indicated a lack of support for the pedestrian connection lighting audit project. Despite this lack of support, another 27% (3) of respondents however indicated full support of the project no matter the level of grant funding. Two respondents did not answer this question.

## 4.4 PRIORITY PROJECT SUPPORT AND IDEAS

The final question of the survey asked participants to share what they think, if anything, is missing from the stated priority projects. If they did not support some or any of the priorities, they were asked to indicate their rationale.

**CONSIDERING THE PRIORITIES, WHAT IS MISSING? IF YOU DO NOT SUPPORT ANY OF THE ABOVE PRIORITIES, PLEASE SHARE YOUR PRIORITIES. IF YOU DO NOT SUPPORT INVESTING IN IMPROVEMENTS OF THIS NATURE, PLEASE INDICATE THIS (N=5)**

Respondents were invited to provide a written response and share their vision for the Plan. 5 written responses were received, which included the following themes:

- Invest in maintaining existing infrastructure
- Resurface the paved circle pathway in Nimpkish Park
- Repaint crosswalks
- Improved transportation options to Campbell River, such as a bus or shuttle

# 5.0 CLOSING

We thank everyone involved who took the time to share their feedback and ideas to implement active transportation improvements in the Village of Gold River. Informed by the feedback received during this engagement process, the Active Transportation Plan will be finalized and brought forward to Council upon considering this input.