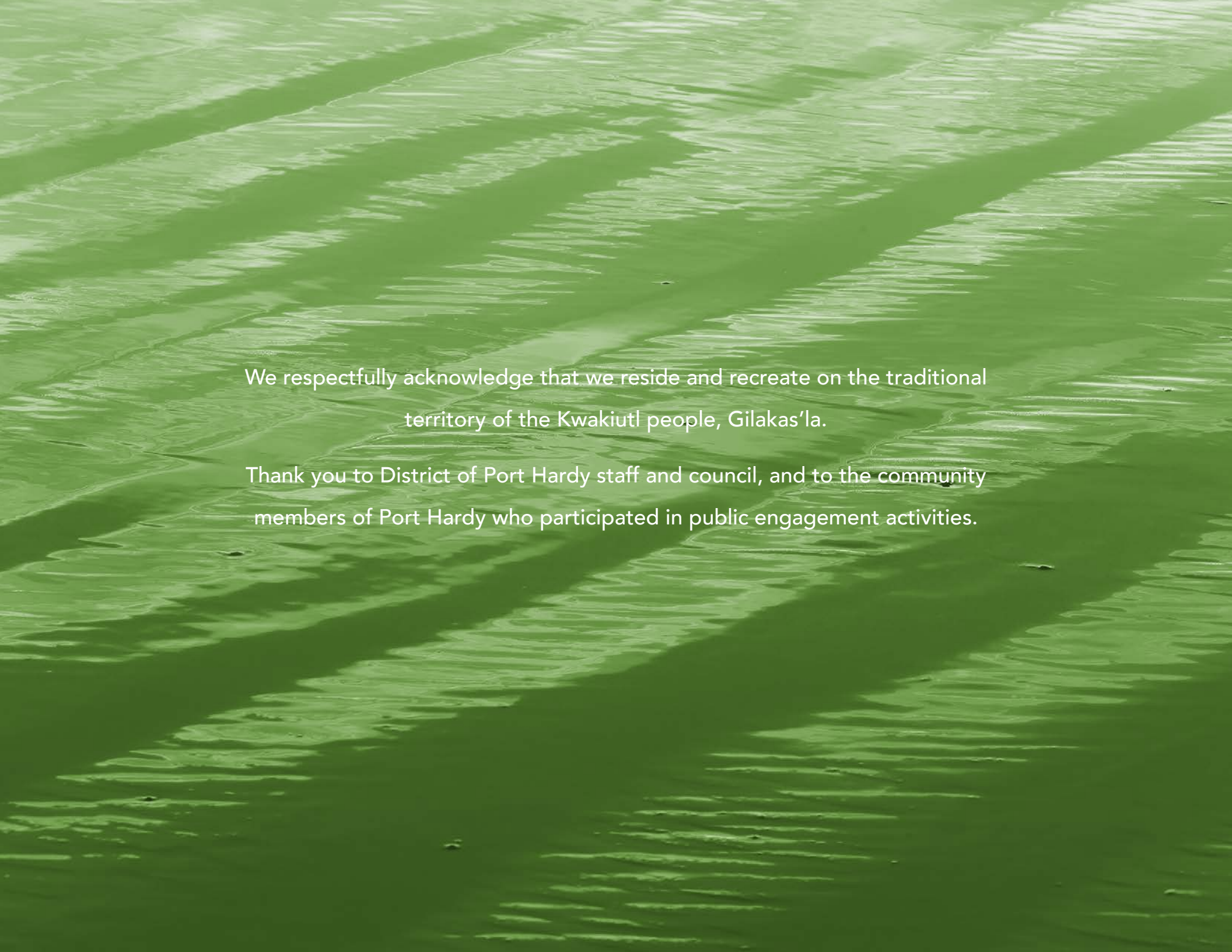
Port Hardy

# ACTIVE TRANSPORTATION PLAN

*Actively Inspiring to Live the Adventure*

**MARCH 31 2021**

bunt & associates



We respectfully acknowledge that we reside and recreate on the traditional territory of the Kwakiutl people, Gilakas'la.

Thank you to District of Port Hardy staff and council, and to the community members of Port Hardy who participated in public engagement activities.

# TABLE OF CONTENTS

## TABLES

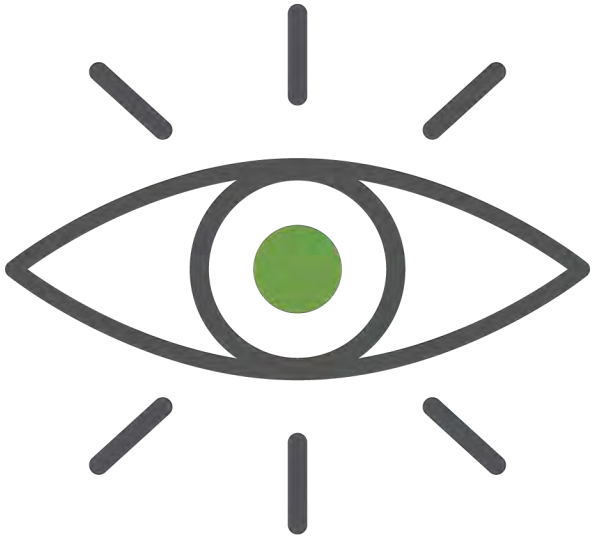


## EXHIBITS


# EXECUTIVE SUMMARY

# EXECUTIVE SUMMARY

An effective and inclusive active transportation system for Port Hardy will address the needs and requirements of the broadest range of potential users. This Active Transportation Plan is a living and ever-evolving document. It is intended to provide direction for initial actions and also to provide a framework for guiding future initiatives. Effective active transportation is inclusive. It accommodates and benefits everyone.



**THE VISION:** Provide facilities which are safe, convenient, comfortable with efficient connections, enjoyable and get people to the places they want to go.

Cost-effective investment in facilities, creating awareness through active transportation education and programs, and promoting through policies in order to make active transportation a realistic transportation option for residents of all ages and abilities will ensure the vision can be realized.

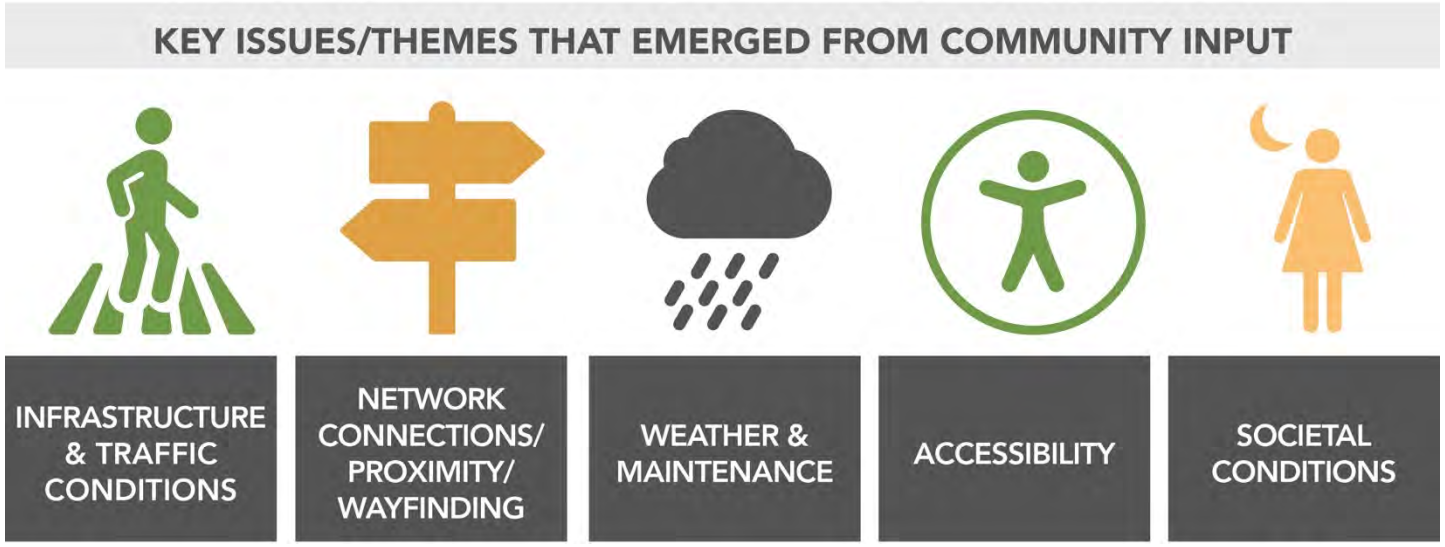
**PORT HARDY NOW:** Located at a strategic crossroads of air, ferry, highway and marine transportation networks, Port Hardy is the largest and northernmost community on the North Island. The majority of the population lives around the town centre, with additional residential pockets surrounding Hardy Bay and in the Storey's Beach neighbourhood in Fort Rupert. The Tsulquate Reserve is at the north end of Port Hardy's town centre and the Fort Rupert Reserve is east of Storey's Beach.


According to the 2016 census, approximately **19% of all commuting trips are made by active modes** such walking and cycling, which is **noticeably higher than the provincial average (11%)**. In comparison, only 1% of trips are made of transit within Port Hardy which is a result of the minimal transit service. Within Port Hardy, the **average commuting duration is 17 minutes** which is **shorter than the provincial average of 26 minutes**. The compact nature of the town centre area, in particular, is a testament to these short commute times. The data indicates that active travel could be a practical option for residents with relatively short travel distances.

Port Hardy town centre benefits from an extensive network of sidewalks. In the absence of formal sidewalks, most other residential streets experience low vehicle use and speeds which is conducive to pedestrians either sharing the road or making use of gravel shoulders. Formal cycling facilities within Port Hardy are limited. The Harbour Walkway trail, the Quatse River Estuary Trail, and the Quatse River Trail Loop are mulit-use and offer gravel surface routes with sections of boardwalk for cyclists to use. The existing and extensive trail network includes easily accessible routes and those more suited to avid hikers.

**WHAT WE HEARD FROM THE COMMUNITY:** Public engagement activities and reporting took place at the beginning of the project and again during phase 2 of the Plan development. The input received from the Port Hardy community highly informs the recommendations presented in this Plan.

The first survey was launched on-line in coordination in the walk & wheel tours at the beginning of the project. The feedback received helped the team to gain a better understanding of key issues as experienced and perceived by the Port Hardy community. The following themes were uncovered for which the Project Team was able to focus efforts on the development of recommended active transportation infrastructure projects for Port Hardy.

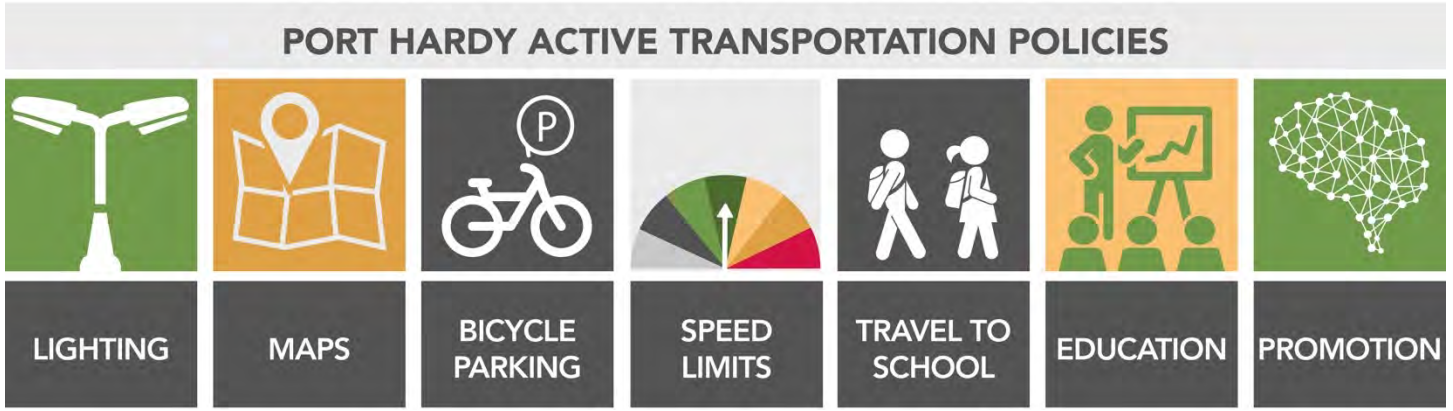


**RECOMMENDED HIGH PRIORITY PROJECTS:** The following table highlights the High-Priority Projects that were identified based on Port Hardy's active transportation vision, goals, and objectives together with public input received from survey#2 where the community was invited to review and indicate their level of support of 10 potential active transportation infrastructure projects.

| HIGH PRIORITY | | | |
|---|---|---|---|
| | Project | Modes | Cost |
| 1 | Elk Drive Neighbourhood Connector | Walking and Cycling | $40,000 |
| 2 | Huddlestan Trails Wayfinding and Lighting | Walking | $260,000 |
| 3 | Hardy Bay Road Multi-use Pathway | Walking and Cycling | $900,000 |
| 4 | Re-imaging Market Street | Walking and Cycling | $100,000 |
| 5 | Estuary Trail – Fort Rupert Trail Connection | Walking and Cycling | $1,600,000 |
| 6 | Columbia Street - Huddlestan Trail Connection | Walking | $100,000 |
| | **Total** | | **$3,000,000** |

Costs Estimates are for planning purposes only and should not be used for budgeting purposes.

**PORT HARDY ACTIVE TRANSPORTATION POLICIES:** A key step in the facilitation of active transportation in Port Hardy will be through the advancement of important policies.



**IMPLEMENTING THE PLAN:** Port Hardy's active transportation network was specifically designed with cost-efficiencies in mind to ensure it is achievable to implement. In addition to pursuing quick-build strategies, acquiring external funding will be critical to implementing the projects. Key factors are noted below:

## FUNDING

Implementing the long-term active transportation network will take many years. It will require external funding through provincial and federal partnerships as well as requiring the District to provide its share of project costs. Community groups may also be interested in contributing towards active transportation initiatives, including off-street infrastructure that can be used for recreation, as well as programs and events.

## UNDER-UTILIZED STREET SPACE

Wherever possible the District can take advantage of under-utilized street space to create walkways and bicycle lanes.

## QUICK-BUILD

Quick-build projects involve low-cost, temporary or semi-permanent materials such as planters, traffic cones, stand-alone construction barriers or other materials the District may already have in stock. This allows rapid construction and the flexibility to easily adjust the design after implementation.

## MONITORING

Active transportation in the community can be measured and tracked on a scheduled basis. Future monitoring will not only track the network's success but also provides the District with an opportunity to refine initiatives, receive funding, update plans, and engage the broader community on opportunities to improve the network.

# 1 INTRODUCTION

# 1. INTRODUCTION

Active transportation includes any form of human powered transportation. It is often synonymous with cycling and walking, however there are many other forms of active transportation such as skateboarding, in-line skating, wheeling, mobility scooters or other aids as long as what you use makes you active and gets you on the go. Changes in technologies have introduced other forms of transportation beyond solely human powered modes such as the recent growth in pedal assist or fully electric bicycles, and other mobility assistance devices called micro-mobility.

## CONNECTING PORT HARDY

Active transportation focused on creating better connections within and between communities and to key destinations provides opportunities to those who do not drive, often including the most vulnerable people in society (ex. children, people with lower incomes, people with disabilities, and the elderly) to become mobile and active in order to get where they need to go. Connected active transportation networks increase mobility and access within the community, facilitating access to jobs, schools, health care, and community facilities. Given the dispersed nature of Port Hardy, Storey's Beach/Fort Rupert, the airport, the ferry terminal, and other destinations within the District, enhancing existing connections, completing missing links, and creating new and attractive network links for active modes will be crucial in giving people choice about how they move through Port Hardy whether for commuting or recreation.

An effective and inclusive active transportation system must address the needs and requirements of the broadest range of potential users possible. An active transportation plan is a living and ever-evolving document. It is intended to provide direction for initial actions and also to provide a framework for guiding future initiatives. The District of Port Hardy will need to review the feasibility and desirability of recommended initiatives to ensure they are consistent with community plans and available resources. It is recommended that implementation of the Active Transportation Plan include ongoing public engagement as new projects and directions are considered into the future.

The District of Port Hardy is committed to improving its active transportation infrastructure. Improvements will further connect community destinations, promote public health and safety, environmental sustainability and social cohesion. Investment in active transportation is critical for the future health of the District of Port Hardy and will yield many lasting benefits for the community. As one of the most cost-effective ways for an individual to become more physically active and remain healthy in the long-term, the importance of active transportation cannot be overstated.

## BENEFITS OF ACTIVE TRANSPORTATION

### HEALTH

Physical activity is widely documented to improve both physical and psychological health. Active transportation is both an affordable and accessible way to add exercise to a daily routine and increase face-to-face social interaction.

### ENVIRONMENT

Vehicle trips, traffic congestion, noise pollution and greenhouse gas emissions are reduced, while connecting residents to their surrounding natural environment.

### SAFETY

Increasing awareness and visibility of active transportation users and facilities has been shown to result in lower vehicle speeds, which leads directly to safety benefits for vulnerable road users.

### SOCIETAL

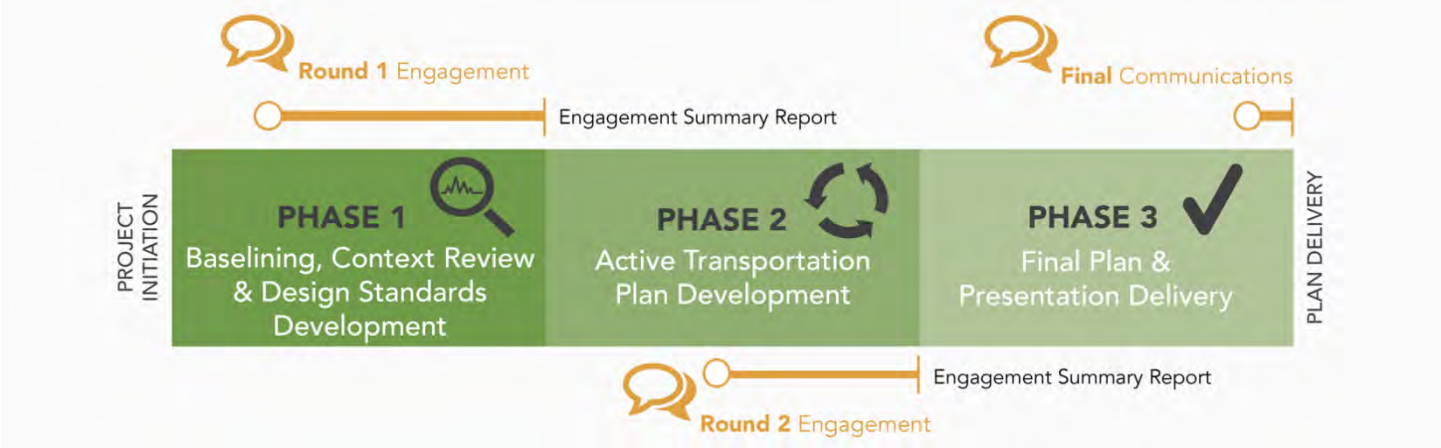
Transportation options are increased leading to equitable methods of travel to include lower income individuals, youth, seniors, and others who may not have or desire access to a vehicle.

### ECONOMIC

Increased walking and biking can support local businesses since residents may shop more within their local catchment area. Having accessible and attractive transportation options can also attract more visitors.

## PLAN PROCESS

The Port Hardy Active Transportation Plan was the evolution of a three-phase process over a condensed six-month period beginning in September 2020. What makes this plan unique is that it is built from the ground up starting with the town itself and its people. At the foundation of this process was developing an understanding of Port Hardy and how it is laid out, how people currently move around town and how they wish to move around town.




Baselining for the Active Transportation Plan involved reviewing existing transportation and land use policies and plans, visiting the town and getting a sense of its scale, layout and existing connections and missing links as well as surveying residents and soliciting input on existing and potential future active transportation networks. From this foundation it was possible to begin plan development and create a list of potential projects that were broad and far reaching for a variety of users across town. Residents provided input on potential projects to aid in the prioritization process in identifying active transportation solutions before the plan was refined and finalized for implementation.

The key goal of this process was to develop an active transportation plan that was legible, meaningful and direct with clear actions to guide Port Hardy's future active transportation investments including enhancing existing facilities, creating new connections, and promoting and supporting active transportation programs to help encourage more people to use active transportation to get around town.

## PUBLIC ENGAGEMENT

Public engagement activities and reporting took place at the project on-set and during phase two of the Plan development. The input received from the Port Hardy community highly informs the recommendations presented in this Plan. Key considerations in developing the public participation strategy were the desire to place equal emphasis on promotion, education, and engagement. The District of Port Hardy was dedicated to consulting with community stakeholders and the public in order to develop an inspiring Active Transportation Plan that reflects the concerns and aspirations of all citizens.

Due to COVID-19 and the uncertain changes in public health guidelines, the Public Participation Plan was modified to limit in-person contact.

The Active Transportation Plan engagement process began with a kick-off meeting with District staff as well as Mayor and Council to gain an appreciation for the District's vision and objectives. Bunt conducted a three-day site visit to Port Hardy from November 11th to 13th, 2020 (Note: prior to the Province's mandated COVID-19 restrictions for travel, gatherings and events). The site visit included a self-guided cycling and walking tour of town on day one to observe and document existing active transportation network conditions; meetings and a tour of town with District staff on day two along with additional field observations; and, culminated in a pair of guided tours on day three (walking and cycling) led by Bunt with local residents, District staff, as well as the Mayor and some members of Council to discuss potential active transportation solutions at some key locations in town.

This project process has culminated in a comprehensive plan that outlines realistic active transportation options that are flexible, adaptive and easy to implement for Port Hardy now and into the future. Recommended actions are derived from key strategies intended to maximize active transportation growth in Port Hardy.

Survey number one was launched on-line in coordination in the walk & wheel tours. The responses helped the team to gain a better understanding of key issues and opportunities as experienced and perceived by the Port Hardy community. To further augment the more typical survey experience and bring an educational aspect to engagement, the second online survey was launched using Ethelo – an interactive budget, constraint-based survey platform. The community was invited to review 10 potential active transportation infrastructure projects together with the estimated cost and indicate their level of support within an identified ceiling budget. The projects presented in the survey were identified during the site visit, through conversations with District staff and the community, and input received from the first round of engagement.

Information obtained through the public engagement process was critical to ensuring the evaluation of Port Hardy's active transportation network was inclusive and informed.

## VISION

The District of Port Hardy's vision for active transportation is simple: Provide facilities which are safe, convenient, comfortable with efficient connections, enjoyable and get people to the places they want to go. Cost-effective investment in facilities, creating awareness through active transportation education and programs, and promoting through policies in order to make active transportation a realistic transportation option for residents of all ages and abilities will ensure the vision can be realized.

## GOALS

Goals provide a means for helping the District achieve its active transportation vision. The District's goals are broad in scope and purpose but basic in their principles as they relate to other District plans and initiatives (i.e., the OCP). The District outlined four main goals at the on-set of the Active Transportation Plan, which have been adhered to in the development of this document in order to help achieve the vision for the Active Transportation Plan.

## OBJECTIVES


This Active Transportation Plan provides far-reaching and enduring benefits for the communities within the District of Port Hardy, paving the way to reach District goals of public safety; healthy community lifestyle; clean energy transportation options; and tourism benefits. With the District's unique placement in an unspoiled landscape serving as a gateway to an outdoor and active lifestyle, the potential for active modes will be unlocked through the implementation of this plan.

## INSPIRE

Set the stage for success with the aim to inspire residents of Port Hardy to take to the streets, pathways, and trails with implementable priority projects that resonate with residents and promote safe connections and a healthy and active lifestyle for all ages and abilities. Fresh new facilities that help connect people to the places they want to go will encourage individuals to get up and go. The more who get out and use active transportation, the more that others in the community will be inspired to do the same.

## IMPROVE

Reduce road pressures, improve air and noise quality, and the overall livability of the community for individuals with more people being 'out and about' strengthens community bonds. Indirect economic advantages (ex. reduced long-term health costs), along with shifting the focus of Port Hardy's mobility strategy from automobiles to active modes will also provide direct economic benefits by reducing costs associated with road construction, repair, and maintenance, as well as reducing the need for vehicle ownership. Improving active transportation infrastructure through provision of new facilities and missing links in the network in combination with improved community livability can lead to more affordable communities both from the perspective of individuals and local governance.

## INCLUSIVE

Planning facilities for all user groups regardless of age, ability, or level of mobility and providing the necessary decision-making tools will allow the District to respond to evolving needs in the community. The reasons for people choosing not to walk, cycle or use other active modes typically involves poor weather, safety concerns, a lack of or inadequate facilities or broken links, time pressures, lack of equipment (bicycles), and a lack of secure bicycle parking. This Plan is designed to overcome or mitigate these obstacles through inclusivity.

## INTEGRATE

Creating integrated networks for walking, cycling, wheeling or other active means and connecting to key destinations in the community will allow residents to have travel choices that support their everyday lives. Identifying gaps in the existing network that do not meet the recommended design guidance will inform future projects.

## IMPLEMENT

Outline and prioritize a practical future active transportation network with associated rationales for the District of Port Hardy. Together with this, develop a prioritized list of projects for implementation (along with longer-term solutions) that focus on improving the current active transportation network. It is recommended to develop design guidance and education strategies that can be used for future active transportation initiatives by the District.

## INVEST

Stimulate active mode growth with investment in improved infrastructure and effective promotion and education strategies. Providing new or enhanced facilities that anyone can use to get to the places they want to go will help encourage individuals to become more physically active and remain healthy. Increasing active mode safety for both actual safety and perceived safety (comfort) for all users, including through traffic calming is key.

## BACKGROUND DOCUMENTS

This Plan builds upon the Official Community Plan (OCP) for the District, adopted in October 2011 and consolidated in May 2014. Of relevance to the Active Transportation Plan, Objective 3.6.2 of the OCP sought to achieve an increase in non-vehicular modes of transportation (walking, cycling, skateboarding, etc.) within a multi-modal system. The OCP is in the final stages of an update (slated for 2021) and general mobility and active transportation goals and policies will be integrated into that document. Furthermore, this Plan, and more specifically, the recommended design guidance and education (Section 4) draws upon best practices from various industry leading design guides including the BC Active Transportation Design Guide, NACTO's Urban Street Design Guide, and Bikeway Design Guide.


2
PORT HARDY NOW

# 2. PORT HARDY NOW

In order to build a plan for the future of Active Transportation within Port Hardy, it is important to first establish a baseline. This section outlines the land use and demographic characteristics that influence the exiting transportation choices and travel patterns across the District.

## PORT HARDY OVERVIEW

The District of Port Hardy is a municipality in the North Island Region located at the northern end of Vancouver Island. With a population of just over 4,100 people (2016 Census), Port Hardy is the largest and northernmost community in the North Island. The bulk of the population lives around the core of the town centre, with other pockets of residential settlement surrounding Hardy Bay and a modest amount of density in the Storey's Beach neighbourhood in Fort Rupert. Two first nations communities are located in the area with Tsulquate Reserve adjacent to the north end of Port Hardy's town centre, and Fort Rupert Reserve located east of Storey's Beach near Port Hardy Airport.

Port Hardy acts as one of two regional centres for the Regional District of Mount Waddington (the other being Port McNeill) which encompasses the lower Central Coast Region on the mainland and the North Island Region on Vancouver Island. Port Hardy is a destination in itself for tourism with an abundance of outdoor recreational activities nearby and is also a base for daytrips to other more remote locales on the north end of Vancouver Island. The region is served by several major transportation connections including Highway 19, Bear Cove Ferry Terminal (BC Ferries Inside Passage Routes to Prince Rupert, Bella Bella, and Bella Coola), as well as Port Hardy Airport.


## LOCAL CONTEXT

Port Hardy is the largest community in the Regional District of Mount Washington (RDMW) and is a commercial and tourism hub for the North Island area, as well as serving as the main gateway to the North Coast Trail with numerous marine- and tourism-based activities. Port Hardy has enjoyed a role as a regional retail and service centre for most of its recent history serving the surrounding communities and the whole North Island. The town centre is the primary centre for commercial, office and service activities in the District.

## KEY DESTINATIONS

Residential uses found in Port Hardy, which primarily consist of single-family dwellings, are located along Park Drive (Ring Road) within Port Hardy, further south along Hardy Bay Road, and within Fort Rupert to the east. To a lesser degree, some residential development is also situated on Bear Cove Highway on the route out towards the Ferry Terminal. In most cases, these residential communities are linked only through vehicular connections.

Several key employment generators and destinations for local residents are located within or near the Town Centre including: Port Hardy Hospital, Port Hardy Recreation Centre, District Hall, Port Hardy Secondary School, North Island College and many others. Everyday services and amenities, as well as parks, and trails are also located within close proximity in the town centre easily accessible by walking or cycling. The Storey's Beach/Fort Rupert/Airport area is located about 8km from the town centre, having fewer services and amenities. There are no continuous or safe walking or cycling connections between Fort Rupert and town centre and residents of Fort Rupert are reliant on automobiles for many of their daily needs.

An overview of the existing land uses within the District is presented in **Exhibit 2.1.**

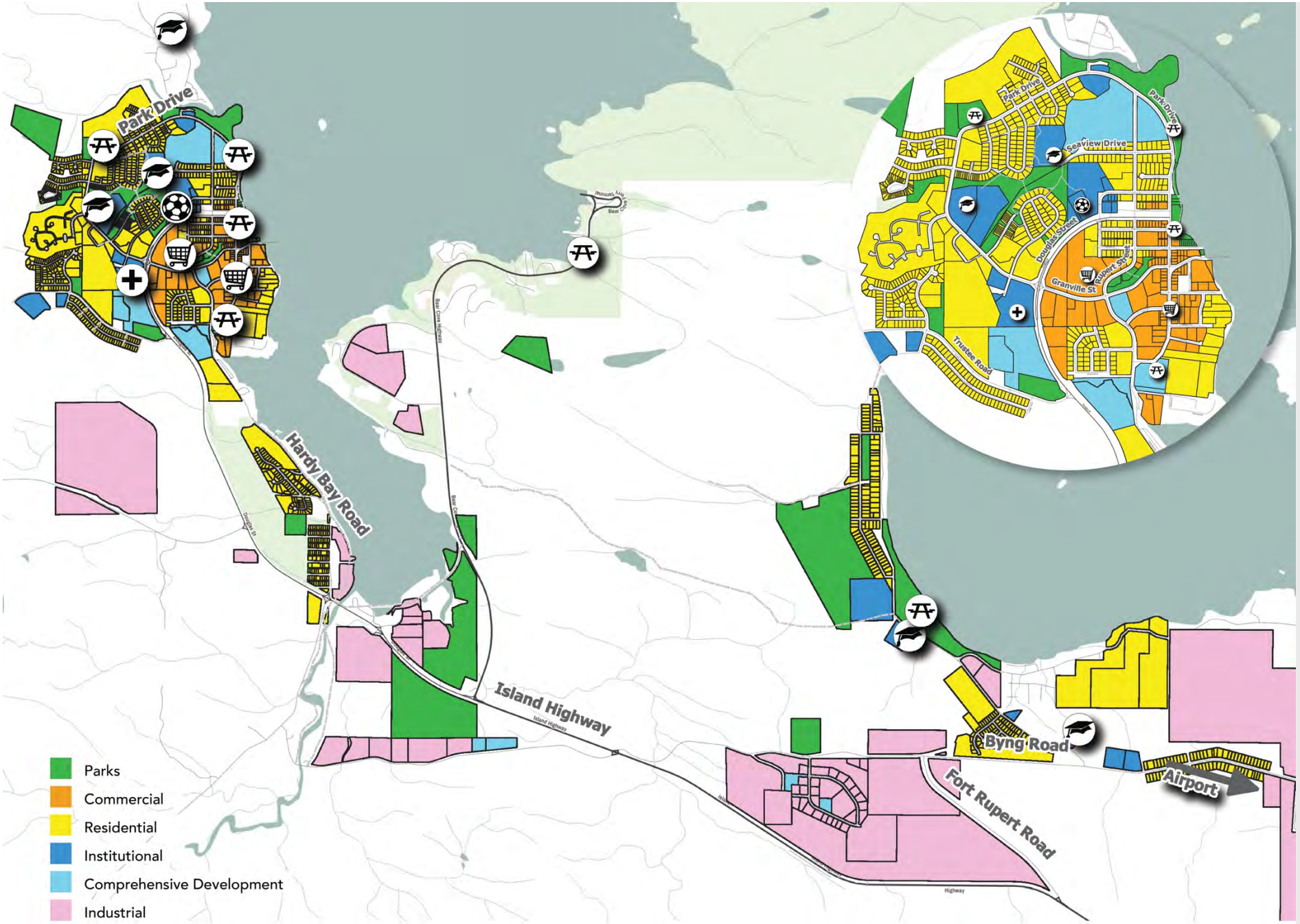



Exhibit 2.1: Existing Land Uses

## STRATEGIC CONTEXT

The strategic location of Port Hardy places it at the crossroads of air, ferry, highway, and marine transportation networks. Port Hardy also serves as the regional transportation centre for the mid-coast area. The community boasts a diversified regional economy with strengths in forestry, aquaculture, manufacturing, and tourism. Strategic connections to and from the District are outlined below:

- As the largest community north of Campbell River, many other communities rely on the District of Port Hardy as a transportation service provider as it serves as a hub for multiple transportation networks.
- Port Hardy lies at the end of Highway 19 - 502 km north of Victoria. This main highway connects Port Hardy with surrounding communities and the rest of Vancouver Island. This connection provides the ability for visitors and residents alike to travel by personal vehicle, coach bus, or taxi service.
- Water transportation includes an extensive harbour system with several government wharves, marinas, and BC Ferry and barge terminals which provide access to the growing mid- and central coast.
- Port Hardy is the southern terminus of the BC Ferries "Inside Passage" route to Prince Rupert. Port Hardy is the southern terminal for ferry transport from Port Hardy to Prince Rupert, Bella Bella, Shearwater, Klemtu, and Bella Coola.
- Port Hardy Airport is located at 3675 Byng Road. This terminal is certified by Transport Canada. Pacific Coastal Airlines runs a scheduled daily service out of the facility. Seaplanes also offer charters and scheduled flights from Port Hardy, Alert Bay, and Port McNeill.
- A single bus service (#2) run by BC Transit through the MWRD operates to and from Port Hardy. It connects Port Hardy town centre with Port McNeill via Fort Rupert and the Port Alice junction, and also serves Coal Harbour. The service operates five times per day in each direction between approximately 7am and 6pm.

## DEMOGRAPHICS

Demographics play a significant role in influencing transportation choices and travel patterns. The following characteristics were key considerations when developing the Active Transportation Plan. The following is based 2016 Census Canada Community Profile data.

### Population

In 2016 the population of Port Hardy was 4,132, which constituted an increase of 3.1% from 2011. In comparison, the RDMW experienced a reduction in population figures of 4.1% while the province as a whole experienced an increase of 5.6%. A breakdown of the 2016 population by age and gender is presented in **Table 2.1**.

**Table 2.1: Population Breakdown by Age and Sex**

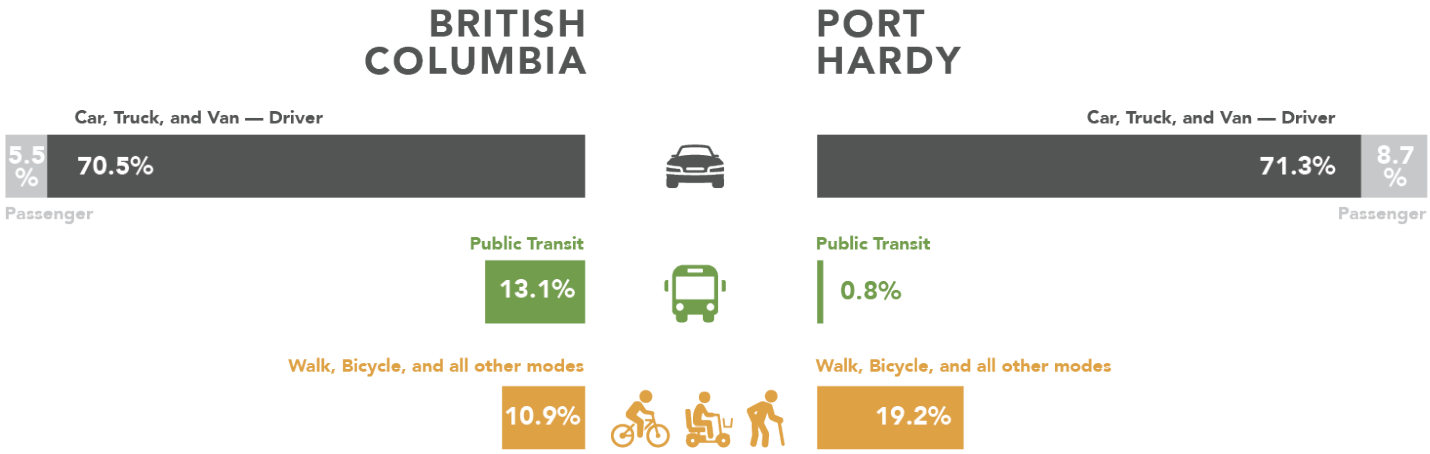
| Age Groups | Both Sexes | Males | Females |
|---|---|---|---|
| 0 to 14 | 19.8% | 20.7% | 19.0% |
| 15 to 29 | 16.4% | 16.4% | 16.5% |
| 30 to 64 | 49.1% | 48.4% | 49.9% |
| 65 and over | 14.6% | 14.6% | 14.7% |

This data is important for anticipating the potential travel patterns of existing residents. Approximately 35% of the population is under 30 years of age. People in this age group tend to rely more on transit, walking, and cycling to access schools, employment and services. In contrast, residents aged 60 and older (approximately 20%) are often reliant on a differing range of mobility options.

Understanding this data is therefore critical to ensure that an aging population can participate in their communities at all stages of their lives, regardless of ability.

According to the 2016 census, approximately 19% of all commuting trips are made by active modes such walking and cycling, which is noticeably higher than the provincial average (11%). In contrast, only 1% of trips are made using transit within Port Hardy, demonstrating a key deficiency in transit service.

## Main Mode of Commuting




Building on the existing commuting travel patterns for the District, the 2016 Census also provides an overview of the average commuting duration for the employed labour force. Within Port Hardy, the average commuting duration is 17 minutes compared with Provincial average of 26 minutes (accounting for people who work in Port McNeill). The compact nature of the town centre is a testament to these short commute times. It also suggests that active modes such as walking and cycling could be practical commuting options for residents with relatively short travel distances.

Presented in **Table 2.2** is the time of departure for commuting trips completed in Port Hardy and, for comparison, across the entire province.

**Table 2.2: Employed Labour Force by Time Leaving for Work**

| Time leaving for work | Port Hardy | | British Columbia | |
|---|---|---|---|---|
| | Number | Percentage | Number | Percentage |
| Total employed labour force | 1,845 | 100 | 2,093,140 | 100 |
| Between 5 am and 5:59 am | 145 | 7.9 | 142,365 | 6.8 |
| Between 6 am and 6:59 am | 285 | 15.4 | 342,505 | 16.4 |
| Between 7 am and 7:59 am | 445 | 24.1 | 526,480 | 25.2 |
| Between 8 am and 8:59 am | 465 | 25.2 | 470,205 | 22.5 |
| Between 9 am and 11:59 am | 215 | 11.7 | 292,185 | 14 |

Note: The remaining proportion of the employed labour force did not typically commute during the time periods listed above.


Image Source: Port Hardy Tourism

## TOURISM

Tourism is a key local economic industry in Port Hardy and thereby a key consideration when developing the Active Transportation Plan. Accommodating the needs of visitors to travel around town by active modes and reach key tourist destinations is similarly important as it is for residents.

A visitor profile for Vancouver Island North Tourism was derived in 2018, in partnership with the local region, to understand where people travelled from, how they travelled, and what they sought to do while exploring Vancouver Island North (VIN). The highlights from this study are summarized below.

- Of visitors to VIN, 85% indicated that their trip was for leisure, 9% said it was for a combination of business and leisure, and 6% said their trip was for business or work.
- Most participants were from BC (73%), 13% were from other parts of Canada, 9% were international visitors (not USA), and 4% were from the USA. Of those from BC, 44% were from Vancouver Island and 29% were from the remainder of the province.
- The average group size was 3.2 people. Approximately 48% of groups consisted of two or three people, and only 3% had 10 or more people.
- Approximately 67% of all visitors travelled to Vancouver Island (North) via personal vehicle with bus, bicycle, and rental RV all comprising less than 5% of the mode share individually.
- Visitors were asked to indicate which tourism attractions they visited during their stay in VIN. The most popular attractions were beaches (71%) and dining out and parks and trails (each at 66%).
- The overnight visitors were given a list of communities within the VIN region and asked to select where they spent their nights. Respondents typically spent 53% of their stay in Port Hardy.

## EXISTING NETWORK

Existing active transportation infrastructure is defined primarily by sidewalks, pathways and trails, while there are few or intermittent formal cycling facilities throughout town.  The existing active transportation network is highlighted in **Exhibit 2.2**.

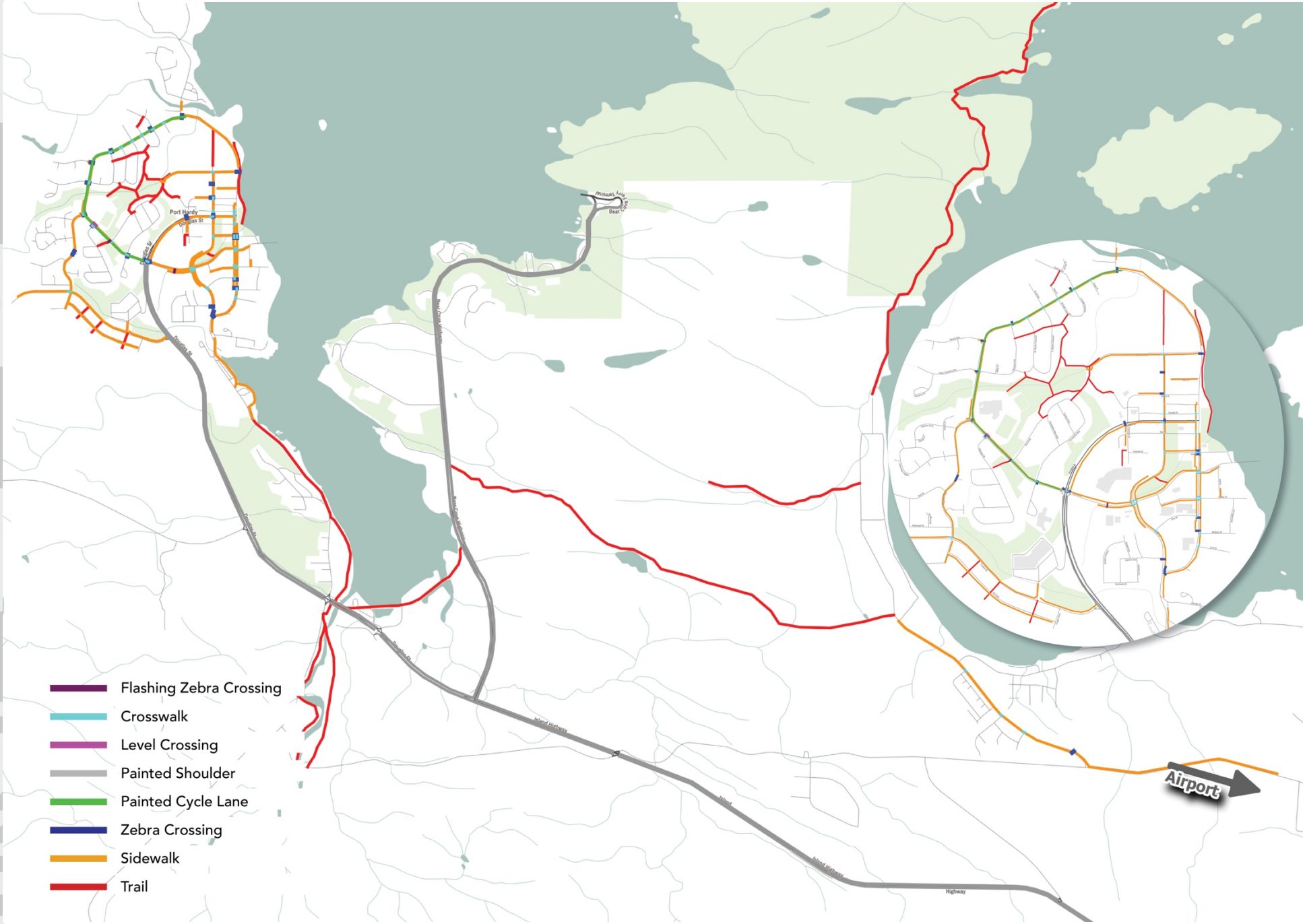



Exhibit 2.2: Existing Active Transportation Network

## EXISTING SIDEWALK NETWORK

Port Hardy town centre benefits from an extensive network of sidewalks connected by various crossing facilities. Sidewalk facilities are provided adjacent to much of the ring road, with the exception of Market Street between its intersections with Seaview Drive and Central Road. Connecting with Park Drive (Ring Road), sidewalk facilities are also provided along Rupert Street, Highland Drive, Trustee Road, and Seaview Drive. In the absence of formal sidewalks, most other residential roads experience low traffic volumes and slow vehicular speeds conducive to pedestrians either sharing the road or making use of gravel shoulders. Crossing facilities in the town centre are concentrated around the ring road and along the Market Street corridor, predominantly taking take the form of crosswalks and zebra crossing facilities. Two enhanced flashing zebra crossing facilities have been installed on Granville Street.
Leading south from the town centre, a sidewalk is provided to the east of Hardy Bay Road and this transitions into the Harbour Walkway trail just beyond the harbour itself. The remaining formal sidewalk facilities connect Fort Rupert with Port Hardy Airport via Beaver Harbour Road and Byng Road. The sidewalk network on Beaver Harbour Road terminates at Storey's Beach Road, north of Fort Rupert Elementary School. The remaining road network is unsupported by sidewalk facilities with most pedestrians relying on the shoulder width to connect onwards.

## EXISTING BICYCLE NETWORK

Formal cycling facilities within Port Hardy are limited. Painted cycle lanes are accommodated along Park Drive and Granville Street, while paved shoulders along Douglas Street (south of the ring road), Bear Cove Highway, and Highway 19 provide opportunities to connect with destinations outside of the town centre. The Harbour Walkway trail, the Quatse River Estuary Trail, and the Quatse River Trail Loop are mulit-use and offer gravel surface routes with sections of boardwalk for cyclists to use. Further afield, Fort Rupert and Port Hardy are disconnected from a cycling perspective with no facilities provided along Byng Road, while the existing trail network linking these destinations is understood to be too steep and rough for use as a family-friendly or commuter trail.

## EXISTING PATHWAYS AND TRAILS

The District of Port Hardy already offers an extensive walking and trail network with options ranging from easily accessible routes to those more suited to avid hikers. The waterfront walkway connects the Downtown area with Carrot/Rotary Park and beyond offers a wonderful introduction to the town with interpretive signage providing context to local animal sightings, historic monuments including a carrot sculpture detailing the efforts to create the now-established Highway 19 link, and views of the local coastline.

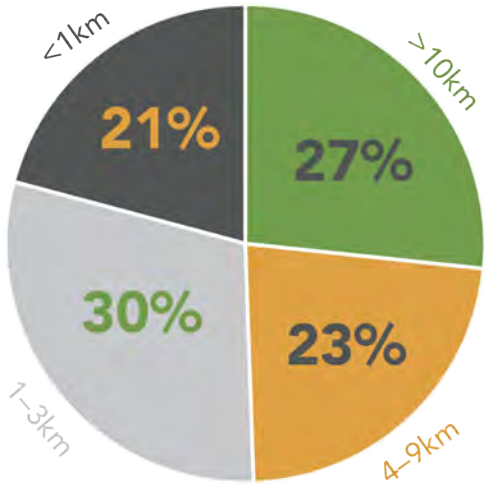
Further afield, the Quatse River Nature Trail provides a gravel surface route with boardwalk sections that crosses the river where local salmon may be spotted, while Storey's Beach is enjoyed as a recreational area that also serves as start-point for the Fort Rupert Trail and the more challenging Tex Lyon Trail. Port Hardy's existing parks and trail network have a practical function for residents but also, importantly, they are a gateway for locals and visitors to the many sites and attractions offered within the community.

## DATA COLLECTION

As noted, Statistics Canada data indicates that active modes such as walking, cycling and other non-motorized means accounts for almost 20% (355 trips) of the typical daily commute travel mode share in Port Hardy.  This is significantly higher than the Provincial average (around 11%) and indicates a propensity for residents to choose active modes even with modest existing active transportation facilities.

Of the 200 respondents to the survey, 32% listed their place of residence as within the Park Drive (Ring Road) area of Port Hardy town centre. A further 19% indicated that they lived west of Park Drive (Ring Road), while 9% lived along the Hardy Bay Road corridor to the south. A total of 23% of respondents lived within Storey's Beach. The remaining respondents listed their place of residence as the Tsulquate Reserve (1%), Bear Cove Highway (3%), the Fort Rupert Reserve (2%), or 'Other' (3%). A total of 10% of respondents did not list their place of residence.

Survey number two asked people to identify the distance that they would typically travel for work. The results are summarized in the chart below:



## COLLISION HISTORY

In an effort to understand existing trends in collision data, ICBC Statistics have been reviewed. This data provides an indication of both the location and contributing factors in reported collisions. **Table 2.3** below provides a summary of the recorded collision data between 2015 and 2019, while **Exhibit 2.3** provides an overview of the collision locations.

**Table 2.3: ICBC Collision Data**

| Type | 2015 | 2016 | 2017 | 2018 | 2019 | TOTAL |
|---|---|---|---|---|---|---|
| Pedestrians Only | 6 | 2 | 2 | 1 | 3 | 14 |
| Cyclist Only | 0 | 1 | 1 | 1 | 0 | 3 |
| Motorcyclists Only | 1 | 0 | 1 | 0 | 0 | 2 |
| Parking Lot | 76 | 81 | 82 | 79 | 73 | 391 |
| Intersection | 25 | 23 | 35 | 30 | 27 | 140 |
| Non-intersection | 45 | 52 | 46 | 36 | 51 | 230 |
| **Total Collisions** | **153** | **159** | **167** | **147** | **154** | **780** |

Based on the ICBC collision data, our key findings are as follows:

- The frequency of collisions over the most recent five-year period between 2015 and 2019 has remained consistent with an average of 156 collisions per year.
- 17 total collisions occurred involving active modes (walking/cycling).
- A total of 2-3 collisions were recorded at the Granville Street & Rupert Street intersection as well as the Market Street & Shipley Street intersections during the five-year period.
- No more than a single collision occurred at all other locations.
- Of the recorded collisions, 91% resulted in 'property damage only', while the remaining 9% involved casualties.
- Collision data is used to inform the facility design selection process in the Plan by understanding where there may be particular challenges perhaps related to speed, grade, visibility, or lack of facilities.

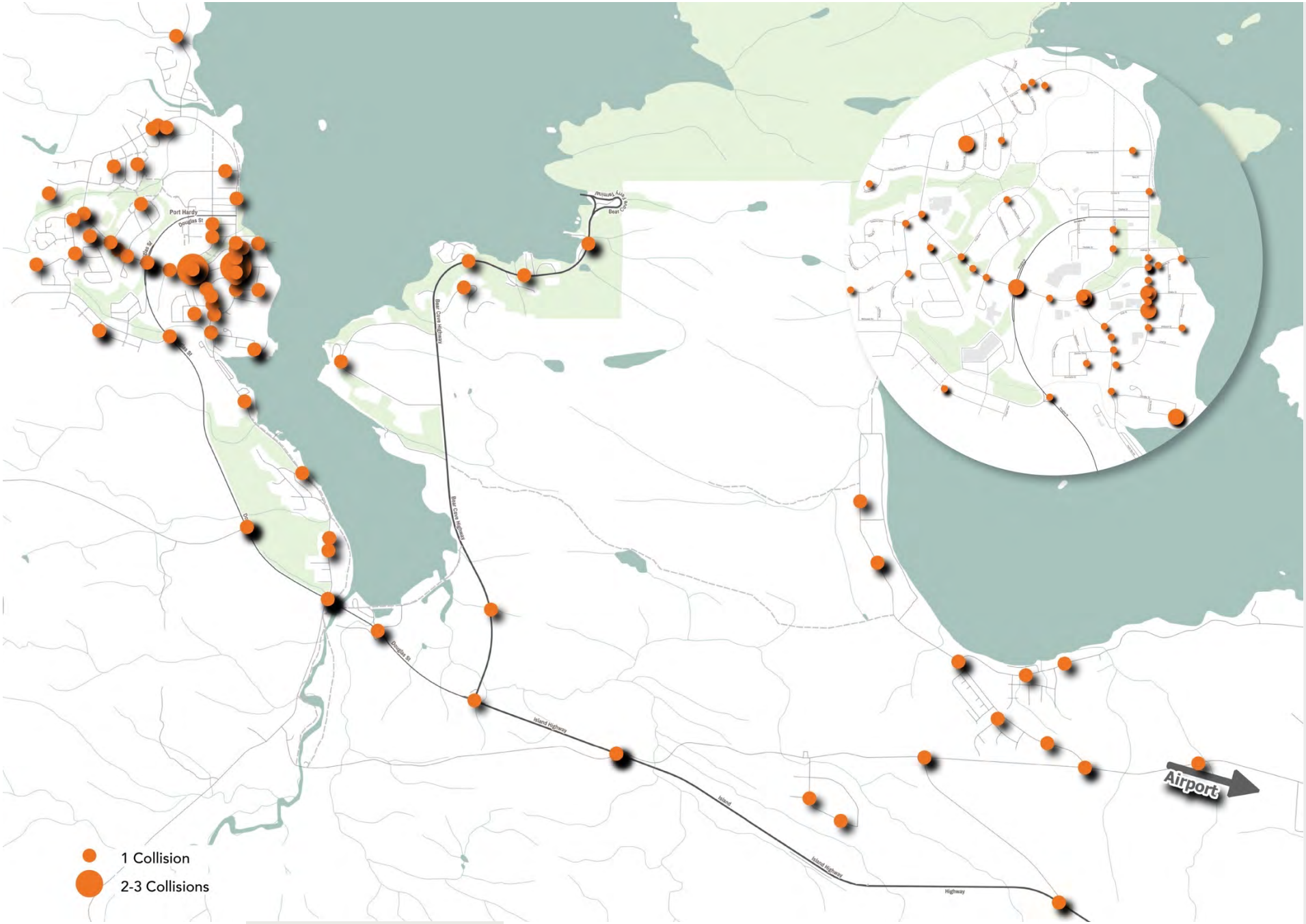



Exhibit 2.3: Collision Locations

## SITE VISIT OBSERVATIONS

Bunt conducted field observations over the course of a 3-day period from November 11th – November 13th, 2020. While no manual counts were conducted, anecdotal accounts of vehicle traffic, pedestrian flows, and bicycle movements were made to corroborate Census Canada data and help inform potential active transportation network routes and connections.

Typically, the busiest intersection in town was observed to be the intersection of Douglas Street and Granville Street which acts as the gateway into town. This is a key link between the residential areas on the west side of the town centre area and the core area. The highest amount of bicycle movements was observed on Granville Street west of Douglas Street towards Port Hardy Secondary School, as well as Park Drive, Douglas Street near the Recreation Centre, and on Market Street near the waterfront. Pedestrians were observed throughout town, but with a concentration on Granville Street near the mall, and on Market Street as well as the Waterfront Walkway. A fair number of mobility scooters were also observed throughout town, and it should be noted that they would often travel on the roadway to avoid the sidewalks which can be bumpy with seams and interruptions like driveways and corner letdowns.

Measurements of existing widths for sidewalks, bike lanes (ex. Granville Street) trails, roadways and travel lanes were also documented in order to understand existing conditions as a baseline for comparison with best practice design. This information also provided an understanding of challenges and opportunities for potential active transportation treatments and solutions in various contexts throughout town with the future active transportation network.

## GAP ANALYSIS

The existing active transportation network has been assessed for gaps in service and opportunities. The assessment sought to determine the adequacy of existing facilities based on the following criteria:

- Safety from field observations and collision records
- Connectivity
- Completeness of network
- Ability to serve key destinations including employment, recreational, and transit nodes
- Ability to serve the needs of all user groups including vulnerable users (ex. children, seniors, and people with mobility constraints)

## GAP CLASSIFICATION

### Spot Gaps

Specific locations with deficient or absent active transportation facilities or with an observed/documented safety issue (i.e., missing crosswalks, high crash locations, bike lane gaps).

### Connection Gaps

Missing links (typically short in distance) between routes or connecting different land uses.

### Lineal Gaps

Missing links or barriers along a reasonably connected route.

### Corridor Gaps

Significant stretches that can encompass an entire street where facilities may be desired but do not exist.

### System Gap

Larger geographic areas (ex. a neighborhood or business district) where few or no sidewalks/trails/bike lanes are present.

## KEY FINDINGS

Key gaps in the existing active transportation network are presented below and illustrated in **Exhibit 2.4**.

Given the importance of Market Street as a centre for retail uses and businesses within Port Hardy, the current environment would benefit from significant upgrades to the pedestrian realm as well as provision for cyclists through dedicated and separated facilities.

**MARKET STREET**

While there are existing sidewalk connections along Hardy Bay Road between Market Street and the Harbour Walkway trail, cyclists are required to share the road with vehicles which may discourage cycling trips particularly given the posted speed limit of 50 km/h.

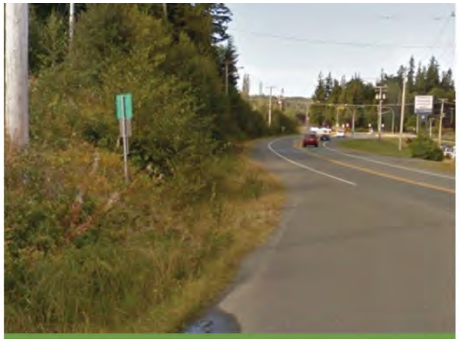
**HARDY BAY ROAD**

The Estuary Trailhead and Fort Rupert Trailhead are currently divided by a 0.5km section of Bear Cove Highway, which only accommodates paved shoulders for use by pedestrians and cyclists.

**BEAR COVE HIGHWAY**


The Rotary Club of Port Hardy has outlined ambitions to create a multi-use pathway that would connect Beaver Harbour through to Bear Cove Highway and, ultimately, Downtown Port Hardy. The existing Fort Rupert Trail would form part of this connection but, at present, is understood to be steep and rough for use as a family-friendly or commuter trail.

**FORT RUPERT TRAIL**



Although pedestrian movements along Douglas Street south of Park Drive (Ring Road) are understood to be low in volume, it does provide a connection between the residential neighborhood along Trustee Road and the town centre. Existing facilities connecting these two roads are limited to an informal trail and paved shoulders along Douglas Street.

**DOUGLAS STREET/ TRUSTEE ROAD**

Although a painted cycle lane is provided along Park Drive and part of Granville Street, these facilities terminate at the intersection with Douglas Street requiring cyclists to share the road if they intend to continue towards the retail area along Market Street.

**GRANVILLE STREET**

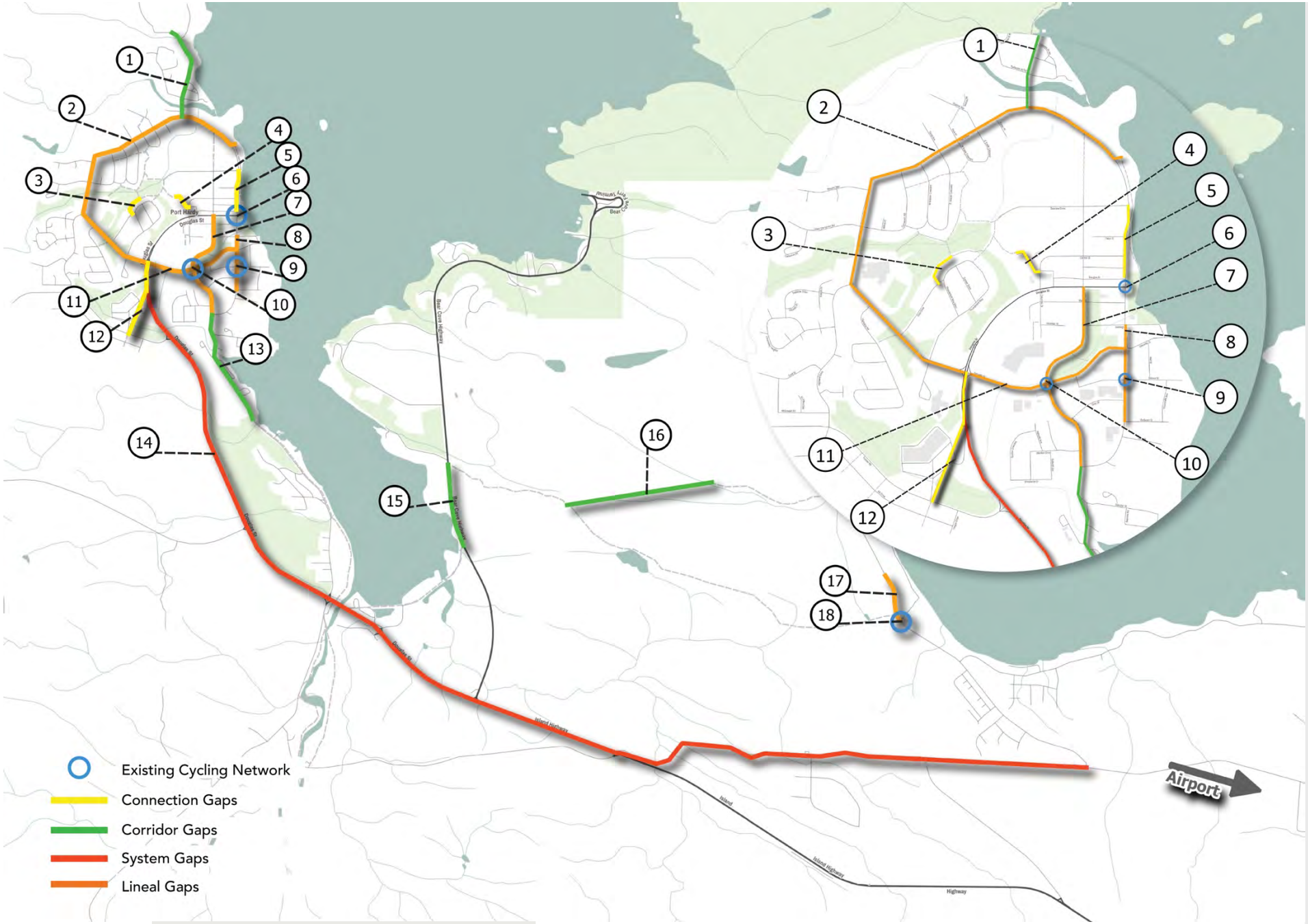



Exhibit 2.4: Active Transportation Network Gaps


3
WHAT WE HEARD
STOP
STOP
H&
719 MARKET ST.

# 3. WHAT WE HEARD

The Port Hardy community and District staff provided excellent insight to the project team through three engagement activities during the course of developing the Active Transportation Plan. We heard about people's concerns and aspirations during the Walk/Wheel tours and Survey #1 and how people rated and felt about 10 recommended projects through Survey #2. Through this feedback, the project team was able to identify trends that are influencing the community's current active transportation choices. We also gained valuable information about which active transportation upgrades are likely garner the highest level of support.

The key outcomes from each engagement activity are outlined on the following pages with the Public Participation Summary Report #1 and Survey #2 Summary Report included in **Appendix A**.

Image Source: North Island Gazette | Photo by Zoe

## WALK/WHEEL TOUR

The tours began at the Municipal Hall/Rec Centre. Led by Bunt & Associates' Project Lead, Tyler Thomson, participants walked/biked a route through Town. The group went down Rupert Street to check out the potential to enhance an existing pedestrian connection down to Park Drive (Ring Road) then headed west on Seaview Drive to the Huddlestan Trails where we spent time exploring. The group talked about the potential location for a multi-use path along the north side of Douglas Street that could link to the Waterfront Walkway and become a perimeter active transportation network for recreation and commuting purposes linking to key destinations.

## FURTHER DISCUSSIONS:

- Potential for bringing the intersection of Douglas-Hwy 19/Granville Street to a more human scale
- Potential for primary and secondary connections for cyclists for recreational and commuting purposes
- Safety concerns at Douglas/Market due to angled parking
- Idea of providing traffic calming through corner bulges to improve sightlines and reduce the crossing distance for pedestrians
- Improving crossing conditions for pedestrians and bikes to Waterfront Park
- Potential for a multi-use path in the wide boulevard on Douglas Street
- Innovation of e-bikes in relation to commuting from out of Town

## SURVEY #1 ISSUES AND OPPORTUNITIES

The results from each question in Survey #1 together with comments were analyzed to determine consensus among the respondents. The following themes were uncovered for which the Project Team was able to focus efforts on the development of recommended active transportation infrastructure projects for Port Hardy.

### 1. INFRASTRUCTURE AND TRAFFIC CONDITIONS

Safety concerns, suggestions for adding sidewalks, crosswalks, separated pedestrian and bike facilities

### 2. NETWORK CONNECTIONS/PROXIMITY/WAYFINDING

Connecting existing trails and paths with key destinations. Desire for improved wayfinding

### 3. WEATHER & MAINTENANCE

Safety concerns, improved maintenance of existing trails and paths

### 4. ACCESSIBILITY

Need for accessible design features at crossings

### 5. SOCIETAL CONDITIONS

Safety concerns, particularly in the evening hours

## SURVEY #2 RATE THE RECOMMENDATIONS

This interactive survey gathered public feedback on 10 potential infrastructure improvement projects. The survey allowed participants to learn about each of the proposed projects, review the preliminary cost estimates, comment, and indicate their level of support (fully support, neutral, totally oppose). The cost of fully supported projects was tallied with a maximum ceiling budget of $2 million, which challenged respondents to choose projects that mattered most within the fiscal constraint. Survey results are presented below.

### TOP 5 PROJECTS

#### 1. Fort Rupert Trail Approaches



The Rotary Club of Port Hardy has outlined ambitions to create a multi-use pathway that would connect existing trailheads beginning at Beaver Harbour and Bear Cove Highway respectively. While the Rotary Club will lead the improvements to the mid-section of the trail, this project would focus on improving the western and eastern extents that connect to the existing trailheads.

- $150,000 Estimated Cost
- 64% Totally Support
- 28% Neutral
- 8% Totally Oppose

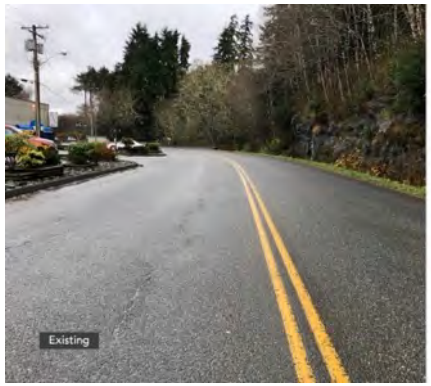
## 2. Elk Drive Neighbourhood Connector



The provision of a multi-use trail that connects the Elk Drive neighbourhood and Trustee Road with the ring road to the north via Douglas Street. The connection will either make use of a potential future easement adjacent to the mall, or existing width along the west side of Douglas Street.

- $40,000 Estimated Cost
- 59% Totally Support
- 28% Neutral
- 13% Totally Oppose

## 3. Hardy Bay Road Upgrade

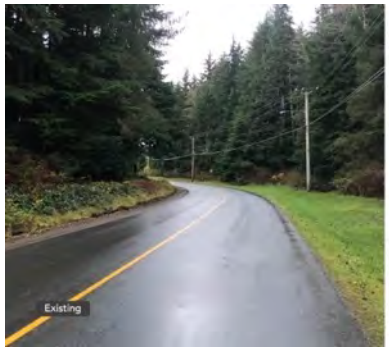




A multi-use pathway provided parallel to Hardy Bay Road, connecting the existing Harbourfront Trail terminus to the south with Market Street to the north.

- $990,000 Estimated Cost
- 55% Totally Support
- 35% Neutral
- 10% Totally Oppose

## 4. Fort Rupert Upgrade





The provision of a multi-use path connection along Beaver Harbour Road between Fort Rupert Elementary School and the beginning of the residential neighbourhood to the north, along with an enhanced crosswalk at the intersection with Storey's Beach Road to connect safely between the school and the park/beach.

- $220,000 Estimated Cost
- 48% Totally Support
- 42% Neutral
- 10% Totally Oppose

## 5. Market Street Re-imagining



Covering the section of Market Street between Rupert Street and Wollaston Street, this project would look to reallocate street space for pedestrian and cyclist use through a variety of methods, benefiting not only active transportation users but also allowing local businesses to better activate the street frontage.

- $100,000 Estimated Cost
- 59% Totally Support
- 25% Neutral
- 16% Totally Oppose

# 4

# DESIGN GUIDANCE & EDUCATION

# 4. DESIGN GUIDANCE & EDUCATION

Over the past decade there has been a significant increase in recognition of the importance of active transportation facility design aimed at providing safe, accessible, comfortable and enjoyable walking/mobility scooter, and cycling infrastructure and more recently for micro-mobility devices such e-bikes, e-scooters, e-skateboards and e-wheels. Individuals are increasingly more aware about the health and economic benefits of active transportation and are looking either for alternatives to automobiles or simply more transportation options to get around. With the increase in users comes the need for improved design in order to accommodate them.

## BEST PRACTICE & POLICY REVIEW

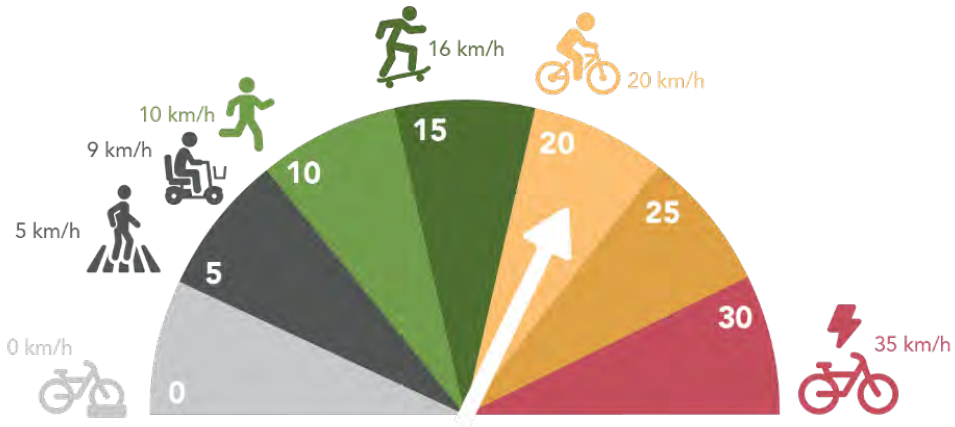
There has been significant development in best practice design of these facilities as communities and industries throughout North America and around the world adopt and prioritize active transportation. The following industry leading design guides were reviewed and drawn on as best practice reference materials:

- British Columbia (BC) Active Transportation Design Guide
- Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads
- National Association of City Transportation Officials (NACTO) Designing for All Ages and Abilities
- National Association of City Transportation Officials (NACTO) Urban Street Design Guide

- National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide
- Ontario Traffic Manual (OTM) Book 18
- Centre for Research and contract Standardization in Civil and Traffic Engineering (CROW) Design for Bicycle Traffic (Dutch)
- Federal Highway Administration (FHWA) Bikeway Selection Guide
- Massachusetts Department of Transportation (MASSDOT) Separated Bikeway Planning & Design Guide

## DESIGNING FOR DIFFERENT USERS

A core component for designing All Ages and Abilities (AAA) facilities is recognizing and understanding the diversity of users that will be using the facilities. Though traditionally multi-use trails have primarily focused on pedestrians and cyclists, an increasingly diverse set of users are enjoying these amenities including people on skateboards, scooters and other wheeled devices called micro-mobility (both electric and human powered). Each of these users may have a differing set of needs and interact with each other differently. At a basic level, speed is the primary consideration when mixing different users on the same path or trail. The following graphic captures the typical speed variations between some of these different modes and user groups.



### Facility design for variety of users sharing the same space

- Consider all potential users when designing a facility
- Provide separate space for cyclists and pedestrians when possible
- Encourage skateboard and scooter users (including electric powered) to mix with cyclists rather than pedestrians
- Where separate facilities are not feasible or desired, increase the width of the facility
- Maintain a consistent set of rules for all users while taking into account diverse needs
  Further contextual guidance can be sourced from the BC Active Transportation Guide, specific to the needs of different users.

## EQUITABLE & UNIVERSAL DESIGN APPROACH

In keeping with the goal of accommodating of a variety of users and needs providing an equitable environment for residents and visitors in the District of Port Hardy, universal design principles should be applied to all infrastructure and active transportation projects. This will ensure that all levels of ability are considered in shaping facility design, reducing the presence of barriers that some people face when navigating their community. **Table 4.1** referenced from the BC Active Transportation Guide, summarizes the key principles in universal design.

**Table 4.1: Key Principles in Universal Design (Source: BC Active Transportation Guide)**

| PRINCIPLE | GUIDELINES |
|---|---|
| **1. EQUITABLE USE**<br>Design is useful and marketable to people with diverse abilities | - Provide the same means of use for all users: identical whenever possible; equivalent when not<br>- Avoid segregating or stigmatizing users<br>- Provisions for privacy, security, and safety equally available to all users<br>- Make the design appealing to all users |
| **2. FLEXIBILITY IN USE**<br>Design accommodates a wide range of individual preferences and abilities | - Provide choice in methods of use<br>- Accommodate right- or left-handed access and use<br>- Facilitate the user's accuracy and precision<br>- Provide adaptability to the user's pace |
| **3. SIMPLE AND INTUITIVE USE**<br>Use of the design is easy to understand, regardless of the user's experience, knowledge, language skills, or current concentration level | - Eliminate unnecessary complexity<br>- Be consistent with user expectations and intuition<br>- Accommodate a wide range of literacy and language skills<br>- Arrange information consistent with it's importance<br>- Provide effective prompting and feedback during and after task completion |
| **4. PERCEPTIBLE INFORMATION**<br>Design communicates necessary information effectively to the user, regardless of ambient conditions or the user's sensory abilities | - Use different modes (pictorial, verbal, tactile) for redundant presentation of essential information<br>- Provide adequate contrast between essential information and it's surroundings<br>- Maximize "legibility" of essential information<br>- Differentiate elements in ways that can be described (e.g. make it easy to give instructions or directions)<br>- Provide compatibility with a variety of techniques of devices used by people with sensory limitations |
| **5. TOLERANCE FOR ERROR**<br>Design minimizes hazards and the adverse consequences of accidental or unintended actions | - Arrange elements to minimize hazards and errors: most used elements, most accessible; hazardous elements eliminated, isolated, or shielded<br>- Provide warnings of hazards and errors<br>- Provide fail safe features<br>- Discourage unconscious action in tasks that require vigilance |
| **6. LOW PHYSICAL EFFORT**<br>Design can be used efficiently and comfortably and with a minimum of fatigue | - Allow user to maintain a neutral body position<br>- Use reasonable operating forces<br>- Minimize repetitive actions<br>- Minimize sustained physical effort |
| **7. SIZE & SPACE FOR APPROACH & USE**<br>Appropriate size and space is provided for approach, reach, manipulation, and use regardless of user's body size, posture, or mobility | - Provide a clear line of sight to important elements to seated of standing users<br>- Make reach to all components comfortable for any seated or standing user<br>- Accommodate variations in hand and grip size<br>- Provide adequate space for the use of assistive devices or personal assistance |

## PEDESTRIAN FACILITY DESIGN

The design of sidewalks and pedestrian crossings have a significant impact on the safety, accessibility, and overall quality of experience for those walking or rolling in the District. In keeping with principles of excellent universal design, it is essential that sidewalks and crossings consider the needs of those who may have visual or mobility impairments.

A notable requirement for sidewalk design in terms of accessibility, as well as comfort and usability for all pedestrians is the overall clearway width and treatment at driveways. Design of sidewalks that allow people to walk side-by-side and easily pass oncoming walkers (including parents with strollers and people in wheelchairs or with other mobility aids), is important to create a safe and welcoming pedestrian environment. Table 4.2 presents recommended sidewalk widths for different street contexts in the District.

**Table 4.2: Recommended Sidewalk Width**

| Land Use | Road Type | Separation | Desirable (m) | Constrained Minimum (m) |
|---|---|---|---|---|
| Residential | Local | Non-Separated | 1.8 | 1.5 |
| | | Separated | 2.1 | 1.8 |
| Industrial | Collector/Arterial | Separated | 2.1 | 1.8 |
| Commercial | Collector/Arterial | Separated | 2.4 - 3.0 | 1.8 |

## Recommended Sidewalk Design Principles

- If necessary, non-separated sidewalks should ensure a level clearway of greater than 1.5m at driveways and should ideally be buffered by on-street parking
- Sidewalks adjacent to arterial roads should have a minimum 1m (and ideally ≥1.8m if the speed limit is above 50km/h) planted boulevard buffer to improve comfort from passing vehicles
- Street furniture or other design features should not infringe on the minimum clearway width
- Sidewalks should maintain as straight a path as possible to minimize walking distance for convenience

## BICYCLE FACILITY DESIGN

Creating a network of bicycle facilities that accommodates users of all ages and abilities requires a breadth of options that reflect the surrounding environment. Five principles of good bikeway planning & design (CROW 2016) that reflect the unique challenges and needs of those riding bikes, will guide the development of options and help translate them into applicable actions are:

### 1. Safety

Both perceived and real, road users should feel that they have enough space to ride, conflicts are minimized, and outcomes of crashes are not severe.

### 2. Comfort

Surfaces should be smooth, turn angles and gradients gentle, ample widths with minimal obstructions.

### 3. Directness

Alignments should be competitive with the driving network, have as few turns as possible, and minimize stops. They ideally connect with places people what to go

### 4. Coherence

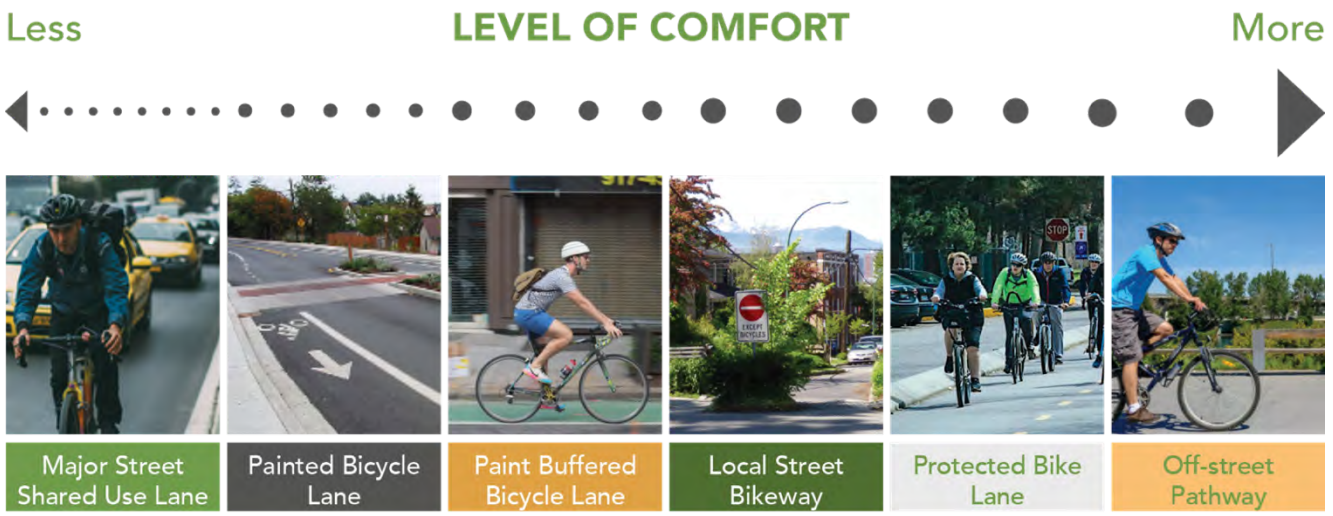
Facilities and routes should be intuitive in their design and direction and integrate seamlessly with other transportation systems and key destinations.

### 5. Attractiveness

Routes should be enjoyable, relatively quiet, and connect to points of attraction.

While many people enjoy cycling, it has been found that a large part of the population would choose to ride a bike more often if a safe and convenient network was readily available.

At the core of these principles is providing connected bike design options that are both safe and comfortable. Understanding what types of facilities cyclists find comfortable is key to encouraging and fostering increased ridership. The following image (adapted from the City of Vancouver's design guidelines) illustrates the continuum of commonly used bicycle facilities based on their level of comfort to all users based on the context in which they are situated. Each facility type identified in the continuum is described in the corresponding table. These examples demonstrate the range of cycling facility types where higher levels of separation from vehicles equates to higher levels of comfort. Increased comfort not only provides safer routes, but it also increases the potential cyclist demographic to include the large percentage of people who would consider cycling if it were more comfortable.



## TYPES OF BICYCLE FACILITIES

Typically located outside the road right-of-way and, in parks or other green spaces. These facilities are designed to support bi-directional users: pedestrians, cyclists, runners, in-line skaters and skateboarders etc. Users are expected to share the space on the path and follow organizational markings.

**MULTI-USE PATHWAY**


Dedicated cycling facility separated from motor vehicle traffic by a physical vertical barrier (curb, planter boxes, etc.). This facility can be designed for one-way or two-way travel. Users are expected to share the space on the path and follow organizational markings.

**PROTECTED BICYCLE LANE**


Facility where cyclists share the road with motorists on a street with low traffic volumes and speeds. These bikeways often have traffic calming measures to reduce speed and volume (30km/h, ≤ 1,000 average daily traffic volume). Where bikeways meet collector or arterial roads, signals or other design measures provide for safe crossing.

**LOCAL STREET BIKEWAY**

Typically located outside the road right-of-way and in parks or other green spaces. These facilities are designed to support bi-directional users (pedestrians, cyclists, runners, in-line skaters, skateboarders, etc.). Users are expected to share the space.

**PAINTED BUFFERED BICYCLE LANE**

Facility where a portion of the roadway is designated for exclusive use by cyclists with pavement markings and regulatory signage. Motorists are typically not permitted to enter the bicycle lane to park, stand or drive, however, they are permitted to mix when performing a turn at an intersection.

**PAINTED BICYCLE LANE**

## FACILITY SELECTION

Identifying the appropriate pedestrian or cycling facility type for a given location is largely a factor of the traffic environment. The table below provides a selection framework for identifying the appropriate facility type based on traffic conditions being the main criteria (ex. speed and volume). This tool can be applied in two primary ways:

1. Facility types can be identified using the existing traffic environment.

2. Potential facility type can be used to determine an acceptable traffic environment.

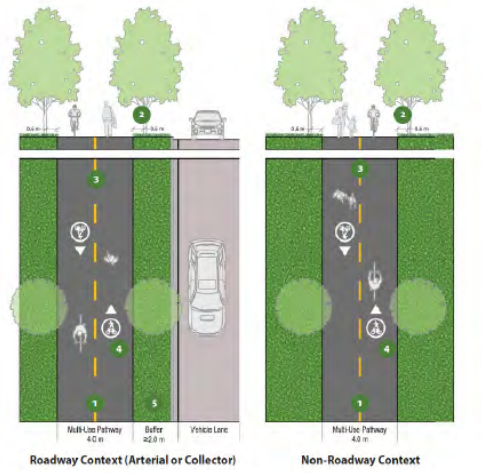
In both cases, the tool can be used to identify the acceptable combinations of facilities that ensures safety and comfort for all users.

**Table 4.3: Guidelines for Selecting All Ages and Abilities Active Transportation Facilities**

| GUIDELINES FOR SELECTING ALL AGES & ABILITIES ACTIVE TRANSPORTATION FACILITIES | | | | | |
|---|---|---|---|---|---|
| ROADWAY CONTEXT | | | | FACILITY TYPE | |
| **Target Motor Vehicle Speed** | **Target Max Motor Vehicle Volume (ADT)** | **Motor Vehicle Lanes** | **Operational Considerations** | **Bicycle Facility** | **Pedestrian Facility** |
| | | | | **MUP or Separated Bicycle Path** | **MUP or Separated Pedestrian Path** |
| < 30 km/h | < 1,000 | No centerline or single lane one way | < 50 motor vehicles per hour in the peak direction at peak hour | Local Street Bikeway | Non-Separated or Seperated Sidewalks |
| > 40 km/h | < 500 - 1,500 | | | | |
| | <1,500 - 3,000<br>< 3,000 - 6,000 | Single lane each direction, or single lane one-way | Low curbside activity or low congestion pressure | Painted Bicycle Lane, Paint Buffered Bicycle of Protected Bicycle Lane | |
| | > than 6,000 | | | Painted Buffered Bicycle lane of Cycle Track | Separated Sidewalk (> 1.0m buffer from Roadway) |
| | | Multiple Lanes per Direction | | Protected Bicycle Lane | |

## Multi-Use Pathways (MUP) Design

MUP design plays a vital role in the safety and satisfaction of users. While pathways are generally considered more comfortable by users, their generally circuitous design and poor sightlines at corners have resulted in safety concerns. Therefore, to capture the inherent comfort and enjoyment that MUPs offer, appropriate measures must be taken to ensure safety, such as:




Source: BC Active Transportation

- Minimum 3m width, with 4m being preferred
- Avoid overly circuitous routing
- Maintain clear sightlines, particularly around corners, by clearing any vegetation or physical obstructions
- Avoid the use of bollards or other obstacles along the pathway
- Apply centre line and edge lines along path to improve visibility for users at night
- Consider delineating space for pedestrians and cyclists where high volumes of users are expected

## Intersections

Intersections present primary conflict points between pathway users and motor vehicle traffic. This makes their design a priority for ensuring a consistently safe and comfortable network of facilities. Trails and MUPs are unique in terms of bicycle and pedestrian facilities in that they function for both cyclists and pedestrians in two directions. This results in increased safety risk at intersections with the roadway as drivers must look for users traveling in two directions and at varying speeds. These risks can be mitigated through design that highlights the presence of the facility and reduces conflicts by slowing turning vehicles and providing optimal signal phasing where applicable. The following presents recommended safety features:

- Set back crossing from main roadway 5-6m
- Leading or protected bicycle/pedestrian signal phase when feasible
- Raised crossings at minor intersections, driveways and midblock crossings
- High-conspicuity pavement markings
- Provide a refuge island (≥3m in width) on collector and arterial streets if possible, to allow pedestrians and cyclists to interact with one direction of traffic at a time, while also slowing down drivers at crossings with visual cues

## Trail Terminus

Where a trail or MUP terminates at a roadway, and where no connecting off-street facility is present, it is important to provide a design treatment that allows for users (particularly cyclists) to transition smoothly to/from the roadway without the need to use an adjacent sidewalk. This ensures that the connection between facilities is deliberate and does not require a detour or dismounting of a bike. Design recommendations and considerations include:

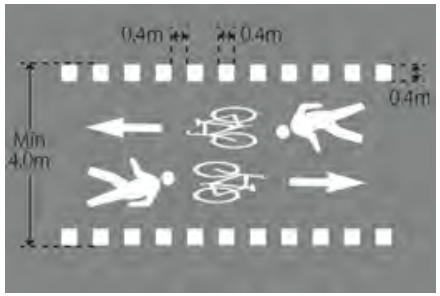
- All trail termini have an accessible curb ramp or letdown at the roadway
- Curb cuts should be as wide or wider than the approaching facility
- Provide cyclist crossings on collector roads

- Install a TAC approved trail crossing sign (ex. WC-32) along the intersecting roadway
- Ensure all transitions are smooth and will not cause user discomfort

## Pavement Markings

Providing clear and consistent pavement markings is important to communicate facility information for all users. As MUPs and trails are multi-modal facilities it is important to clearly define roadway crossings, prompting vehicle drivers with visual markings/treatments at the crossings. The intent will be to encourage awareness and slower vehicle speeds and improve the safety and comfort for the MUP users. Design recommendations include:

- Provide a mixed crossing where pedestrians and cyclists are mixed (image 1 below)
- Use elephant's feet markings or shark's teeth to denote a bicycle crossing
- Use a green surface treatment to increase the conspicuity of the crossing in locations with high bicycle volumes or high vehicle turning (image 2 below)




1. Source: OTM Book 18

2.

## Supporting Amenities

Common trail amenities include benches, bike racks, bicycle repair stations, water fountains, garbage/recycling bins, temporary shelters (in case of rain), wayfinding signage, and educational materials. The presence and location of trailside amenities can significantly improve the experience for all users. While the design of individual elements may be subject to site specific context, the following design principles are considered useful:

- Maintain a consistent look and feel, to deliver a sense of continuity throughout the trail system
- Place amenities well outside the clear zone of the pathway, to ensure users are engaging with the amenities but do not obstruct other trail users (ex. place benches ≥1m from edge of the pathway so those sitting are a comfortable distance from passing users); and to reduce the likelihood of users colliding with amenities
- Ensure amenities do not obstruct sightlines of trail users, to reduce safety challenges associated with blocked sightlines

**Table 4.4: Active Transportation and Transportation Calming Toolkit**

## ACTIVE TRANSPORTATION AND TRANSPORTATION CALMING TOOLKIT

### PROTECTED BICYCLE LANE


**Description**

Separate travel lanes exclusively for bicycling (and other forms of active transportation where permitted) that are located within the roadway but physically separated from vehicles and pedestrians.

**Application**

Most appropriate on streets with higher vehicle volumes and speeds.

**Implementation**

> Uni-directional (1.5-2.0m wide) or bi-directional (3.0-4.0m wide).

> On two-way streets, uni-directional protected bicycle lanes are typically preferred but bi-directional may be suitable if there are minimal vehicle crossings.

> A range of materials are available to protect the bicycle lanes from vehicle traffic including concrete curbs, pavement markings with flexible plastic bollards, or planters.

## MULTI-USE PATHWAY

**Description**

Shared travel lanes for all active transportation users including people walking, cycling, skateboarding, etc. Multi-use pathways are physically separated from all vehicle traffic.

**Application**

Located along a road corridor or in a non-road context such as park or waterfront environment. In road corridor environments, multi-use pathways are typically implemented on streets with higher vehicle volumes and speeds.

**Implementation**

> Always provide bi-directional travel for all active transportation users and can provide a high-quality environment for both travel and recreation.

> In road corridor environments, multi-use pathways are best located where there are minimal vehicle crossings.

> Typically 3.0-4.0m wide and constructed out of asphalt but can also be constructed with crushed aggregate or wood chips.

> Unpaved pathways are not appropriate for all forms of active transportation (ex. skateboarding, scootering, bicycling) depending on user and bicycle.

## CURB EXTENSIONS

**Description**

Curb extensions narrow the width of a road at intersections or mid-block crossings. This reduces vehicle speeds, reduces pedestrian/cyclist crossing distances, and improves sightlines.

**Application**

Improve pedestrian/cyclist crossing safety and/or reduce vehicle speeds. Curb extensions can be more difficult to implement at locations used by large delivery vehicles, which require more road space for turning.

**Implementation**

> Curb extensions are typically constructed out of the same material as adjacent sidewalks (ex. concrete) but can also be built using paint and flexible plastic posts.

## MULTI-USE CROSSING

**Description**

Crossing used by pedestrians, cyclists, skaters, and other modes of active transportation, such as where a multi-use pathway crosses a road.

**Application**

Typically only delivered in road corridor environments and implemented on streets with higher vehicle volumes and speeds.

**Implementation**

> Typically, these crossings incorporate cross-ride pavement markings or 'elephant's feet' (ex. lines of squares). For multi-use pathways, green conflict zone pavement markings should be reserved for conflict points with motorists, including driveways and intersections where the bicycle and pedestrian facilities have been separated.

## CONTINUOUS SIDEWALKS

**Description**

Installed at intersections or on street sections, which serve as a gateway to a street or a sector where the speed has been limited to 30kph or less. The material from which the sidewalk is constructed is extended to create a continuous surface.

**Application**

At the entrance to lanes, on local streets at the intersections of arterial or collector streets, within the vicinity of multi-modal transit stations, or in places where numerous pedestrians cross between two intersections.

**Implementation**

> Continuous sidewalks can be constructed from the same material as the adjacent sidewalk (ex. concrete).

> Consider installing assistive devices at intersections for blind or visually impaired persons who use changes in sidewalk levels to distinguish street space from pedestrian space.

## PEDESTRIAN REFUGE ISLAND

**Description**

Allows pedestrians to cross only one direction of traffic at a time while providing physical protection for waiting pedestrians.

**Application**

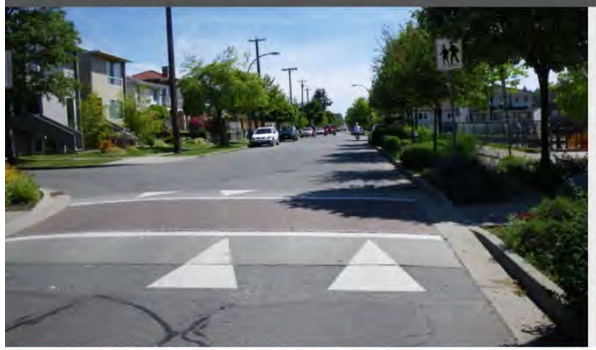
Desirable in complex intersections with irregular crossing routes as they break the crossing into smaller segments and allow pedestrians to rest. Also recommended in areas with higher volumes of children, older pedestrians, and pedestrians with mobility challenges, such as in school zones or near healthcare facilities.

**Implementation**

> The island should have a constrained width of 2.4m to accommodate a range of pedestrians, bicycles, and mobility devices. The absolute minimum depth should be 1.8m. A minimum island length of 4m should be provided to be perceived as a significant barrier by motorists.

> The pedestrian crossing may either be cut through a median island or raised with curb ramps on either side of the refuge island.

## RAISED CROSSWALK



**Description**

Span the entire width of the roadway and elevate the crossing to, or close to, curb level thus improving pedestrian visibility and reducing motor vehicle speeds. They also improve accessibility for people using mobility devices.

**Application**

Applicable on local and collector roads with posted motor vehicle speeds of less than 50km/hr and school zones.

**Implementation**

> Raised crosswalks can pose challenges for long vehicles and should not typically be used along a dedicated emergency route or within 25m of a bus stop served by articulated buses. This countermeasure can cause discomfort and noise (especially with larger vehicles) and it may be appropriate to get public buy-in.

> Crosswalk visibility options including flashing light columns and additional signage may be required to alert drivers.

> Consider installing assistive devices at intersections for blind or visually impaired persons who use changes in sidewalk levels to distinguish street space from pedestrian space.

> The width of the crosswalk allows the front and rear wheels of a passenger vehicle to be on top of the table at the same time.


Photo by MI PHAM on Unsplash

## POLICIES & PROGRAMS

A key step in the advancement of active transportation in Port Hardy will be through education, policies and programs. General policies are detailed below, while specific programs to encourage active transportation use for people, businesses and organizations, and the broader community are described the following section.

## GENERAL POLICIES

### Lighting

- Improve lighting on streets, at intersections, and on off-street trails as lighting and safety concerns were commonly cited in engagement feedback

### Maps

- Create an active transportation map highlighting the available routes based on abilities including off-street trails
- The map can be distributed online, in print, and/or placed in key locations for residents and visitors to use
- Update the map as the community's active transportation infrastructure improves

### Bicycle Parking

- Create a priority list of locations for improved public bicycle parking
- Protect outdoor bicycle parking from the elements whenever possible

### Speed Limits

- Evaluate speed limits in transition zones (ex. approach from rural zone to more urban zone)
- Reduce speed limits with traffic calming for active transportation facilities identified along rural routes

## Travel to School

» Support the School District in implementing an Active and Safe Routes to School travel planning program at Port Hardy elementary and Secondary Schools

» Support the creation of a walk/bike to school week

## Education

» Create or partner in the creation of a cycling skills development course

## Promotion

» Raise awareness and illustrate the benefits of active transportation at events and through the District's various communication channels

## PROGRAMS FOR PEOPLE

Focusing programs on individuals can encourage people of all active transportation market segments to increase their use of active transportation. These market segments are made up of the following user types as defined by the City of Portland to categorize cyclists specifically, but could be used for active transportation users more generally:

- **"The strong and the fearless"** – little room to impact through educational policies or programs
- **"The enthused and confident"** – people who already regularly use active transportation but are looking for more
- **"The interested but concerned"** – people who see benefits of active transportation but are stifled by real or perceived barriers
- **"No way, no how"** – people who are not interested in active transportation and would be difficult to convince otherwise

As shown from the Census Canada commute mode data and from observations in the community and feedback from public participation, there is already a segment of the population who use active transportation to move around Port Hardy regularly and who share an interest in doing it more. In order to help further champion the enthused and confident users and capture the interested but concerned segment, programs and policies should focus on addressing simple and manageable barriers to help people increase their current use or even try new modes for the first time either doing regular trips (ex. commuting), or for new purposes such as recreation or exploration.

Types of programs that could help encourage individuals in the community to walk/wheel, and cycle more include:

- **Walking Clubs** – either through the Rotary Club, or another outlet which focus on getting people of all ages and abilities out into the community for regularly scheduled walks. This is aimed at getting people more comfortable walking in their community, encourages socialization, and enhances awareness for health and safety in the community. This could also be facilitated through Port Hardy Hospital as a means of promoting health and well-being in Port Hardy.
- **Cycling Clubs** – similar to a walking club, cycling clubs could be facilitated through groups like the Rotary Club or the North Island Mountain Bike Association (NIMBA) with the aim of encouraging people of all ages and abilities to get out for regularly scheduled bike rides either on trails or through town on more urban routes.
- **Learn to Cycle Courses** – while intuitive to some, many individuals may not have learned how to ride a bike or are not confident in their abilities to just get out and go for a ride. Cycle courses aimed at developing basic, intermediate and more advanced cycling skills for individuals of all ages could be implemented through cycling clubs or through school programs for children.
- **Walking and Cycling Events** – community organized events such as a bike/walk to work/school week, which focus on active transportation can be planned to help provide a spark for individuals in the community to get out and be active. Combining events with other larger festivals or events can help raise awareness in the community about active transportation. Educational and interactive "booths" could be set up to demonstrate new design ideas and technologies in active transportations so that people get firsthand experience and are encouraged to get out and try for themselves.
- **Incentives** – offer discounts or rebates to residents through property taxes for purchase of active transportation equipment or, for transit passes which allow people to make sustainable and active transportation choices. Create partnership programs with local businesses for purchase of active transportation equipment.

## PROGRAMS FOR GROUPS OR ORGANIZATIONS

### Businesses for Cycling

Celebrate and encourage people to bike to businesses in town. Through the help of The Rotary Club, North Island Mountain Bike Association, and Port Hardy Recreation Centre, create a program that identifies improvements for businesses to become more accessible to customers and employees on bikes such as providing secure covered bike parking for customers, and change areas, showers and lockers for employees (i.e., end-of-trip facilities). This can increase the attractiveness to cycle to businesses and marketing for the businesses who participate in the program.

### Safe Routes to School Travel Planning Programs

Develop safe routes to school travel planning programs for the elementary schools, and Port Hardy Secondary School through School District No. 85, as well as for Gwa'sala-'Nakwaxda'xw School, Wagalus School, and other local institutions such as North Island College. Programing involves identifying safe, comfortable and direct routes for walking/wheeling, cycling etc. for children, in particular and also for older students and families. Partnerships with local cycling and recreational groups can also help to identify and develop facility improvements on particular routes.

### Transportation Demand Management and Parking Management Incentives for Businesses

Transportation Demand Management (TDM) and parking management incentives for businesses help employers make the workplace more accessible to active and sustainable transportation through amenities and services like bike parking, repair equipment, and other end/start-of-trip facilities, as well as incentives like discounts for active and sustainable transportation equipment to employees. Other TDM measures can also be employed to help reduce employees using private automobiles to travel to work such as work-from-home policies, discounted transit passes, charging for parking, or perhaps carshare vehicle fleets in the future if transit and carshare become more practical options in Port Hardy.

## PROGRAMS FOR THE PORT HARDY COMMUNITY

### Driver/Active Transportation Awareness Campaigns

Partnerships between the District of Port Hardy, RCMP, and ICBC can be utilized to develop programs geared towards educating the public (both drivers and active transportation users) to be aware of active transportation users on the roadways and how to ensure safe driving behaviour (for drivers) as well as cycling/walking behaviour so that all users have a common knowledge and education of sharing the roadways. Using media campaigns with focused communications and ad programs that bring awareness to drivers about active transportation users in the communities can be an effective way to enhance safety for all road users. Speed watch programs and other targeted awareness events at high frequency collision locations can also help with general driver awareness.

### Wayfinding Signage

Port Hardy has an abundance of trails, pathways and parks which connect a number of key recreational, employment, service destinations throughout the District. Provision of a consistent and legible system of wayfinding maps, and routing signage throughout the District will help active transportation users keep their bearings and feel safer and more comfortable about where they are going. This is also a helpful tourism strategy for visitors as they search for places to see and things to do while out exploring town.

### Recreational Tourism

Using active transportation to enhance tourism is one of the main goals for this Active Transportation Plan. People from around Vancouver Island, BC, Canada and the World are drawn to Port Hardy and the north end of Vancouver Island for its wealth of recreational resources. District of Port Hardy, Port Hardy Visitor Centre, Port Hardy Chamber of Commerce, and Vancouver Island North Tourism play active roles in creating a brand for and promotion of recreational activities in the area. These efforts could be redoubled to focus on encouraging visitors to walk/wheel, cycle and hike as part of their stay in Port Hardy, promoting walking and cycling routes in the Wayfinding signage program. Partnerships can also be made with local businesses (i.e., as with Businesses for Cycling program) to promote active modes to businesses in town such as restaurants, shops and other services.


5
THE PLAN

# 5. THE PLAN

## VISION, GOALS, AND OBJECTIVES

This Active Transportation Plan has been developed through and guided by the Vision, Goals and Objectives outlined in **Section 1**. The Plan is presented in the context of the evaluation criteria, future active transportation network overview, and priority projects below and a framework for realizing The Plan is presented in **Section 6** - Implementing the Plan.

**VISION:** Provide facilities which are safe, convenient, comfortable with efficient connections, enjoyable and get people to the places they want to go. Cost-effective investment in facilities, creating awareness through active transportation education and programs, and promoting through policies in order to make active transportation a realistic transportation option for residents of all ages and abilities will ensure the vision can be realized.


## EVALUATION CRITERIA

The future Active Transportation Network for Port Hardy was developed in accordance with a comprehensive set of evaluation criteria based on the vision, goals, and objectives of The Plan. Priority projects outlined herein were also identified and assessed based on these criteria as well as input from the District and through public participation survey number two.

Evaluation criteria includes:

- Safety (enhances safety for users)
- Connectivity (continuous and connected routes)
- Completeness of Network (multiple connections in multiple directions to multiple destinations)
- Ability to Serve Key Destinations (provides access to or proximity to key generators)
- Gap Completion (does the project fill in an existing gap)
- Ability to Serve the Needs of All User Groups (all ages and abilities)
- Equity distribution (does the project achieve socio-economic equity)
- Suitability Based on Road Classification (i.e., sidewalk gaps on Arterial and Collector roads would score higher than on local roads)
- Relevance to Other District Planning Policies (does the project satisfy other planning initiatives)
- Opportunities to Coordinate with Other Infrastructure Projects (i.e., ability to install a new sidewalk on a road receiving utility upgrades)

The public engagement process fed into the development of this Active Transportation Plan. Through the process, various challenges and opportunities emerged, some that are particular to the community of Port Hardy and others that are common to rural areas.

## NETWORK DEVELOPMENT CONSIDERATIONS

### INFRASTRUCTURE & TRAFFIC CONDITIONS

Expanding and enhancing the sidewalk network supports the Active Transportation Plan goals of creating more places for walking, making walking safer, and making walking a more convenient and attractive choice for moving around Port Hardy. There are still large areas of the community with no active transportation network facilities, as well as gaps in the network. A lack of sidewalks and cycling facilities can discourage an uptake in active modes as users are forced to travel within the street or on unpaved areas beside the street. This is not only less accessible and desirable, but it can also be unsafe.

Furthermore, barriers such as major intersections, highways, and watercourses can be significant impediments to active transportation. There are many such barriers to safe and convenient use of active transportation in Port Hardy. Intersection improvements and other crossing enhancements can make using the active transportation network safer and feel more comfortable and convenient.

### NETWORK CONNECTIONS/PROXIMITY/WAYFINDING

Connectivity reflects an active transportation network that is continuous with connections to strategic community destinations such as schools and employment centres. For trails, this strategy prioritizes the build out of a "spine network" and strives to provide continuous routes to major destinations filling in missing links. For sidewalks, this strategy seeks continuity through downtown and commercial areas.

## WEATHER & MAINTENANCE

Continued and increase use of the existing active transportation network has led to the deterioration of existing facilities that are a safety concern for some users. In addition, the weather experienced across Vancouver Island (North) can often be damaging to the trail system. The engagement process therefore identified a desire to conduct regular maintenance of active transportation facilities to maintain safety and comfort for pedestrians and cyclists, and preserve the District's investment.

## ACCESSIBILITY

With an aging population, there will be growing numbers of people facing mobility challenges at a time in their lives when the importance of getting out and staying active increases. Providing options to walk, cycle, or wheel to destinations will be increasingly important for aging adults as they reduce, limit or stop driving altogether. Streets and pathway networks that are safer and more pleasant for seniors are more attractive and usable for all age groups, including children, and vice versa.
Accessibility is not just an issue for children and seniors. Disabilities of all types pose challenges to the most vulnerable members of the community in accessing public facilities. In order to achieve the many benefits of an active transportation network for everyone, accessibility is a key issue.

While accessibility often refers to physical accessibility for those with reduced mobility, such as ramps and curb let-downs for wheelchairs and strollers, accessibility also addresses social-economic factors. These include whether everyone in Port Hardy has the choice to meet daily needs by active modes of travel, and whether facilities are barrier free for all ages, abilities and lifestyles. Such features may include signage incorporating universal design principles, as well as appropriate sidewalk widths and let-down provision.

## SOCIETAL CONDITIONS

Active transportation helps build healthy communities and can help reduce self-destructive and anti-social behaviour. An extensive pedestrian and cyclist network can provide a new way for users of all ages and abilities to meet and socialize, allowing for low or no cost active transportation such as biking and walking, links to key community hubs such as schools, recreation complex, shopping and service centres, and allows members of the community to reach each other.

From a safety perspective, use of the active transportation network is a concern for some during the evening hour. This can be remedied through the creation of new connections along corridors with greater activity, allowing for increased natural surveillance, and other design features including the correct use of lighting and appropriate landscaping.

## FUTURE ACTIVE TRANSPORTATION NETWORK

The future active transportation network is presented in **Exhibit 5.1**.

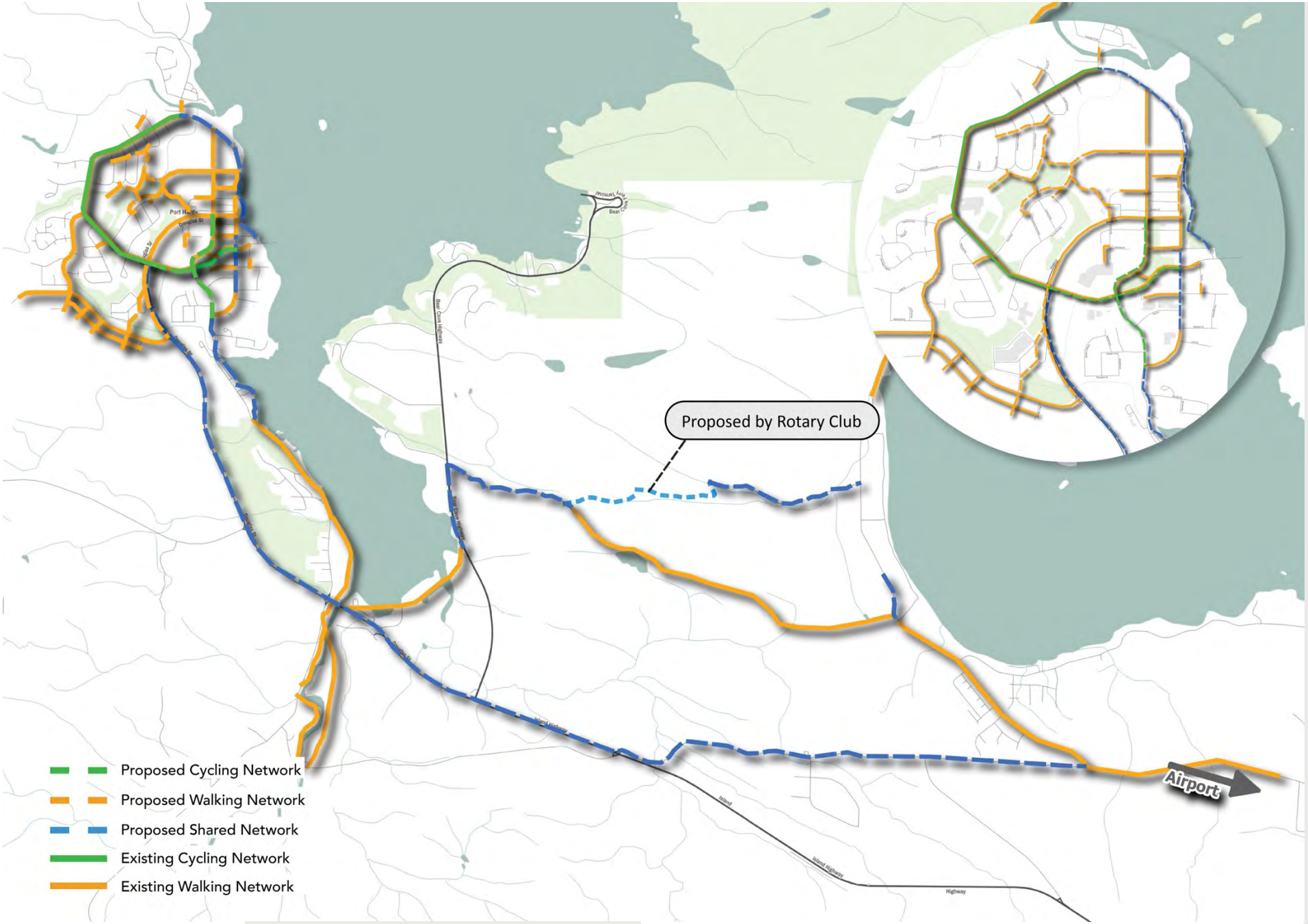



Exhibit 5.1: Future Active Transportation Network

## PRIORITY PROJECTS

The following table highlights the High- and Medium-Priority Projects that were identified based on the goals for the active transportation network and stakeholder consultations. The projects are further described on the following pages. **Table 5.1** summarizes the high and medium priority projects and **Exhibit 5.2** highlights the location of these projects in the context of the future active transportation network.

**Table 5.1: Priority Projects Summary**

(Costs estimates are for planning purposes only and should not be used for budgeting purposes)

| HIGH PRIORITY | | | | MEDIUM PRIORITY | | | |
|---|---|---|---|---|---|---|---|
| | Project | Modes | Cost | | Project | Modes | Cost |
| 1 | Elk Drive Neighbourhood Connector | Walking and Cycling | $40,000 | 7 | Waterfront Multi-use Pathway Upgrade | Walking and Cycling | $600,000 |
| 2 | Huddlestan Trails Wayfinding and Lighting | Walking | $260,000 | 8 | Granville Street & Rupert Street Bicycle Lanes | Cycling | $230,000 |
| 3 | Hardy Bay Road Multi-use Pathway | Walking and Cycling | $900,000 | 9 | Sidewalk on west side of Market Street | Walking | $200,000 |
| 4 | Re-imaging Market Street | Walking and Cycling | $100,000 | 10 | Re-grade the Fort Rupert Trail Approach | Walking and Cycling | $150,000 |
| 5 | Estuary Trail – Fort Rupert Trail Connection | Walking and Cycling | $1,600,000 | 11 | Fort Rupert Multi-use Pathway and Crossing | Walking and Cycling | $220,000 |
| 6 | Columbia Street - Huddlestan Trail Connection | Walking | $100,000 | | | | |
| | **Total** | | **$3,000,000** | | | | **$1,400,000** |

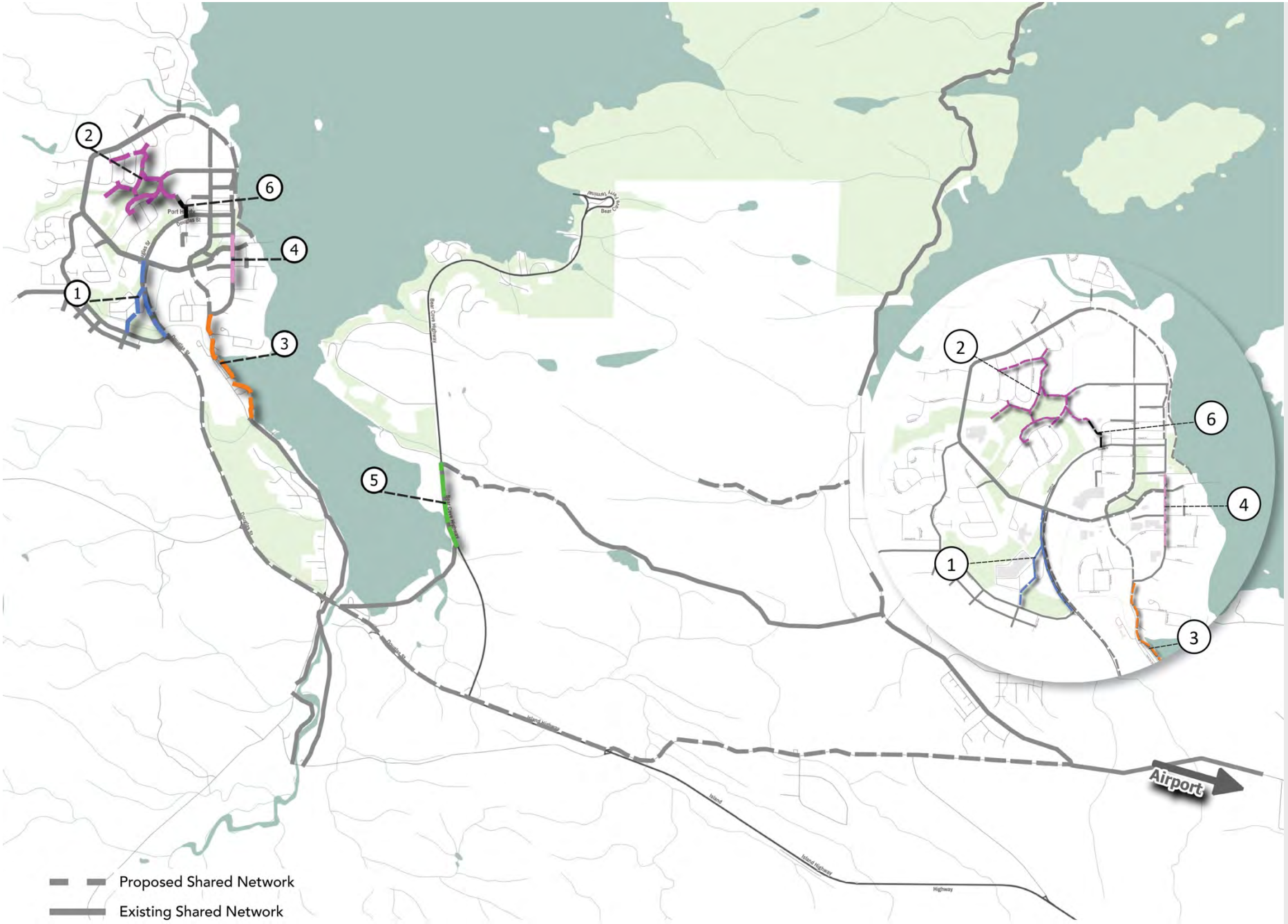



Exhibit 5.2: High Priority Projects

## HIGH PRIORITY

Projects that have been identified for immediate implementation in the near term by the District as funding becomes available.

### 1 - ELK DRIVE NEIGHBOURHOOD CONNECTOR ($40,000)



The provision of a multi-use trail that connects the Elk Drive neighbourhood and Trustee Road with the ring road to the north via Douglas Street. The connection will either make use of a potential future easement adjacent to the mall, or existing width along the west side of Douglas Street.

- Upgrade the trail surface to compacted gravel creating an all-season surface that is suitable for all users
- Facilitate easier north-south transportation connections between residential neighbourhoods, the town centre destinations, and other active transportation network connections

**Goals:** Enhance public safety; Encourage healthy lifestyle; Encourage the use of clean energy transportation options
**AT Themes:** Infrastructure & traffic conditions; Network connections/proximity/wayfinding; Accessibility

## 2 - HUDDLESTAN TRAILS WAYFINDING SIGNAGE AND LIGHTING ($260,000)



- Install wayfinding signage and lighting across the existing Huddlestan Trail system to enhance both its usability, navigability and overall safety
- Identifies key destinations linked by the trails, including the recreation centre, schools, and residential neighbourhoods
- Provides travel distances and journey time estimates to provide trail users with the tools needed to navigate the existing network
- Signage at key locations throughout the network would be well-lit and capable of withstanding weather elements (e.g., wind/rain)
- Environmentally friendly, solar-powered lighting provided at regular intervals
- Sensitive to environmental considerations (e.g., wildlife) while working towards enhancing the overall user experience
- Lighting installation aligned with the wayfinding signage

**Goals:** Enhance public safety; Encourage healthy lifestyle; Encourage the use of clean energy transportation options
**AT Themes:** Infrastructure & traffic conditions; Network connections/proximity/wayfinding; Accessibility; Weather & maintenance

## 3 - HARDY BAY ROAD MULTI-USE PATHWAY ($990,000)



- A multi-use pathway provided parallel to Hardy Bay Road, connecting the existing Harbourfront Trail terminus to the south with Market Street to the north
- Follows the existing coastline route, converting the existing sidewalk and adjacent space as required to provide a 3m-wide multi-use pathway
- Asphalt surfacing is envisioned for the pathway
- Aligns with other potential improvements further north, including the provision of on-street bicycle lanes along both Market Street and Rupert Street

**Goals:** Enhance public safety; Encourage healthy lifestyle; Encourage the use of clean energy transportation options
**AT Themes:** Infrastructure & traffic conditions; Network connections/proximity/wayfinding; Accessibility

## 4 - RE-IMAGINING MARKET STREET ($100,000)


Covering the section of Market Street between Rupert Street and Wollaston Street, this project would look to reallocate street space for pedestrian and cyclist use through a variety of methods, benefiting not only active transportation users but also allowing local businesses to better activate the street frontage. The project cost is based on mostly using quick-build or other low-cost materials for a semi-permanent installation.

- Improvements to the pedestrian realm, including upgrades to the existing sidewalk and the provision of parklets, i.e., an extended platform over a parking space that may include public seating, landscaping, and bicycle parking
- Curb extensions and similar measures conducive to lowering vehicle speeds and encouraging cyclists to use potential, uni-directional bicycle lanes along both sides of Market Street

**Goals:** Enhance public safety; Encourage healthy lifestyle; Encourage the use of clean energy transportation options; Enhance tourism benefits
**AT Themes:** Infrastructure & traffic conditions; Network connections/proximity/wayfinding; Accessibility

## 5 - ESTUARY TRAIL – FORT RUPERT TRAIL CONNECTION ($1,600,000)


The Estuary Trailhead and Fort Rupert Trailhead are currently divided by a 0.5km section of Bear Cove Highway without any pedestrian or cyclist facilities. There is potential to provide an off-street multi-use pathway to connect the trails, which would be accommodated parallel to Bear Cove Highway.

- A designated multi-use highway crossing facility would also be created at the intersection of the Estuary Trailhead and Beach Cove Highway
- Appropriate level of lighting to aid safety and personal security

**Goals:** Enhance public safety; Encourage healthy lifestyle; Encourage the use of clean energy transportation options
**AT Themes:** Infrastructure & traffic conditions; Network connections/proximity/wayfinding; Accessibility

## 6 - COLUMBIA STREET - HUDDLESTAN TRAILS CONNECTION ($100,000)



There is currently no dedicated walking route from the Douglas Street and Columbia Street intersection, along Columbia Street, through the Recreation Centre property to the Huddlestan Trails. There is a potential to improve the walking connections surrounding the Recreation Centre.

- A walkway on the west side of Columbia Street connecting to the pedestrian crossing across Douglas Street and the existing walking path on the north side of Central Street
- A walkway through the Recreation Centre site between the Huddlestan Trails and Columbia Street

**Goals:** Enhance public safety; Encourage healthy lifestyle; Encourage the use of clean energy transportation options
**AT Themes:** Infrastructure & traffic conditions; Network connections/proximity/wayfinding; Accessibility

## MEDIUM PRIORITY

Projects identified as a need/desire and that can be implemented over the medium to long-term as funding is made available.

### 7 - WATERFRONT WALKWAY MULTI-USE PATHWAY UPGRADE ($600,000)



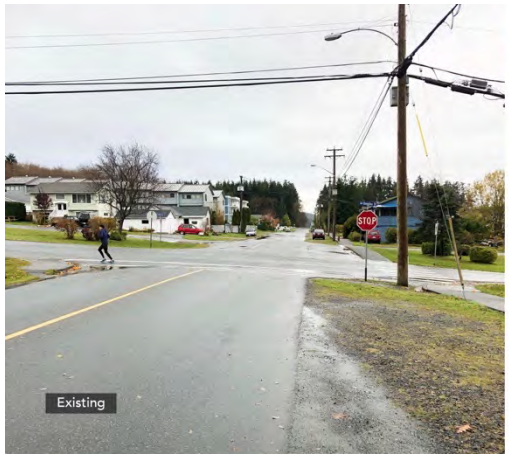
The Waterfront Walkway currently offers a promenade pedestrian route between Carrot Park and Tsulquate Park. This project would upgrade the existing promenade to provide a 3m-wide multi-use pathway.

- Extends from Tsulquate Park to the north towards the Gwa'sala-'Nakwaxda'xw Nations
- Continuing the route further north would see the existing sidewalk replaced with the multi-use pathway, which would run parallel to Park Drive and separated from traffic through the installation of a barrier or buffer that could be up to 1m wide

**Goals:** Enhance public safety; Encourage healthy lifestyle; Encourage the use of clean energy transportation options; Enhance tourism benefits

**AT Themes:** Infrastructure & traffic conditions; Network connections/proximity/wayfinding; accessibility

## 8 - BICYCLE LANES ON GRANVILLE STREET & RUPERT STREET ($230,000)



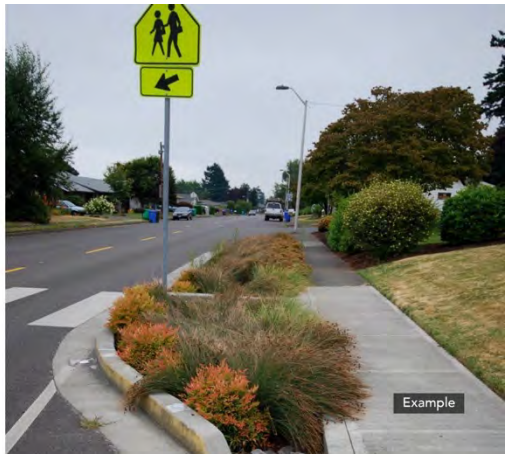


There is an opportunity to provide a 3m-wide (bi-directional) bicycle lane along the north of Granville Street between its intersections with Douglas Street and Market Street making use of existing roadway space that can be reallocated. Additionally, 1.5-1.8m buffered bicycle lanes would also be provided along either side of Rupert Street between Market Street and Douglas Street.

- New east-west and north-south connections that would like the ring-road with Market Street and Hardy Bay Road
- The separated bicycle facilities, which would have an approximate width of 3m with opposing cycling lanes divided by a painted line, would be separated from traffic through the installation of a barrier or buffer that could be up to 1m wide

**Goals:** Enhance public safety; Encourage healthy lifestyle; Encourage the use of clean energy transportation options
**AT Themes:** Infrastructure & traffic conditions; Network connections/proximity/wayfinding; Accessibility

## 9 - NEW SIDEWALK WEST SIDE OF MARKET STREET ($200,000)


Identified as a missing link within the existing sidewalk network, there is an opportunity to provide a sidewalk connection along the west side of Market Street between Douglas street to the south and Seaview Drive to the north.

- Provides a more direct walking route fronting the existing residential properties.
- The sidewalk would have an approximate width of 1.8m with painted crosswalk.

**Goals:** Enhance public safety
**AT Themes:** Infrastructure & traffic conditions; Network connections/proximity/wayfinding; Accessibility

## 10 - RE-GRADE THE FORT RUPERT TRAIL APPROACH ($150,000)

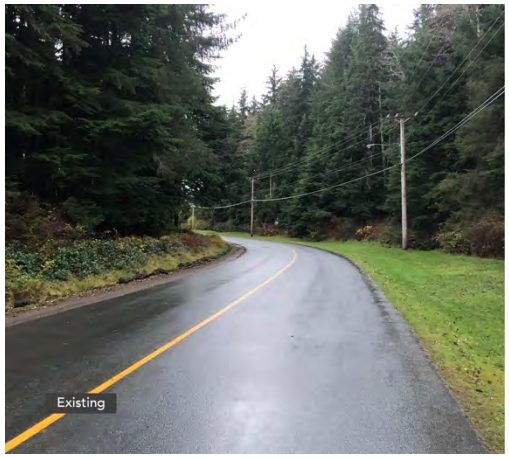


The Rotary Club of Port Hardy has outlined ambitions to create a multi-use pathway that would connect existing trailheads beginning at Beaver Harbour and Bear Cove Highway respectively. At present, it is understood that the mid-section is too steep and rough for use as a family-friendly or commuter trail.

- Re-grade the Fort Rupert Trail across its entire length (0.9km) and create a gentler slope.
- Resurface the trail to provide a 3m-wide multi-use pathway with compacted gravel ensuring it could be used by both pedestrians and cyclists.

**Goals:** Enhance public safety; Encourage healthy lifestyle; Encourage the use of clean energy transportation options
**AT Themes:** Infrastructure & traffic conditions; Network connections/proximity/wayfinding; Accessibility

## 11 - FORT RUPERT MUP AND CROSSING ($220,000)





The provision of a multi-use path connection along Beaver Harbour Road between Fort Rupert Elementary School and the beginning of the residential neighbourhood to the north, along with an enhanced crosswalk at the intersection with Storey's Beach Road to connect safely between the school and the park/beach.

- Upgrade the western side of Beaver Harbour Road to provide an asphalt multi-use path that is suitable for all users.
- Provide a safer connection between school facilities and residential neighbourhoods.

**Goals:** Enhance public safety; Encourage healthy lifestyle; Encourage the use of clean energy transportation options
**AT Themes:** Infrastructure & traffic conditions; Network connections/proximity/wayfinding; Accessibility

## OTHER PROJECTS

The future active transportation network highlights the high and medium priority projects while a series of 'other projects' are identified in the plan in order to complete the network and enhance existing and future facilities.  These projects would be completed on a convenience basis either as part of utility, or infrastructure projects or on a case-by-case basis as funding is available.

# 6 IMPLEMENTING THE PLAN

# 6. IMPLEMENTING THE PLAN

The network was specifically designed with cost-efficiencies in mind to ensure it is achievable to implement. In addition to pursuing quick-build strategies (discussed in the following section), external funding is critical to network improvements.

## FUNDING STRATEGY

Implementing the active transportation network will take many years and the length of time will depend on the amount of external funding received. The plan will require new and additional sources of funding through provincial and federal partnerships as well as requiring the District to reconsider how its limited budget is spent. The Key paths for funding the active transportation network are outlined below:

### PROJECT INTEGRATION

The District should identify opportunities to leverage future infrastructure projects to improve active transportation. For example, active transportation improvements could coincide with planned street paving or underground infrastructure projects to minimize cost.

### PROVINCIAL FUNDING

The Provincial government contributes to local government infrastructure and the funding programs can change over time. Current funding programs include:

- Active Transportation Infrastructure Grants: A variety of infrastructure projects are funded up to 70% (maximum of $500,000 per project).
- Community Safety Enhancement Program: Provides funding to help communities make small infrastructure improvements.

## INSURANCE CORPORATION OF BRITISH COLUMBIA (ICBC)

ICBC partially funds Infrastructure Improvements that Improve safety and reduce claims costs to ICBC. This can include active transportation infrastructure or more general street Improvements.

## FEDERAL FUNDING

The Federal government provides several programs for municipal transportation infrastructure projects.

## GREEN MUNICIPAL FUND

The Federation of Canadian Municipalities' Green Municipal Fund helps municipalities switch to sustainable practices. Current funding opportunities include grants for capital projects up to 15% of project value and low-interest loans.

## GENERAL REVENUES

The District should incorporate the recommendations from this study into its budgeting plans to ensure that the projects are accounted for in the District's capital planning process. This can either be accomplished through increasing revenue and/or reallocating spending. Most external funding opportunities typically require the applicant to provide a portion of the project funding.

## COMMUNITY INITIATIVES

Community organizations, residents, and private corporations can be passionate about active transportation. The community may be interested in contributing towards active transportation initiatives, including off-street infrastructure that can be used for recreation, programs, and events.

## RESIDENT/BUSINESS INCENTIVES

While it is the District's responsibility to manage the active transportation network, the District could create incentives to increase the uptake of active transportation. The District could explore opportunities to create financial incentives to encourage behaviour such as residents buying active transportation equipment or businesses either selling active transportation equipment at a reduced price or operating a business that enables more active transportation (ex. bicycle tourism).

Having the ability to identify and implement an active transportation improvement in a short timeframe, at low cost, and with little planning/approval process, is an effective way to upgrade the District's active transportation network. Quick builds typically involve low-cost materials (these can be materials that the District already has stock of for example), little construction, and are flexible in their design so that they can be easily altered or removed if needed. They can be permanent if appropriate long-lasting materials are used, and the facilities are well maintained.

## IMPLEMENTATION TECHNIQUES & STRATEGIES

These types of projects offer a fast way to improve network connectivity, safety, and comfort, while getting solutions on the ground and engaging community members through built-form and getting feedback on the measure and identifying opportunities and constraints. From a planning process perspective, it is recommended that the District appoint key staff to be tasked with organizing and facilitating quick build projects, who also are involved directly with the community and are therefore attuned to the evolving needs of the user groups and gaps in the network. Some common examples of quick build techniques include:

- Repurposing under-utilized road space (ex. reducing number of travel lane and/or width, and removal or reallocation of street parking) with on-street painted bike lanes, adding physical buffers such planters, semi-permanent bollards, concrete barriers, and/or street parking to separate the new bike facility
- MUP path/sidewalk transitions, letdowns, and filling in physical gaps between facilities
- Intersection crossing improvements: pavement markings, curb extensions (reduce crossing distances), sightline mitigations, ped/cyclist refuge islands, signal timing to reduce wait times

- Easy-to-implement traffic calming measures and introduction of new speed limit zones adjacent to important active network connections, such as traffic circles and diverters, flexible delineator posts, paint, speed humps, and raised crosswalks etc.
- Adding wayfinding signage where gaps exist
- On-going spot maintenance of network paved areas
- Transit-stop improvements

## UNDER-UTILIZED STREET SPACE

Widening streets to provided dedicated active transportation facilities can be cost prohibitive and slow the implementation of the long-term network. Wherever possible the District should strive to take advantage of under-utilized street space to create walkways and bicycle lanes. Under-utilized street space could come in the form of an excessively wide vehicle travel lane or a street that has more vehicle lanes than needed. In these scenarios, a bicycle lane or walkway could be implemented with only paint or a delineator (see sections below).

## QUICK-BUILD

Quick-build projects involve low-cost, temporary or semi-permanent materials such as planters, traffic cones, standalone construction barriers or other the District may already have in stock. This allows rapid construction and the flexibility to easily adjust the design after implementation. Once installed, quick-build projects can either be adjusted, maintained, or replaced with a permanent solution.

Examples of quick build techniques include:

- Creating bicycle lanes or walkways on existing streets
- Reducing pedestrian crossing distance at excessively wide intersections
- Placing planters or other objects on local streets for a traffic calming effect
- Creating public plazas using picnic tables

## PERMANENT BICYCLE LANE DELINEATORS

Municipalities use a wide range of bicycle lane delineators. While a painted line is the lowest cost, many individuals are more comfortable cycling when there is a physical separation from vehicles. The District should identify a single appropriate delineator for use on all its projects to simplify procurement, operations, and maintenance. Examples of bicycle lane delineators include:

- Plastic flexible posts
- Low-profile rubber bicycle lane delineators
- Rubber parking stops
- Pre-cast concrete parking stops
- Poured asphalt curb
- Cast in place concrete curb
- Planters

Monitoring the growth and success of an active transportation network will ultimately be recognized by measuring its utilization and measuring its impact on the community's travel behaviour profile (ex. mode splits by user type). It is in this way that an appropriate monitoring strategy be implemented by the District.

## MONITORING STRATEGY

It is recommended that the District set up the necessary resources to measure and track active transportation in the community on a scheduled basis into the future. This can come in a variety of forms, such as:

- **Volumes** - annual cyclist and pedestrian counts at key locations,
- **Mode Splits** - online or mail-out surveys to the community (suggest every 2-3 years), school surveys area also cost-effective ways to measure this demographic and can be coordinated with schools to carry out. Surveys should also be used as an opportunity to promote active transportation in the community while reporting back on where things are at and what plans/initiatives are in the works.
- **Community Feedback** - public engagement initiatives focused on network improvements.

Future monitoring will not only track the network's success but also provides the District with an opportunity to refine initiatives, seek funding and staff resources, update plans, and engage the broader community on opportunities to improve the network. Public engagement will be a critical piece in the monitoring strategy as it will promote involvement and motivate residents to further advance community goals, but also identify gaps in the network.

Here are the recommended next steps to facilitate a sound implementation of the Port Hardy Active Transportation Plan.

## NEXT STEPS

- Obtain approval from District Council for the Active Transportation Plan triggering eligibility for Provincial funding for the proposed priority projects and future active transportation network.
- Coordinate key findings of the Active Transportation Plan with the Port Hardy OCP Update.
- Review possible Provincial grants available to the District to support priority projects identified in this plan.
- Outline strategies to understand funding opportunities, land acquisitions or easement agreements as well as other required resources for identified priority projects.
- Work with community and stakeholder groups to further refine and implement active transportation programs and policies from Section 4.
- Develop and maintain stakeholder working groups to help support active transportation initiatives in the community.

# APPENDIX A:
# PUBLIC PARTICIPATION SUMMARY REPORTS

# ACTIVE TRANSPORTATION PLAN

# PUBLIC PARTICIPATION SUMMARY REPORT

## Consultation #1

JANUARY 5, 2021 | bunt & associates

# TABLE OF CONTENTS

We respectfully acknowledge that this project is being undertaken on the traditional territory of the Kwakiutl people, Gilakas'la

# INTRODUCTION

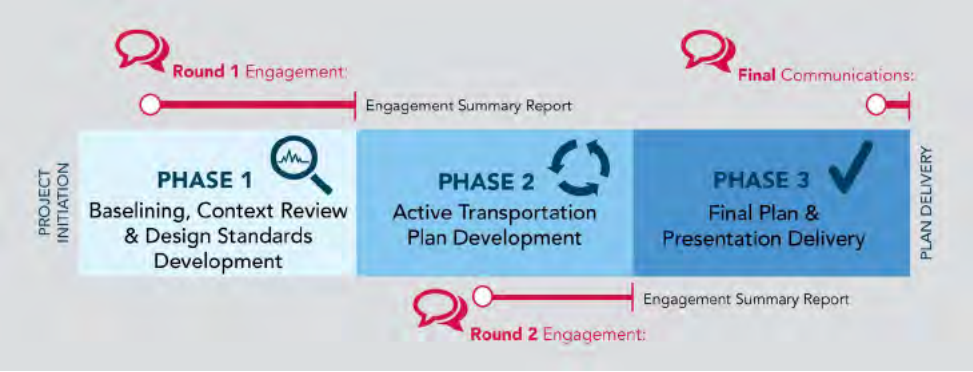
The District of Port Hardy retained Bunt & Associates Engineering Ltd. to undertake the development of an Active Transportation Plan. The study and outcomes from this plan will enable the District to move forward with an Active Transportation Implementation Plan suitable for the short, mid, and long-term needs of the community.

## PROJECT OBJECTIVES:

1. Evaluate the functionality of the District of Port Hardy's existing network of designated trails and walking and cycling routes in town and the surrounding environs that connect the community including between Fort Rupert (Storey's Beach/Beaver Harbour) and the town centre.
2. Identify gaps with current trail, sidewalk and pathway infrastructure with a focus on providing solutions to enhance overall connectivity and which encourages adherence to safe travel routes.
3. Identify a connected network of "Bikeway" streets which foster safe and shared routes for bicycles and vehicle traffic, as well as highlighting potential priority locations for adding crosswalks, and pedestrian/bike signals.
4. Provide safe and effective traffic calming solutions.
5. In consultation with the community, develop a priority list of projects with estimated costs for implementation in the short-term, medium-term, and long-term.

# ENGAGEMENT OVERVIEW

The Port Hardy Active Transportation Plan is being developed within a three phase process with engagement activities taking place throughout the life-cycle of the project. Consultation #1 coincides with the technical program of the first phase. Consultation #2 takes place during the second phase, and follow-through with Stakeholders takes place at the completion of phase three. The public participation input feeds into and informs the recommendations and the presentation of the Draft Active Transportation Plan.




## WHO

### Was Invited to Participate?

- Port Hardy Residents
- Business Owners
- Community Sports, Youth, and Seniors Organizations
- Local Indigenous Community
- Education and Daycare Centres
- Places of Worship
- Regional and Local Government

## HOW

### People Were Engaged?

- Survey available on-line and in print
- Community Walk & Wheel Tour
- Community Bike Tour

# PROJECT COMMUNICATIONS

The following communication methods were used to raise awareness about the project and solicit input.


### PROJECT WEB PAGE

A project web page was set up on porthardy.ca that included links to RSVP to the Walk and Bike Tours and Survey #1.


### PROJECT POSTERS

Project posters were set up at locations throughout Town.


### INVITATION TO PARTICIPATE

Emailed to over 100 Stakeholder groups/contacts, posted to the project web page, Facebook, and Instagram.


### SOCIAL MEDIA

The District posted information and reminders to Facebook and Instagram from launch of the engagement efforts through to closing of Survey #1.

# WHAT WE HEARD

The first round of consultation included Town Walk & Wheel and Bike Tours on November 13th, 2020. Additionally, a public survey was open November 13th to December 4th, 2020. Engagement efforts were taken to both educate and solicit input on the perceptions and experiences about active transportation in Port Hardy. The results provide important insight about the aspirations of the community.

## SURVEY #1

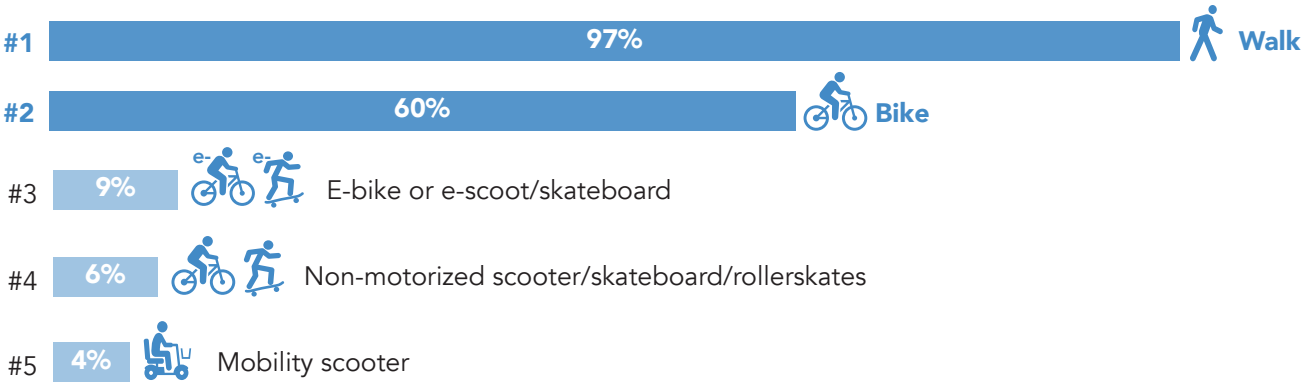
- **73 TOTAL RESPONSES RECEIVED | 100% COMPLETION RATE**
- **88% WOULD LIKE TO USE ACTIVE MODES OF TRANSPORTATION MORE OFTEN**

### SURVEY ANALYSIS

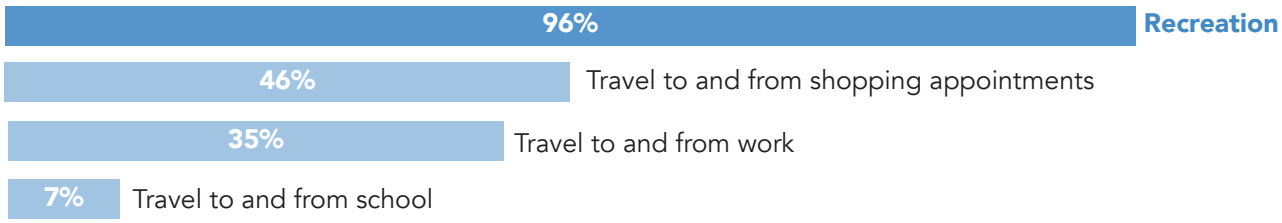
The following pages present ranked data in a way that highlights the highest level of consensus among the responses (50% and higher). This enables the technical team to view at a glance the areas and topics that received the greatest degree of commonality in response and also where there may be opportunities for improvement or advancement. The open text base responses were also analyzed in terms of shared thought. The following five themes emerged from the responses received in the survey.

1. **INFRASTRUCTURE AND TRAFFIC CONDITIONS:** **49** Comments
   Safety concerns, suggestions for adding sidewalks, crosswalks, separated pedestrian and bike facilities
2. **NETWORK CONNECTIONS/PROXIMITY/WAYFINDING:** **35** Comments
   Connecting existing trails and paths with key destinations. Desire for improved wayfinding
3. **WEATHER & MAINTENANCE:** **27** Comments
   Safety concerns, improved maintenance of existing trails and paths
4. **ACCESSIBILITY:** **23** Comments
   Need for accessible design features including at crossings, stroller and scooter friendly
5. **SOCIETAL CONDITIONS:** **13** Comments
   Safety concerns, particularly in the evening hours

## Forms of Active Transportation currently used and by rank of frequency:

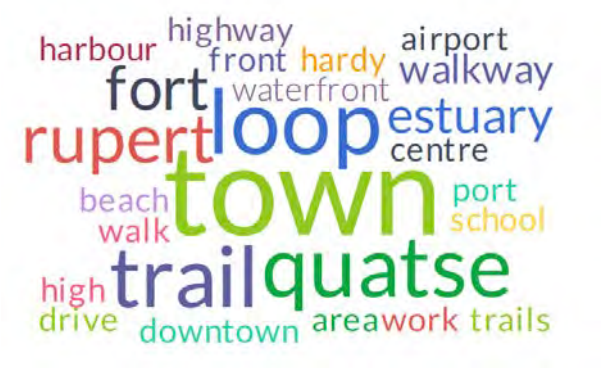



## Purpose for choosing Active Transportation travel around Town:

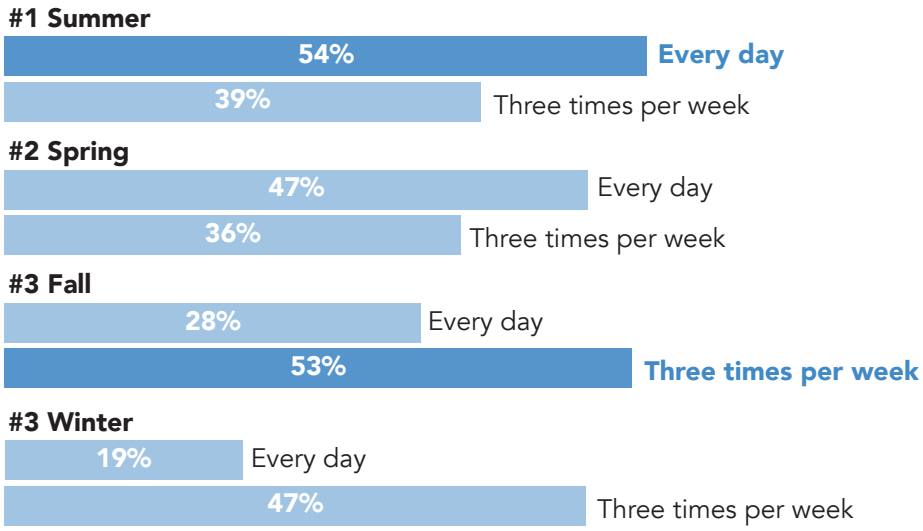



## Where respondents go by Active Transportation:

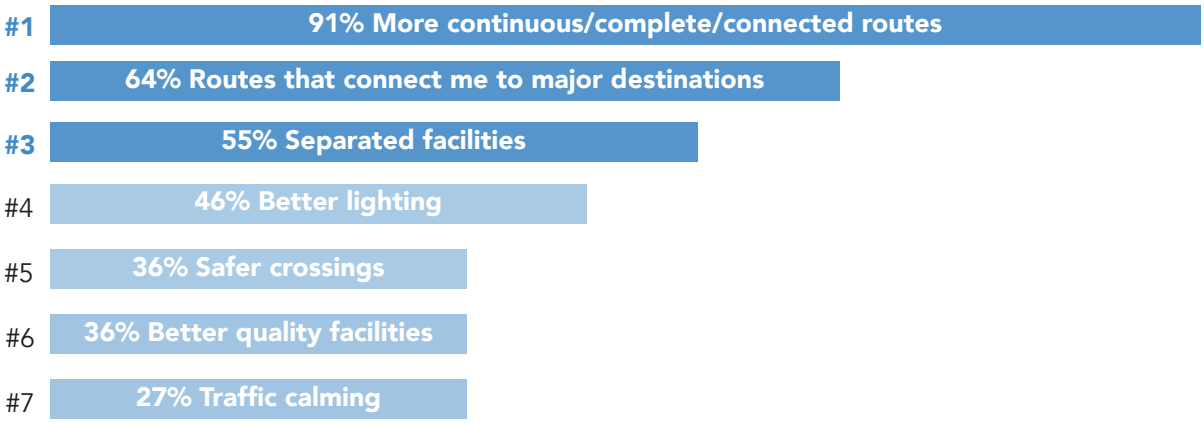
It was clear that respondents visit multiple places in and around Port Hardy for a variety of reasons. The word graph below illustrates (by size) the frequency of the word used in the responses. **Town, Quatse, Trail, Loop, Rupert, Fort, Estuary were cited most often**.



## Frequency of Active Transportation use related to seasons:




## Motivation towards increasing Active Transportation use:

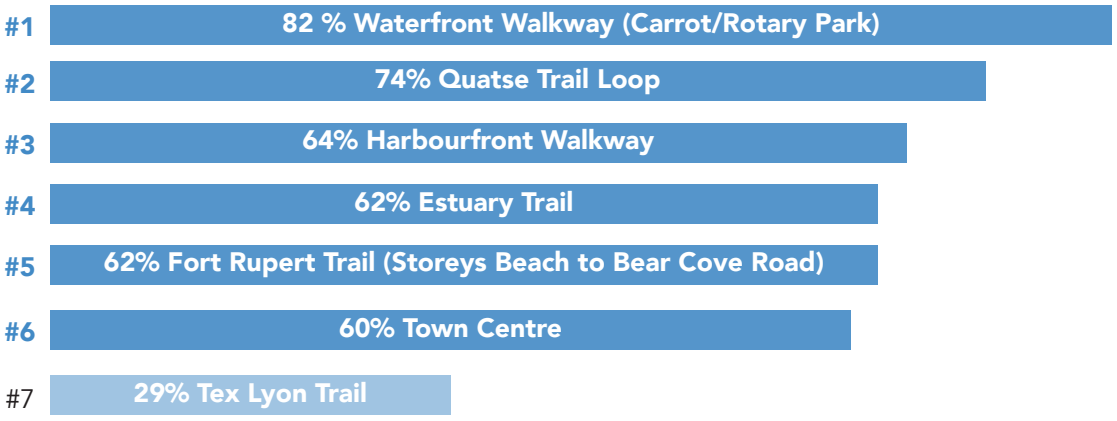



### OPEN TEXT RESPONSES

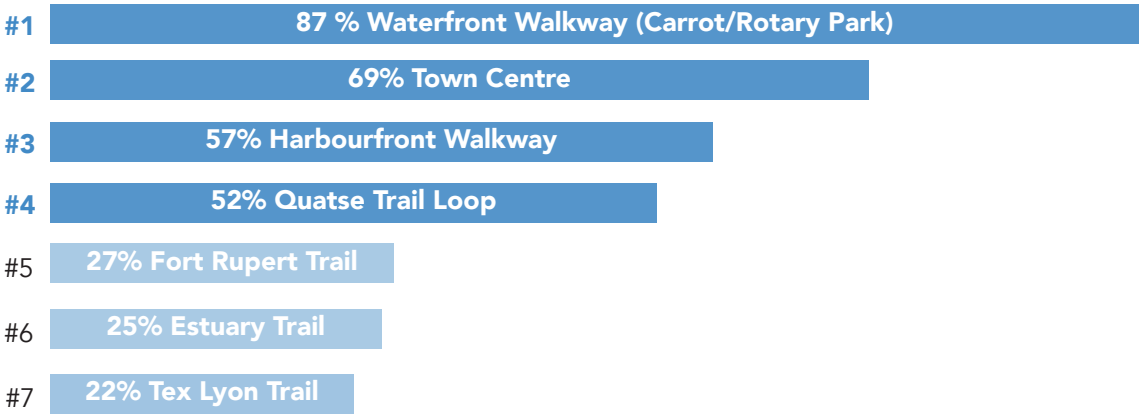
A total of 17 text based responses were received, which described both the motivational factors for choosing active modes and also the challenges behind not choosing active transportation. **58% of respondents cited improvements needed/desired for Infrastructure and Traffic Conditions, while 50% referred to improved Network Connections/Proximity/Wayfinding** as motivation to choose active modes.

| Value | Percent | Responses |
|---|---|---|
| Network Connections/Proximity/Wayfinding | 50.0% | 6 |
| Infrastructure and Traffic Conditions | 58.3% | 7 |
| Weather & Maintenance | 25.0% | 3 |
| Accessibility | 8.3% | 1 |

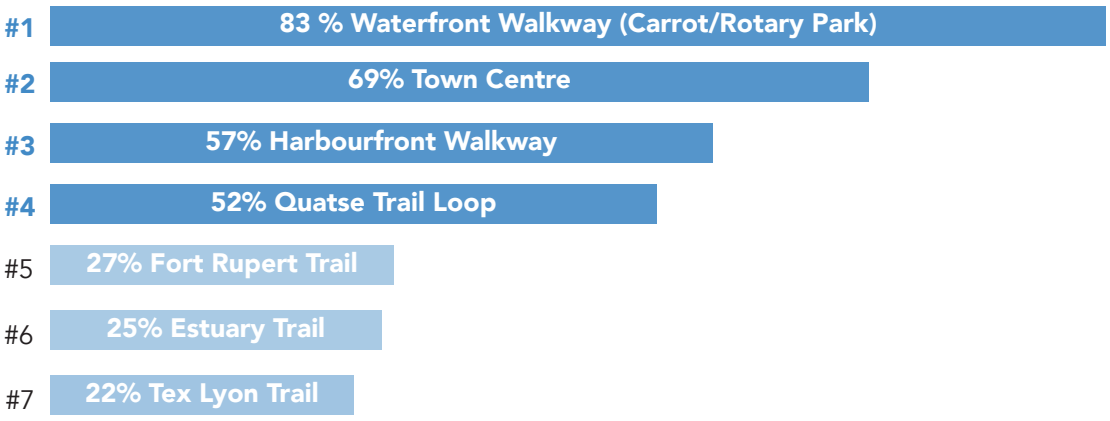
## Favourite Active Transportation trails:




## Busiest Active Transportation trails:



## Locations/trails for improvement:

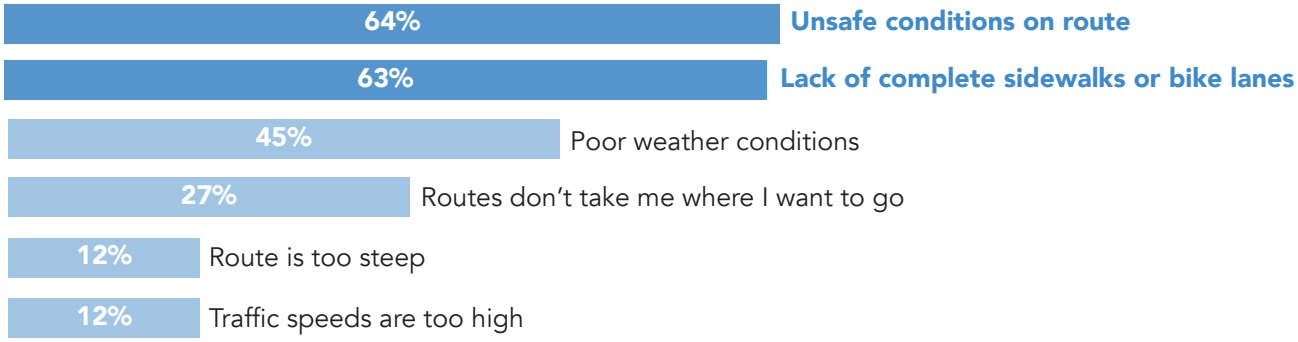



### OPEN TEXT RESPONSES

A total of 49 text based responses were received, describing a mix of concerns and suggestions specific to the various trails and locations.

| Value | Percent | Responses |
|---|---|---|
| Network Connections/Proximity/Wayfinding | 19.4% | 7 |
| Infrastructure/Traffic Conditions | 25.0% | 9 |
| Societal Conditions | 27.8% | 10 |
| Weather & Maintenance | 30.6% | 11 |
| Accessibility | 33.3% | 12 |

## Reasons for not choosing Active Transportation for travel around Town:




### OPEN TEXT RESPONSES

A total of 26 text based responses were received, which described the reasons for not choosing active transportation to get around Town. **59% of respondents cited unsafe infrastructure and/or traffic conditions** as a key reason for not choosing active transportation.

| Value | Percent | Responses |
|---|---|---|
| Network Connections/Proximity/Wayfinding | 18.2% | 4 |
| Infrastructure/Traffic Conditions | 59.1% | 13 |
| Societal Conditions | 4.5% | 1 |
| Weather & Maintenance | 13.6% | 3 |
| Accessibility | 22.7% | 5 |

## Suggestions on how to improve and/or inspire Active Transportation in and around Port Hardy:

### OPEN TEXT RESPONSES

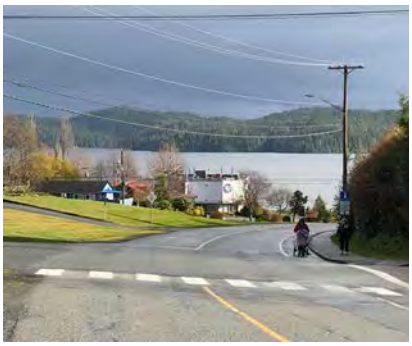
A total of 55 text based responses were received. In line with the findings of other text based feedback, a large portion of the feedback **(54%) was about suggestions to improve infrastructure to increase safety between pedestrians and vehicles. Close behind in the number of comments (49%) was about the desire for safe connections and improvements to wayfinding.**

| Value | Percent | Responses |
|---|---|---|
| Network Connections/Proximity/Wayfinding | 48.6% | 18 |
| Infrastructure/Traffic Conditions | 54.1% | 20 |
| Societal Conditions | 5.4% | 2 |
| Weather & Maintenance | 27.0% | 10 |
| Accessibility | 13.5% | 5 |

# BIKE/WALK & WHEEL TOURS

**FRIDAY, NOVEMBER 13, 2020 | 15 PARTICIPANTS**

**MAYOR & COUNCIL MEMBERS / CITY STAFF / COMMUNITY / MEDIA**



## TOUR SUMMARY

The tours began at the District Hall/Rec Centre. Led by Bunt & Associates' Project Lead, Tyler Thomson, participants walked/biked a route through Town. The group went down Rupert Street to check out the potential to enhance an existing pedestrian connection down to Park Drive then headed west on Seaview Drive to the Huddleston Trails. Time was spent exploring the Huddlestan Trails where Tyler spoke on the importance of way-finding signage and lighting to improve safety for people using the trails. The group talked about the potential location for a multi-use path along the north side of Douglas Street that could link to the Waterfront Walkway and become a perimeter active transportation network for recreation and commuting purposes linking to key destinations. Further discussions included:

- Potential for bringing the intersection of Douglas-Hwy 19/Granville Street to a more human scale
- Potential for primary and secondary connections for cyclists for recreational and commuting purposes
- Safety concerns at Douglas/Market due to angled parking
- Idea of providing traffic calming through corner bulges to improve sightlines and reduce the crossing distance for pedestrians
- Improving crossing conditions for pedestrians and bikes to Waterfront Park
- Potential for a multi-use path in the wide boulevard on Douglas Street
- Innovation of e-bikes in relation to commuting from out of Town

The tours provided valuable insight for both participants and Bunt & Associates with great ideas shared.

# NEXT STEPS

## PHASE 2: ACTIVE TRANSPORTATION PLAN DEVELOPMENT

- **Priority Areas:** Identify specific locations for active transportation infrastructure including sidewalks, crosswalks, and cycling facilities based on the identified network gaps and engagement activities.
- **GIS Mapping:** Prepare ArcGIS maps of the existing network, gaps and proposed improvements.
- **Improvements & Strategies:** Develop criteria that will lead to priority list of projects and/or options and which are linked to the Community's vision.
- **Cost Estimates:** Estimates for recommended strategies.

### CONSULTATION ROUND 2

The Port Hardy Community will have the opportunity to complete an interactive survey that is designed to present a selection of priority projects, whereby respondents can rank the recommended options based on both desire and fiscal responsibility.

- **Funding Strategy:** Identify best practices for funding active transportation in small communities.
- **Draft Active Transportation Plan:** Prepare summary of the project, the methods, findings, and recommendations.

## PHASE 3: FINAL PLAN & PRESENTATION

Bunt & Associates will prepare the Final Active Transportation Plan together with a PowerPoint Presentation showcasing the highlights of the Plan.

# STAY ACTIVELY INVOLVED!

porthardy.ca/community/ATP

bunt & associates

ETHELO

# **Port Hardy** Active Transportation Plan

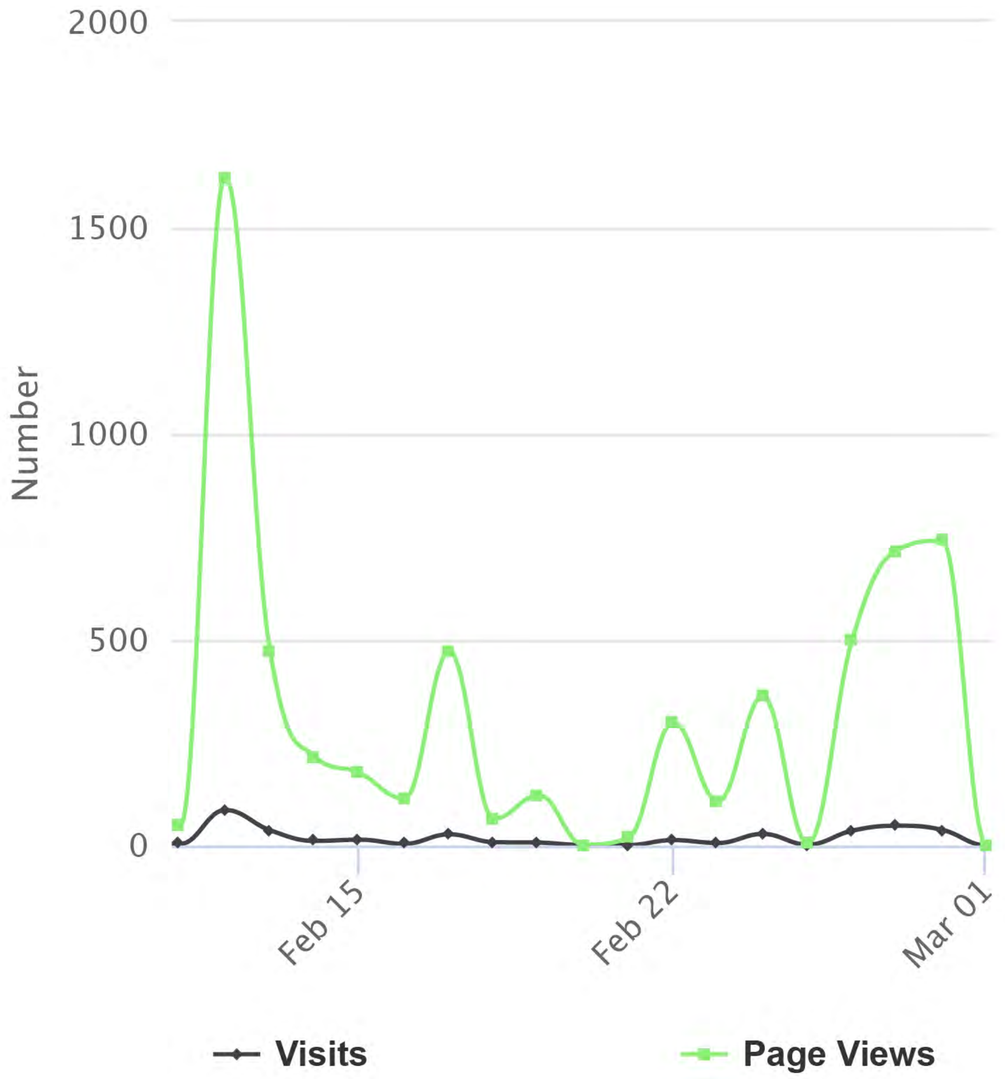
# Introduction

From February 12 to February 28 2021, the District of Port Hardy used an interactive survey to gather public feedback on 10 potential infrastructure improvement projects. The  survey allowed participants to learn about each of the proposed projects, review the preliminary cost estimates, provide input on each, and indicate which projects they thought should be prioritized. The survey...

- educated residents on the District's Active Transportation Plan
- showcased the recommended projects, which were based on existing community feedback and developed by Bunt & Associates Engineering
- used the gathered community input to generate a shortlist of projects that are predicted to have the most community support

# Participation

- Number of visitors: **332**
- Number of respondents: **200**
- Page views: **6,508**
- Average time on platform: **9 minutes**



# Finding Consensus

The Ethelo algorithm used all participant input to create a project shortlist which is within budget and optimized for overall community support.

| Winning Options | Cost | Support |
|---|---|---|
| 8. Fort Rupert Trail Application | $150,000 | 78% |
| 9. Elk Drive Neighbourhood Connector | $40,000 | 74% |
| 5. Hardy Bay Road Upgrade | $990,000 | 72% |
| 10. Fort Rupert Upgrade | $220,000 | 69% |
| 3. Market Street Re-Imagining | $100,000 | 71% |

- Cost: **1.5M**
- Remaining Budget: **$500k**
- Next Project: Waterfront Walkway Upgrade
  - Cost: **$600k**
  - Support: **67%**

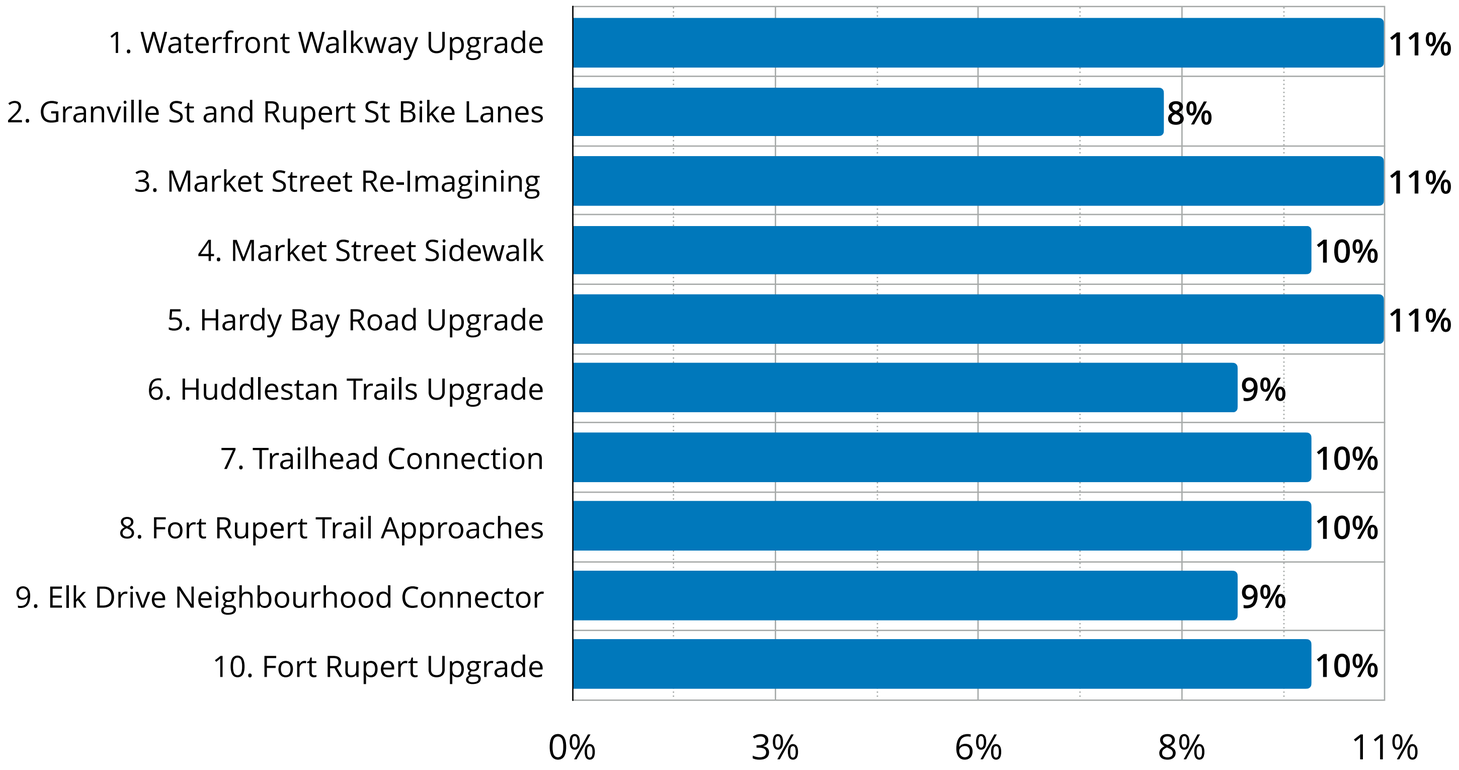
# Results Overview

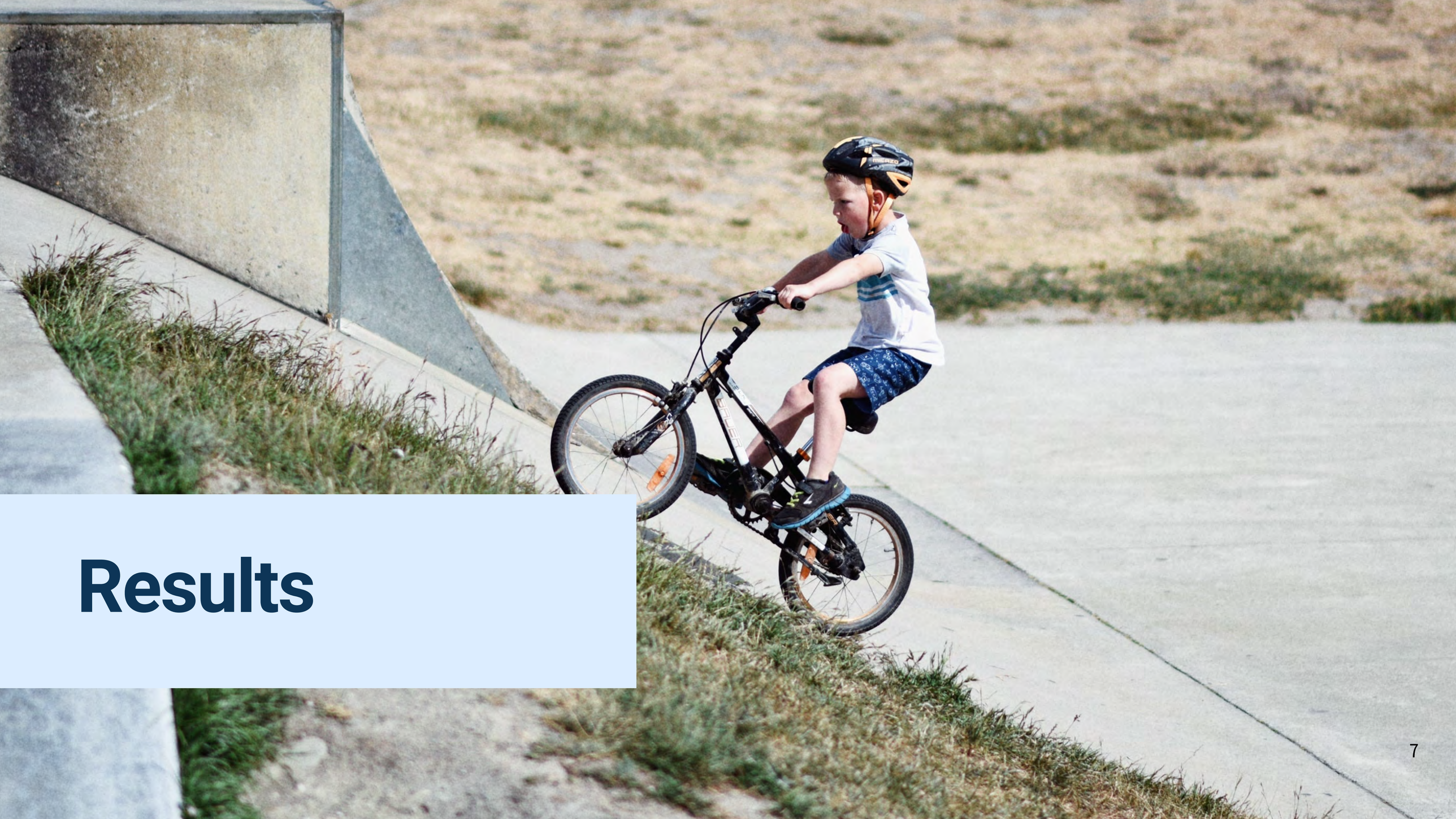
Participants were asked to vote on each project, indicating their level of support for each option.

| Option | Support | |
|---|---|---|
| 1. Waterfront Walkway Upgrade | Totally Support | 67% |
| 2. Granville St. and Rupert St. Bike Lanes | Neutral | 46% |
| 3. Market Street Re-Imagining | Totally Support | 71% |
| 4. Market Street Sidewalk | Totally Support | 65% |
| 5. Hardy Bay Road Upgrade | Totally Support | 72% |

| Option | Suport | |
|---|---|---|
| 6. Huddlestand Trails Upgrade | Neutral | 61% |
| 7. Trailhead Connection | Neutral | 61% |
| 8. Fort Rupert Trail Appraoches | Totally Support | 78% |
| 9. Elk Drive Neighbourhood Connector | Totally Support | 74% |
| 10. Fort Rupert Upgrade | Totally Support | 69% |

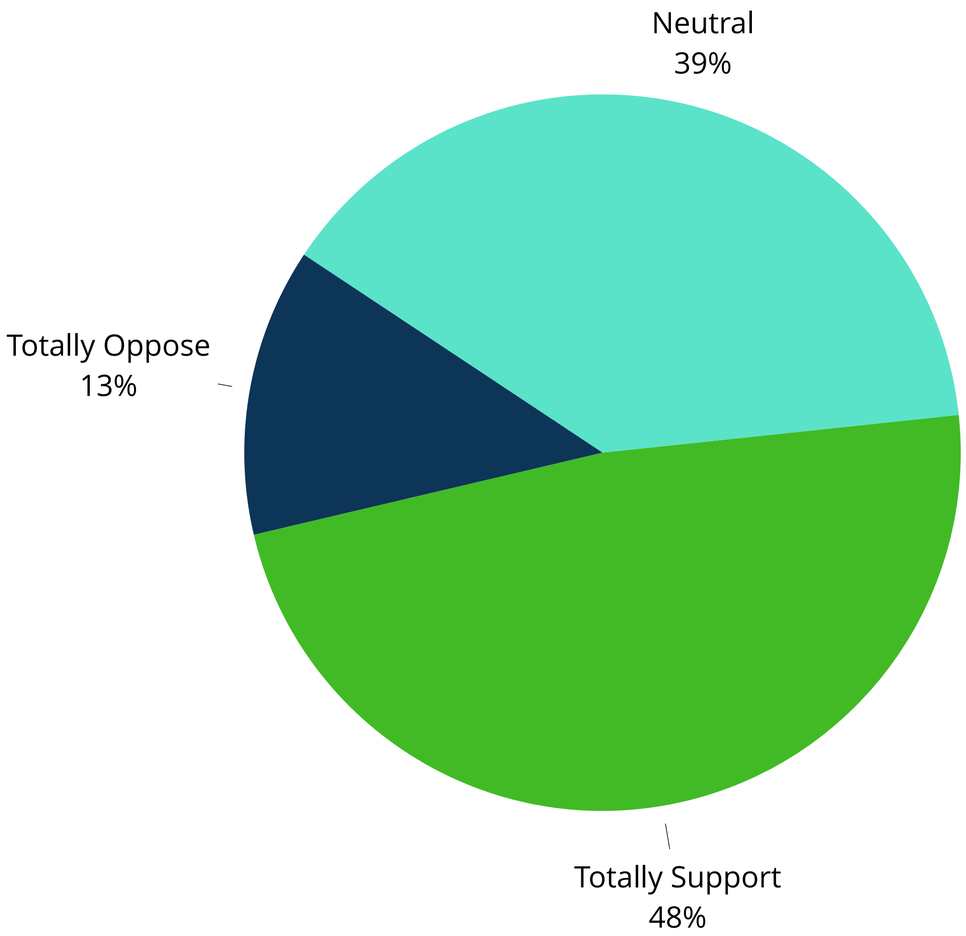
# Topic Weighting



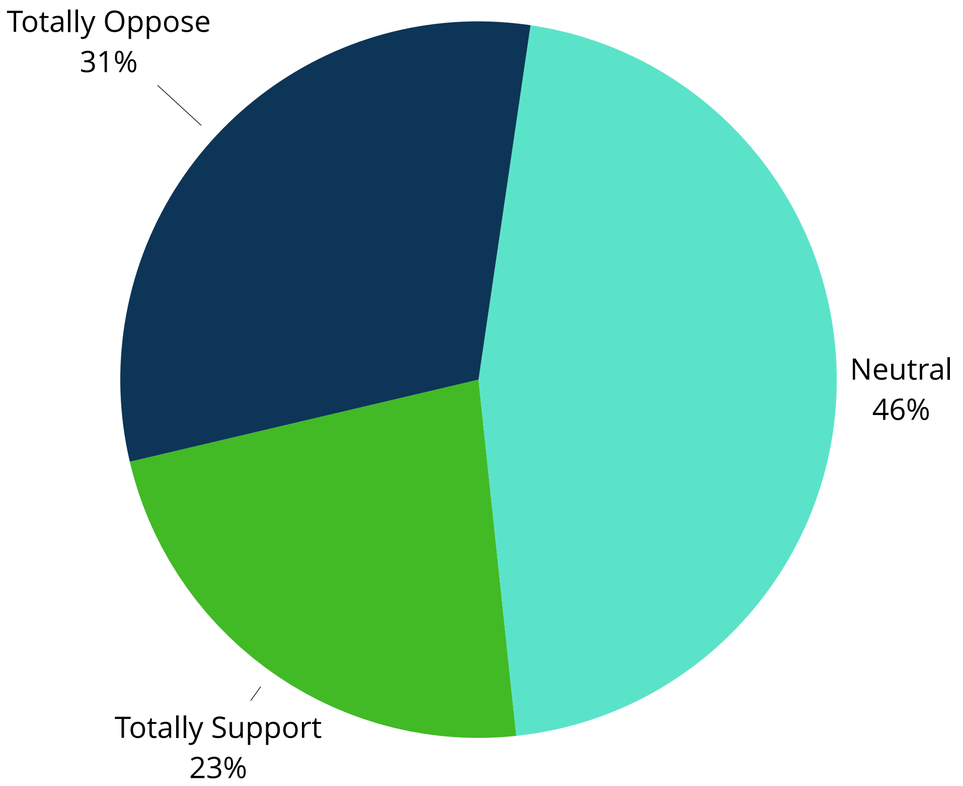


# Results

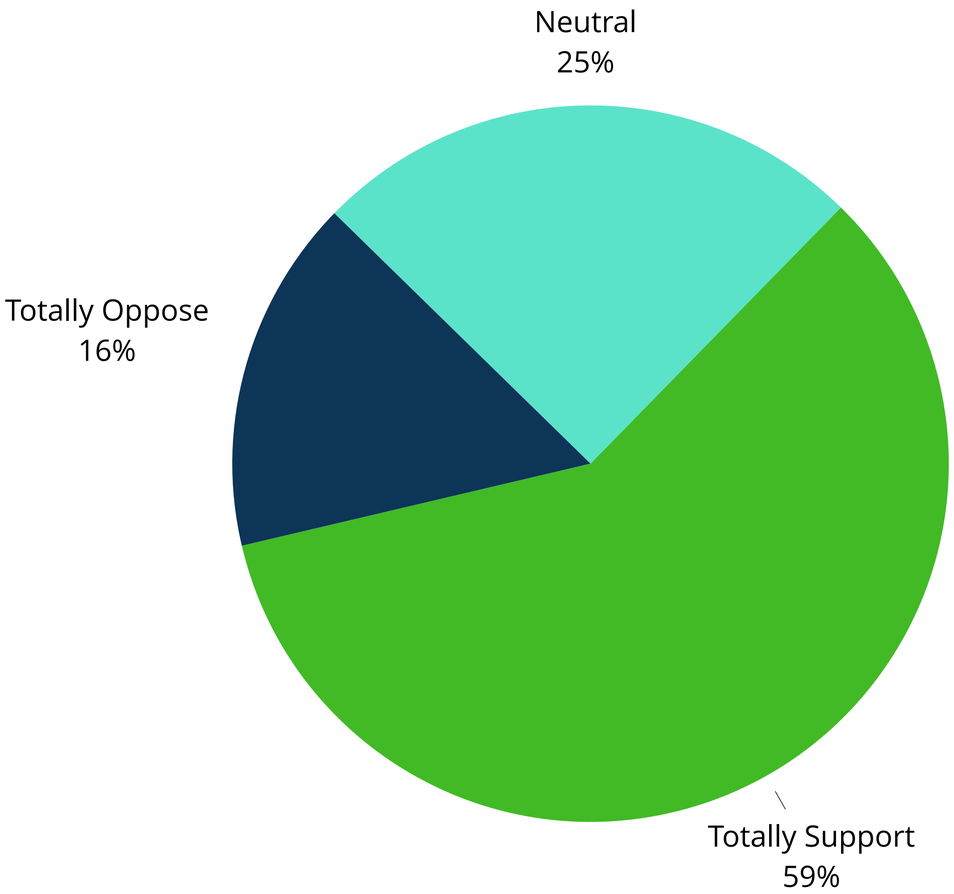
# 1. Waterfront Walkway Upgrade



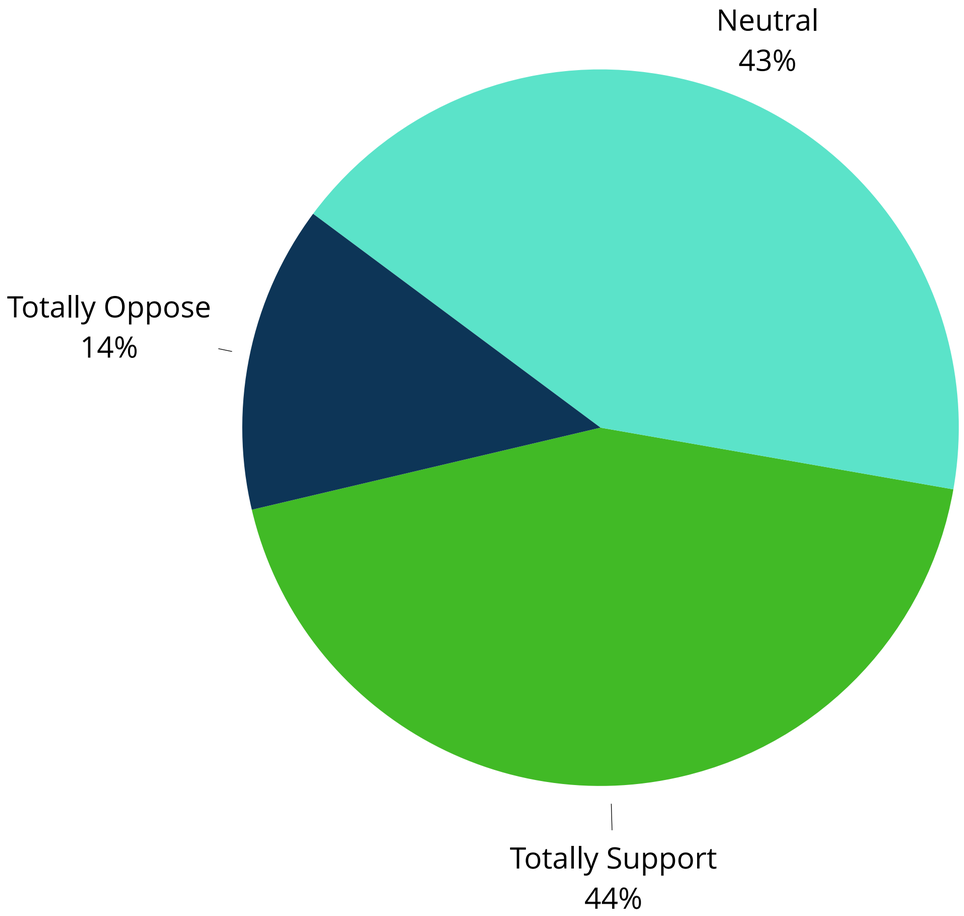
# 2. Granville St. and Rupert St. Bike Lanes



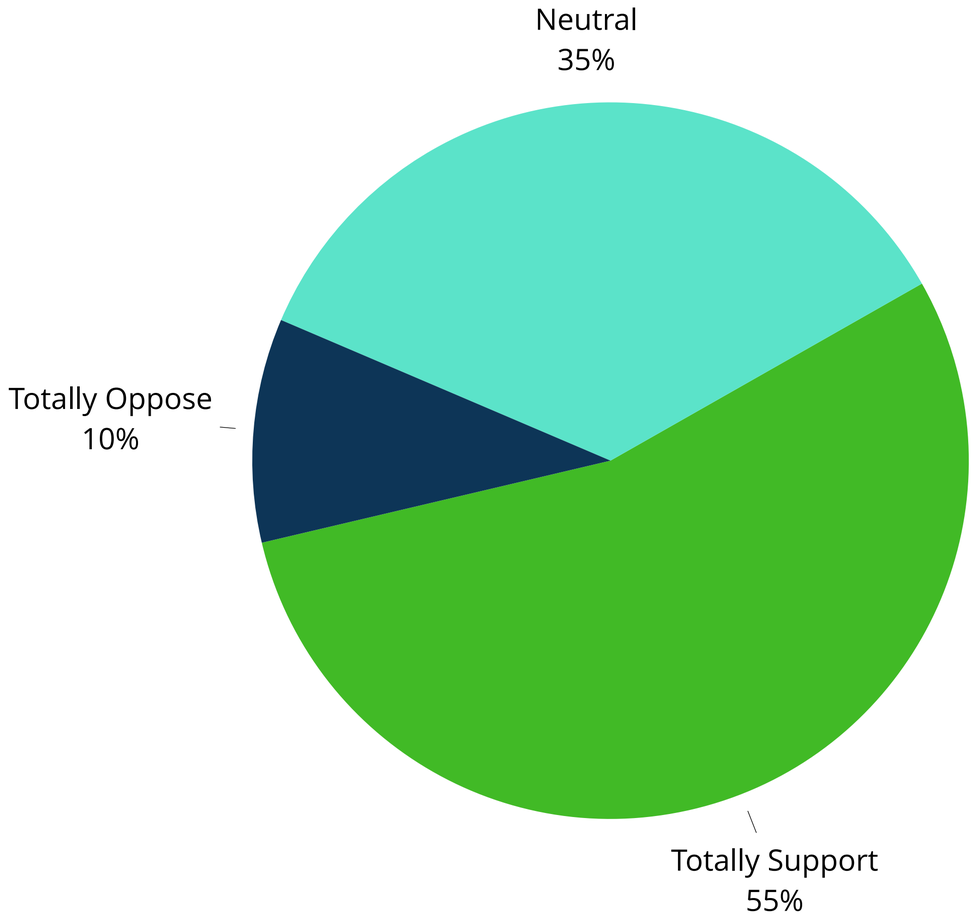
# 3. Market Street Re-imagining



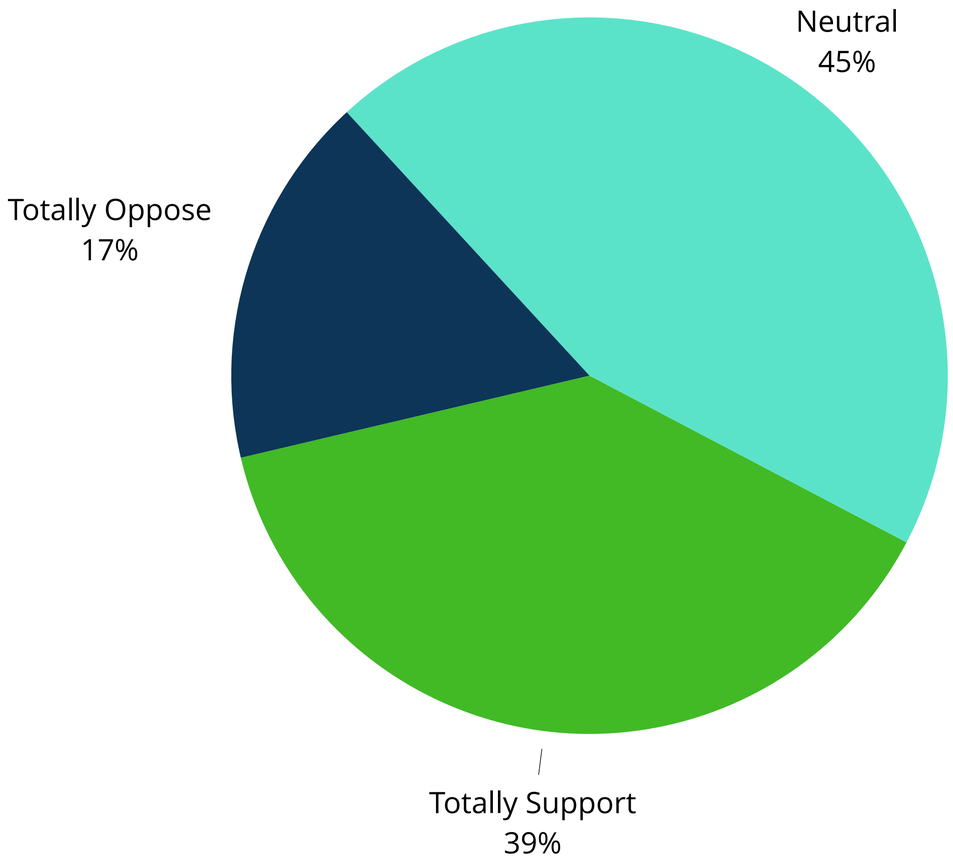
# 4. Market Street Sidewalk



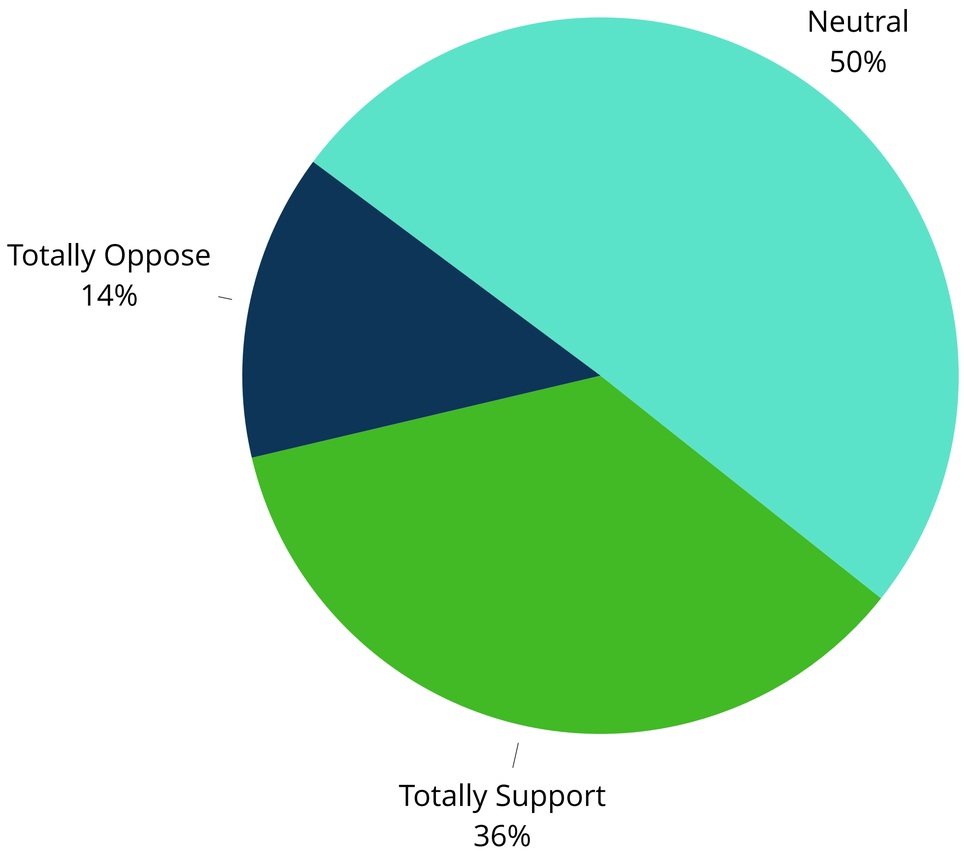
# 5. Hardy Bay Road Upgrade



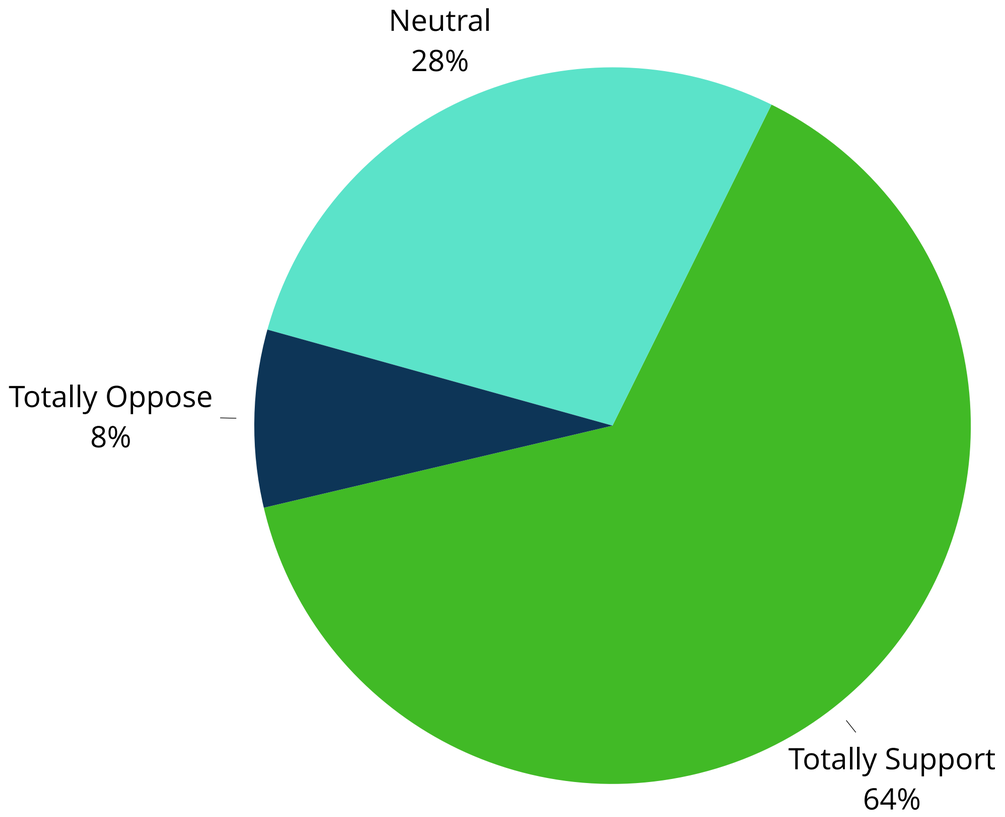
# 6. Huddlestan Trails Upgrade



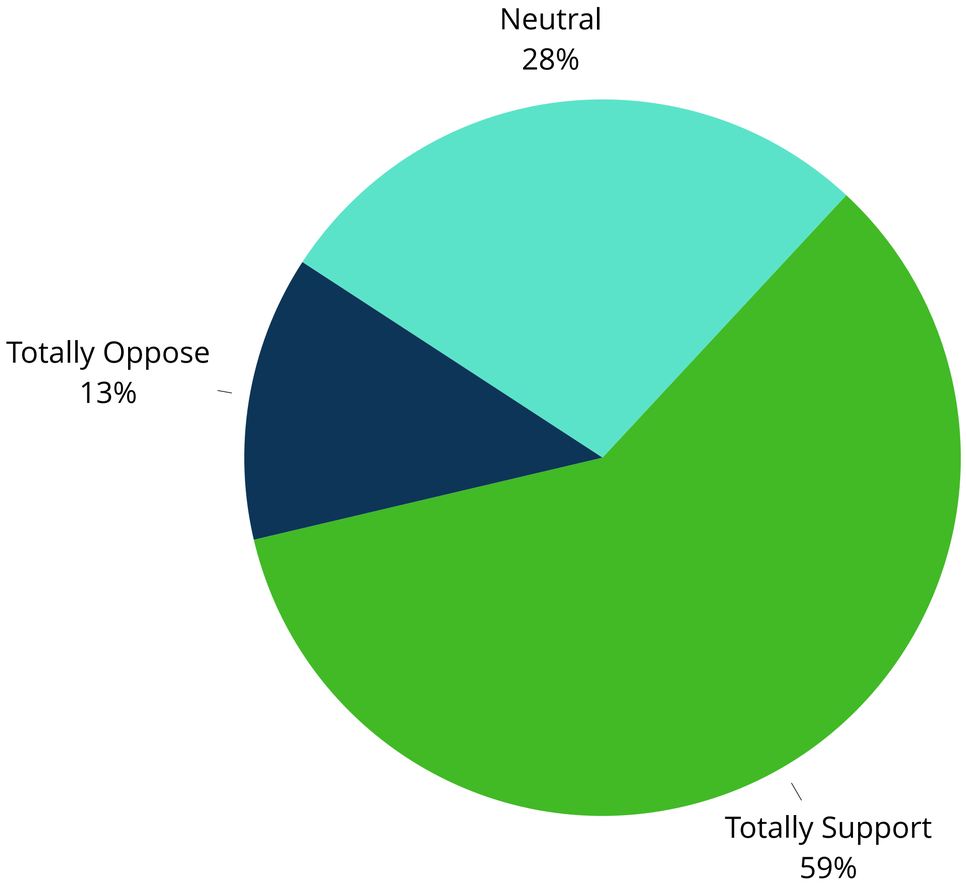
# 7. Trailhead Connection



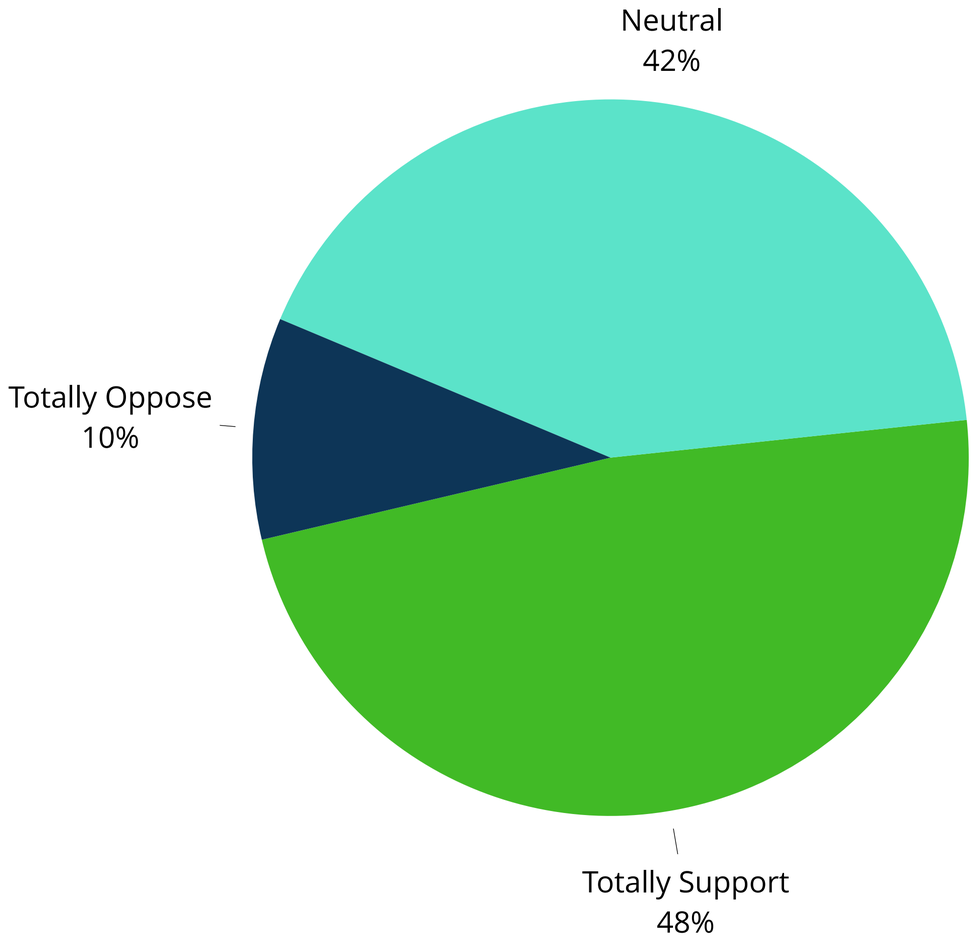
# 8. Fort Rupert Trail Approaches



# 9. Elk Drive Neighbourhood Connector



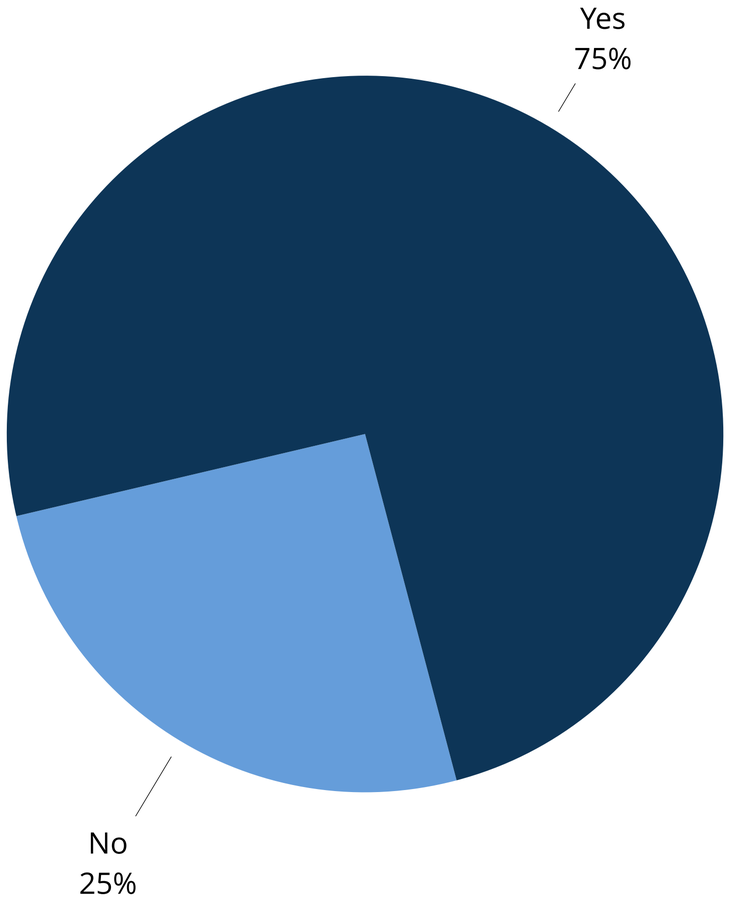
# 10. Fort Rupert Upgrade



# Demographic Information

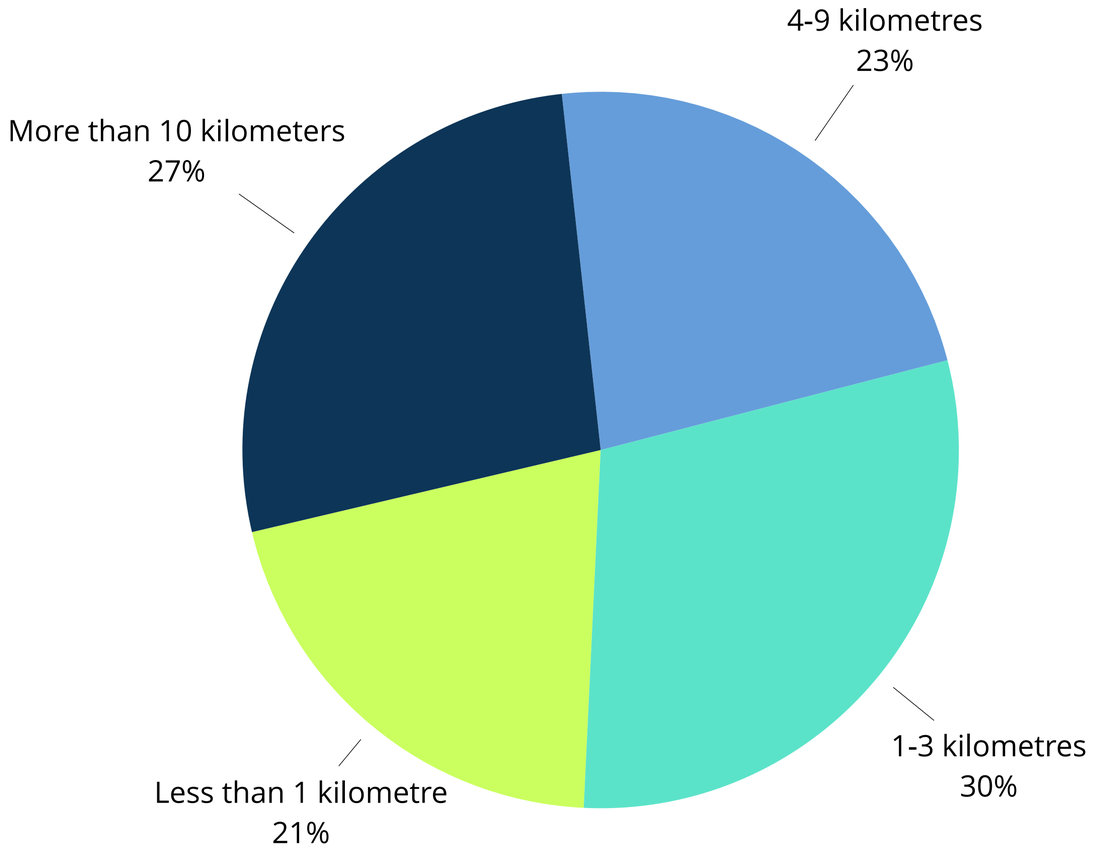
# Travel

Do you typically travel to work or go to school outside the home?



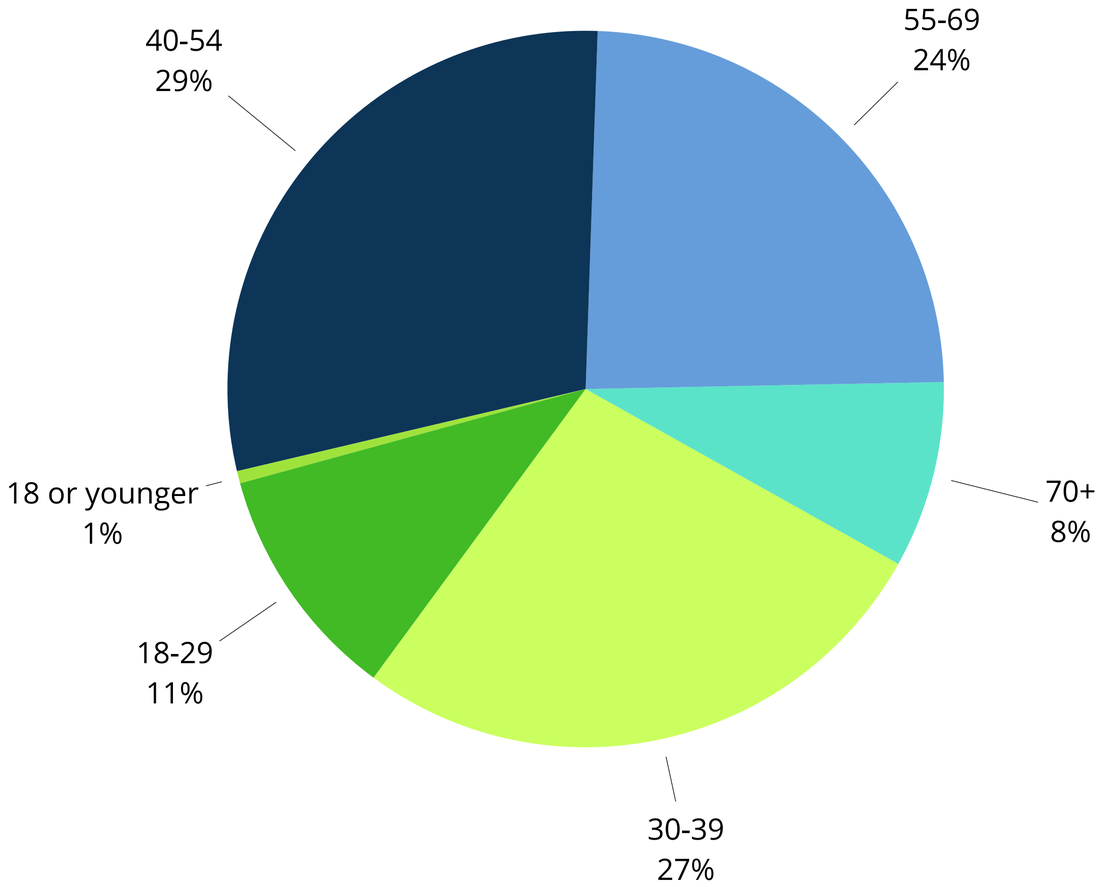
# Travel

If yes, how far do you travel to work or school?



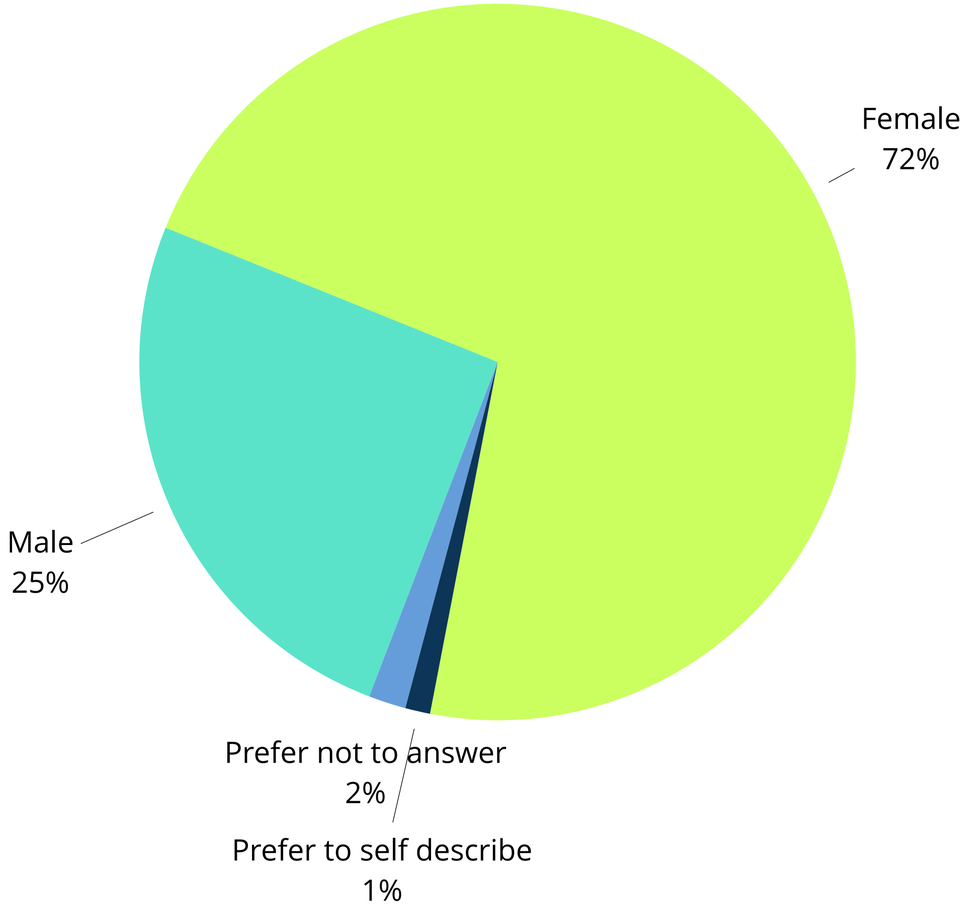
# Age

What is your age group?



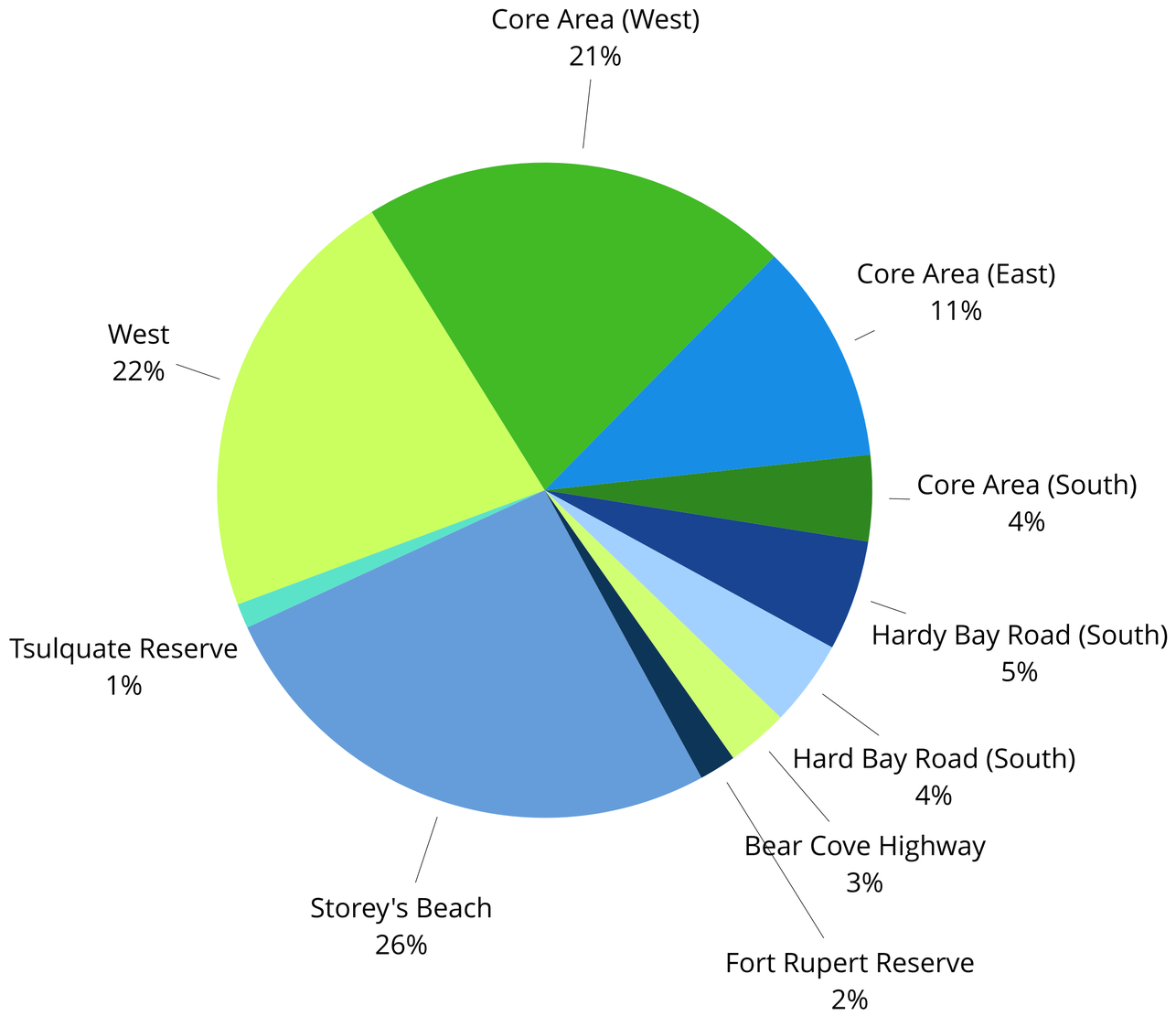
# Gender

What is your gender identity?



# Location

What part of Port Hardy to you live in?




# Thank you!