

The background of the cover is a photograph of a wooden pier extending into a harbor. The pier has a wooden railing and is made of dark wooden planks. In the background, there are several buildings with gabled roofs, a marina with sailboats, and a forested hillside under a cloudy sky.

# Active Transportation Network Plan

February 2024



This plan was prepared by ISL Engineering and Land Services Ltd. with input from Village staff and the public

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# APPENDICES

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*“We all live in systems that shape our travel behaviour, and most of us live in systems that give us almost no choice in how we get around”*

Charles Montgomery, Author: Happy City



# 1. Purpose

*This Active Transportation plan provides the Village with a coordinated approach to improving its active transportation network to support community health, accessibility, livability, tourism, and greenhouse gas reduction.*

## 1.1 What is Active Transportation & Micromobility?

### Active Transportation

Active transportation includes any form of human-powered transportation, including walking, cycling, or rolling using a skateboard, in-line skates, wheelchair, or other wheel-based forms of human-powered transportation. It also includes winter-based active modes, water-based active modes, and horseback riding, although these modes are typically more recreational in nature.

### Micromobility

Micromobility is an umbrella term encompassing a variety of small, generally low-speed vehicles and conveyances that can be electric or human-powered and privately owned or part of shared fleets.

## 1.2 Why This Plan is Needed

While the rural location of the Village means the community does not face the same urban challenges as large cities, active transportation still has a critical role in supporting many community objectives. This includes acting on the Village Official Community Plan's vision *"to create a vibrant, healthy, and sustainable community that exists in harmony with the natural environment"*.

Beyond the extents of the Village, there are several crises affecting the country and the world as a whole, and all communities must play their part in addressing them. This Active Transportation Plan is intended to:

- Improve individual physical and mental health, and reduce community health care costs
- Reduce emissions and support climate and air quality objectives
- Support affordability challenges by promoting cost-effective travel options
- Improve livability by reducing the effects of traffic on streets



## 2. Vision and Goals

*Vision: The Village of Alert Bay will make it easier for people to walk and bike more by developing an active transportation network that prioritizes people walking and biking, and conveniently connects residents and visitors with where they are going.*

### 2.1 Goals & Objectives

The goals and objectives provided below support the above vision and help identify future projects that improve active transportation within the Village.

#### Goal 1: Improve Pedestrian Connectivity & Safety

**Objective 1.1:** Complete missing sidewalk links

**Objective 1.2:** Extend the waterfront boardwalk

**Objective 1.3:** Replace existing stairways

**Objective 1.4:** Improve the safety of roadway crossings

**Objective 1.5:** Work with the 'Namgis First Nation

#### Goal 2: Integrate Different Travel Options

**Objective 2.1:** Improve bicycle parking

**Objective 2.2:** Work with BC Ferries to improve connections to the ferry terminal

**Objective 2.3:** Provide wayfinding

#### Goal 3: Promote Active Transportation in Policy

**Objective 3.1:** Reinforce the Village's 30 km/hr speed limit through design, pavement markings, and signage

**Objective 3.2:** Develop roadway standards

**Objective 3.3:** Require bicycle parking in new development

#### Goal 4: Monitor Progress & Maintenance Needs

**Objective 4.1:** Monitor need for traffic calming

**Objective 4.2:** Maintain infrastructure in a good state of repair

### 3. Infrastructure

Infrastructure improvements largely focus on facilities for people walking. As the volume and speeds of traffic on the island are low, it is anticipated that it will continue to be safe for people riding bicycles to share the road with motor vehicles.

#### 3.1 Key Challenges

The proposed active transportation network aims to address challenges for people walking and biking in the Village, where possible. The background report (attached in Appendix A) provides four key challenges with the Village's current active transportation network. These are:

##### 1. Incomplete Waterfront Facility

The waterfront boardwalk provides a comfortable and attractive facility for residents and visitors. As it is not complete, people walking are led from the boardwalk to the roadway where they share Fir Street with motor vehicles.

##### 2. Missing Pedestrian Links

Existing boardwalk and sidewalk provide safe walking facilities along roads with higher volumes of motor vehicles. There are several routes, however, that would benefit from replacing existing infrastructure or providing a new connection (i.e., sidewalk, crosswalk).

##### 3. Maintenance

Poor roadway conditions and poorly maintained pedestrian routes create barriers for people who might otherwise walk or bike.

##### 4. Step Grades

Fir Street is located near sea level and is popular with both residents and visitors due to its variety of land use. Ensuring safe connections between Fir Street and higher areas of the island is important but challenging due to steep grades.

#### 3.2 Proposed Network Overview

The transportation network in Alert Bay is very limited due to the small size of the island and the community it serves. There is still scope, however, to improve safety and comfort for people walking and biking, as well as support the tourism experience of the island. The proposed network is illustrated in Figure 3.1 and described in greater detail on the following pages.

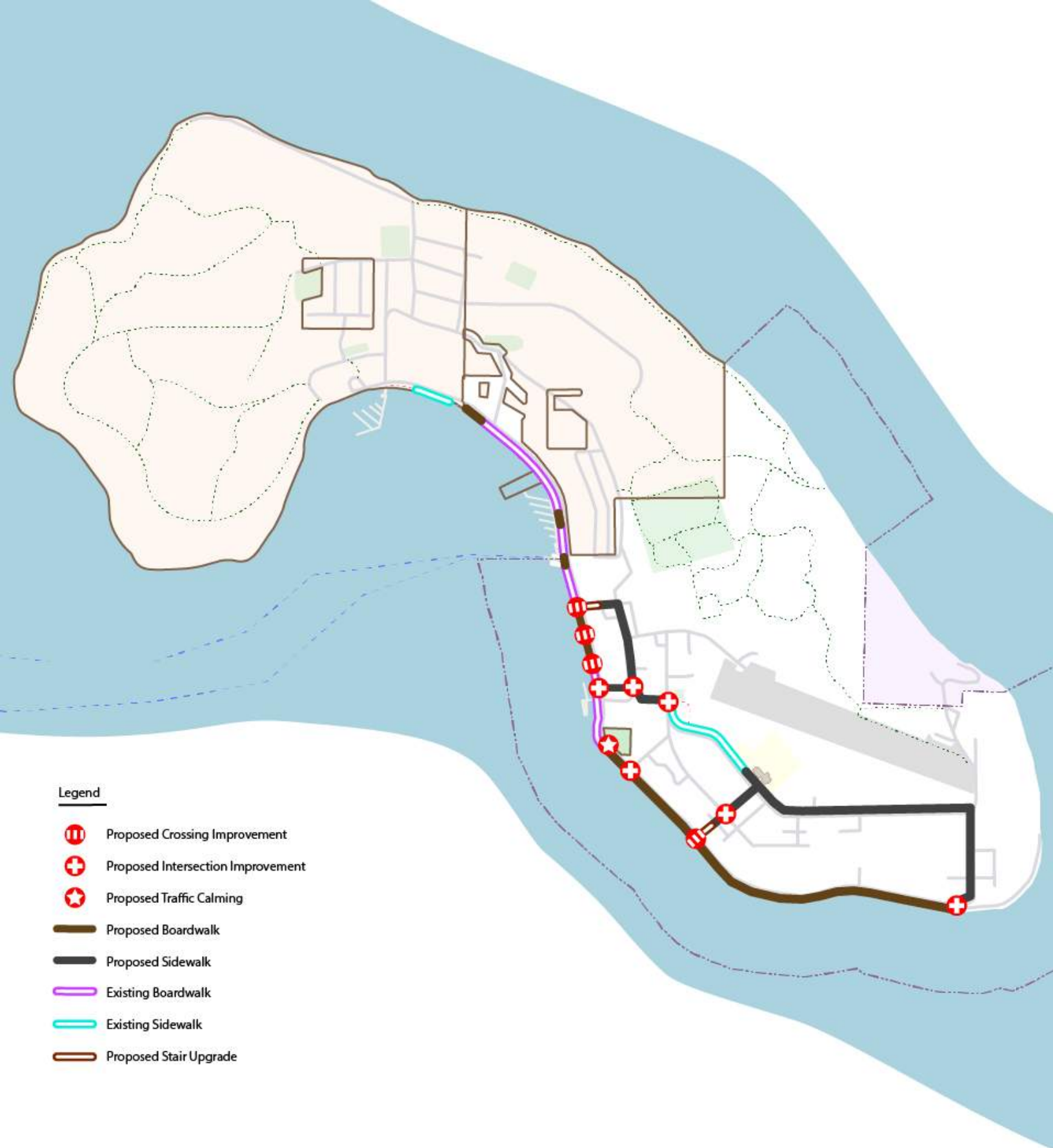


Figure 3.1: Proposed Active Transportation Network

A complete boardwalk along the waterfront would be safe, accessible, and of a high quality tourism experience



### 3.3 Extend the Waterfront Boardwalk

The boardwalk is an important point of access to businesses and the ferry. It also provides access to ocean views and tourist destinations. It is recommended that, over time, the Village expands the boardwalk along the entire waterfront.

This includes:

1. Extending the north end of the existing boardwalk to 'Namgis First Nation lands (75m)
2. Connecting existing boardwalks near the Culture Shock Gallery (40m)
3. Extending existing boardwalks to the Ferry Terminal and its Fir Street intersection (50m)
4. Completing missing links of boardwalk between Arbutus Road and Maple Road (200m)
5. Extending the existing boardwalk south to Poplar Road (1,500m)

Cost Estimate (2024 Dollars): \$4.7M

### 3.4 Upgrade Stairways

The existing stairways near Arbutus Road and Willow Road are in need of repair, accessibility improvements, and lighting upgrades to provide safe access for the community between low and high ground.

Stairway designs will consider new stairs complete with handrails and lighting.

Cost Estimate (2024 Dollars): \$1.3M



The stairways in the community provide a vital active transportation connection between the island's higher and lower areas



A consistent pedestrian experience is essential to enabling everybody in the community to safely navigate the network

A network is only as good as its weakest link

### 3.6 Improve Safety & Convenience Along Fir Street

It should be safe to cross Fir Street at mid-block locations and from connecting streets and stairways. Marked crosswalks with suitable landing areas on both sides are proposed on Fir Street at the below locations. Tactile warning surface Indicators (TWSI's) that both warn of hazards and provide directional wayfinding for those with sight loss should be provided.

- |                                  |  |
|----------------------------------|--|
| 1. Arbutus Stairway & Fir Street | 4. Birch Road & Fir Street                     |
| 2. Willow Stairway & Fir Street  | 5. Maple Road & Fir Street                     |
| 3. Town Square & Fir Street      | 6. Columbia Court Seniors Housing & Fir Street |

Cost Estimate (2024 Dollars): \$25,000 per location (\$150,000 total)

### 3.5 Expand the Sidewalk Network

Expansion of the sidewalk network is focused on extending existing sidewalk where present and connecting people to key destinations in the Village. These include to the stairways, boardwalk, school, Community Hall, Royal Canadian Legion, and commercial destinations.

The following new sidewalks are proposed:

1. **Arbutus Road:** Between Sycamore and Hemlock Streets (55m)
2. **Hemlock Street:** Between Arbutus and Maple Roads (300m)
3. **Maple Road:** Between Fir and Cedar Streets (250m)
4. **Cedar and Larch Streets:** Between Maple Road and the existing sidewalk (100m)
5. **Larch Street:** Between Alert Bay School and Poplar Road (900m)
6. **Poplar Road:** Between Larch and Fir Streets (375m)
7. **Willow Road:** Between Larch Street and stairway (200m)

Cost Estimate (2024 Dollars): \$4.4M



This stairway is an example of a location that leads people onto a dirt landing with no safe crossing of the roadway

At locations like this, paved landing areas and crosswalks should be provided

Many intersections on the island provide wide roads and corners

Reallocating extra space to pedestrians makes it safer for everyone



### 3.7 Improve Intersection Safety

At roadway intersections that experience higher foot traffic, the Village should consider using cost-effective tools (i.e., paint, bollards) to narrow the vehicle lanes, mark pedestrian crossings and vehicle stop bars, reconsider stop and yield controls, and promote tight intersection corners which will promote slower motor vehicle turning. Intersection safety improvements are recommended at the following locations:

- |                                |                               |
|--------------------------------|-------------------------------|
| 1. Maple Road & Fir Street     | 4. Birch Road & Fir Street    |
| 2. Maple Road & Hemlock Street | 5. Willow Road & Cedar Street |
| 3. Maple Road & Cedar Street   | 6. Poplar Road & Fir Street   |

Cost Estimate (2024 Dollars): \$25,000 per location (\$150,000 total)

### 3.8 Bicycle Parking

Providing high quality, secure, and weather protected bicycle parking at key destinations helps to support people traveling by bicycle, as well as demonstrate the Village's priorities. For example, by only providing parking space for vehicles at commercial or community destinations suggests we only want to accommodate people driving. It is proposed that new covered bicycle parking facilities be provided at the following locations:

- |                   |                   |
|-------------------|-------------------|
| 1. Community Hall | 3. Ferry Terminal |
| 2. Municipal Hall | 4. Town Centre    |

Cost Estimate (2024 Dollars): \$50,000 per location (\$200,000 total)

If we want to promote forms of active transportation such as biking, we need to provide facilities that enable its use





### 3.9 Wayfinding

Signage is important for directing people walking and biking along safe routes and toward destinations. Due to the Village's small size, wayfinding will be of particular importance for people visiting the island. Signage directing visitors to community destinations, such as the Alert Bay Campground, 'Namgis Original Burial Grounds, and commercial area of Fir Street, should be provided.

Implementation should be integrated with construction of new sidewalk, boardwalk, and stairways. Designs should consider providing information in braille to promote accessibility.

Costs are reflected within sidewalk, boardwalk, & stairway project cost estimates



Wayfinding supports active transportation by directing people along safe routes to their destinations



Alert Bay skate park artwork



## 4. Policy

Updates to policy provide an opportunity to embed active transportation into the Village's decision making processes and find a balance between other competing needs.

### 4.1 Decision Making

The Village recognizes the importance of active transportation. Figure 4.1 illustrates a modal hierarchy that should support discussions about transportation, capital planning, and general decision making.

With the island's short roadways and low traffic, there should be no issue in slowing vehicles down and prioritizing people walking and rolling. Where there are competing transportation projects, the Village should consider the effect of each on its abilities to meet larger civic goals, including both those set out in this Plan, as well as other Village plans, such as the Official Community Plan.

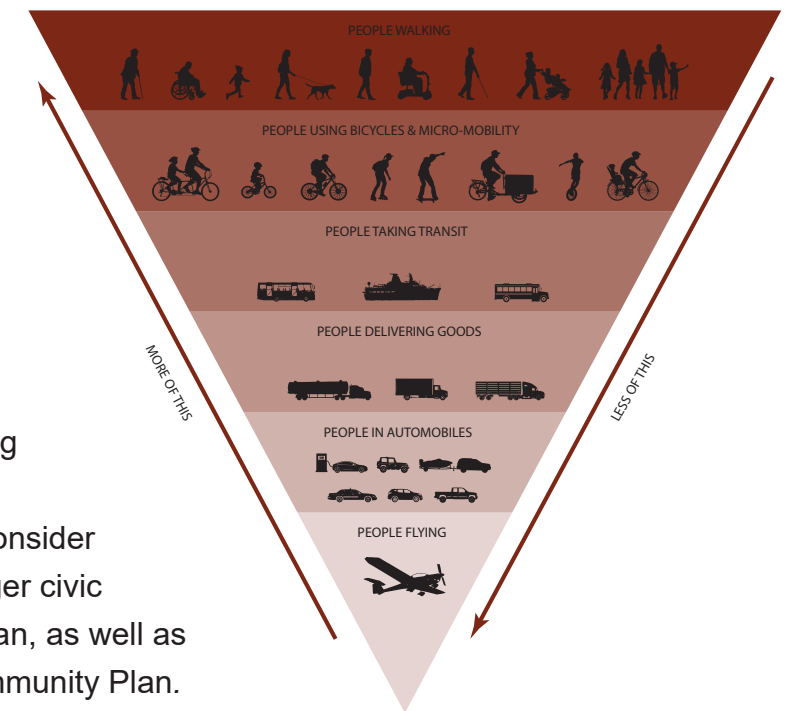
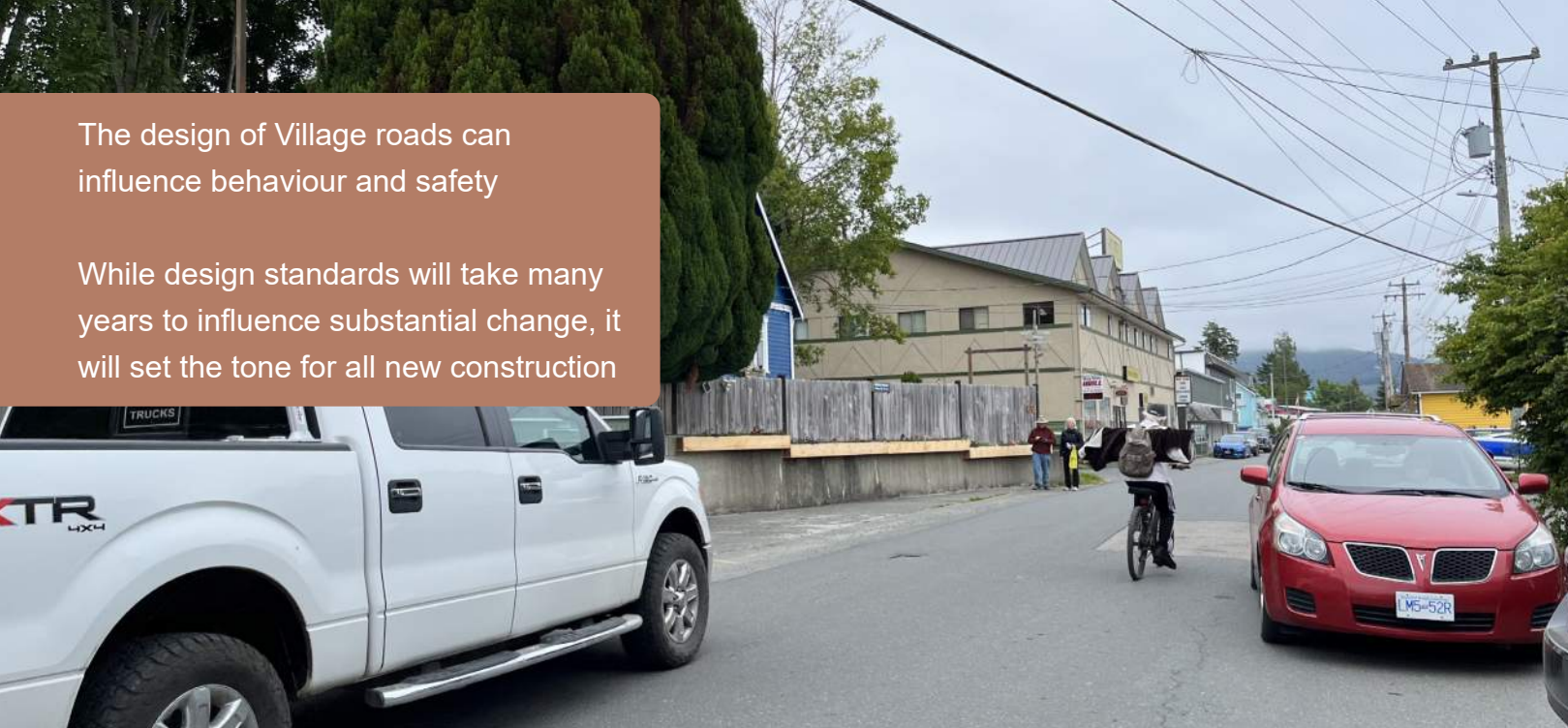


Figure 4.1: Proposed Active Transportation Network

The design of Village roads can influence behaviour and safety

While design standards will take many years to influence substantial change, it will set the tone for all new construction



## 4.2 Update the Subdivision Bylaw

To support the comfort and safety of all road users, the Village should adopting a set of roadway standards within the Subdivision Bylaw that accommodate all modes. Elements to consider include:

### Roadway Width

With little traffic, buses, and commercial trucks, narrow road widths sufficiently accommodate vehicles, reduce construction and maintenance costs, and provide space for sidewalks. The Transportation Association of Canada Geometric Design Guide for Canadian Roads (TAC GDG) suggests lane widths of 3.0m, and a lower limit of 2.7m, where the speed limit is below 60 km/h.

### Sidewalk Width

Sidewalks should be a minimum width of 1.8m (TAC GDG Table 6.3.1), to enable two people using wheelchairs to pass.

### Design & Control Vehicle Policy

Identifying design and control vehicles will allow future projects to consider their turning paths in designs. It's recommended the Village use a passenger car and fire truck as their design and control vehicles, respectively.

### Traffic Calming

The island's roads should be proactively designed to physically enforce the speed limit. As they are maintained or redesigned, traffic calming elements such as curb extensions, speed cushions, and continuous sidewalks should be pursued.

## 4.3 Update the Zoning Bylaw

While development may be limited on the island, requirements for secure bicycle parking should be in place for any potential future multi-family housing and commercial projects. If the goal is to enable everyone -- should they wish -- to travel by active transportation, they should have safe places to store bicycles, both at home and community destinations.



Safe and secure bicycle parking should be provided for commercial buildings

## 4.4 Work with the 'Namgis First Nation

There are opportunities for the Village and 'Namgis First Nation to improve connectivity and safety for people walking throughout Cormorant Island. The Village should pursue the following with the 'Namgis First Nation:

### Burial Grounds Viewing Area

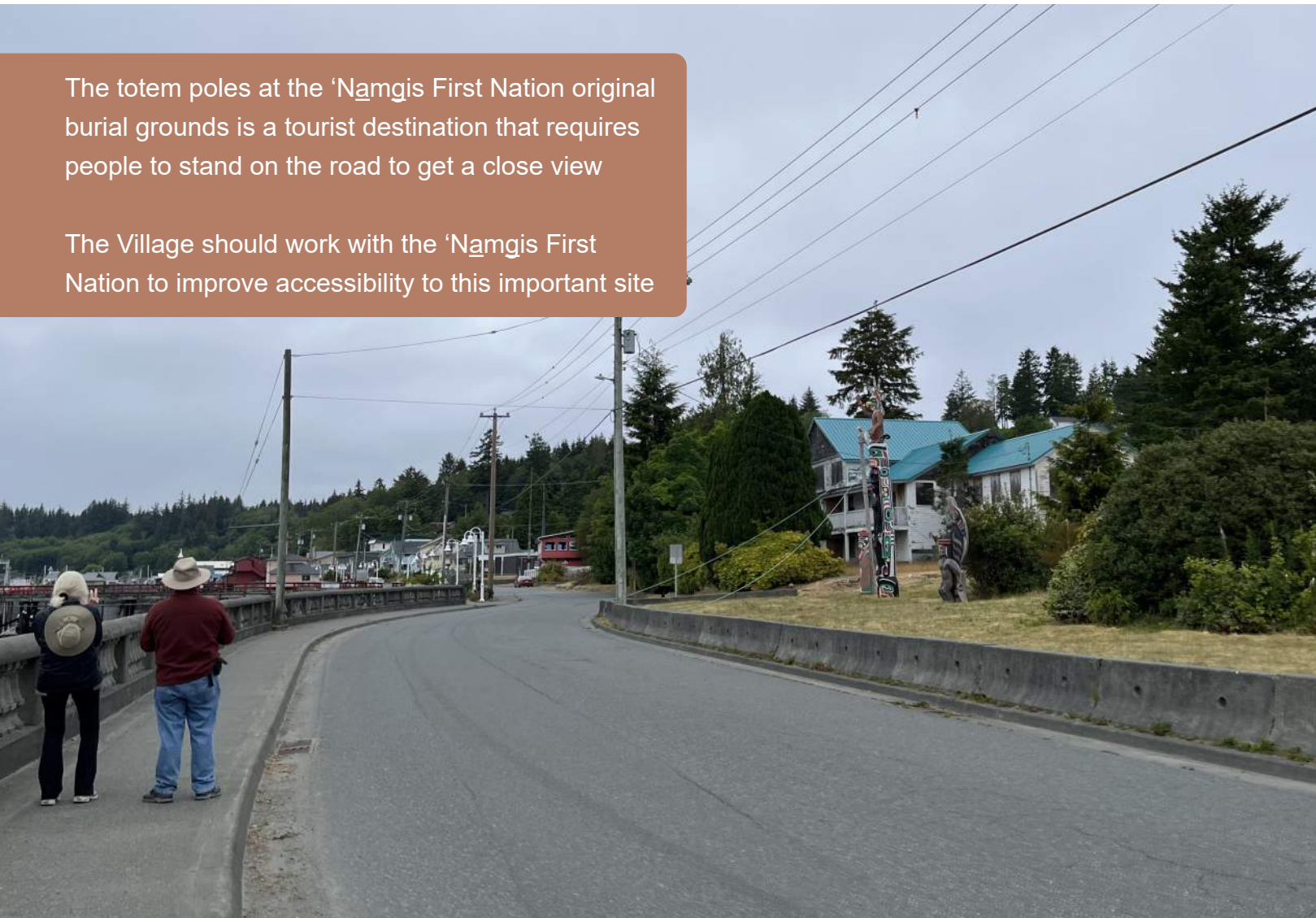
Providing traffic calming by reducing the roadway width to accommodate single-lane alternating traffic adjacent to the 'Namgis First Nation original burial grounds would allow space to provide a walkway or viewing area immediately adjacent to the site.

### Boardwalk Extension

Extending the boardwalk into the 'Namgis First Nation lands would provide a safe connection between the Village and 'Namgis community. This would enable those living on 'Namgis First Nation lands to safely access destinations within the Village, and would also connect the Village with the U'mista Cultural Centre, enhancing the tourism experience of the island.

The totem poles at the 'Namgis First Nation original burial grounds is a tourist destination that requires people to stand on the road to get a close view

The Village should work with the 'Namgis First Nation to improve accessibility to this important site



## 4.5 Coordinate with BC Ferries

There are opportunities to improve the experience for people walking, rolling, and biking near the ferry terminal. It's recommended that Village staff liaise with BC Ferries to develop a plan to:

1. Provide secure and weather-protected bicycle parking.
2. Improve the safety and accessibility of the intersection for those traveling actively by minimizing crosswalk distances through narrowing vehicle lanes, better connecting the existing boardwalk to both the intersection and ferry terminal, and providing separate letdowns clear of obstructions and complete with tactile surface warning indicators (TWSIs) at ends of crosswalks.



## 5. Implementation

*This plan provides a prioritized list of recommendation for improvements to the active transportation network. Implementation is subject to funding.*

### 5.1 Cost Estimate

Table 5.1: Cost Estimate

PROJECT	CLASS 'D' COST ESTIMATE
<b>Boardwalk:</b> North extension to 'Namgis First Nation	\$190,000
<b>Boardwalk:</b> Connection at Culture Shock Gallery	\$100,000
<b>Boardwalk:</b> Extensions at Ferry Terminal	\$125,000
<b>Boardwalk:</b> Arbutus Road to Maple Road	\$500,000
<b>Boardwalk:</b> South extension to Poplar Road	\$3,800,000
<b>Stairway:</b> Arbutus Road	\$625,000
<b>Stairway:</b> Willow Road	\$650,000
<b>Sidewalk:</b> Arbutus Road	\$110,000
<b>Sidewalk:</b> Hemlock Street	\$600,000
<b>Sidewalk:</b> Maple Road	\$500,000
<b>Sidewalk:</b> Cedar and Larch Streets	\$200,000
<b>Sidewalk:</b> Larch Street	\$1,800,000
<b>Sidewalk:</b> Poplar Road	\$750,000
<b>Sidewalk:</b> Willow Road	\$400,000
<b>Fir Street Crosswalks (6 locations)</b>	\$150,000
<b>Intersection Safety Improvements (6 locations)</b>	\$150,000
<b>Bicycle Parking Shelters (4 locations)</b>	\$200,000
<b>Total Plan Cost</b>	<b>\$10,850,000</b>
<b>Estimated 50% External Funding</b>	<b>\$5,425,000</b>
<b>Estimated 50% Capital Funding</b>	<b>\$5,425,000</b>

## 5.2 Funding Assumptions

Funding is available for active transportation from various sources including municipal property taxes, development cost charges, and development frontage improvements. These capital costs are often supplemented with provincial or federal grant funding opportunities. The plan does not assume a specific annual funding amount but rather prioritizes projects that may be implemented as funding allows. While opportunities and grant funding amounts can change from time to time, some common grant funding sources are provided in Section 6 of this plan.

## 5.3 Project Prioritization

Table 5.1 provides a prioritized list of projects to help guide future municipal planning and budgeting. Projects may be implemented in an order different from that proposed, however, based on opportunities that may arise. The following framework was developed to prioritize projects:

### Supports Trips to Key Destination

School = 5 points

Community facility = 4 points

Commercial or tourism destination = 3 points

### Proximity to Visitor Centre (proxy for Village centre)

Within 200m = 5 points

Within 400m = 4 points

Within 600m = 3 points

Within 800m = 2 points

Within 1km = 1 point

### Constructibility & Cost

Simple constructibility = 5 points

Moderate constructibility = 3 points

Difficult constructibility = 0 points

### Repair Urgently Required

Urgent = 5 points

Imminent repair required = 4 points

Within next year = 3 points

### Public Priority (Based on Round 2 Engagement)

High priority = 5 points

Moderate priority = 3 points

Low priority = 1 points

Table 5.2: Prioritized List of Projects

PROJECT	Key Destination	Proximity to Visitor Centre	Constructibility & Cost	Repair Urgently Required	Public Priority	TOTAL SCORE
WEIGHTING	25%	25%	30%	30%	10%	100%
<b>Stairway:</b> Arbutus Road	4	5	1	5	4	4.45
<b>Crosswalk:</b> Across Fir Street at Town Square	5	5	5	0	4	4.4
<b>Crosswalk:</b> Across Fir Street at Maple Road	4	5	5	0	4	4.15
<b>Intersection:</b> Maple Road & Fir Street	4	5	5	0	4	4.15
<b>Stairway:</b> Willow Road	5	2	1	5	4	3.95
<b>Crosswalk:</b> Across Fir Street at Arbutus Stairway	3	5	5	0	4	3.9
<b>Crosswalk:</b> Across Fir Street at Columbia Court Seniors Housing	3	5	5	0	4	3.9
<b>Bicycle Parking:</b> Town Square	4	5	4	0	3	3.75
<b>Intersection:</b> Maple Road & Hemlock Street	3	5	5	0	2	3.7
<b>Sidewalk:</b> Arbutus Road	4	4	5	0	2	3.7
<b>Boardwalk:</b> Extensions at Ferry Terminal	3	4	5	0	4	3.65
<b>Boardwalk:</b> Arbutus Road to Maple Road	3	5	4	0	4	3.6
<b>Bicycle Parking:</b> Municipal Hall	4	5	4	0	1	3.55
<b>Boardwalk:</b> Connection at Culture Shock Gallery	3	3	5	0	4	3.4
<b>Sidewalk:</b> Cedar and Larch Streets	5	3	4	0	2	3.4
<b>Intersection:</b> Willow Road & Cedar Street	5	2	5	0	1	3.35
<b>Bicycle Parking:</b> Community Hall	4	4	4	0	1	3.3
<b>Bicycle Parking:</b> Ferry Terminal	4	4	4	0	1	3.3
<b>Crosswalk:</b> Across Fir Street at Birch Road	3	3	5	0	3	3.3
<b>Intersection:</b> Birch Road & Fir Street	3	3	5	0	3	3.3
<b>Sidewalk:</b> Maple Road	4	4	3	0	4	3.3
<b>Boardwalk:</b> North extension to 'Namgis FN	3	1	5	0	4	2.9
<b>Crosswalk:</b> Across Fir Street at Willow Stairway	3	1	5	0	4	2.9
<b>Sidewalk:</b> Hemlock Street	4	3	3	0	2	2.85
<b>Sidewalk:</b> Willow Road	5	1	4	0	1	2.8
<b>Boardwalk:</b> South extension to Poplar Road	3	4	1	0	4	2.45
<b>Intersection:</b> Maple Road & Cedar Street	3	0	5	0	2	2.45
<b>Sidewalk:</b> Larch Street	5	2	2	0	1	2.45
<b>Intersection:</b> Poplar Road & Fir Street	2	0	5	0	3	2.3
<b>Sidewalk:</b> Poplar Road	2	0	3	0	1	1.5

## 5.4 Funding Strategies

This Plan assumes financing will be an approximately 50 / 50 split between municipal and external funding. It's recommended the Village pursue the following strategies:

### Municipal Funding Opportunities

#### Capital Project Stacking

Completing multiple capital projects at the same time can create cost efficiencies through savings of projects' fixed costs and better material pricing. In particular, aligning the design and construction of underground utility and active transportation projects allows some costs to be shared between the two separate priorities.

It's recommended that the Village pursue project stacking opportunities where possible when planning active transportation projects.

### Provincial Funding Opportunities

#### BC MOTI Active Transportation Infrastructure Grants Program

This program provides a cost-sharing opportunity for both network planning and infrastructure grants. Funding from this program support the development of active transportation infrastructure suitable for all ages and abilities. Examples of eligible infrastructure include: protected MUPs; pedestrian and bicycling safety improvements; pathway lighting; end-of-trip facilities and other amenities; and wayfinding. Projects are eligible for funding up to a total of **\$500,000 per project** and the grant can fund up to **70%** for a local government with community population less than 15,000.

#### Go Electric Specialty Use Vehicle Incentive (SUVI) Program

Although this opportunity does not fund infrastructure, it would support the Village in procuring an e-cargo bike for its fleet. This would allow for the Village to set an example by using active transportation for small trips around the island.

This program provides up to **\$1,700** for the procurement of a cargo e-bike. The amount of rebate available is dependent on the e-bike's cargo capacity, with higher cargo capacity cargo e-bikes eligible for the full \$1,700.

#### ICBC Road Improvement Program

Since 1990, ICBC have invested approximately \$225 million in over 8,300 road improvement projects across B.C., and are committed to continuing to making roads safer for drivers, cyclists, and pedestrians. ICBC works with a variety of stakeholders and experts on road improvements, including engineers, municipalities around the province, and the Ministry of Transportation to implement technologies and initiatives that can prevent crashes. Funding availability for road improvement

projects are not publicly available, but there may be opportunities to support active transportation projects in the community.

#### BC Growing Communities Fund

In Spring 2023, the Provincial Government announced the Growing Communities Fund, which has since provided a total \$1 billion in grants to all of B.C.'s local and regional governments (the Village of Alert Bay was awarded **\$658,000**). This funding supports the delivery of infrastructure in local communities across the province.

Although this was a one-time grant opportunity, the Province may provide similar opportunities in future years as they aim to promote new infrastructure to support additional housing throughout B.C.

### Federal Funding Opportunities

#### FCM Green Municipal Fund

The Green Municipal Fund helps local governments switch to sustainable practices faster. It provides low-interest loans and grants for capital projects that develop active transportation networks, reduce fossil fuel use in fleets, or are highly impactful to the environment. Municipalities can receive low-interest loans of up to **\$5 million (\$10 million for high-ranking projects)** and a grant worth up to 15% of the loan.

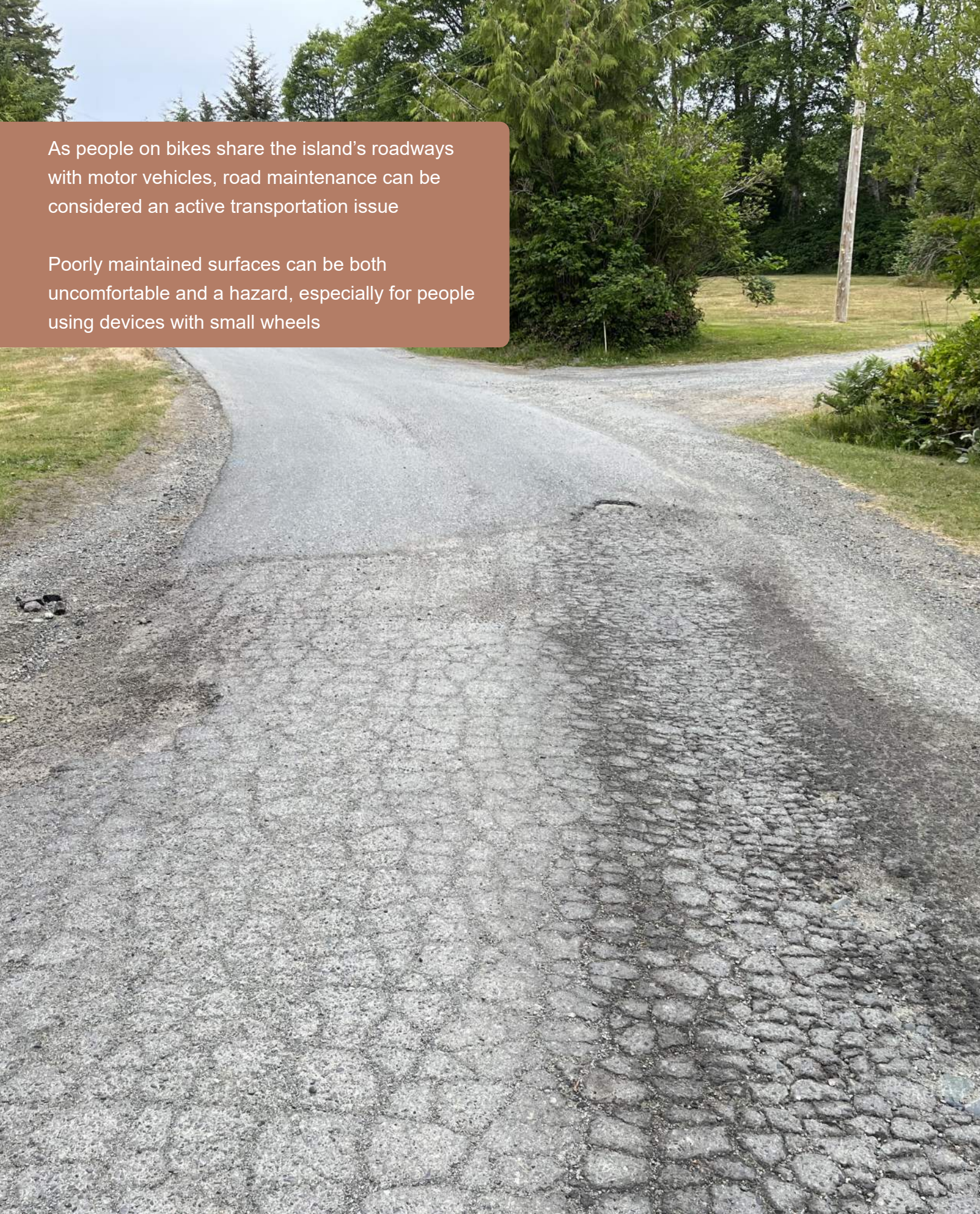
#### National Active Transportation Fund

Funding is available for projects that build new and expanded networks of pathways, bike lanes, trails, and pedestrian bridges, in addition to supporting planning and stakeholder engagement. For planning projects, grants of up to **\$50,000** are available for successful applicants who wish to undertake planning, design, or stakeholder engagement activities. Funding can cover up to **100% of eligible costs**. For capital projects, contributions of up to **\$50 million** are available for capital projects that build new or enhanced active transportation infrastructure, or which provide ancillary features and facilities that promote active transportation or enhance user safety and security. The maximum program contribution rate from the Federal Government for municipal projects is 60%.

### Other Funding Opportunities

#### UBCM Community Works Fund

The Community Works Fund (CWF) is one of the funding streams of the Canada Community-Building Fund. The CWF allocates funding to all local governments in BC based on a per capita formula that includes a funding floor. Local governments may direct the funding towards costs of eligible projects. The eligible categories for capital infrastructure include local roads; active transportation; bridges; recreation and sport infrastructure; tourism and cultural infrastructure; and public transit.



As people on bikes share the island's roadways with motor vehicles, road maintenance can be considered an active transportation issue

Poorly maintained surfaces can be both uncomfortable and a hazard, especially for people using devices with small wheels

## 6. Beyond the Plan

*This plan reflects existing conditions, community input, and best practice at the time of writing. As all of these guiding factors can change over time, it is recommended that plan recommendations are monitored and the success of recommendations reviewed.*

### 6.1 Maintenance

Overgrown vegetation can be a barrier to walking, especially those with accessibility needs, and regular maintenance should keep sidewalks and other walkways clear. In fact, all active transportation connections should be free of obstructions, be that overgrown vegetation, cracked sidewalk, or poor road surfaces. The Village should keep a record of such maintenance needs and assign staff to maintain them as needed through the existing maintenance program.

### 6.2 Monitoring

#### Speed Limit Promotion

The speed limit within the Village of Alert Bay is 30 km/hr. Understanding the posted speed limit can be confusing, however, as the Alert Bay School zone speed limit is posted at 30 km/hr, suggesting that the speed limit outside the school zone is higher. It's recommended the Village promote its 30 km/hr speed limit by installing additional signage, as well as considering the use of road paint markings to further encourage slower speeds.

#### Motor Vehicle Speeds

British Columbia's Active Transportation Design Guide suggests people on bikes can comfortably share the road with vehicles on roadways with low vehicle volumes and speeds (under 30 km/hr). As the island's traffic volumes are low and the Village's speed limit is 30 km/hr, it is not considered necessary to build separate infrastructure for people biking.

Over time, however, it may be necessary to provide traffic calming if traffic volumes and/or speeds increase. It is recommended that the Village conduct occasional vehicle volume and speed counts to understand changes, and provide traffic calming (i.e., speed cushions) if vehicle volumes increase or average vehicle speeds above 30 km/hr are observed.



## Project Completion

Monitoring of active transportation trends can help confirm project successes and inform any adaptations or corrections that may be necessary on past or future projects.

As the Village completes projects, a progress record should be kept of this work. This record could include date of design and construction completion, cost compared with planning estimates, and the length of new infrastructure.

## 6.3 Plan Updates

The Active Transportation Plan provides a strategy to improve the safety and comfort of people in the community traveling to key destinations by active modes. Priorities are set out in the plan, but implementation is intended to be flexible and adapt to or align with other local priorities that may change from time to time.

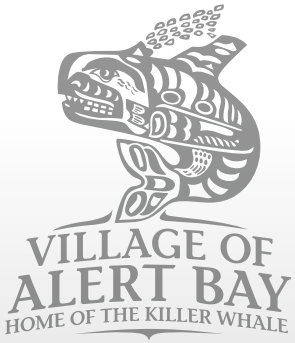
This plan should be reviewed every five to ten years, and updated as necessary, to confirm the recommendations within still meet best practice, local priorities, and evolving needs.

'Namgis First Nation original burial grounds



# Appendix A

## Background Report



# Background Report

November 2023



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# 1. Project Overview

*This background report informs the Active Transportation Plan and includes a policy review, community profile, data review, existing infrastructure assessment, and gap analysis which together provide a starting point to develop recommendations for improvement.*

## 1.1 Project Background

The Village of Alert Bay's vision from the 2014 Official Community Plan is to create a vibrant, healthy, and sustainable community that exists in harmony with the natural environment.

Currently, Cormorant Island residents move around the community in many different ways, including walking, biking, skateboarding, riding scooters, and driving, and are reliant on ferry service to the Vancouver Island for any services not available within the community.

The Active Transportation Plan will contribute to increase transportation choices by improving accessibility, comfort, convenience, and safety of for people walking, riding a bicycle or other micromobility transportation options.

## 1.2 Definitions

### Active Transportation

Active transportation includes any form of human-powered transportation, including walking, cycling, or rolling using a skateboard, in-line skates, wheelchair, or other wheel-based forms of human-powered transportation. It also includes winter-based active modes, water-based active modes, and horseback riding, although these modes are typically more recreational in nature.

### Micromobility

Micromobility is an umbrella term encompassing a variety of small, generally low-speed vehicles and conveyances that can be electric or human-powered and privately owned or part of shared fleets.



## 2. Policy Review

*The Active Transportation Plan will consider relevant Village, Provincial, and Federal plans when developing recommendations.*

### 2.1 Local Plans and Policies

There are many Village of Alert Bay Plans and Policies developed to date that the Active Transportation Network Plan may either wish to align with, or provide updated recommendations that supersede those in previous plans based on changing best practices and guidance. Below are some highlights that provide support for improved active transportation infrastructure or investment, or simply related recommendations that this plan may align with.



#### 2014 Official Community Plan

Plans to reduce greenhouse gas emissions to 80% below 2007 levels by 2050. In support, the Village plans to develop a comprehensive, safe active transportation network. This includes the continued development of the waterfront boardwalk and integration of sidewalks into a future seawall.



#### Subdivision Bylaw No. 163, 1963

Regulates the subdivision and development of land, as well as associated improvements to servicing, including roadways. The bylaw does not currently provide road standard, require active transportation facilities or traffic calming.



#### 2020 Town Square Concept Plan

Provides a vision for the revitalization of Fir Street's town square. The concept design provides a continuous pedestrian realm with several amenities, including pathway lighting, seating, and a tent canopy. Facilities for those using bicycles or other micro-mobility devices are not included in the plan.



#### Zoning Bylaw No. 418, 1982

Regulates provisions for both private and public bicycle parking facilities. Bicycle parking facilities are not currently required in any zones. For residential zones specifically, intersection visibility is also regulated through a provision preventing buildings, structures, and natural elements on corner lots from impeding sightlines.

## 2.2 Provincial and Federal Policies

There are a few Provincial and Federal policies and guides related to active transportation that can provide supporting rationale and direction for the recommendations that will be made in the Active Transportation Network Plan.



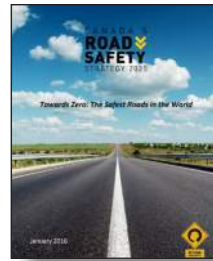
### 2019 Provincial Active Transportation Strategy

Goals include doubling the percentage of active trips taken by 2030, providing cost share funding to help communities build safe Active Transportation networks, and providing incentives such as e-bike rebates to encourage more people to travel actively.



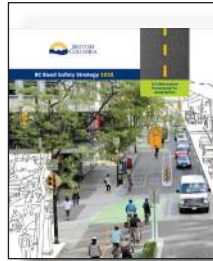
### 2019 B.C. Active Transportation Design Guide

This guide aims to separate people traveling actively where vehicle volumes and speeds are higher, or reduce volumes and speeds to levels that are safe for people walking and biking to share the road.



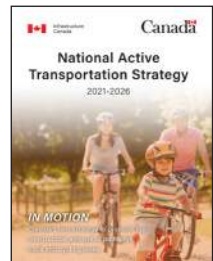
### The B.C. and Canada Road Safety Strategies

Both are working towards Vision Zero, a goal to eliminate transportation-related death and serious injury through a safe system approach.



### B.C. Climate Action Charter

Aims to foster a built environment that reduces car dependency, develops alternate transportation options and integrates transportation and land use planning.



### The 2021 Canada National AT Strategy

Commits to providing funding for infrastructure that is safe and accessible.



### BC Motor Vehicle Act

Includes recent updates to introduce safer passing distances when drivers pass people riding bicycles.





## 3. Community Profile

*This profile provides an overview of community and its demographics, highlighting the Village's population, the changing work-from-home dynamic, short vehicle commutes that could be converted to active modes, and the challenges of a ferry-dependent community.*

### 3.1 Regional Context

The Village of Alert Bay is located on Cormorant Island, a part of B.C.'s Northern Gulf Islands. The island is a 30 minute ferry trip east to and from Port McNeill on Northern Vancouver Island. It is a part of the Mount Waddington Regional District, which has a wet and humid climate with cool summers and mild winters featuring little snow.

Alert Bay contains an airport, campground, boat harbour, BC Ferries terminal (with service to Port McNeill and Sointula), and Alert Bay Elementary School. Additionally, the T'lisalagi'lakw School is located on land of and operated by the 'Namgis First Nation for children in kindergarten and grades 1 to 7. Students in grades 8 to 12 travel to Vancouver Island.

### 3.2 Indigenous Context

The Village is located on traditional Kwakwaka'wakw territory and up to half of Village residents are First Nations people. The island contains two Indian Reserves and is home to the 'Namgis First Nation.

Significant features of the island include the original burial grounds of the 'Namgis First Nation, the world's tallest totem pole, and the U'mista Cultural Centre.

### 3.3 Economic Context

Alert Bay has a relatively low labour participation rate (49%) with significant industry sectors including public administration, health care and social assistance, and accommodation and food services. Moreover, the island's Indigenous history and picturesque landscape are draws for tourism.



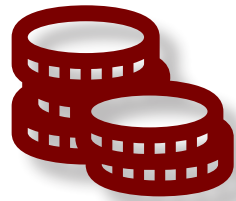


### How many People Live in Alert Bay?

Population in 2021 was 449 residents in the Village and 238 in the Indian Reserves, dropping by 6.3% and 5.6%, respectively, from 2016.

### How many residents are on lower incomes?

67% of Village residents earn less than \$50,000. Enabling more people to get around by active transportation can reduce transportation cost burdens of car ownership.



### What type of homes do people live in?

Village housing is 77.3% single family homes, 2.3% duplex, 6.8% movable dwelling, and 11.3% multi-family of some kind.



### Do residents own or rent?

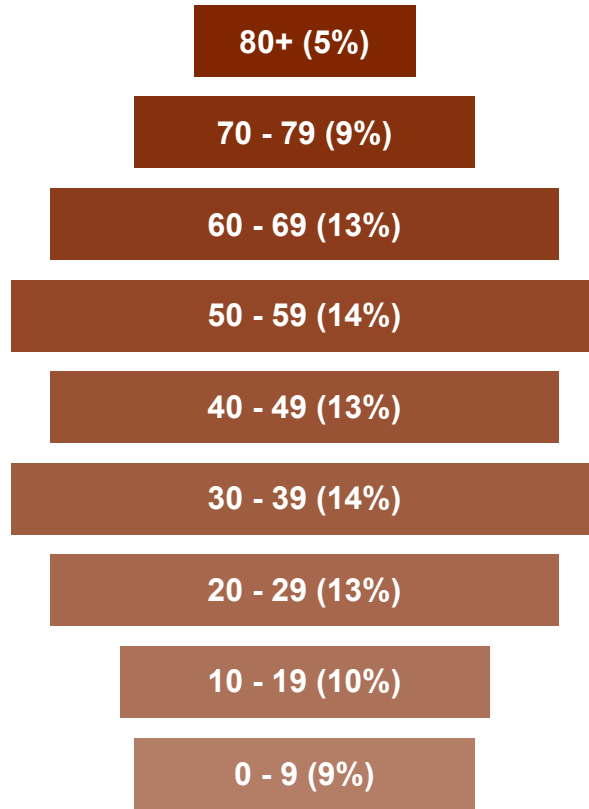
75% of Village homes are owned while 25% are rented.

### What does family composition look like?

There are 22.1% single person households, 26% couples with children, 52.2% couples without children, and 17.4% single parent households.



# 2021 Census Demographic Data



### What is the age profile of residents in Alert Bay?

27% of Village residents are 60 years of age or older. As people age in the community, driving may not always be an options and safe ways to walk or cycle may support an active and healthy lifestyle.

### Do more people work from home now?

COVID has changed work patterns to a degree. 24% of residents worked from home in 2021, a change from 8.0% in 2016. It is not clear how this will continue going forward.



### Do residents work within or outside of Alert Bay?

41.2% work within Alert Bay.



52.9% work outside of Alert Bay but within the Mount Waddington Census Division.



### Do people walk to work, or walk to get the bus to work?

16.7% of people walk to work, nobody noted they ride a bicycle or take transit.

# 2021 Census Commute Data

Disclaimer: Small sample size appears to have skewed results for travel to work data.

### Could people change their mode of commute?

94% of commutes are less than 15 minutes. Alert Bay's size is ideal for making trips within the community by active modes.



### Do people ride a bicycle to commute to work?

No residents stated they commute by bicycle. The small size of Alert Bay means it is a reasonable option, but equally walking is also a good option for many trips.



### Do men and women travel the same by active transportation?

The sample may be too small, but it noted 22% of men walked, while zero women did. Nobody rode a bicycle or took transit.



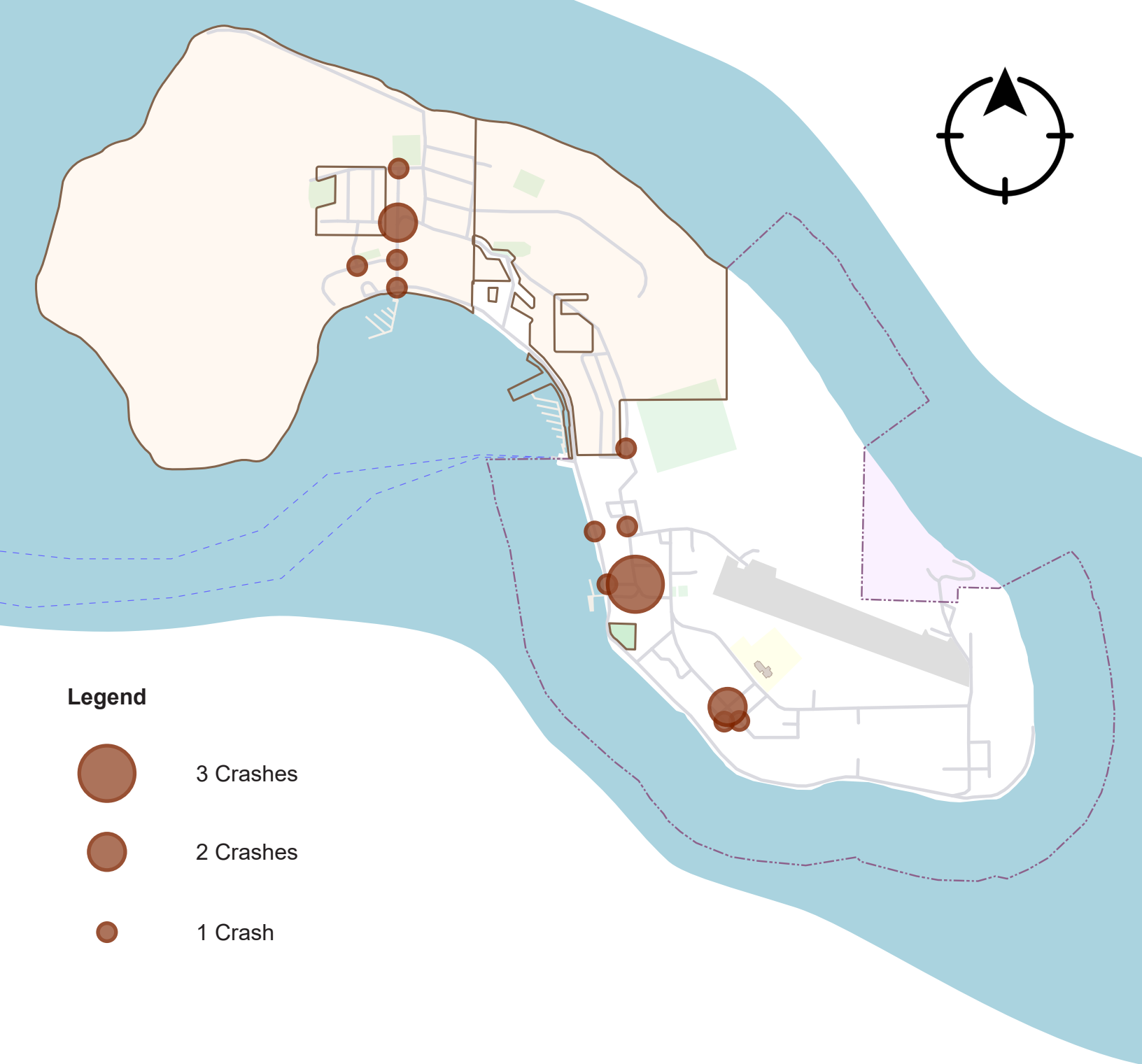
## 4. Collision History

*A review of available data includes ICBC collision data. No traffic volume or speed data was available.*

### 4.1 Data Review

Alert Bay has a relatively low incidence of vehicle collisions, with 10 recorded crashes between 2018 and 2022 as shown in Figure 4.1. No collisions were reported to involve people walking or riding bicycles.

Alert Bay's road network is generally local and features low vehicle volumes. Despite this, as vehicle speed is the topmost determinant of collision incidence and outcomes, reducing speeds along roadways shared between motor vehicles and people walking and biking is a widely recognized approach to reducing collisions, as well as promoting comfort for all road users.



**Legend**

- 3 Crashes
- 2 Crashes
- 1 Crash

Figure 4.1: Crashes Involving Motor Vehicles, Cormorant Island (ICBC, 2018 - 2022)



Alert Bay School artwork



'Namgis First Nation artwork

## 5. Existing Conditions

*A review of existing conditions considers current infrastructure in the Village of Alert Bay for people walking, riding a bicycle or rolling. It considers design users, available facility types, overall network connectivity, and notable gaps.*

### 5.1 Summary of Key Challenges

Many of Alert Bay's roads are local in nature, with low posted speed limits and traffic volumes. Travel along these roads is generally comfortable for most users, but the Village in some cases lacks comfortable connections between these areas. Key challenges include:

#### Incomplete Waterfront Facility

The waterfront boardwalk provides a comfortable and attractive facility for residents and visitors. As it is not complete, people walking are led from the boardwalk to sharing Fir Street with motor vehicles.

#### Missing Pedestrian Links

While much of the transportation network is missing dedicated active transportation facilities. There are some section, for example a sidewalk between existing stairs and crosswalks that would benefit from new sidewalks and/or crosswalks.

#### Maintenance

There are several parts of the overall transportation network and active transportation network that create issues for people traveling actively. This includes poor pavement condition and poorly maintained stairs.

#### Steep Grades

Fir Street is located near sea level and is popular with both residents and visitors due to its variety of land use. Ensuring safe connections between Fir Street and higher areas of the island is important but challenging due to steep grades.

## 5.2 Existing Network

Today, dedicated active transportation infrastructure exists primarily along the island's waterfront, extending both north and south from the ferry terminal. Existing infrastructure is intended for people walking, and is generally not wide enough to accommodate those rolling. The network consists of:



### Boardwalk

Along parts of the waterfront, within the Village of Alert Bay, and 'Namgis First Nation lands. Used by people walking. Signage currently discourages people riding a bicycle from using the boardwalk.



### Sidewalk

Sidewalks provide dedicated space for pedestrian separate from motor vehicles. They should be wide enough for two people to pass and generally free of obstructions.



### Trail

Although typically used for recreation, rather than transportation, several interconnecting trails are available on the island. Trails are not accessible to all and shouldn't be the only option.



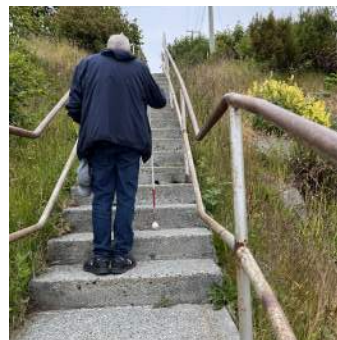
### Gravel Walkway

Several gravel walkways connect portions of the waterfront boardwalk, as well as provide a shortcut for people walking through the park adjacent to Alert Bay's Community Hall.



### Shared Roadway

Most roadways are shared by people walking, rolling and driving. These can be comfortable where vehicle speeds and volumes are low.



### Stairway

There are several stairways to get people up and down the steep grades including connecting Fir Street with Arbutus Road and Willow Road.

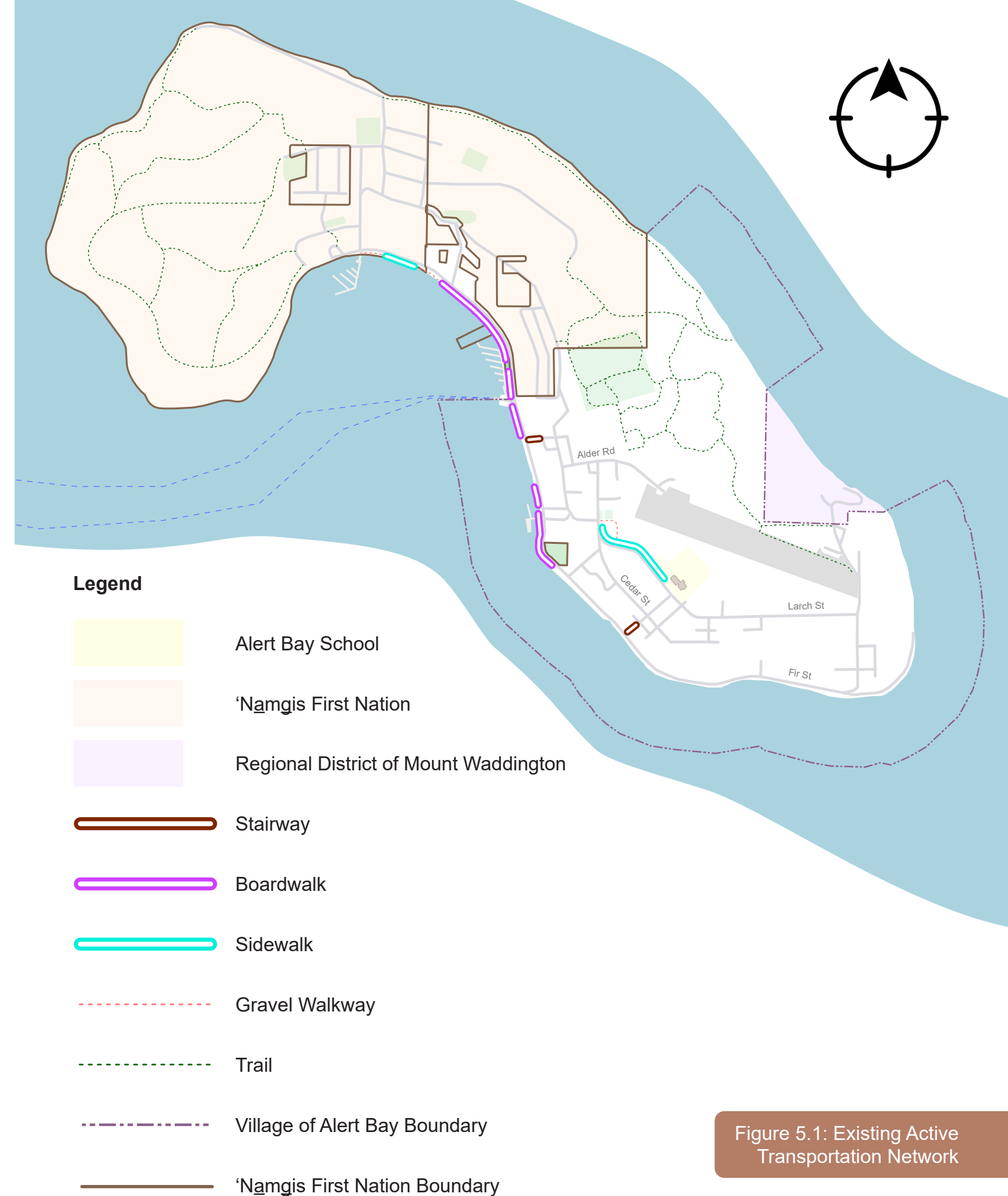


Figure 5.1: Existing Active Transportation Network

In addition to the primary facility types for people walking and rolling there are also crossing facilities typically located at intersections, but occasionally mid-block also. Crossing types on the island include:



### Unmarked Crosswalk

People walking always have right-of-way over motor vehicles at unmarked crosswalks. Unlike people walking,

people rolling are currently treated as vehicles by the Motor Vehicle Act and, therefore, they have equal right-of-way with motor vehicles, unless users dismount.



### Marked Crosswalk

Controlled intersections are typically marked with parallel white bars. Where people rolling encounter marked crossings in

Alert Bay, they are pedestrian crosswalks. At these crossings, people rolling have priority over vehicles but are currently required by the Motor Vehicle Act to walk their devices across the roadway.



### Mid-block Crosswalk

Mid-block crosswalks typically feature zebra paint markings, although parallel white bars are used in some locations in Alert Bay.

Other elements that contribute to a safer environment for people traveling actively include traffic calming. Examples include:



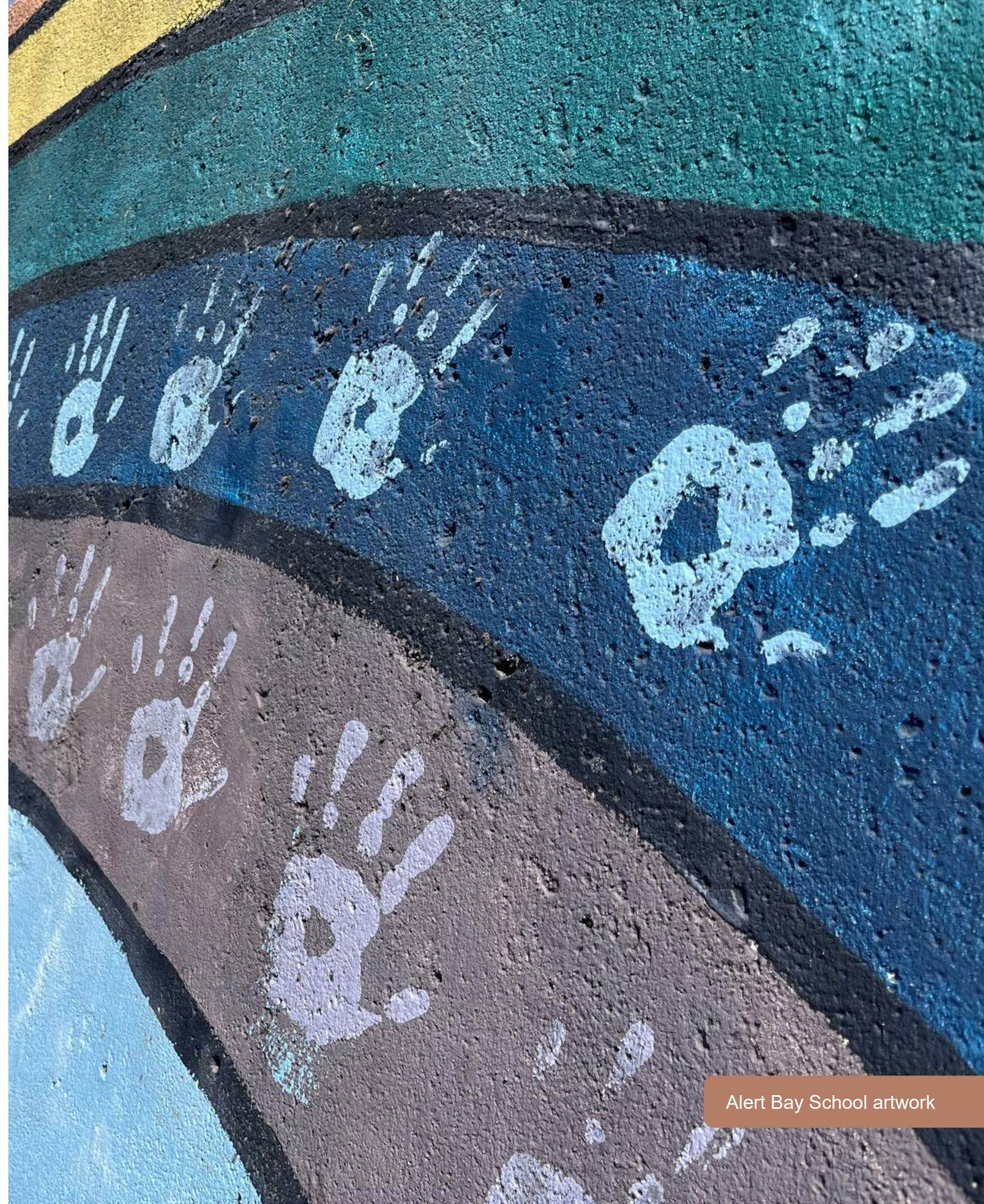
### Speed Humps

Speed humps are a form of vertical deflection that slow drivers down by making it uncomfortable to travel above the desired speed.



### 30 km/h Signage

Some roads include additional signage to enforce the island's 30 km/h posted speed limit. This is particularly valuable where there are more vulnerable road users, for example in school zones.



Alert Bay School artwork

### 5.3 Who are We Planning and Designing for?

It is important when trying to understand gaps in the active transportation network that we consider who we are planning and designing for. The transportation network as a whole should work for everyone in the community, no matter their age or physical ability. Considerations include:



**Able-bodied**  
Prefer to be safely separated from vehicles and ideally people riding bicycles



**People with Disabilities**  
Benefit from smooth surface materials, audible signals, Tactile Warning Surface Indicators (TWSIs), curb ramps, and separation from other modes



**Elderly or Injured**  
Prefer similar measures as physically disabled. On steep slopes, benefit from regular landings for rest



**Children**  
Benefit from physically separating facilities from vehicles, providing crossings with good sightlines to and from small children, and traffic calming that physically slows vehicles

For people riding a bicycle or rolling by other micromobility mode, we typically categorize by their level of comfort sharing the road with vehicles. A network that is comfortable for most users ensures works for those that consider themselves fearless, confident, but most importantly those that consider themselves interested but are concerned for their safety. Designing a connected network for the interested but concerned person is key to unlocking latent demand. Categories of bicycle and micromobility rider include:



**Fearless**  
Will cycle anywhere and therefore typically represent the few percent already riding a bicycle as they are the only individuals who will ride without safe infrastructure.



**Confident**  
Will tolerate painted lanes, but prefer not to share the road with vehicles. People may seek safer but more circuitous routes.



**Interested**  
Represents the latent demand for cycling. These individuals want to ride a bicycle, but the risk to their safety limits them to only safe separate infrastructure.



**No Way, No How**  
Typically representing a small percentage of the population, this group of people are not interested in riding a bicycle and that is okay.



'Nanaimo First Nation artwork

## 5.4 Gap Analysis

### Existing Network Comfortable for Most

A network varies based on individuals' levels of comfort. Comfort is primarily determined by the type of facility available, but also the speed and volume of traffic when sharing the road with motor vehicles.

A network that is comfortable for most will be attractive for people interested in walking or biking more, but are concerned for their safety. These people represent the latent demand for walking and biking. Typically, these individuals will rely on motor vehicles if the overall network does not provide safe connections.

Figure 5.2 illustrates the parts of the network classified as comfortable for most, and by highlighting only those elements, reveals gaps in the network available to most users. It demonstrates that the current active transportation network is limiting for people interested in active transportation but concerned for their safety, as they are restricted to paved roads that do not have steep grades and experience low motor vehicle volumes and speeds.

If gaps in this network are addressed, connections between residential neighbourhoods and community destinations would be accessible to users of all confidence levels, which would encourage greater use by tapping into the latent demand for active transportation in the community.

### Overcoming Barriers

The Active Transportation Plan will provide recommendations to overcome barriers, but to conclude this background report, many of the gaps identified can be overcome in a variety of ways appropriate to the context of the Village.

While the steep grades cannot be flattened, including features such as bicycle rails as part of stairway upgrades can facilitate people walking their bicycles up and down these steep grades with less effort. Furthermore, as e-bike and e-micromobility modes become more common, steep road grades will become less of a barrier.

Given the small size of the community, a network of protected bike lanes or even multi-use pathways is unlikely to be the correct solution, and thus measures to make sharing the road safer and more comfortable can enable more people to share the road. Such measures might include lower speed limits and traffic calming.

Finally, some infrastructure upgrades are likely required to support active modes, including known issues with stairways, poor pavement condition, missing sections of sidewalk and boardwalk to name a few.

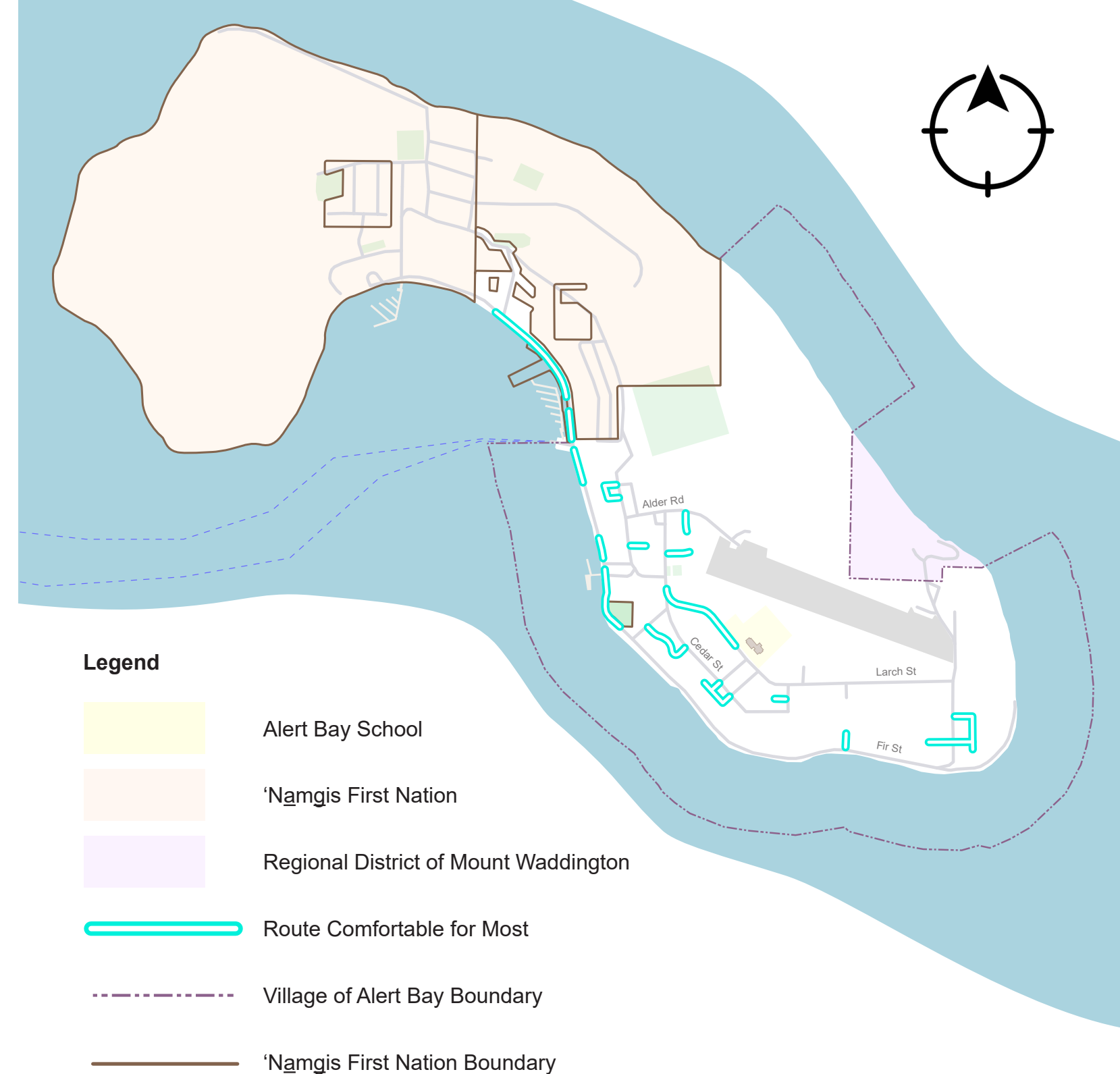


Figure 5.2: Existing Active Transportation Network Comfortable For Most



## Identified Gaps

Examples of gaps or issues in the transportation network are shown below:



### Pavement Condition

People traveling actively often share the road with motor vehicles. Where condition is poor this can present a hazard to those walking or rolling, or simply add discomfort.



### Stair Condition

In some locations stairs are crumbling, while railings have rusted over time making them less comfortable to use.



### Sidewalk Ends

Prefer similar measures as physically disabled. On steep slopes, benefit from regular landings for rest



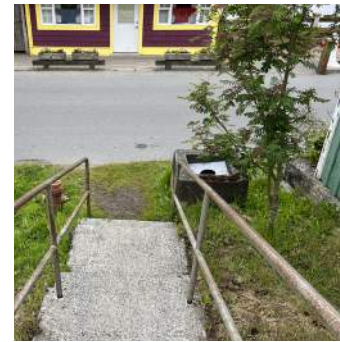
### Curb Ramps

To support people with sight loss, curb ramp alignment and use of tactile surfaces helps with navigation. This is an example of a curb ramp poorly aligned with the crosswalk markings.



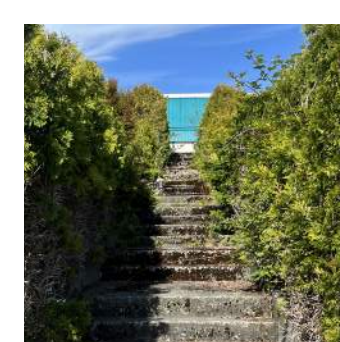
### Boardwalk Ends

Prefer similar measures as physically disabled. On steep slopes, benefit from regular landings for rest



### Stair connection

The stairs would ideally terminate at a sidewalk and leading to a crosswalk



### Vegetation Maintenance

This set of stairs becomes less accessible and comfortable when vegetation encroaches on the stairs.



### Steep Grades

There are already existing stairways to help people negotiate the steep slopes. These are important connections for active modes, and would benefit upgrades.

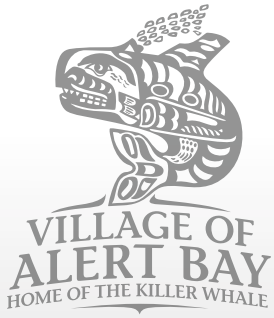




VILLAGE OF  
**ALERT BAY**  
HOME OF THE KILLER WHALE



Appendix B  
Engagement Round 1  
What We Heard



# What We Heard

August 2023



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# 1.0 Executive Summary

## Background

In the summer of 2023, the Village conducted an open house (June 22, 2023) and an online survey (June 12, 2023 to July 4, 2023). A total of 57 people participated in these two public engagement activities. The Village asked people to share their active transportation experiences and provide feedback on infrastructure issues and ideas for improvement.

This report summarizes what we heard from participants in the ATNP project's first phase and is intended for anyone interested in active transportation improvements in Alert Bay.

Public feedback, along with technical guidance and the Village's policies and standards, will inform the Active Transportation Network Plan's development, as well as technical guidance and Village policies and standards.



Figure 1.1: Active Modes of Transportation

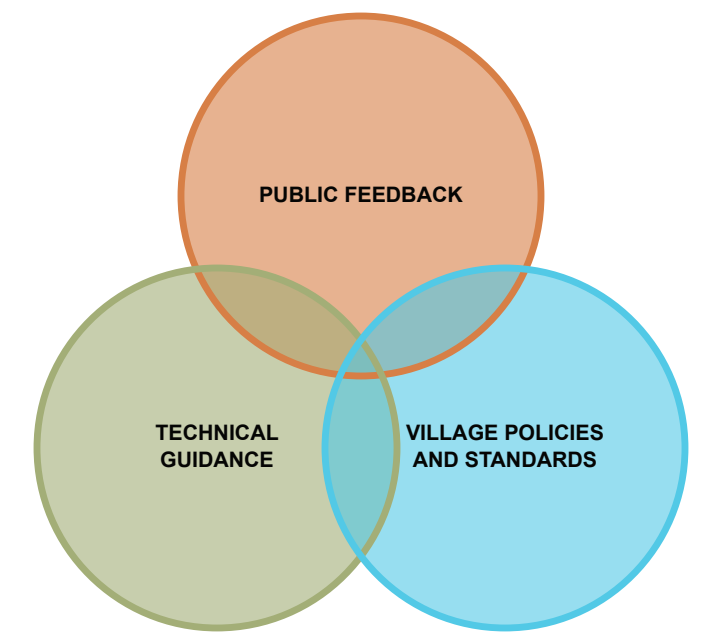


Figure 1.2: How We Make Decisions

## Snapshot of Findings

This round of engagement had four key findings:

1. Most people said that they do travel by active transportation or would like to make more trips by active transportation if the active transportation network would be better.
2. The top four reasons why people do not use active transportation were time constraints (52%), poor weather (45%), steep hills (43%), and that they prefer driving (19%).
3. Some people said that existing infrastructure prevents or reduces their ability to travel actively, such as a lack of adequate sidewalks, accessible infrastructure for people with mobility challenges and disabilities, and a lack of cycling infrastructure.
4. The top four things that would make it more comfortable to use active transportation are:
  - Slowing vehicles down
  - Providing safer road crossings
  - Pathways separate from vehicle traffic
  - Other facilities



## 2.0 Project Overview

*In 2021, the Municipality was awarded a conditional grant to create an Active Transportation Network Plan (ATNP). The Plan will identify actions for improving active transportation infrastructure so it is easier and safer for people to walk, cycle, and roll.*

### Definitions

#### What is Active Transportation?

When you use your own power to get from one place to another, you travel by 'active transportation.' Active transportation includes walking, cycling, and rolling (e.g., wheelchairs, skateboards, scooters, strollers, rollerblades, etc.).

Active transportation has many community benefits, such as:

1. **Health:** Improving the physical and mental well-being of the community.
2. **Affordability:** Offering more affordable travel options.
3. **Reduced emissions:** Providing people with the option to use their vehicles less, reducing environmental pollution and improving air quality.

#### What is an Active Transportation Network?

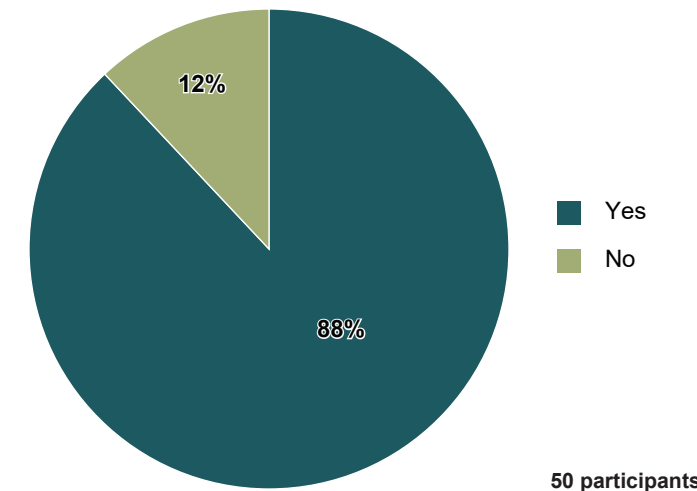
An active transportation network includes infrastructure (e.g., physical structures and the built environment) that support walking, cycling, and rolling. Sidewalks, multi-use pathways, stairs, and in some circumstances, traffic-calmed roads are examples of active transportation infrastructure.

The purpose of an active transportation network is to support people moving through their community. We want to provide convenient and safe routes between neighbourhoods and community destinations.



## 3.0 What We Heard

This section summarizes in detail what we heard about active transportation behaviours, needs, interests, infrastructure issues, and ideas for improvement.



### Travel by Active Transportation

We asked if people travel by active transportation.

Most people (88%) said they travel by active transportation or would like to.

Figure 3.1: Travel by Active Transportation

## Timeline

In the summer of 2023, the Village hosted an open house and conducted an online survey to hear community members' active transportation experiences and ideas for improvements. Six people attended the open house, and 51 participated in the online survey. This feedback will help guide the project team's work in the Envisioning Phase scheduled for Fall 2023.



Figure 2.1: Project Timeline





## A Typical Week

We asked people how often they make trips by each mode of transportation in a typical week. Many people said that they walk (35%) and travel by car (37%) daily. The majority of respondents (85%) travel by ferry 1-2 days per week.

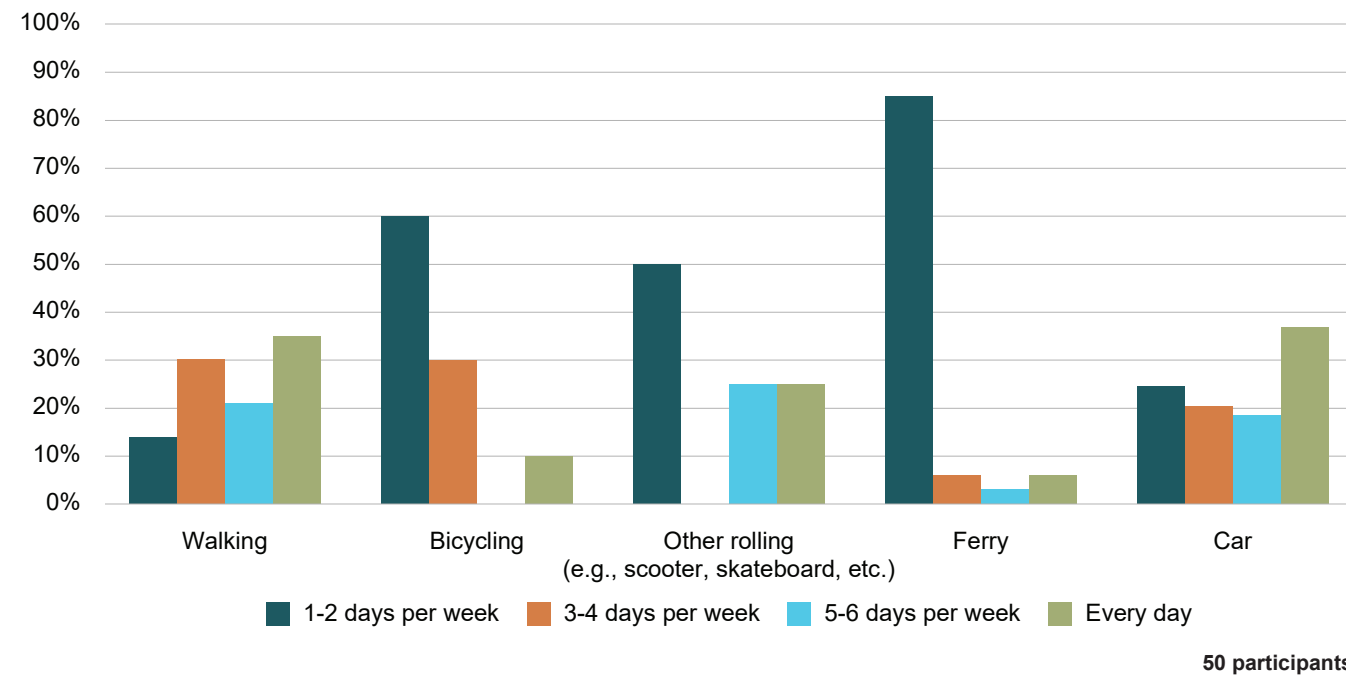


Figure 3.2: Trips By Each Mode of Transportation

## Accessing the Ferry Terminal

We asked if people use the ferry and in what ways they access the Alert Bay Ferry Terminal. Most people (86%) said they access the ferry terminal by vehicle. Half (51%) said they accessed the terminal by walking.

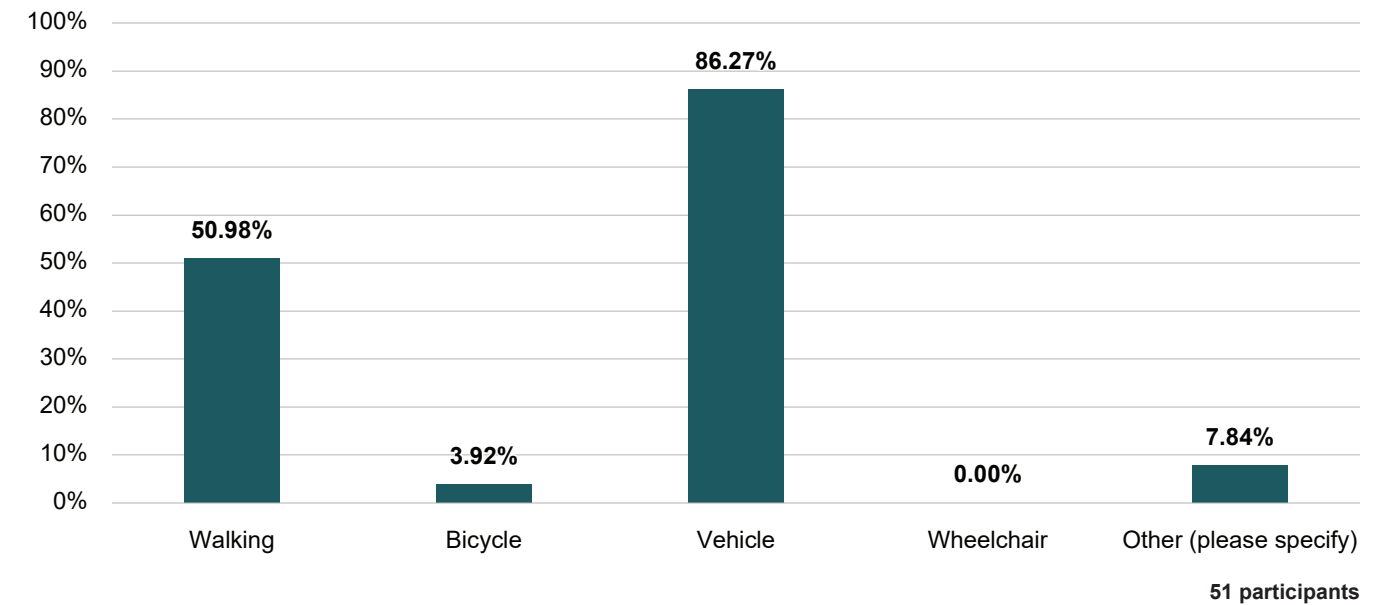
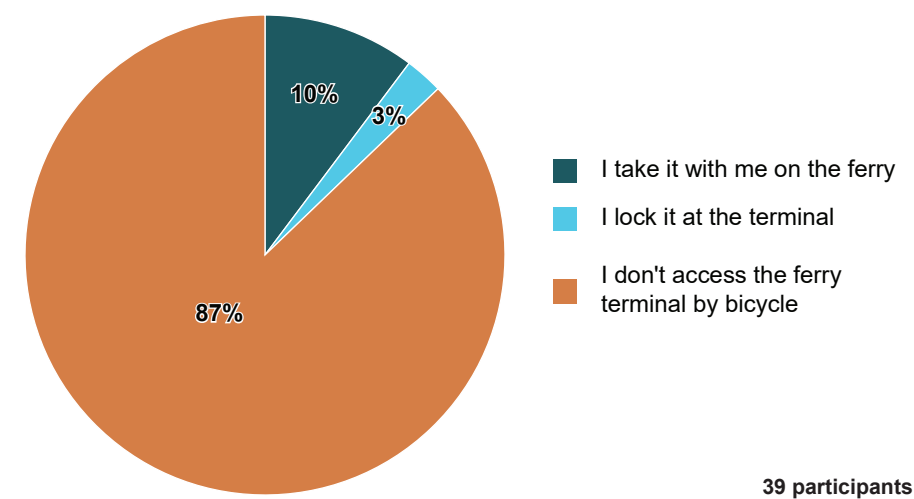


Figure 3.3: Ferry Terminal Access

### Other

- E-bike and Motorcycle



## Ferry Terminal Bicycle Storage

We asked people if they access the Alert Bay Ferry Terminal by bicycle and, if so, where they store their bikes.

Most people that use their bikes to access the ferry said they take their bicycle with them on the ferry.

Figure 3.4: Ferry Terminal Bicycle Storage

## Reasons Why People Choose Active Transportation

We asked people why they travel by active transportation. Figure 3.5 illustrates these reasons in order of popularity.

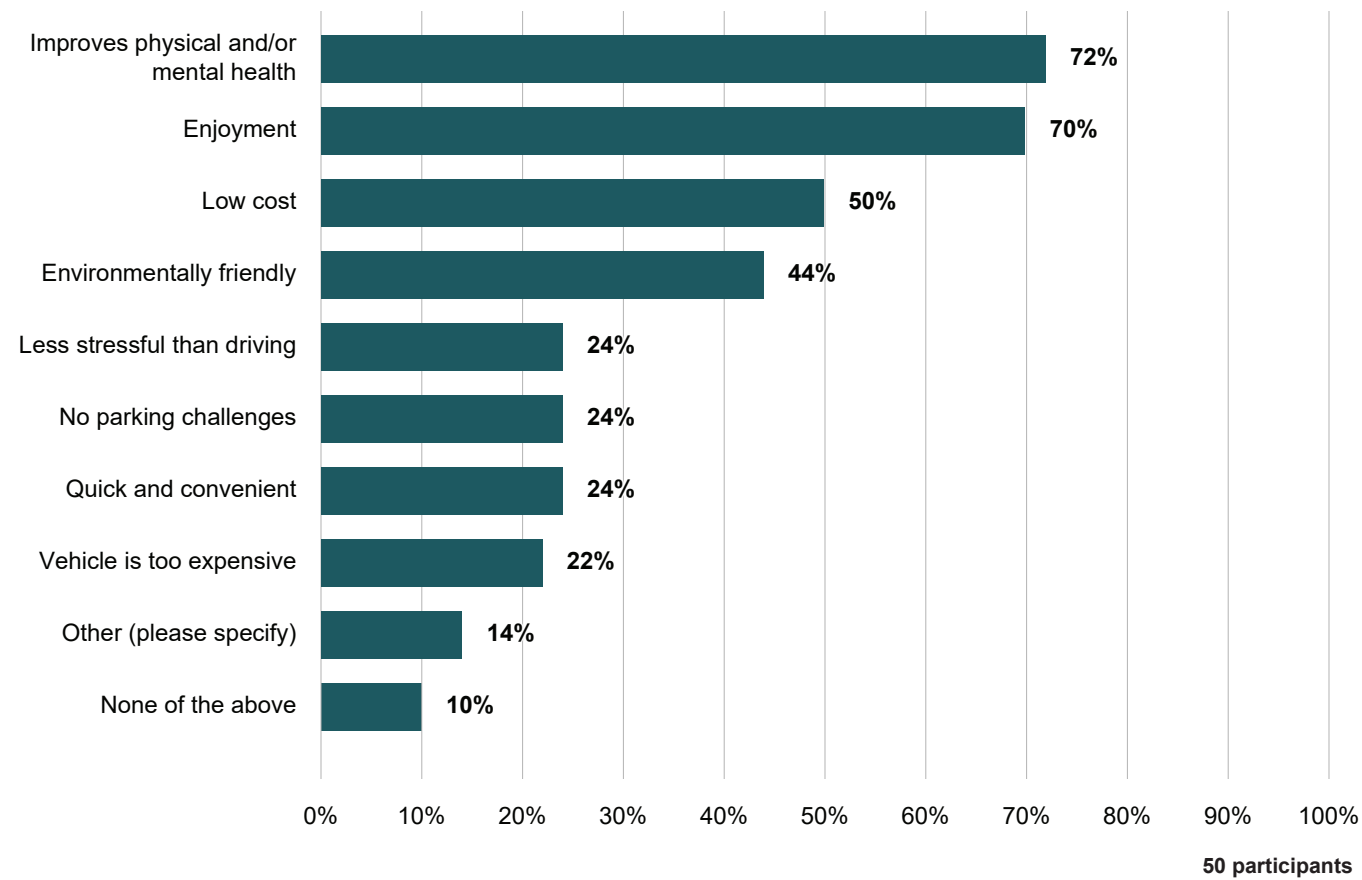


Figure 3.5: Reasons Why People Choose Active Transportation

Other:

- Dog walking
- Ocean viewing, bird watching, berry picking, and the east trailhead could be slightly wider for more than 2 cars
- Distance travelling on the island
- Dental appointments

## Reasons Why People Don't Choose Active Transportation

We asked people why they do not travel by active transportation. Figure 3.6 illustrates what respondents said were their largest barriers to travelling actively.

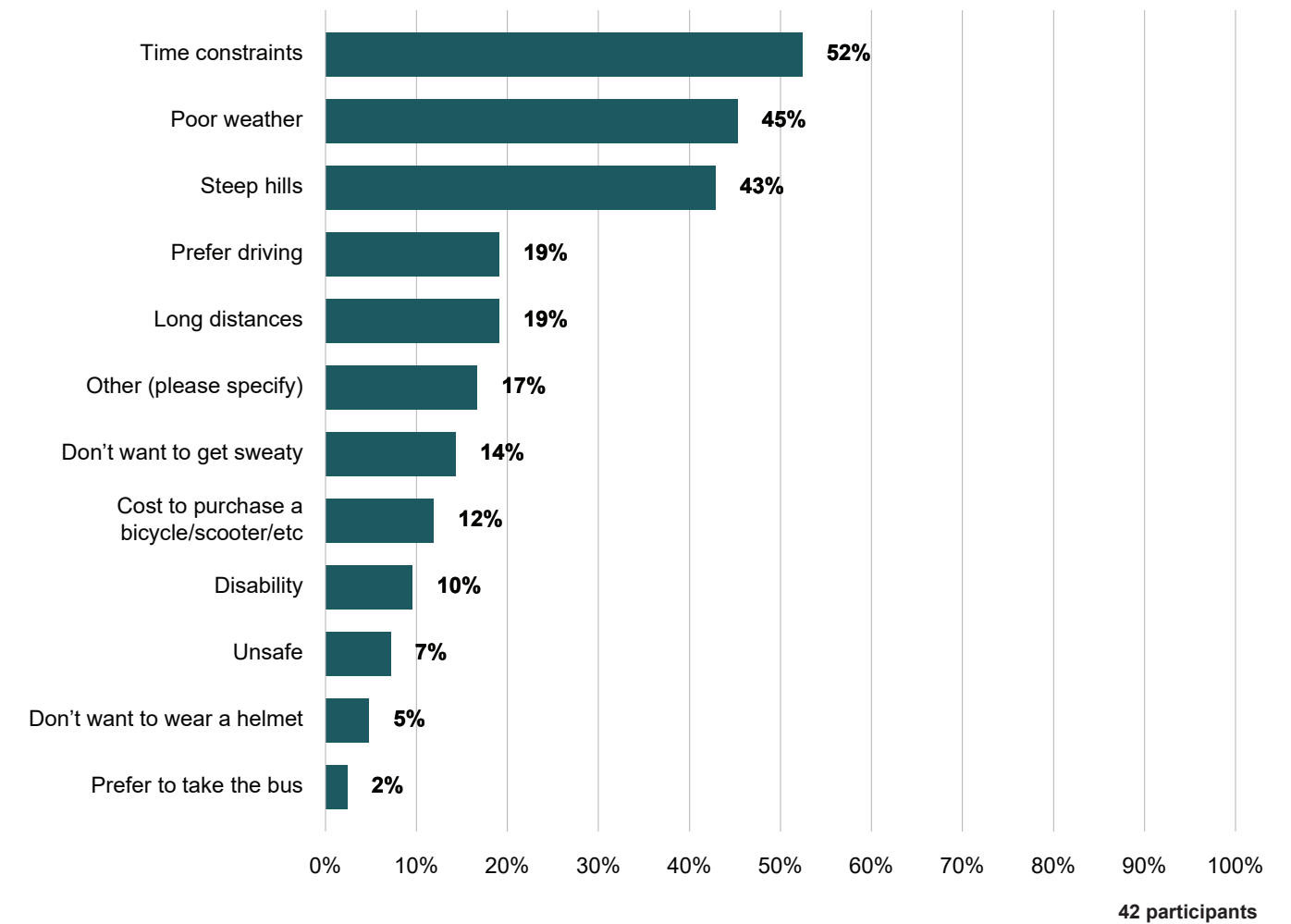
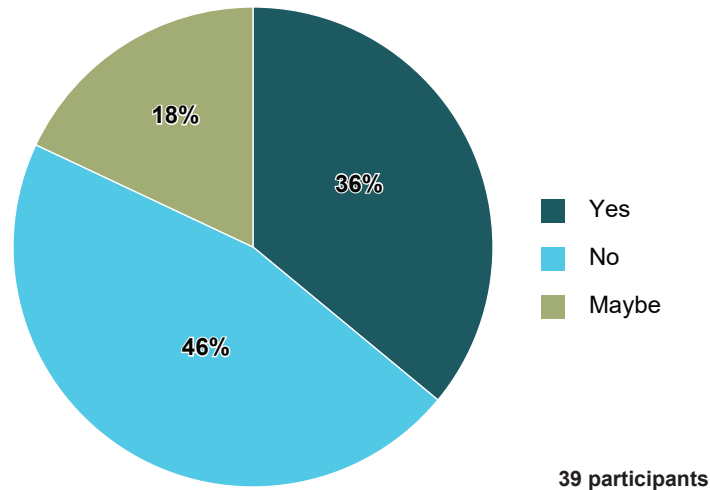


Figure 3.6: Reasons Why People Don't Choose Active Transportation

Other:

- It is unsafe: Potholes, cars speeding and others driving violations that make bike riding unsafe; some blind corners; driving in the middle of the road and/or on the wrong side of the road; inadequate crosswalk markings; have too much to carry if walking
- Cargo
- Some handrail on boardwalk (i.e., Big Tree Loop) are loose and rotted; wooden stairs leading from tennis court up to the field are rotten(broken)
- Congestion downtown



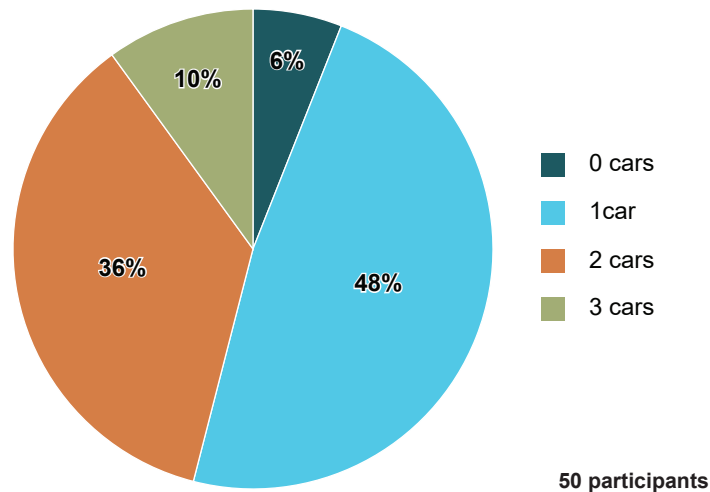
39 participants

### Existing Infrastructure

We asked people if the existing infrastructure for walking and biking prevents or reduces the extent to which they travel actively.

Some people (36%) said that existing infrastructure prevents or reduces their ability to travel actively.

Figure 3.7: Existing Infrastructure

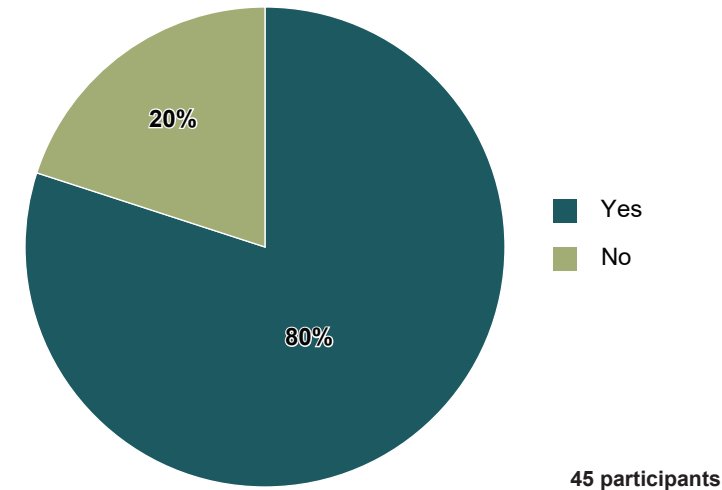


50 participants

### Number of Cars in Households

We asked people how many cars there are in their household. Most people either said they have one or two cars in their household.

Figure 3.8: Number of Cars in Households



45 participants

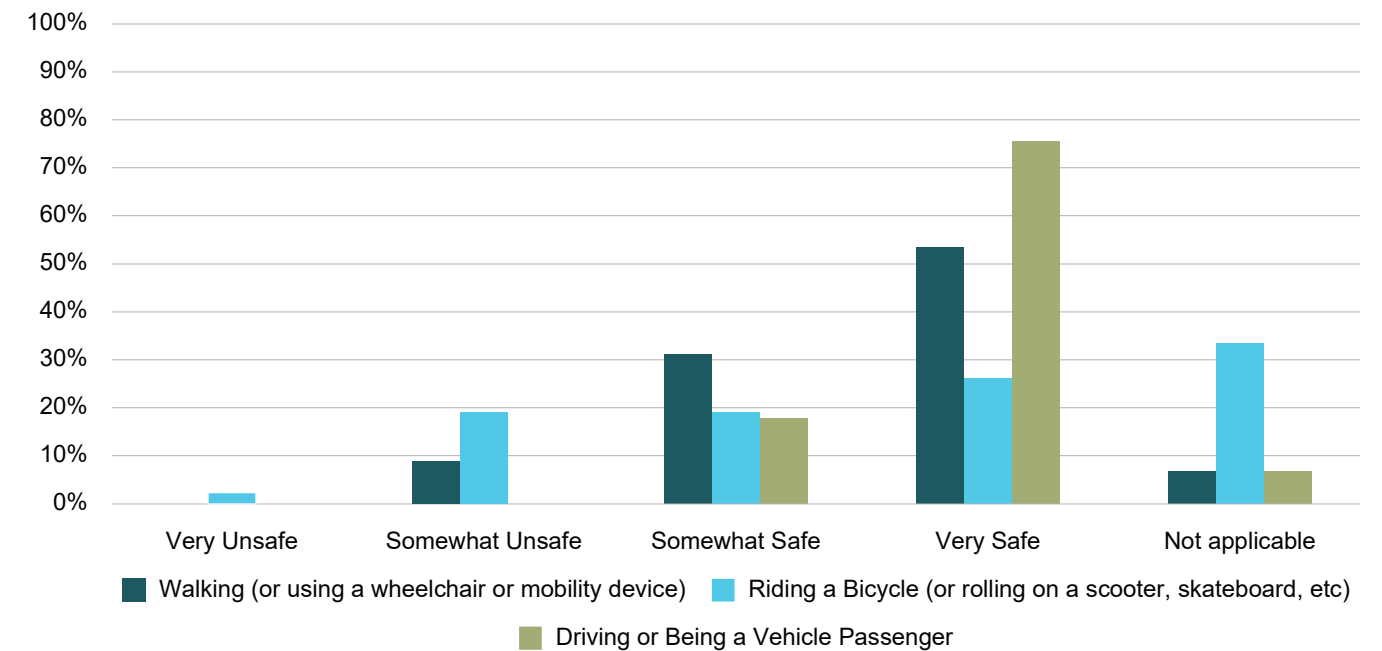
### Interest in Making Trips by Active Transportation if the Network Was Better

We asked people who currently make trips by motor vehicle if they would be interested in making some of these trips by active transportation under the circumstances that the network better met their needs. Most people (80%) said that they would be interested in making some trips by active transportation.

Figure 3.9: Interest in Active Transportation

### Feelings of Safety

We asked people how safe they feel travelling by each mode of transportation on Cormorant Island. Most people (76%) said they feel very safe driving or as a vehicle passenger. Some people feel less safe walking, riding a bicycle, or rolling.



46 participants

Figure 3.10: Feelings of Safety

## Electric Bicycles

We asked people about their ownership of an electric bicycle. Some people (20 to 22%, respectively) said they are either thinking about purchasing an electric bike or would like to but cannot afford one.

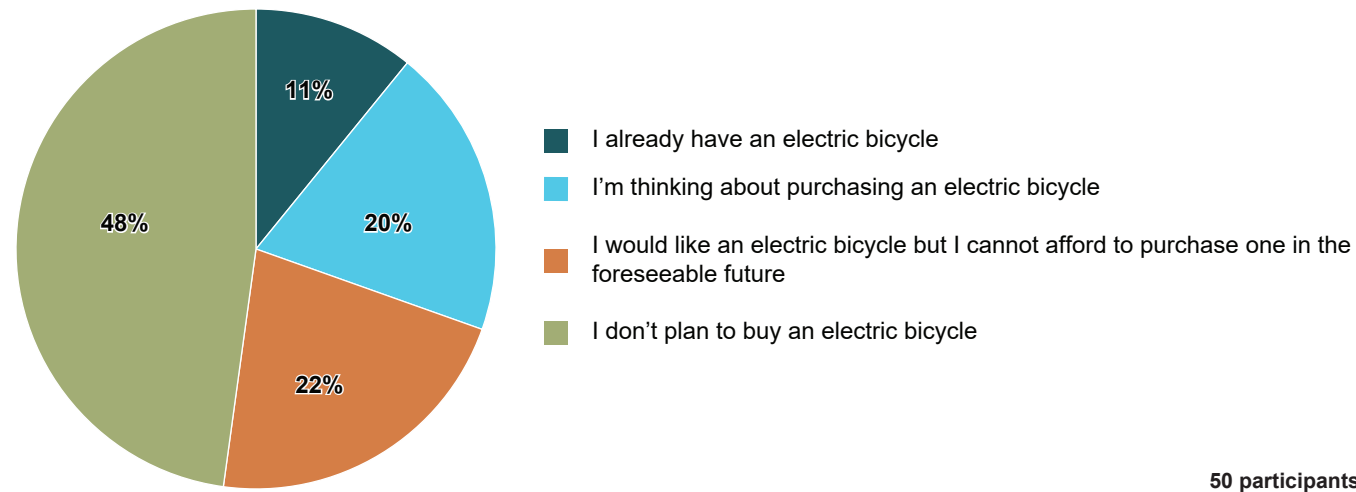


Figure 3.11: Electric Bicycles

## Making Walking or Bicycling More Comfortable

We asked people what would make trips by walking or riding a bicycle more comfortable for them. Figure 3.12 illustrates changes that people feel would make it more comfortable to walk, bike, or roll.

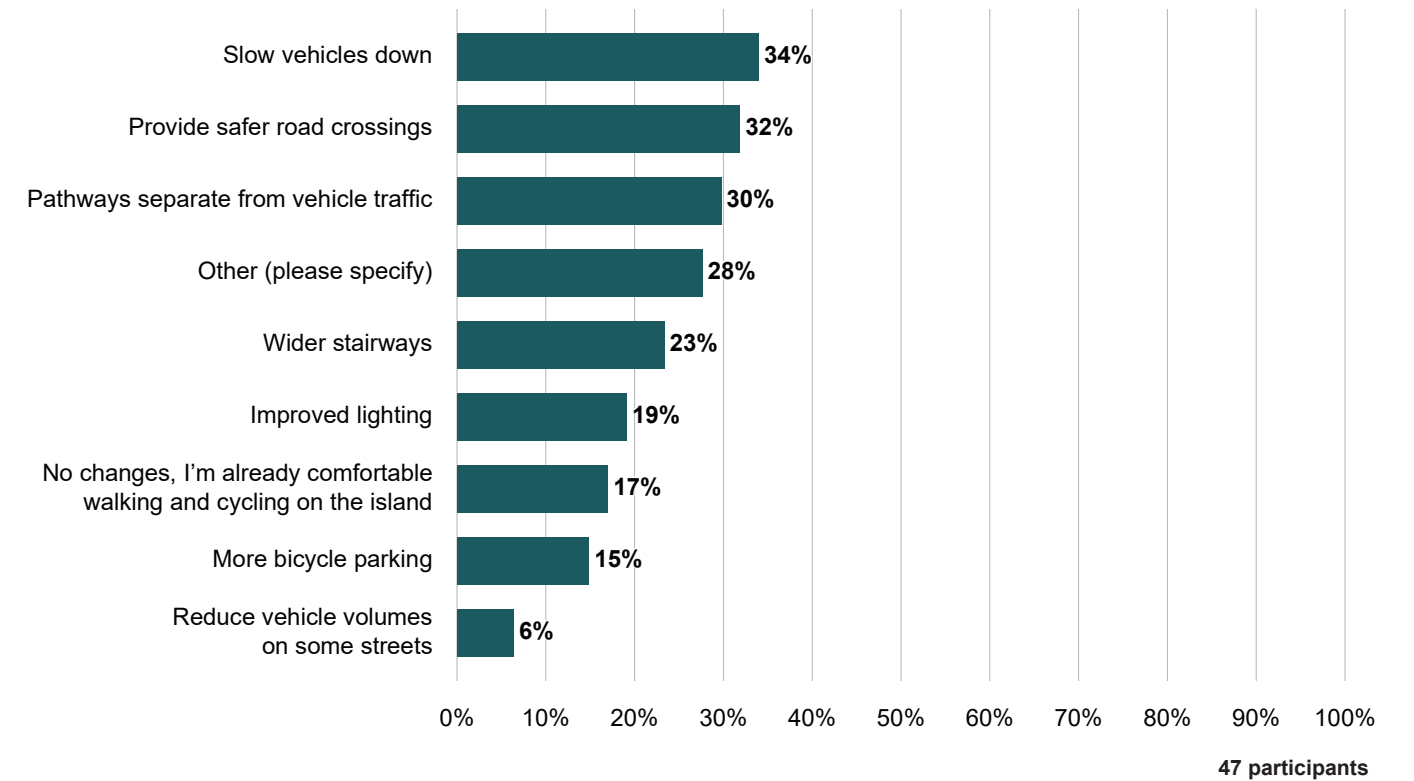


Figure 3.12: Making Walking or Bicycling More Comfortable

### Other:

- Wider roads
- Install new sidewalks (i.e., near the Orca Inn and Old Shipyards)
- Improvements to trail maintenance and signage at junctions etc. (i.e., Trail #3, Whale/northside)
- Road maintenance for improved surfaces, such as clean roads from sand and pebbles, fill potholes etc.
- Additional public washrooms
- Improve beach access
- Staircases (i.e., opposite side of the Orca Inn)
- Pave walkways that are currently gravel
- Improve visibility (i.e., the curve down the hill from the legion into the Village).

# 4.0 Who We Heard From

## Active Transportation Concerns and Ideas

We asked people if they had any concerns or ideas about active transportation in Alert Bay. Survey and open house participants identified the following 13 key issues:

- 1 **Driver Compliance** – Speeding issues and lack of traffic calming measures are safety concerns, especially for people with mobility challenges
- 2 **Trails** – Lack of trail maintenance and trail use; Consider a paved path by the airstrip
- 3 **Hills** – Difficult to use active modes due to steep hills
- 4 **Sightlines** – Address blind corner to improve safety
- 5 **Streetlights** – Visibility challenges for people using active transportation due to lack of lighting
- 6 **Accessibility** – Existing conditions of infrastructure make it challenging for people with mobility aids and disabilities
- 7 **Sidewalks** – Need for upgrades to sidewalks or install more sidewalks
- 8 **Staircases** – Need to repair old and uneven staircases
- 9 **Bike Parking** – Not enough bike parking
- 10 **Bike Access** – People do not own or have access to bikes
- 11 **Signage** – Better signage is needed
- 12 **Community Events** – Facilitate more events to promote active transportation
- 13 **Commercial Nodes** – Commercial locations, such as those surrounding the grocery store, have traffic conflict issues

## People with Disabilities

We asked people if they have disabilities that create challenges travelling by active transportation. Some people identified that they have disabilities such as mobility (16%) or vision (10%) impairments.

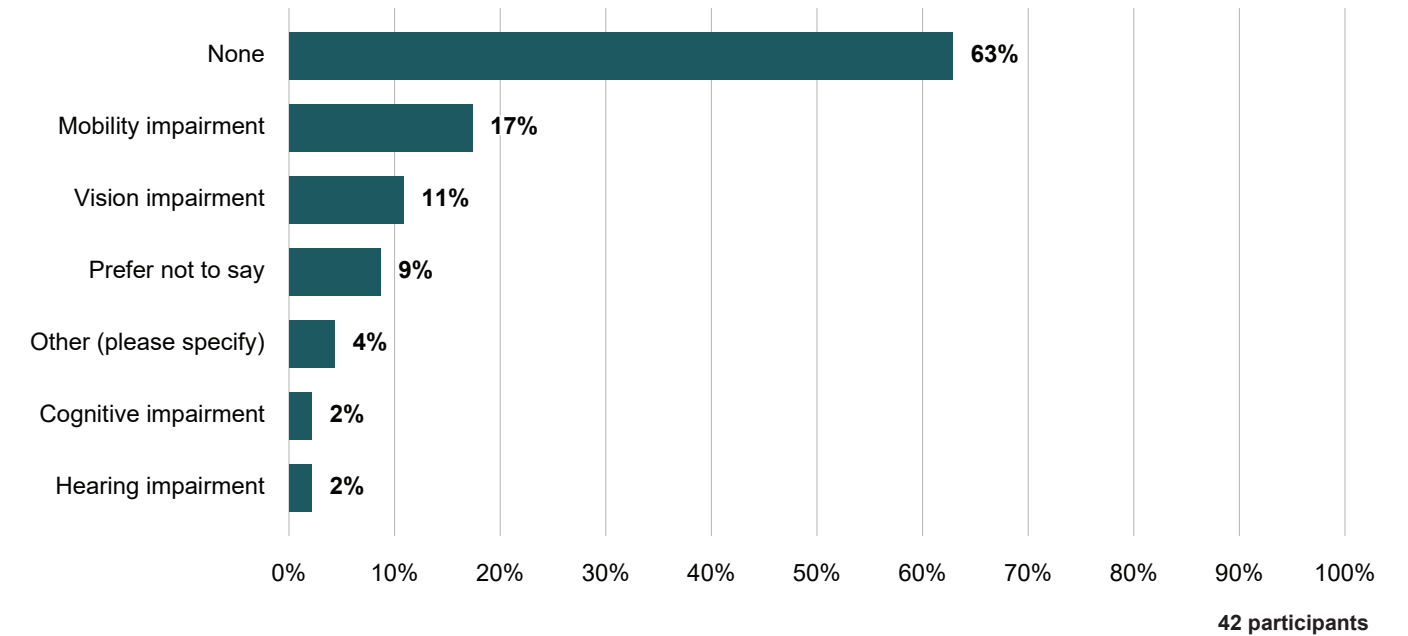
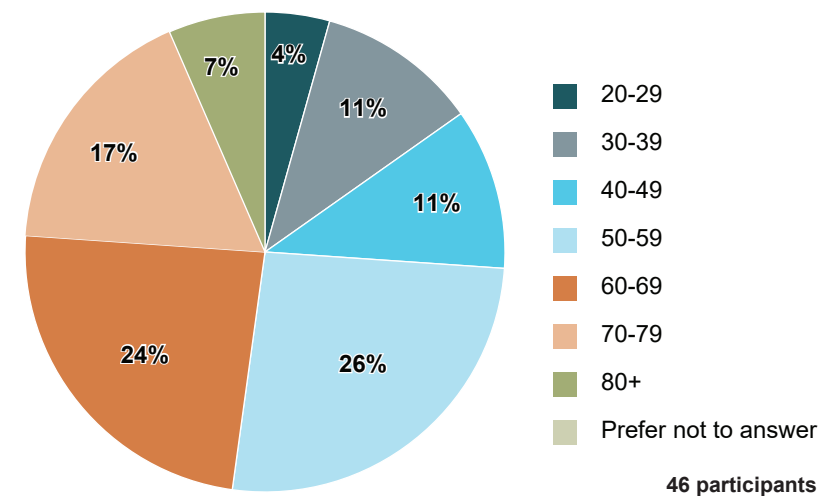


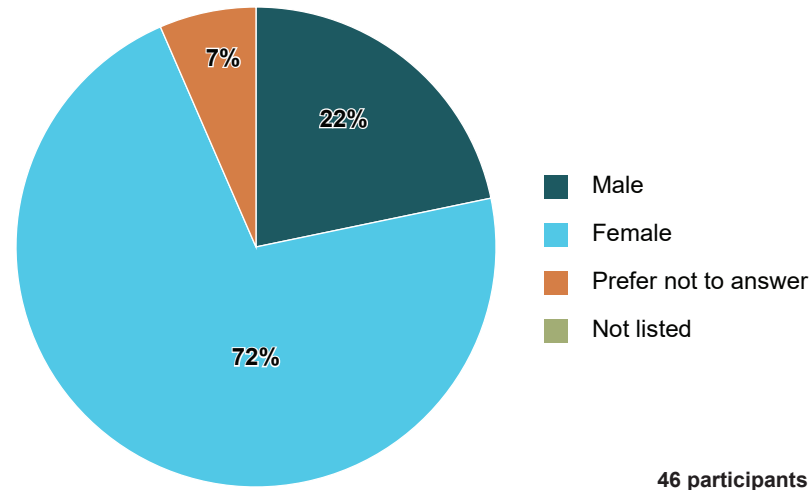
Figure 4.1: People with Disabilities



## Age

Older residents were overrepresented in the responses. Of note, 55% of Alert Bay's population is 50 years or older (2021 Census). Most people that we heard from (74%) were 50 years or older.

Figure 4.2: Age



46 participants

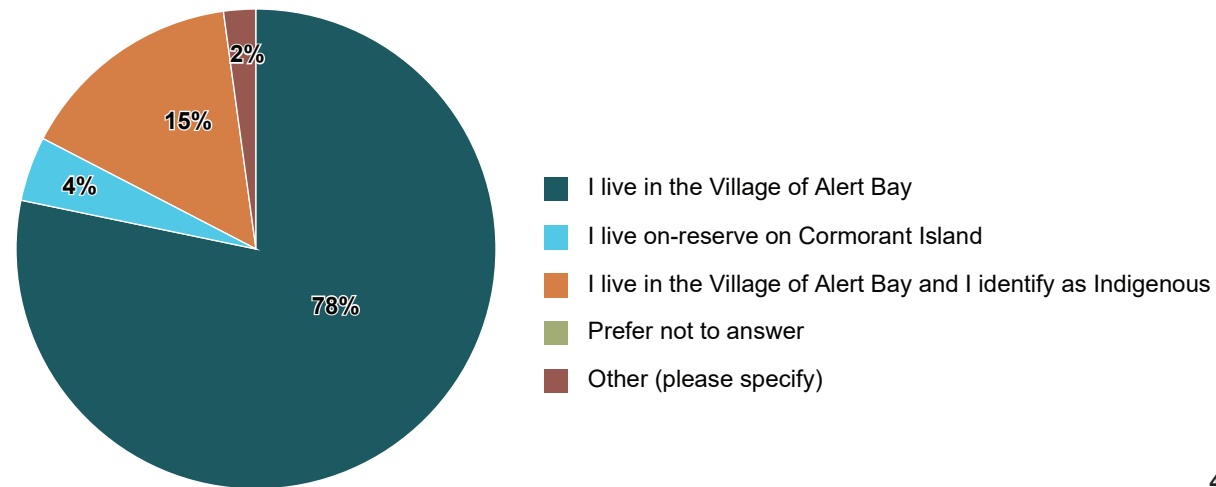
## Gender

Most people that we heard from identified as female (72%). Of note, Alert Bay's female population is approximately 51% (2021 Census).

Figure 4.3: Gender

## Relationship to Cormorant Island

We asked people what their relationship was with Cormorant Island. Most people (93%) said they live in the Village of Alert Bay. Some people (15%) said they live in the Village of Alert Bay and identify as Indigenous.



46 participants

Figure 4.4: Relationship to Cormorant Island

## 5.0 Next Steps

*Thank you to everyone who participated in this first phase of the Active Transportation Network Plan! We will consider what we heard to help inform preliminary recommendations for the Plan.*

*The project team will ask the community for feedback on preliminary recommendations and options to refine the plan in Phase 2 (early 2024) of this project.*



Appendix C  
Engagement Round 2  
What We Heard



# WHAT WE HEARD

March 2024





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# 1.0 Executive Summary

## Background

This report summarizes what we heard from participants in the project's second engagement phase.

In the winter of 2024, the Village conducted an online survey from January 26, 2024, to February 16, 2024. The Village asked people to share their feedback on the draft Active Transportation Network Plan (ATNP). A total of 33 people participated in the survey.

Public feedback, along with technical guidance and the Village's policies and standards, will inform the Active Transportation Network Plan's development, as well as technical guidance and Village policies and standards.



Cycle



Roll

Figure 1.1: Active Modes of Transportation

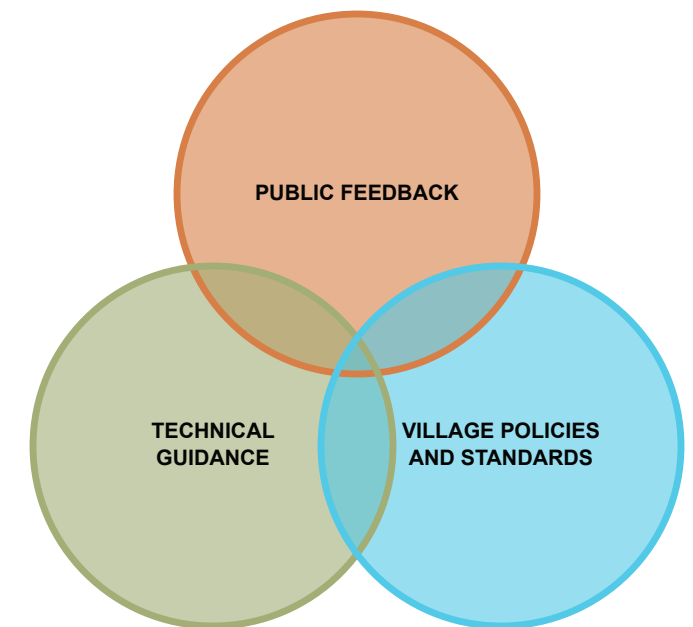


Figure 1.2: How We Make Decisions

## Snapshot of Findings

This round of engagement had six key findings:

- 1. Meeting Active Transportation Needs:** Most participants (67%) said that the draft plan will generally meet the needs of people who walk, bike, and roll in the Village of Alert Bay.
- 2. Improvement Priorities:** Most participants (about 65%) said that their top priorities were to improve accessibility, provide sidewalks, and upgrade stairways.
- 3. Potential New Sidewalks:** Most participants (66%) ranked Maple Road (between Fir and Cedar Streets) as either the first or second most important new sidewalk improvement.
- 4. Intersection Safety Improvements:** Most participants (66%) ranked the intersection of Maple Road and Fir Street as the first or second most important location to provide safety improvements.
- 5. Stairway Replacement:** Almost half of participants (45%) said the existing stairway near Willow Road should be replaced first.
- 6. Road and Facility Maintenance:** A key theme that arose from participant feedback was the importance of Village road and facility maintenance. This includes addressing issues such as potholes, cracks, sinkholes, and updating painted lines.



## 2.0 Project Overview

*In 2021, the Municipality was awarded a conditional grant to create an Active Transportation Network Plan (ATNP). The Plan will identify actions for improving active transportation infrastructure so it is easier and safer for people to walk, cycle, and roll.*

### Definitions

#### What is Active Transportation?

When you use your own power to get from one place to another, you travel by 'active transportation.' Active transportation includes walking, cycling, and rolling (e.g., wheelchairs, skateboards, scooters, strollers, rollerblades, etc.).

Active transportation has many community benefits, such as:

- 1. Health:** Improving the physical and mental well-being of the community.
- 2. Affordability:** Offering more affordable travel options.
- 3. Reduced emissions:** Providing people with the option to use their vehicles less, reducing environmental pollution and improving air quality.

#### What is an Active Transportation Network?

An active transportation network includes infrastructure (e.g., physical structures and the built environment) that support walking, cycling, and rolling. Sidewalks, multi-use pathways, stairs, and in some circumstances, traffic-calmed roads are examples of active transportation infrastructure.

The purpose of an active transportation network is to support people moving through their community. We want to provide convenient and safe routes between neighbourhoods and community destinations.

## Timeline



Figure 2.1: Project Timeline

In the summer of 2023, we looked at current issues that people who walk, bike, and roll experience in the village. We looked at public feedback and developed a draft plan to improve the way people can walk, bike, and roll.

In the winter of 2024, we asked people to share their feedback on the draft plan through an online survey. Public feedback will help guide the final Active Transportation Plan.

## 3.0 What We Heard

This section summarizes in detail what we heard about the draft Plan.

### Meeting People's Active Transportation Needs

We asked people how the draft plan will meet the needs of people who walk, bike, and roll in the Village of Alert Bay. Most participants (67%) said that the plan would somewhat (32%) to fully (35%) meet their needs.

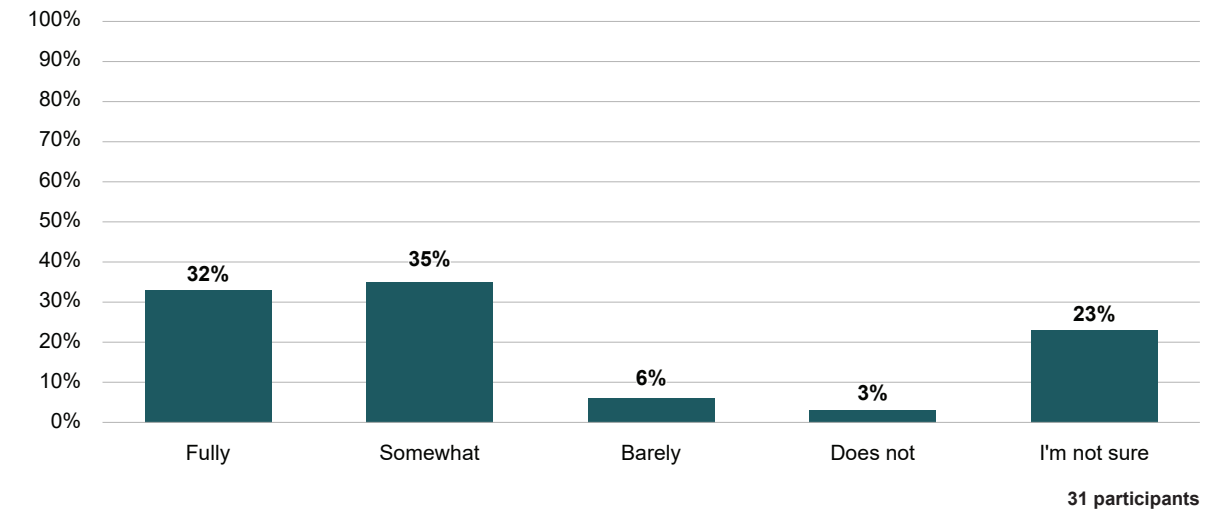


Figure 3.1: Meeting People's Active Transportation Needs

We asked what were the main reasons for their response. Key themes were:

**Infrastructure Maintenance:** Participants expressed that there is a need for maintenance of existing infrastructure (e.g., sidewalks, roads, potholes, street lighting, painted lines, and boardwalks).

**Traffic Calming:** Participants suggested implementation of traffic calming measures, such as speed bumps and pedestrian crossings, particularly in areas where there are risks to pedestrians due to fast-moving vehicles (e.g. 'downtown').

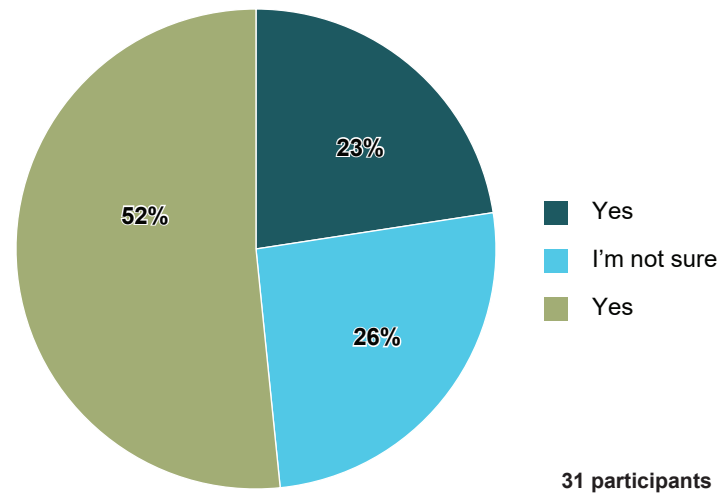
**Safety Concerns:** Participants mentioned safety issues, particularly regarding dangerous intersections, poor parking practices, and improvements to sidewalks, pedestrian crossings, and staircases to make walking, biking, and rolling safer.

**Upgrades to Meet the Needs of Participants During All Seasons:** Participants suggested proper facility upgrades so people can safely use infrastructure in the winter/rainy seasons.



## Gaps in the Draft Plan

We asked people if anything needs to be added to the proposed plan. Over half (52%) of participants said “yes”.



31 participants

Figure 3.2: Gaps in the Draft Plan

Participants who answered “yes” shared their thoughts on what is missing in the plan. The following were the key themes that arose from their responses:

**Space for Active Transportation:** Participants felt that the plan needed to ensure enough space for people to walk, roll, and bike safely, particularly along narrow facilities (e.g., on the boardwalk and Fir Street).

**Maintenance:** Participants requested that the plan identify improvements in maintenance and repair of road and facilities (e.g., roads, sidewalks, and the skate park). Maintenance of potholes, cracks, sink holes, and updating painted lines is essential for usability and safety.

**Improved Lighting:** Participants shared that improved lighting is needed on walkways.

## Narrowing the Roadway and Additional Space

We asked people if they would support narrowing of the roadway to slow traffic and provide additional space for a walkway or viewing area in front of the Namgis’ original burial grounds on Fir Street. Over half (61%) of participants said they were either somewhat unsupportive (19%) or unsupportive (42%).

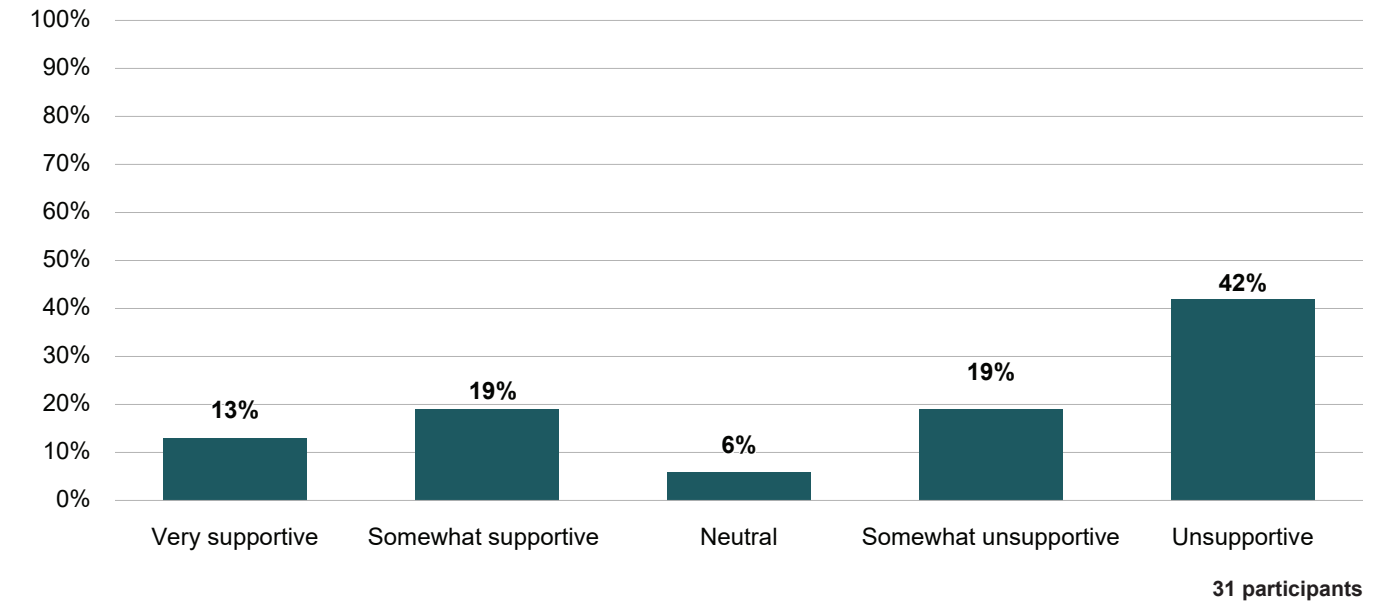


Figure 3.3: Narrowing the Roadway and Additional Space

## Improvement Priorities

We asked people to rank improvements in terms of their highest to lowest priorities. Most participants (about 65%) said that their top priorities were to improve accessibility, provide sidewalks, and upgrade stairways.

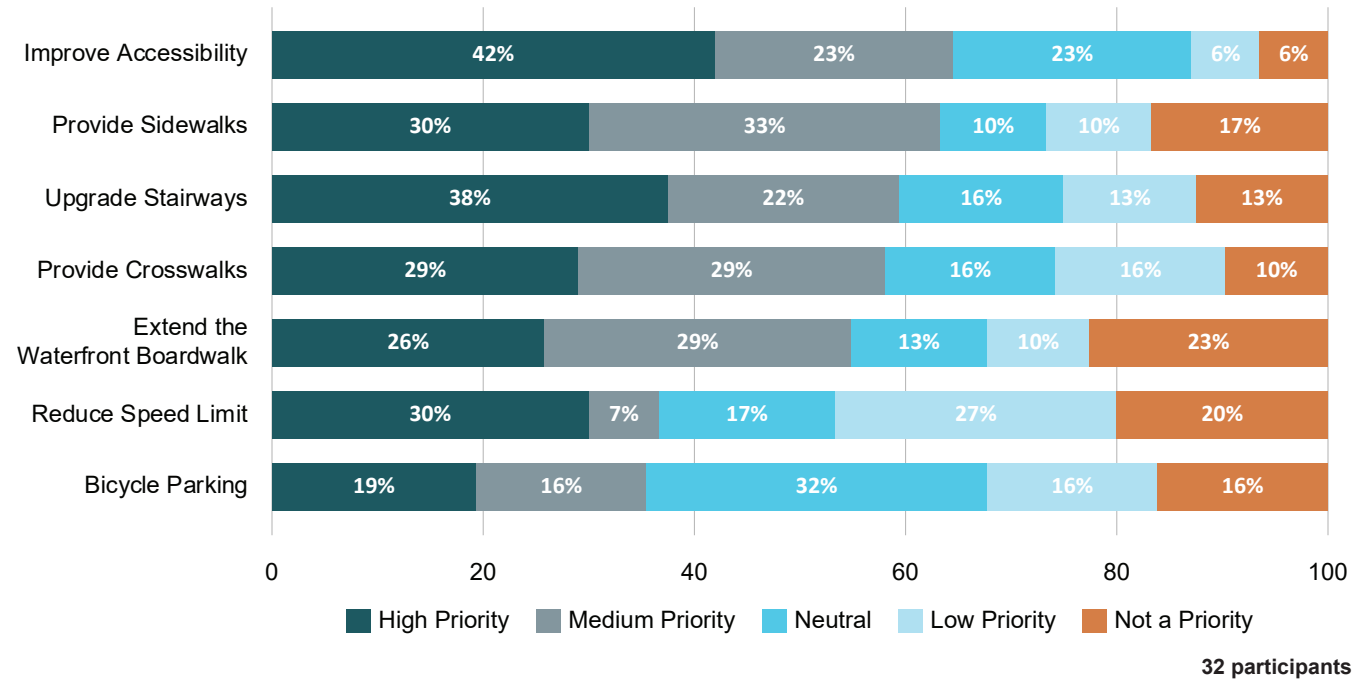


Figure 3.4: Improvement Priorities

## Stairway Replacement

We asked people which of the existing stairways near Arbutus and Willow Roads should be replaced first. Almost half of participants (45%) said the Willow Road stairway.

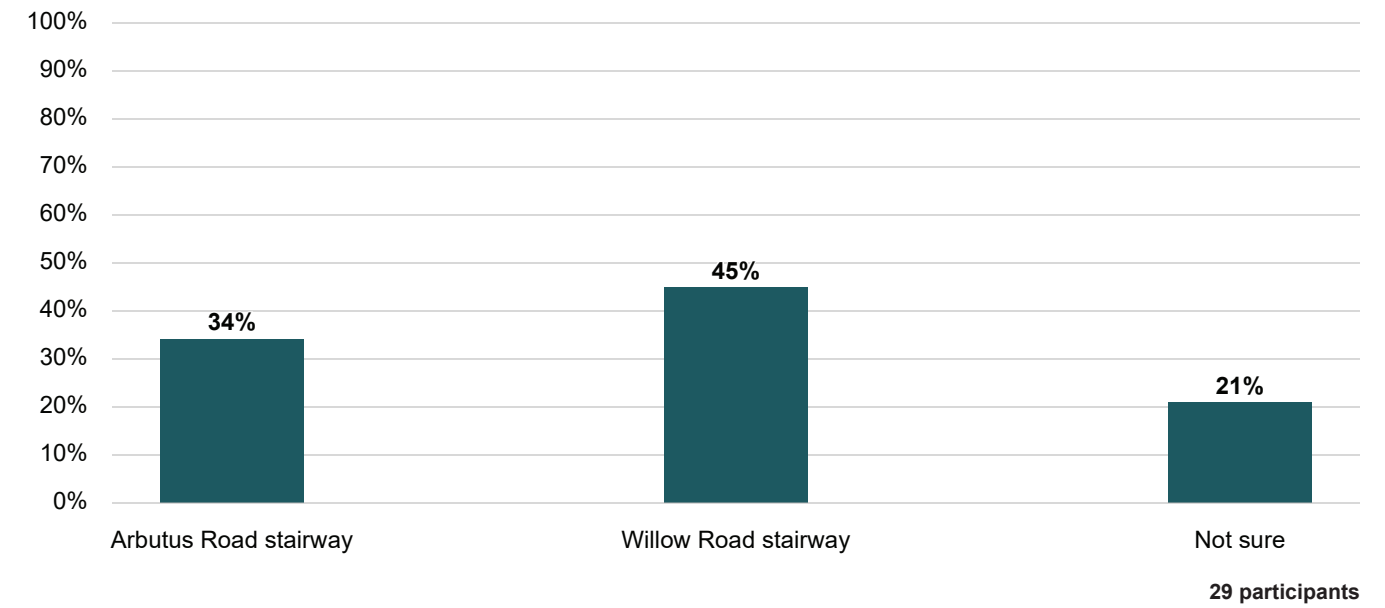


Figure 3.5: Stairway Replacement

## Potential New Sidewalks

We asked people to rank the potential new sidewalk projects in order of importance. Most participants (66%) ranked Maple Road (between Fir and Cedar Streets) as either the first or second most important new sidewalk improvement.

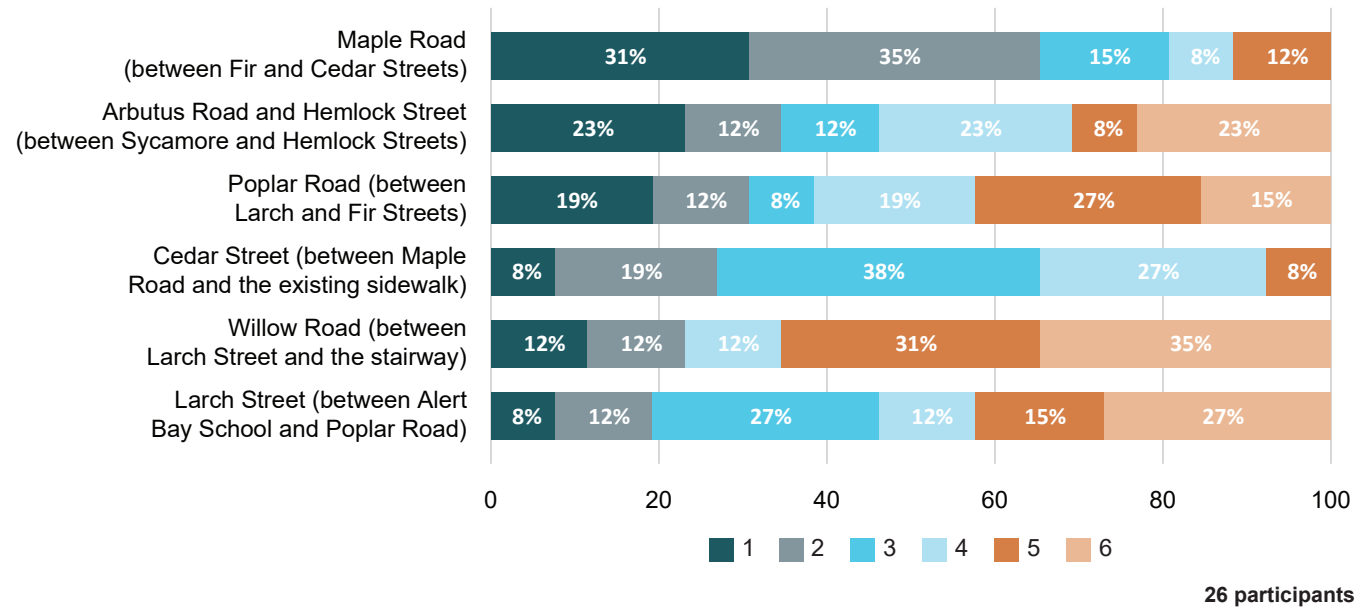


Figure 3.6: Sidewalk Prioritization

## Intersection Safety Improvements

We asked people to rank locations of potential intersection safety measures in order of importance. Most participants (66%) ranked the Maple Road and Fir Street intersection as the first or second most important intersection safety improvement.

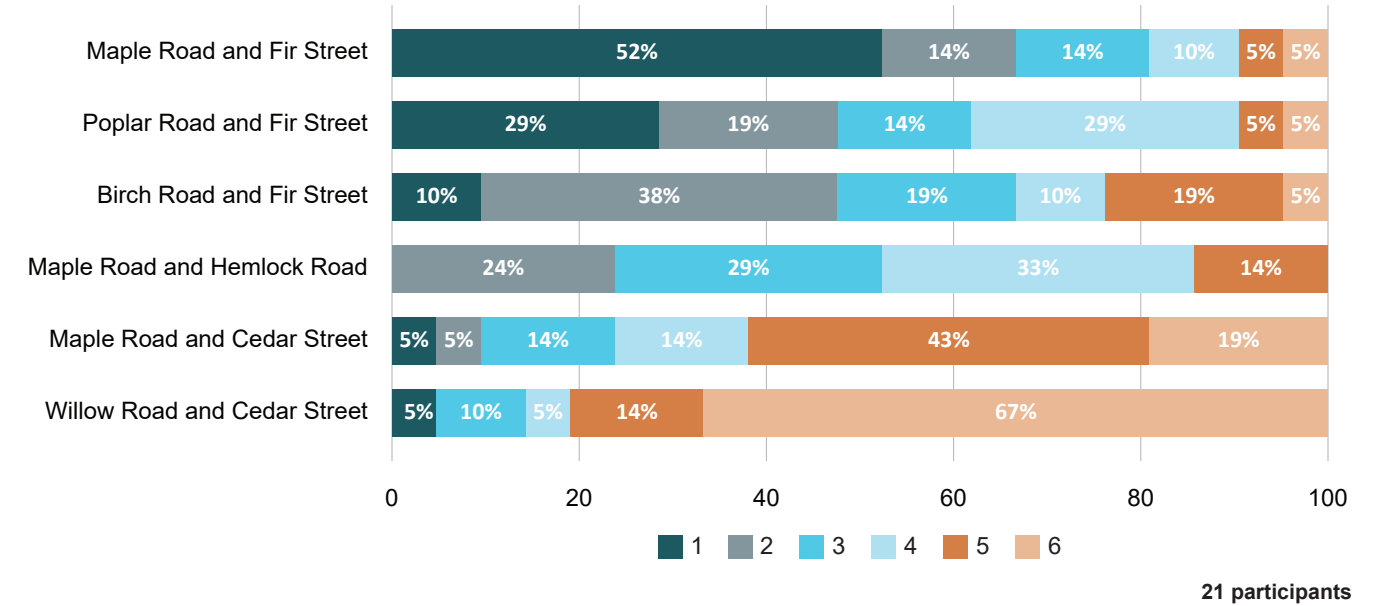


Figure 3.7: Intersection Safety Improvements

## Bicycle Parking Locations

We asked people if there are any locations within the Village where they would like to see bicycle parking. Suggestions for locations were:

**Near Commercial Areas:** Such as the Town Square Area, Drug Store, Gordie Restaurant, Shop Rite, Post Office, Thrift Store, Liquor Store, and Skate Park.

**Near Recreational Areas:** Such as Gator Gardens, Gilbert Popovich Square, Lynn McWilliams Park, the Campground, and Skate Park.

**Near Community Facilities:** Such as the Library, Community Hall, Medical center/ Doctor's Office, Anglican Church, and Government Dock.

**Near Transportation Hubs:** Such as the Government Dock and Ferry Terminal to facilitate commuting for high school students and residents.

It was also suggested that existing bicycle parking needs to be more visible to reduce theft.

## Additional Comments and Suggestions

We asked if people if they had any additional comments or suggestions in regards to walking, rolling, and cycling in Alert Bay. Key themes were:

- 1 Maintenance and Facility Upgrades:** Participants want improved roads and active transportation facility maintenance. They mentioned improving the seawall close to the Town Square and the road adjacent to the boardwalk. They would like the Village to address sinkholes and potholes, add painted road lines, and pave gravel roads.
- 2 Key Intersections:** Participants shared that they want specific intersections to be improved for active transportation users, such as the Maple and Fir and Poplar and Larch intersection.
- 3 Promotion of Walking and Cycling:** Participants called for the promotion of walking and cycling as viable alternatives to driving. They suggested that the Village organize community events, social media campaigns, and incentivize walking.
- 4 Pedestrian Safety and Traffic Management:** Participants shared concerns about traffic violations, pedestrian safety, and the need for infrastructure improvements such as sidewalks, crosswalks, and traffic signage. Suggestions include enforcing speed limits, improving intersection visibility, and addressing blind corners (e.g., Poplar Road) and hazardous road conditions.
- 5 Other Transportation Considerations:** Participants suggested that the Village consider electric vehicle charging stations and an electric trolley.

## 4.0 Who We Heard From

### Age

Older residents were overrepresented in the responses, relative to the Village's general population.

Although only 55% of Alert Bay's population is 50 years or older (2021 Census), most people that we heard from (68%) were 50 years or older.

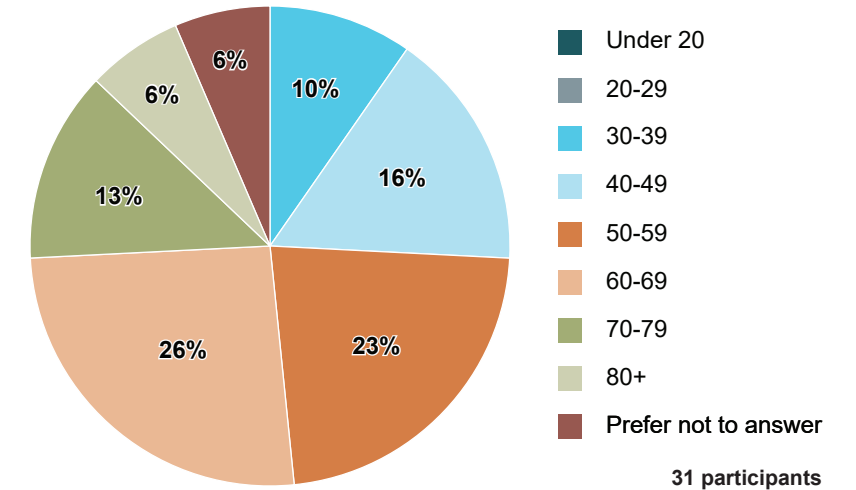


Figure 4.1: Age

### Gender

Most people (61%) that we heard from identified as female. This compares to Alert Bay's female population of 51% (2021 Census).

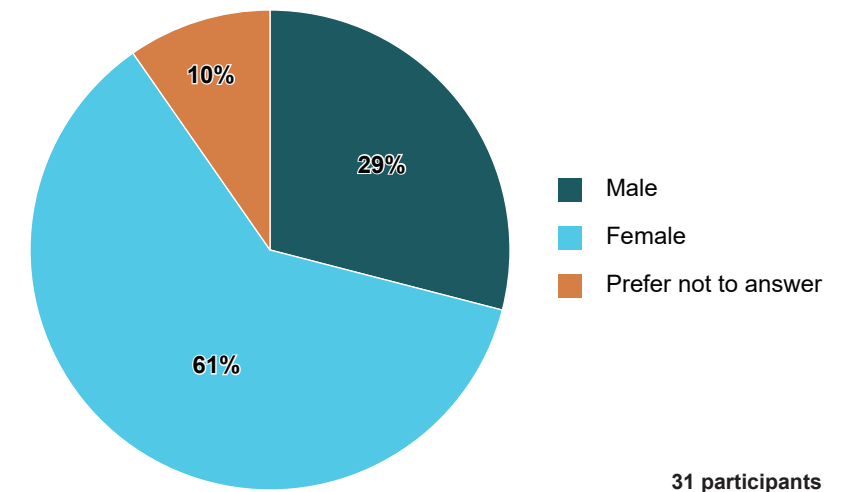
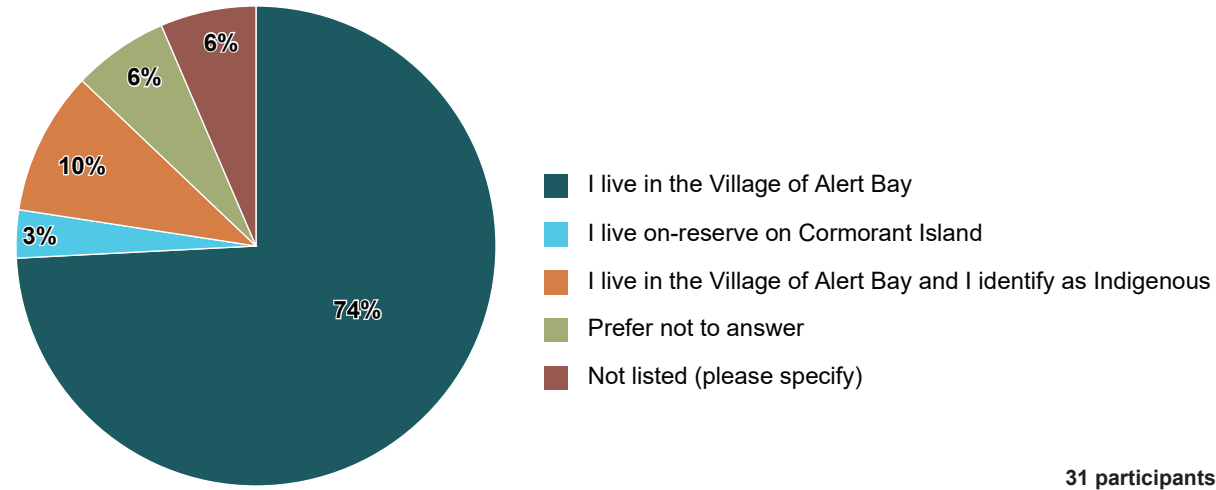


Figure 4.2: Gender



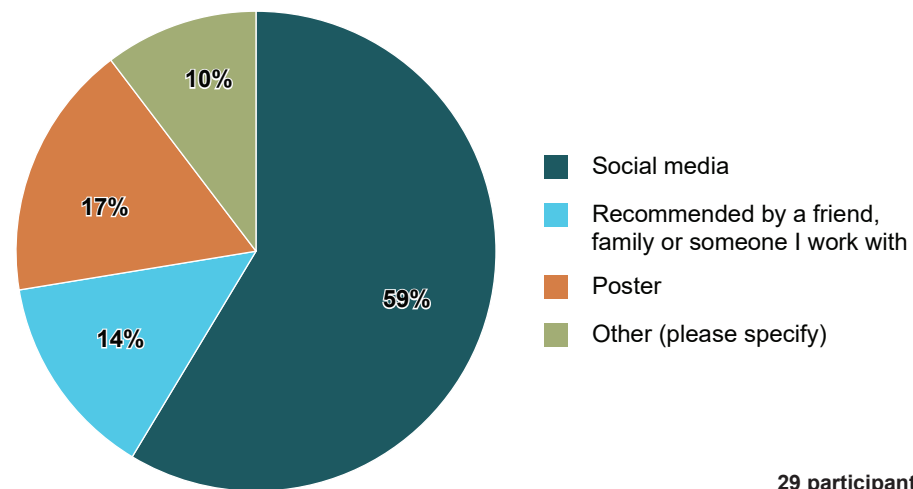
## Relationship to Cormorant Island

We asked people what their relationship was with Cormorant Island. Most participants (84%) said they live in the Village of Alert Bay. Some people (10%) said they live in the Village of Alert Bay and identify as Indigenous.



31 participants

Figure 4.3: Relationship to Cormorant Island



29 participants

Figure 4.4: How We Communicated

## How we communicated

Most people (61%) heard about the survey through social media.

## Next Steps

*Thank you to everyone who participated in this second phase of engagement! We will consider what we heard to help inform the final Plan.*





VILLAGE OF  
**ALERT BAY**  
HOME OF THE KILLER WHALE

