



Inspiring sustainable thinking



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1 Introduction



ISL Engineering and Land Services (ISL) were commissioned by the Powell River Regional District (PRRD) to prepare a Regional Transportation Plan.

The PRRD Regional Transportation Plan sets out the priorities for the transportation network over the next 26 years, to the horizon year 2040. This document is split into several parts as follows:

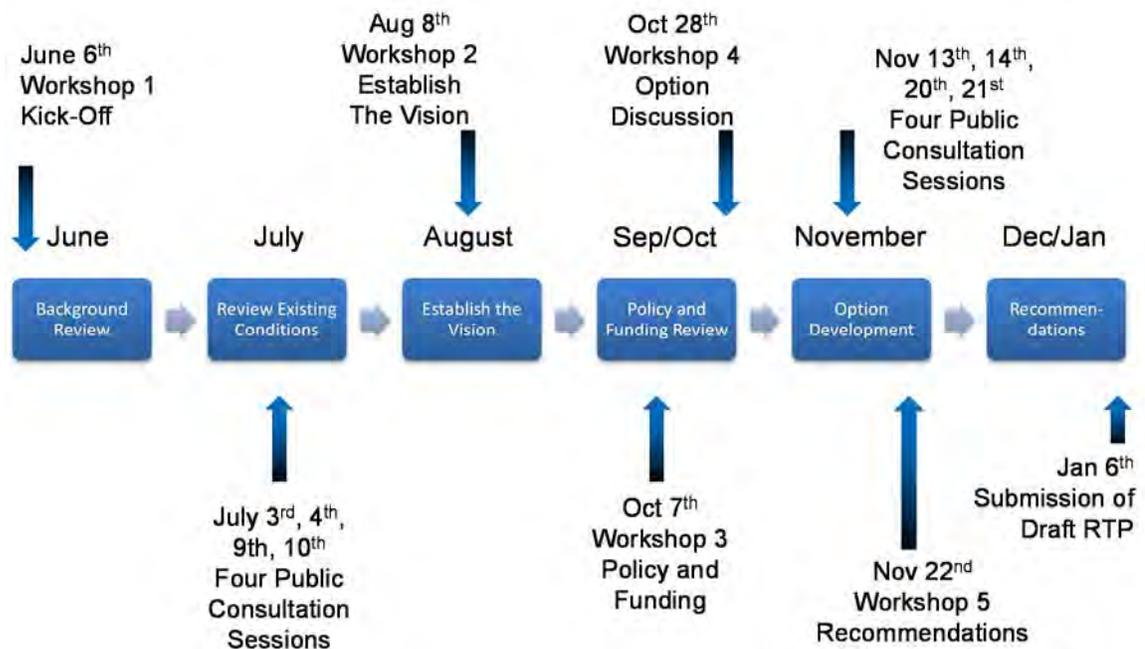
- Baseline Data
- Plan Development Process
- Pedestrian and Bicycle Network Plan
- Transit Plan
- Road Network Plan
- Other Initiatives
- Communication Methods
- Implementation

While the plan covers the period to 2040, it is intended to be reviewed on a somewhat regular basis. We recommend that review takes place every 5 to 10 years to confirm if progress has been made and if any other changes have occurred in the Regional District that may warrant a review of the recommendations contained within this document and the need for development of new recommendations.



1.1 The Project Process

The project began in June 2013 and followed a six stage process detailed below along with key milestone dates.





2 Baseline Data



As this is the first transportation plan to be developed for the PRRD this baseline data reflects the starting point of monitoring of transportation usage in Powell River. The aim is to review usage of different modes such that it can be compared with future years to determine if the plan is proving effective. The following base data is provided:

2.1 Census Population and Household Data

2011 Census population in the PRRD was 19,906 broken down as shown in Table 2.1, up 1.6% from 19,599 in 2006. Total private dwellings in 2011 was 11,000, of which 9,111 are usually occupied, the difference primarily relating to the significant summer population on Savary Island.

Table 2.1: 2011 Census Population		
Area of Regional District	Population	Percentage of RD
City	13165	66.1%
Tla'amin	752	3.8%
Electoral Area A – North of Tla'amin + Savary	1,008	5.1%
Electoral Area B – East of City	1,488	7.5%
Electoral Area C – South of City	2,014	10.1%
Electoral Area D - Texada	1,053	5.3%
Electoral Area E - Lasqueti	426	2.1%
Total	19,906	100%

Source: 2011 Canada Census



2.2 Census Mode of Transportation to Work

Data from 2011 is not currently available for this category, the 2001 and 2006 data provided in Table 2.2 shows the latest available data for Powell River Regional District.

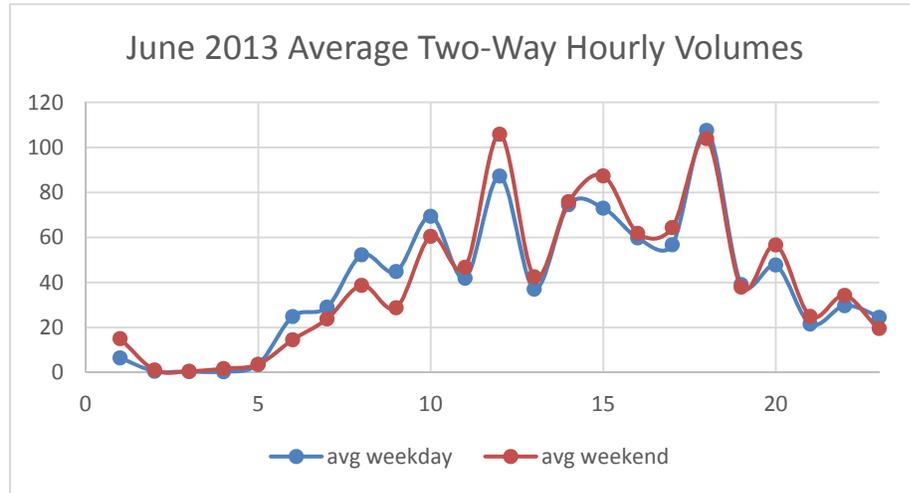
Table 2.2: 2001 and 2006 Census Mode of Travel to Work					
Mode	2001		2006		2001 to 2006 Change
	Count	Percentage	Count	Percentage	
Car, truck, van as driver	6175	80.5%	6,005	78.1%	-2.8%
Car, truck, van as passenger	445	5.8%	585	7.6%	+31.5%
Public transit	80	1.0%	125	1.6%	+56.3%
Walked or bicycled	810	10.6%	750	9.8%	-7.4%
All other modes	160	2.1%	220	2.9%	+37.5%
Total	7670	100.0%	7,685	100.0%	

Source: 2001 and 2006 Canada Census

2.3 Traffic Volumes

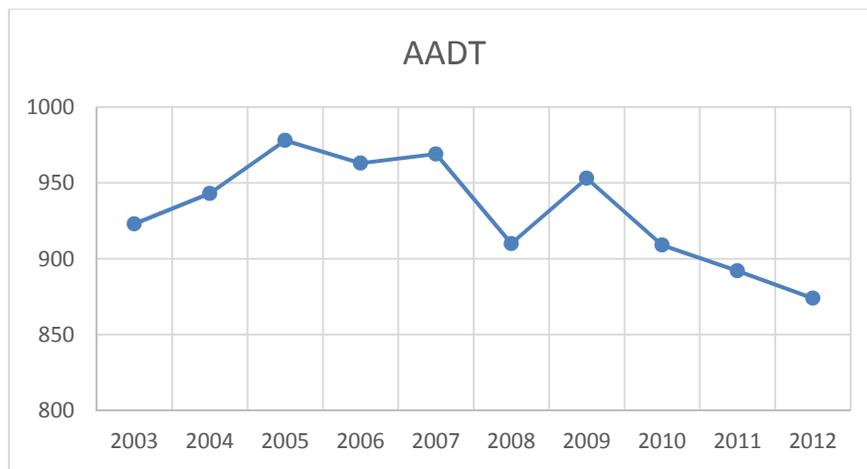
The British Columbia Ministry of Transportation and Infrastructure has a permanent traffic count station located on Highway 101, 2.0 km south of Lois River Bridge, south of the City of Powell River. This location means that very few internal trips are recorded but it provides a good indication of traffic volumes to and from the ferry.

As shown below latest hourly volumes for June 2013 do not rise above 110 vehicles per hour which is very little for a two lane road and given the location of the count site will consist primarily of ferry traffic from Saltery Bay.



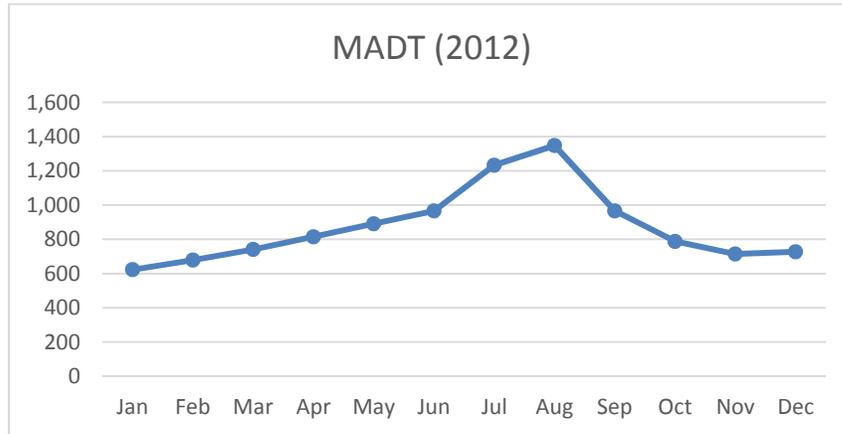
Source: BC MOT Traffic Data Website

The data provides some other useful information that again, possibly tells us more about ferry use than traffic patterns within Powell River. The Average Annual Daily Traffic (AADT) has declined slightly over the last 10 years, dropping from 923 vehicles per day in 2003 to 874 vehicles per day in 2012, decreasing at an average rate of 0.6% annually.



Source: BC MOT Traffic Data Website

Volumes vary quite significantly over the course of the year with the Monthly Average Daily Traffic (MADT) roughly doubling in the peak summer months in 2012.



Source: BC MOT Traffic Data Website

The counters also record vehicle speed as vehicles cross the sensors. For 2012, the average speed was 85kph and the 85th percentile speed on the roadway was 96kph, both above the 80kph posted speed limit.

2.4 Transit Ridership

There are 6 numbered routes serving the Regional District, Service 1, 2 and 3 operate in the City only whilst Service 12, 13 and 14 operate in the rural areas but connecting each to the City. Table 2.3 provides the latest available ridership information.

Table 2.3: Annual Transit Ridership (Apr 2012 – Mar 2013)	
Transit Service	Annual Passengers
1 – Wildwood	100,239
2 – Grief Point	59,442
3 – Upper Westview	23,674
12 – Stillwater	6,130
13 – Texada	849
14 - Lund	1,654
handyDART	9,155
Taxi	441

Source: BC Transit



Historical Ridership Information was provided for the rural services and this showed 57% growth in ridership over the last 13 years. Annual passenger volumes are provided in Table 2.4.

Table 2.4: Historic Transit Ridership (2001 - 2013)			
Year	Annual Passengers	Change From Previous Year	% Change From Previous Year
2000/1	12,112	-	-
2001/2	10,797	-1,315	-11%
2002/3	10,734	-63	-1%
2003/4	12,655	1,921	18%
2004/5	11,536	-1,119	-9%
2005/6	10,154	-1,382	-12%
2006/7	11,940	1,786	18%
2007/8	12,998	1,058	9%
2008/9	12,911	-87	-1%
2009/10	13,998	1,077	8%
2010/11	14,841	853	6%
2011/12	18,481	3,640	25%
2012/13	19,005	524	3%

Source: BC Transit

2.5 Ferry Vehicle and Passenger Ridership

Vehicle and passenger statistics were obtained from the BC Ferries website. Table 2.5 provides vehicle volumes from Fiscal Year 2010 to 2013 data for the three routes serving Powell River as well as the Horseshoe Bay-Langdale route which is often used by residents of Powell River travelling to the Lower Mainland. It demonstrates a significant drop in vehicle volumes across all routes, the service to Comox seeing the largest percentage drop with 16,781 (10.3%) less vehicles. Saltery Bay to Earls Cove saw the next largest drop with 12,470 (6.9%) less vehicles. Texada Island service saw a drop of 3,473 (4.0%) vehicles and Horseshoe Bay to Langdale saw a drop of 42,646 (3.8%) vehicles.



Table 2.5: 2009-2013 BC Ferries Vehicle Statistics				
Year	Horseshoe Bay - Langdale	Earls Cove – Saltery Bay	Powell River – Texada Island	Powell River - Comox
Fiscal Year 2010	1,119,290	181,330	87,612	162,486
Fiscal Year 2011	1,107,080	177,047	86,692	154,612
Fiscal Year 2012	1,091,794	171,665	81,905	151,075
Fiscal Year 2013	1,076,644	168,860	84,139	145,705
2010 to 2013 Change	-42,646	-12,470	-3,473	-16,781
2010 to 2013 % Change	-3.8%	-6.9%	-4.0%	-10.3%

Source: BC Ferries Website

Passenger numbers also dropped in a similar fashion as shown in Table 2.6. The service to Comox seen the biggest percentage drop with 41,347 (10.5%) less passengers. The Texada service saw 15,352 (8.3%) less passengers, a much larger drop than the number of vehicles, suggesting that many of the vehicles previously included multiple passengers. The Saltery Bay to Earls Cove service saw a drop of 27,484 (7.7%) of passengers and the Horseshoe Bay to Langdale service saw a drop of 83,114 (3.2%) passengers.

Table 2.6: 2009-2013 BC Ferries Passenger Statistics				
Year	Horseshoe Bay - Langdale	Earls Cove – Saltery Bay	Powell River – Texada Island	Powell River - Comox
Fiscal Year 2010	2,585,014	359,163	185,956	394,167
Fiscal Year 2011	2,571,126	349,538	183,508	374,701
Fiscal Year 2012	2,539,363	339,021	171,706	365,822
Fiscal Year 2013	2,501,900	331,679	170,604	352,820
2010 to 2013 Change	-83,114	-27,484	-15,352	-41,347
2010 to 2013 % Change	-3.2%	-7.7%	-8.3%	-10.5%

Source: BC Ferries Website

Given the ongoing drop in vehicle and passenger volumes on the service it is interesting to review the fare prices to identify if there is any such correlation. Table 2.7 provides a summary of the fare prices for passenger and regular vehicle over the same period.



Table 2.7: 2009-2013 BC Ferries Historic Fares				
Year	Horseshoe Bay - Langdale	Earls Cove – Saltery Bay	Powell River – Texada Island	Powell River - Comox
2009	\$39.95	\$11.30	\$39.95	\$11.30
2010	\$42.35	\$12.60	\$41.30	\$12.30
2011	\$45.20	\$13.45	\$44.05	\$13.15
2012	\$47.10	\$14.00	\$45.90	\$13.70
2013	\$49.05	\$14.55	\$47.80	\$14.25
2009 to 2013 Change	\$7.15	\$2.70	\$5.95	\$2.40
2009 to 2013 % Change	17.9%	23.9%	14.9%	21.2%

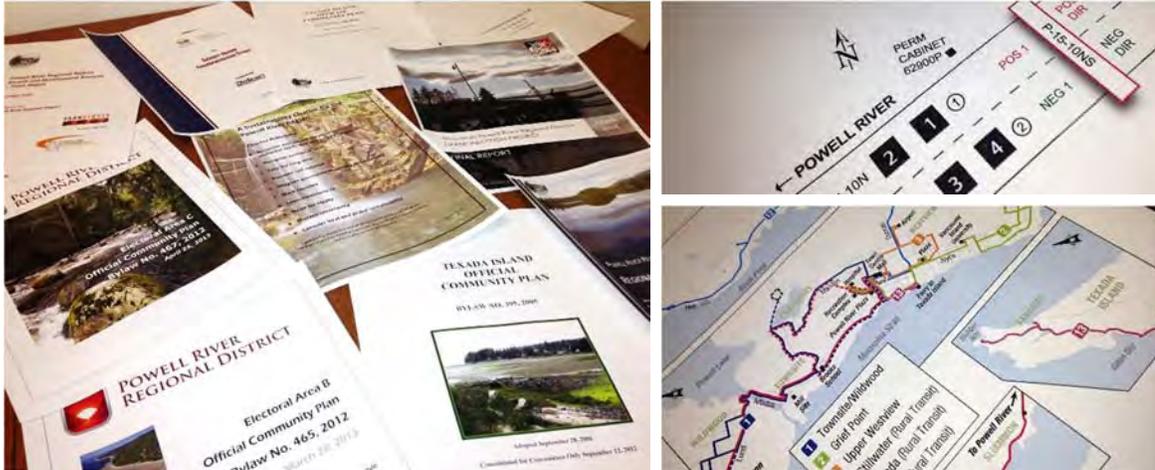
Source: BC Ferries Website

Based on the above data it would appear that ridership levels while dropping, are dropping at a lower rate than the fares are increasing, resulting in increased revenue for BC Ferries at the expense of reduced mobility for residents of Powell River.



3 Plan Development Process

3.1 Background Review



This review identified a number of issues and ideas that were considered throughout the following stages of the study. Our detailed Background Review Memorandum is provided in Appendix A, however, the following bullets summarize the key issues:

- Reducing GHG emissions is very important throughout the region.
- The need for safe cycling facilities is highlighted in many documents and is required within the City and throughout the regional district.
- Bus Transit is mostly adequate within the City with a few exceptions but serious lacking in rural areas. Appointments have to be planned to coincide with transit times which can sometimes be difficult.
- The ferry services are essential to the community and general feeling is that service could be better.
- The airport is a great asset for the region and could be crucial to increasing population if services could be offered to key destinations.
- People are not satisfied with the conditions on Savary Island, but improving it may change the character of the island. The use of cars there needs to be controlled.
- Texada Island has a reasonable network of roads but relies heavily on services in the City of Powell River for most needs. Improving access to these is important.



- Radical alternatives have been proposed by various organizations, including an alternative highway to Highway 101 and a road route to Squamish.
- The car is the primary mode of travel and it will be difficult to change people’s habits, particularly without improved facilities or services. Congestion is not a major concern.
- The Trail system and access to the natural environment is a significant tourist attraction and if access can be improved, should boost the economy.
- Population is not expected to change dramatically and the ageing population will create changing transportation needs.

3.2 Existing Conditions



The existing conditions review included an examination of the facilities and services available for each mode of transportation. This stage also included the first round of public consultation with meetings held south of the City, in the City, north of the City and on Texada Island where the public were asked to identify any issues they had with transportation in the region.

Our Existing Conditions memorandum is provided in Appendix B, providing our own observations and the feedback from each of the consultation sessions. The summary of responses from the first consultation session is provided in Appendix C. Through this process it was apparent that there were several main issues with transportation in the Regional District as follows:

- Land use is not expected to change significantly over the plan period, meaning little growth is expected.



- Pedestrian and cycle facilities are considerably lacking in the City and rural areas. Specifically, there is very little shoulder provided along the highway north of town or in the City. The lack of shoulder on the Lang Creek Bridge was the primary issue south of the City and on Texada Island, the complete lack of shoulders on any roads was also a concern for safety. Figure 3.1 shows the shoulder provision.
- Bus service to the rural areas is not suitable for commuting or other frequently scheduled activities. Service to Texada Island is limited to one day per week, service north of the City is limited to two days per week, and service south of the City is limited to four days per week. There is also no service at the weekend or in the evening to attend events in the City. Figure 3.2 shows the rural bus routes while Figure 3 shows those within the City.
- Ferry services are reasonably frequent but costs are prohibitive for regular use, timing is often not coordinated with adjacent ferries resulting in people driving above the speed limit to make the next ferry. The provision of free ferries inland is a constant annoyance when they have alternative roads. Figure 3.4 provides details of Ferry sailings.
- The road network is suitable and appropriate for the volume of vehicle traffic but is not supportive of multi-modal uses and is an intimidating place for pedestrians, cyclists, mobility scooters. The primary road network concerns relate to the state of the road on Savary Island and parking in Lund for those travelling to Savary Island.

3.3 Vision, Goals and Objectives

3.3.1 Vision

The vision describes the overall image that we see the transportation system becoming. For the Powell River Regional District, the vision is...

“In 2040, the Powell River Regional District will have an accessible and affordable transportation network that provides regional mobility and a choice of travel options sufficient to support the daily needs of the population. The transportation network will adapt to better accommodate sustainable modes of transportation and supporting infrastructure that best balances the need to minimize extraction of material from the earth for new infrastructure, reduces the amount of pollutants fed into the environment, minimizes the physical degradation of the natural environment and which allows people to meet their needs.”



3.3.2 Goals and Objectives

Goals are broad terms that describe the transportation system we want to serve the Regional District. Objectives are specific things the transport system should provide by the end of the plan period.

Goal 1 - Be adaptable and efficient to better meet the needs of the Region

- Transit service has flexibility to run additional services for local events
- Transit service considers more efficient vehicle sizes or vehicle sharing between region and school district
- Different areas of the region are provided with different levels of service appropriate to their needs

Goal 2 - Integrate and connect individual components to maximize mobility

- BC Transit services align better with BC Ferry services
- Trails and cycle lanes connect between City and rural areas

Goal 3 - Provide a network which is safe and accommodates healthy transportation options

- Provides safe routes for walking, cycling and mobility impaired
- Active travel is promoted as part of health initiatives
- Highway safety is improved at dangerous locations
- A safe car/ride share system is explored
- Alternative routing of truck traffic is considered

Goal 4 - Support modes of transportation and supporting infrastructure that is sustainable

- Promotes and accommodates active transportation
- Promotes alternatives to single occupancy vehicle trips
- Can be funded for its lifetime



- Considers the use of alternative fuels
- Minimizes the need for raw materials to be extracted from the ground, degradation of the natural environment and pollutants into the environment

Goal 5 - Support improvements that benefit the local economy

- Facilitates the movement of goods
- Permits access to services
- Contributes to tourism
- Enhances external transportation links

Goal 6 - Be useful and appropriate - It connects people with places

- Connects residents to the amenities they use
- Features of the system are promoted to increase awareness and use
- Level of service is appropriate for each area
- New development is located to make use of available services

Goal 7 - Support travel by sustainable modes in all weather conditions

- Provides trails that are well surfaced and drained
- Provides bus stops with paved waiting areas and shelter

Goal 8 - Be planned in a collaborative manner with input from all stakeholders

- Consults with the PRRD, City, MOTI, BC Ferries and BC Transit on significant transportation issues
- Provides support for volunteers and other organizations
- Provides one voice for advocacy
- Considers funding projects via multiple stakeholders



3.4 Funding



The greatest challenge in achieving the goals of the Regional Transportation Plan is sourcing the necessary funding for implementation. The Powell River Regional District has limited funds available and thus other sources and partnerships will be necessary to achieve the vision, goals and objectives. A number of potential funding sources are summarized below, more detailed summaries can be found in Appendix D:

- Gas Tax
 - Expected to provide in the region of \$300,000 per annum assumed to increase at the rate of inflation.
 - Eligible for projects including Public Transit; Local Roads, Bridges and Tunnels; Active Transportation Infrastructure; Community Energy; Solid waste; Water/Wastewater; and Capacity Building/Integrated Community Sustainability Planning
- Grants
 - Cycling Infrastructure Partnerships Program (CIPP) - British Columbia Ministry of Transportation and Infrastructure
 - Up to \$100,000 available, Project must be shelf ready, must be part of bicycle network plan, promote cycling as mode of transportation rather than recreation
 - Infrastructure Planning Grant Program - Government of British Columbia



- Up to \$10,000 available, to help improve or develop long-term comprehensive plans that include, but are not limited to: capital asset management plans, community energy plans, integrated storm water management plans, water master plans and liquid waste management plans.
- Green Municipal Fund Transportation Capital Projects - Federation of Canadian Municipalities (FCM)
 - Offers below-market loans, usually in combination with grants, to implement capital projects. Funding is provided for up to 80% of eligible project costs. The loan maximum is \$10 million, and the grant amount is set at up to 20% of the loan to a maximum of \$1 million.
 - Project must demonstrate the potential to reduce vehicle kilometres travelled in single occupancy vehicles for a target population by encouraging alternative modes of travel.
- BC Healthy Communities Capacity Building Fund
 - Grants of \$5,000 and \$20,000 are available in two funding streams, Learn and Connect Grants, and Innovate Grants. Both funding streams support local government learning about the community context for health and well-being, collaborative priority setting in local planning and policy, and innovative action to influence local health outcomes.
- BC Hydro Power Smart Sustainable Communities Program
 - Helps local governments meet the challenges of energy and GHG reductions by providing a range of services including expertise, education, program support and financial incentives.
- ICBC Road Improvement Program
 - ICBC work with engineers to review studies, crash data and other information to decide which projects they should invest in. It must provide a return on investment by sufficiently reducing the number of accidents. Typically they will fund part of a project, working with the Ministry of Transportation and Infrastructure or municipal staff to complete safety improvements.
- Other Sources
 - Property and Business Taxes



- Active Transportation Levy
 - Developer Cost Charges
 - Direct Business Funding
 - Parking Charges
 - Tolls
 - Rider Fares
 - Crowd funding
 - Incentive Programs
 - Plug-in BC Community Charging Infrastructure Deployment Fund (now closed for municipality's - still available for residents)
 - BC SCRAP-IT® Program provides transit passes, bicycles, car sharing memberships, cash or cash towards cleaner new or used cars.
- Funding Partners
 - City of Powell River
 - BC Transit
 - BC Ferries
 - BC MoTI
 - Vancouver Coastal Health
 - School District 47



3.5 Option Development and Selection



The option development process focused on the issues with the existing network and future needs of the public, stakeholders and working group with the goal of delivering a Regional Transportation Plan that meets the needs of the community it serves.

Options were developed under four categories, Active Travel, Transit, Road Network and Other Initiatives. To gauge public support, the options were presented at four public consultation sessions (South of the City, In the City, Texada Island, North of the City) where the public were issued with a survey in paper form. The survey was also hosted online to allow those who did not attend the opportunity to record their support for each option. In total 539 responses were received to the survey, 2.6% of the population. The summary of the responses from the survey is provided in Appendix E.

To determine working group support for each option, the final workshop session focused on the working groups support for each option. The options were evaluated based upon the predetermined criteria including support by the public and the working group, how much they contributed to improving safety, how each option met with sustainability principles, how long each option would take to implement, how much each option would cost to implement and maintain and if it would contribute any benefit of the economy. The purpose was to prioritize those options which deliver the greatest overall benefit for the lowest cost and make the most of the Regional Districts limited funds. The option evaluation spreadsheets are provided in Appendix F while the cost estimates for the improvements are provided in Appendix G.

Figure 3.1: Existing Shoulder Provision

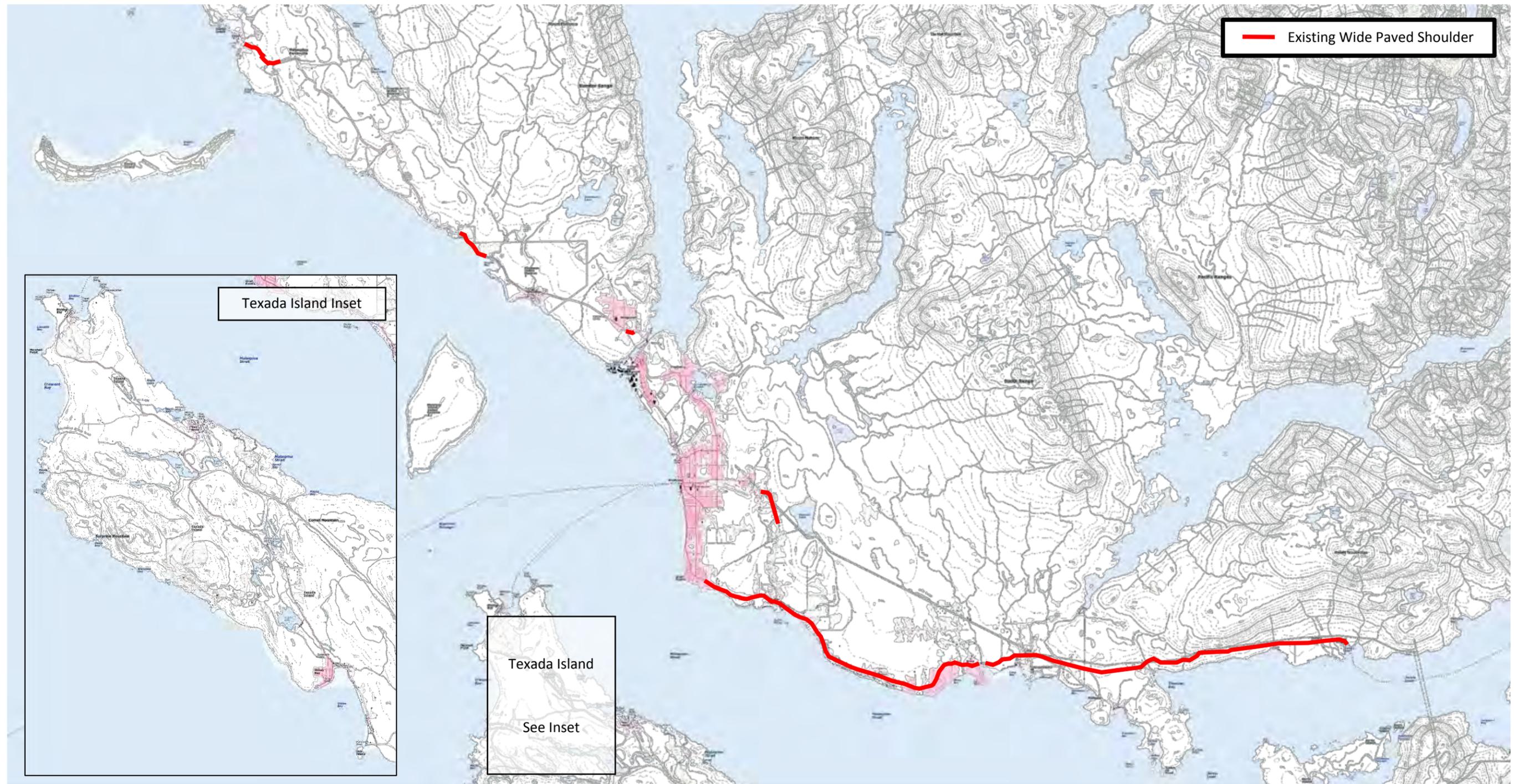


Figure 3.2: Existing Rural Transit Services and Stops

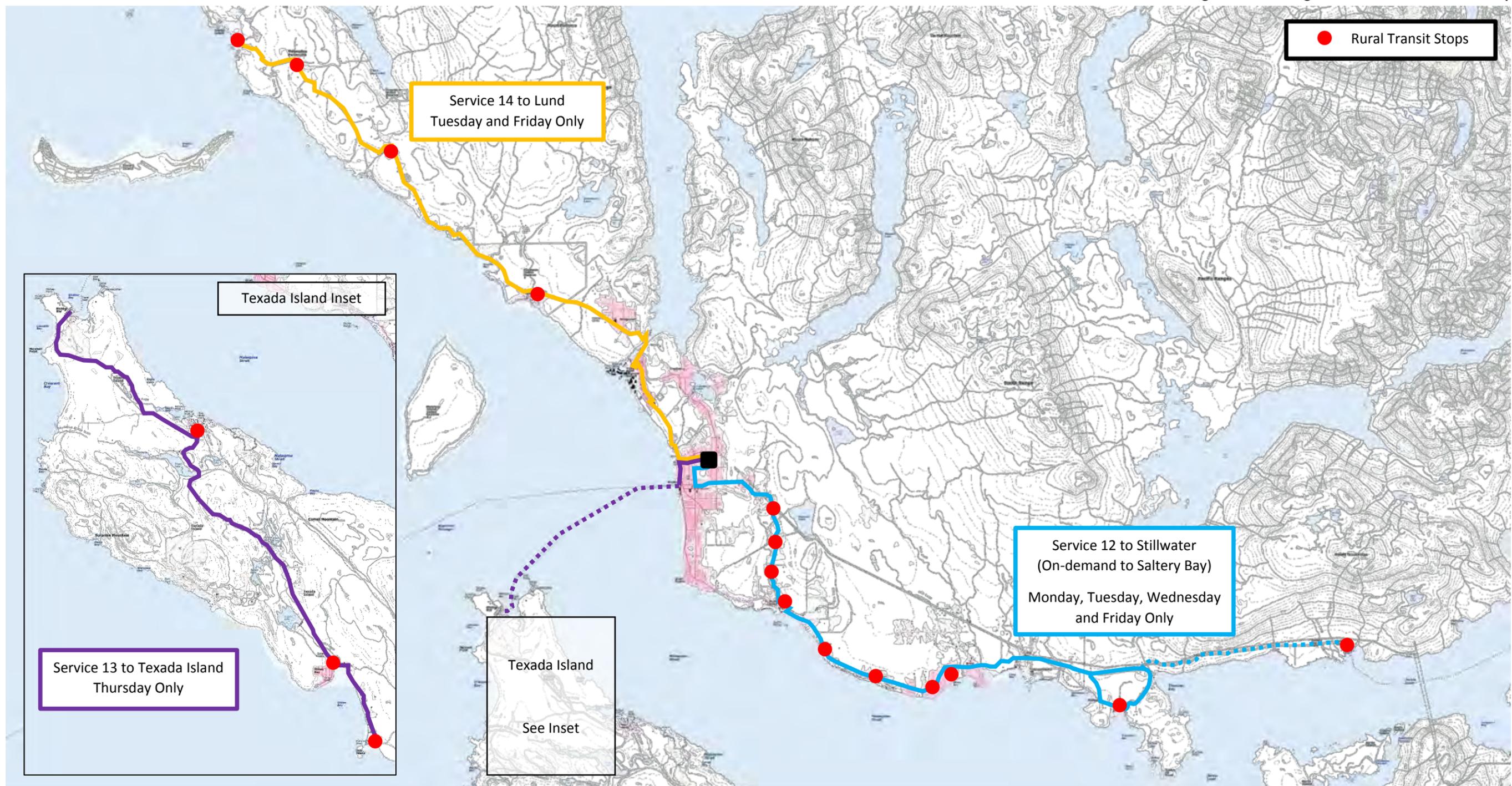
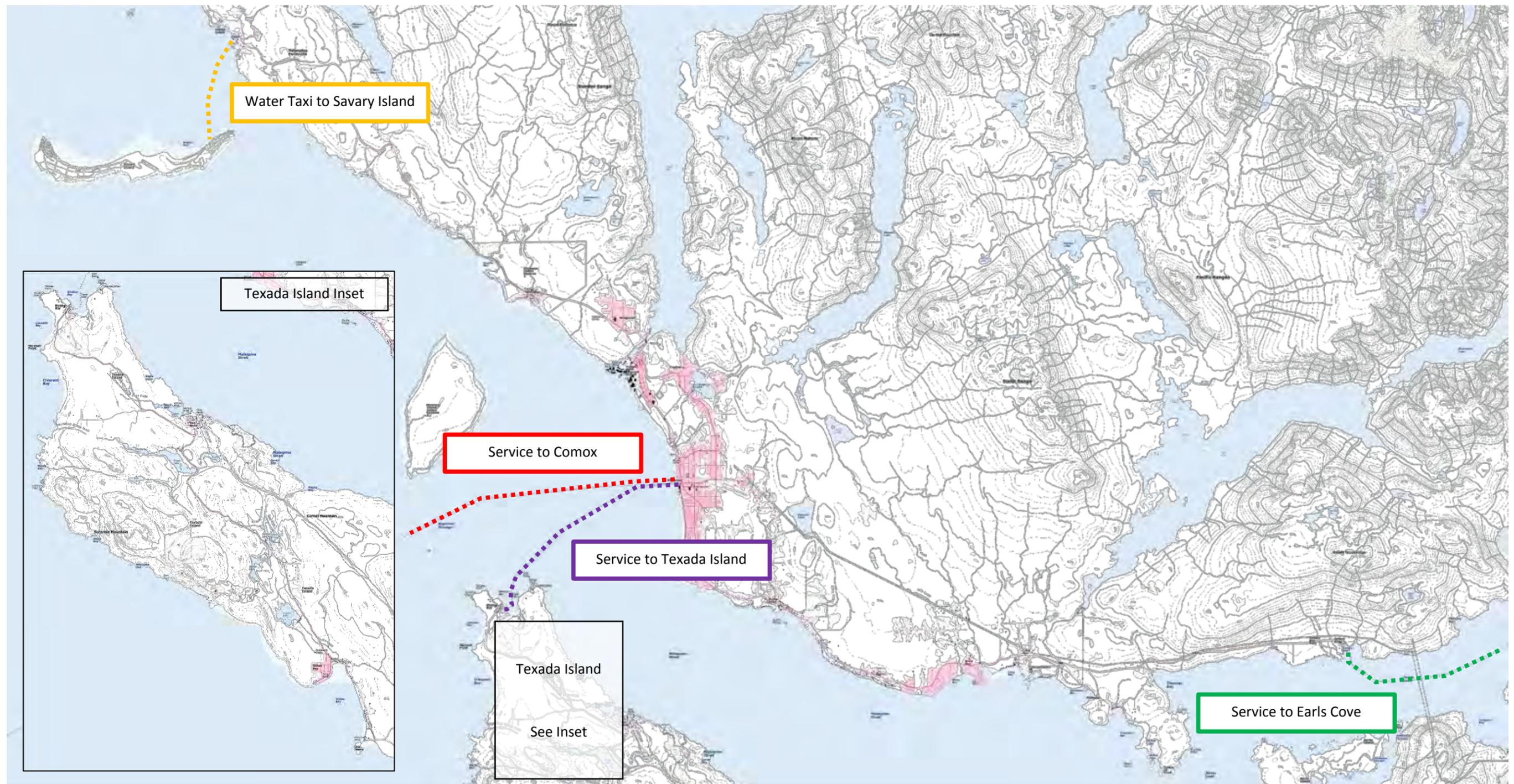


Figure 3.3: Ferry and Water Taxi Service





4 Pedestrian and Bicycle Network Plan

4.1 Plan to 2040

These two user categories are included within one plan as the amenities provided in the rural area are often applicable to both, i.e. primarily wide shoulder along the highway. The lack of shoulder space for cycling and walking was found to be one of the main factors that prevent people walking and cycling. The highway corridor while providing the main walking and cycling corridor for local residents is also used by touring cyclists travelling along the coast via the ferries.

Ultimately the goal is to provide a segregated paved path from Lund to Saltery Bay which would provide all pedestrians, cyclists and other vulnerable road users with a safe dedicated route into the City and beyond. This option will require significant funding and therefore the plans focus is on the more realistic option of completing the provision of wide paved shoulders north of town and on Texada Island to provide a consistent user experience throughout the region.

As these shoulders will essentially be owned and constructed by the Ministry of Transportation, the regional district should support such projects by cost sharing the construction and design costs where necessary. The recommendations are shown below in the order identified in the Evaluation Matrix. It should be noted that implementation should be based upon available funding and that of funding partners. Figure 4.1 shows the Pedestrian and Bicycle Network Plan

Education for Vulnerable Road Users	Overall Score – 8.6
<p>Purpose: To ensure pedestrians, cyclists, horse riders and those using mobility scooters know the rules of the road and increase their safety travelling close to vehicular traffic. Suggestions include frequent social media messages and tips, school training for cycling and crossing the road and communication with elderly about use of mobility scooters.</p>	
<p>Budget: \$5,000 Suggested annual allowance for advertising and promotion.</p>	
<p>Funding: PRRD, ICBC, Relevant User Associations</p>	



Active Transportation Levy **Overall Score – 8.5**

Purpose: Levy applied through property tax system specifically to be applied to the maintenance of existing trails and development of new trails.

Budget: n/a, potentially administration costs.

Funding: n/a but any funds generated to be specifically earmarked for active transportation

Develop Trail Maps (Online/App Based/Paper) **Overall Score – 8.4/8.1/8.0**

Purpose: Coordinate with other trail groups to provide paper, online and app based mapping information to include backcountry and front country trails, amenities and points of interest and on road cycling facilities (shoulders).

Budget: Work with other organizations who may benefit from PRRD mapping information to deliver maps at no cost to PRRD other than administration.

Funding: PRRD, Map provider if created for sale

Promote Health Benefits of Active Modes **Overall Score – 8.0**

Purpose: Use media to get the message across that cycling, walking and taking transit is healthier than driving. Use frequent social media messages and tips, school training for cycling and crossing the road, partner with organisation such as Vancouver Coastal Health. (NOTE: Walkability Workshop to take place in March with VCF)

Budget: \$5,000 Suggested annual allowance for advertising and promotion

Funding: PRRD,



Trail Signage **Overall Score – 7.6**

Purpose: To mark front country trails with directional and distance information to amenities and points of interest to provide users with confidence in their route choice and encourage visitors to use the trail system.

Budget: \$37,500 for 50 signs, full extent of signage requirements to be determined

Funding: PRRD

Shoulder Widening – Willingdon Hill to Alberni Road **Overall Score – 7.5**

Purpose: Provide safer cycling and walking space for a distance of 1km along the highway immediately north of the City Centre including the section in front of Willingdon Beach where there is a lot of pedestrian activity and Willingdon Hill where there are steep gradients and horizontal curves to negotiate.

Budget: \$310,000 for Construction, \$31,000 for Design

Funding: BC MOTI, City of PR

Shoulder Widening – Wildwood Hill (Bridge to Chilco Avenue) **Overall Score – 7.5**

Purpose: Provide safer cycling and walking space for a distance of 1km along the highway between the Powell River Bridge and Chilco Avenue on this section of highway with steep gradients and tight horizontal curves.

Budget: \$310,000 for Construction, \$31,000 for Design

Funding: BC MOTI, City of PR



Shoulder Widening – Padgett Road – Duncan Street to New Shoulder	Overall Score – 7.5
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Purpose: The introduction of the recently completed widening on a central section of Padgett prioritizes the need to connect this section to the City. Completing the 0.75km link to Duncan Street should be the top priority for shoulder widening, particularly given the pinch point at Myrtle Creek.

Budget: \$288,750 for Construction, \$28,875 for design

Funding: BC MOTI, PRRD

Shoulder Widening – Townsite (Bridge to Willingdon Hill)	Overall Score – 6.9
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Purpose: Provide safer cycling and walking space for a distance of 4km along the highway between the Powell River Bridge and Willingdon Hill connecting the above mentioned City sections at Willingdon Hill and Wildwood hill and providing a complete shoulder for the North part of the City. Length of project may require phasing in 2 or 3 sections.

Budget: \$1,240,000 for Construction, \$124,000 for Design

Funding: BC MOTI, City of PR

Pedestrian Bridge/s at Lang Creek	Overall Score – 6.8
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Purpose: To provide a safe alternative for vulnerable road users at Lang Creek bridge where there is no highway shoulder available. Should consider bridge on one side with safe crossing locations or two bridges, one either side.

Budget: \$100,000 for Construction per bridge structure, \$10,000 for Design per structure

Funding: BC MOTI, PRRD, CIPP Grant (Requires Complete Design)



Shoulder Widening – Padgett Road (south of Existing)	Overall Score – 6.7
<p>Purpose: Provide safer cycling and walking space for a distance of 3.5km along the highway between the existing shoulder and Highway 101 to provide a complete shoulder along Padgett Road. Length of project may require phasing in 2 or 3 sections.</p> <p>Budget: \$997,500 for Construction, \$99,750 for Design</p> <p>Funding: BC MOTI, PRRD</p>	
Shoulder Widening – Wildwood Hill (King Ave) to Tla’amin (Sallish Dr)	Overall Score – 6.4
<p>Purpose: Provide safer cycling and walking space for a distance of 4.4km along the highway from King Avenue in the City to Sallish Drive North in the Tla’amin First Nations land to provide a complete shoulder from Tla’amin to the City. Length of project may require phasing.</p> <p>Budget: \$1,364,000 for Construction, \$136,400 for Design</p> <p>Funding: BC MOTI, PRRD, City of PR, Tla’amin</p>	
Shoulder Widening – Texada – Gillies Bay to Shelter Point Park	Overall Score – 6.3
<p>Purpose: This project would provide safer cycling and walking space for a distance of 3.4km along the road between Gillies Bay and shelter Point Park. It was already earmarked as a capital project but has been postponed. It is a common point of concern among residents on Texada Island. The lower overall score is a result of mainland residents being less concerned with improvements on Texada Island. It should continue to be highly prioritized. Length of project may require phasing.</p> <p>Budget: \$969,000 for Construction, \$96,900 for Design</p> <p>Funding: BC MOTI, PRRD</p>	



Segregated Trail from Tla'amin to Wildwood **Overall Score – 6.2**

Purpose: The purpose of this project would be to provide a completely separated trail or path for a distance of 4.4km between Tla'amin and Wildwood. This could be provided with a gravel surface or a paved surface at extra cost. Ideally it would be the first part of a completely segregated trail along the length of Highway 101 from Saltery Bay to Lund.

Budget: \$1,100,000 for Construction, \$110,000 for Design

Funding: BC MOTI, PRRD, Tla'amin, City of PR

Shoulder Widening – Highway 101 North of Tla'amin **Overall Score – 5.6**

Purpose: This project would provide safer cycling and walking space for a distance of 14km along the highway north of Tla'amin. The length of construction would require this section to be completed over many years.

Budget: \$4,340,000 for Construction, \$434,000 for Design

Funding: BC MOTI, PRRD

4.2 Beyond the 2040 Plan

The following options are expensive and unlikely to be accommodated within the anticipated budget. They should still be considered where funding allows or grants prioritize them over other options.

Shoulder Widening – Blubber Bay to Van Anda **Overall Score – 5.5**

Purpose: This project would provide safer cycling and walking space for a distance of 8.4km along the highway between Blubber Bay Ferry Terminal and Van Anda. The length of construction would require this section to be completed over many years.

Budget: \$2,394,000 for Construction, \$239,400 for Design

Funding: BC MOTI, PRRD

**Shoulder Widening – Van Anda to Gillies Bay****Overall Score – 5.5**

Purpose: This project would provide safer cycling and walking space for a distance of 11.5km along the highway between Van Anda and Gillies Bay. The length of construction would require this section to be completed over many years.

Budget: \$3,277,500 for Construction, \$327,750 for Design

Funding: BC MOTI, PRRD

Upgrade Poleline Trail**Overall Score – 4.6**

Purpose: This project would see the upgrading of the 23km Poleline trail to a suitable standard to allow for year round use. i.e., well graded gravel surface, appropriate drainage and regular maintenance and clearing. The length of construction would require this to be completed over many years with priority being given to those section closest to the City that we see the greatest use.

Budget: \$1,840,000 for Construction, \$184,000 for Design

Funding: PRRD, City of PR, CIPP Grant

Segregated Trail following Highway in the City**Overall Score – 4.6**

Purpose: Should the City's plan for a new provincial highway along Manson Avenue and the Poleline trail (approx. 10km) go ahead in the future, consideration should be given to inclusion of a segregated path following the new alignment to allow for the safe movement of vulnerable road users through the City.

Budget: \$2,500,000 for construction, \$250,000 for Design

Funding: BC MOTI, City of PR



Segregated Trail following Highway north of Tla'amin **Overall Score – 4.4**

Purpose: This would provide a trail approximately 14km in length following the highway north of Tla'amin to Lund. The trail would be completely segregated from the highway providing a much safer option for walking and cycling. The length of construction would require this to be completed over many years.

Budget: \$3,500,000 for Construction, \$350,000 for Design

Funding: BC MOTI, PRRD

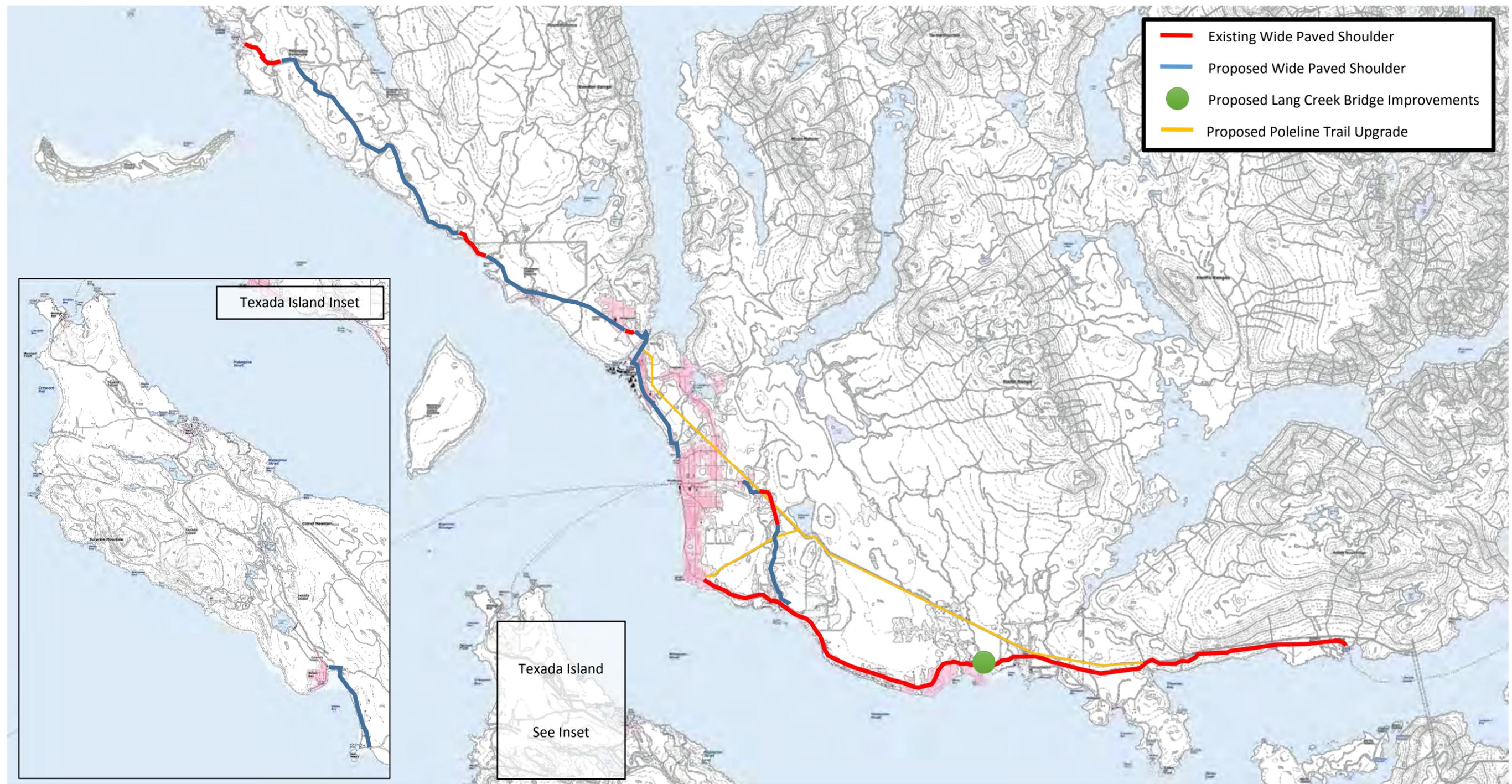
Segregated Trail following Highway south of the City **Overall Score – 4.0**

Purpose: This would provide a trail approximately 27km in length following the highway from the City to Saltery Bay. The trail would be completely segregated from the highway providing a much safer option for walking and cycling. The length of construction would require this to be completed over many years.

Budget: \$6,750,000 for Construction, \$675,000 for Design

Funding: BC MOT, PRRD

Figure 4.1: Pedestrian and Bicycle Network Plan





5 Transit Network Plan

5.1 Bus Transit

The Regional district must discuss changes to bus transit with BC Transit. BC Transit is the provincial crown agency charged with coordinating the delivery of public transportation throughout British Columbia (outside the Greater Vancouver Regional District). Funding for the Transit System is cost shared among the City of Powell River, the Powell River Regional District and BC Transit. Decisions about fares, routes and service levels in Powell River (urban areas) are made by the City based on information and planning provided by BC Transit. Decisions about fares, routes and service levels in the Powell River Regional District (rural areas) are made by the Powell River Regional District based on information and planning provided by BC Transit. The conventional (City) transit system is operated by Powell River Municipal Transportation. The custom and paratransit (Rural) systems are operated by Powell River Taxi 2001.

BC Transit are currently undertaking their own service review. This process will more definitively discuss the scope to change transit provision in the region. The Regional Transportation Plan process has however asked the public what issues they have with the transit system and what changes they would like to see. We also asked the public to indicate what level of support they would give for new services. It is the intention of this chapter to provide the Regional District with an indication of demand for new or improved service and allow them to discuss service provision with BC Transit in a more informed manner as to the public desire and demand for additional service.

Actively Participate in the BC Transit Service Review

Purpose: Participate in the BC Transit service review currently underway to deliver most appropriate transit service for the region within the available funding.

Budget: n/a



Transit Priorities

This section details the level of support from each area for improved transit service, such that it may assist BC Transit in planning future service provision.

Provide a Commuter Service

- North of City (Area A) – 105 Responses – 36% Support, 12% Would Use
- South of the City (Area B and C) – 75 Responses – 73% Support, 31% Would Use
- Texada Island (Area D) – 52 Responses – 72% Support, 35% Would Use

Provide More Frequent Midday Services

- North of City (Area A) – 105 Responses – 33% Support, 10% Would Use
- South of the City (Area B and C) - 75 Responses – 69% Support, 31% Would Use
- Texada Island (Area D) – 57 Responses – 77% Support, 35% Would Use

Internal Texada Island Service - 57 Responses – 81% Support, 40% Would Use

Earlier Transit

- City – 296 Responses – 58% Support, 20% Would Use
- Tla'amin – 5 Responses – 100% Support, 80% Would Use
- Area A – 105 Responses – 25% Support, 6% Would Use
- Area B – 32 Responses – 53% Support, 16% Would Use
- Area C – 43 Responses – 63% Support, 37% Would Use
- Area D – 57 Responses – 72% Support, 25% Would Use
- Area E – 1 Response – No Opinion

Later Transit

- City – 296 Responses – 61% Support, 24% Would Use
- Tla'amin – 5 Responses – 100% Support, 80% Would Use
- Area A – 105 Responses – 24% Support, 3% Would Use
- Area B – 32 Responses – 66% Support, 19% Would Use
- Area C – 43 Responses – 79% Support, 44% Would Use
- Area D – 57 Responses – 65% Support, 33% Would Use
- Area E – 1 Response – No Opinion

Additional service south of the City and to Texada Island should be prioritized if any transit improvements are to be implemented.

Budget: Subject to scope of service changes

Funding: Existing PRRD Para=transit Funding, BC Transit Government Funding, User Fares



Transit Education	Overall Score – 8.1
<p>Purpose: Educate residents about available transit options in their area, PRRD can do so through provision of timetables at their office locations and through social media channels if they pursue that method of communication. Most Education should be via BC Transit’s own channels and methods such as BC Transit experience days.</p> <p>Budget: n/a</p>	
Shared School and Public Transportation	Overall Score – 7.9
<p>Purpose: This option was very popular with all residents and would provide a good solution if the logistics could be worked out with the public and school students on the same buses. School District 47 has expressed interest in moving secondary students onto public buses within the City limits. As the student numbers are small in the rural areas there is capacity on existing school buses to accommodate both elementary and secondary school students and thus no need or benefit to transferring these students to public buses.</p> <p>Budget: n/a</p>	
Use of other Community Buses	Overall Score – 7.7
<p>Purpose: This was suggested as an option on Texada to use other locally available mini-buses to provide a somewhat regular internal service. This would most likely have to be negotiated between the PRRD and the owner of the bus and then funding would be necessary to pay a driver.</p> <p>Budget: Unknown at this time, subject to discussions.</p>	
Upgrade of Bus Stops with Shelter and Paved Area	Overall Score – 6.3
<p>Purpose: This option was ranked relatively low by the public no doubt due to the low volume of residents that use the bus. Nevertheless, if the PRRD wants to encourage transit use, the provision of shelters and paved waiting areas will make the experience more comfortable for those that do. Priority should be given to the direction towards the City.</p> <p>Budget: \$40,000 Construction Cost per stop, \$4,000 Design Cost per stop.</p>	

**Transit Levy – NOT SUPPORTED****Overall Score – 6.0**

Purpose: Levy applied through property tax system specifically to be applied to supporting improved transit service. This option was not well supported by the public or working group, any additional funding should come from others means than a specific transit levy.

Budget: n/a

5.2 Ferry

BC Ferries provide a critical link for the Regional District. Their reduction in service and increase in fares is one of the most common complaints received about transportation in Powell River. In November of 2013 while this study was underway, further cuts were proposed that would have significant impact on Powell River. For the parts of the Regional District which are joined to the mainland, two ferries are required to get to the Lower Mainland. For residents on the Islands, an additional ferry or water taxi trip is necessary.

In April 2003, BC Ferries was transformed from a Crown corporation into an independent, commercial organization under the Company Act. The company is governed by an independent Board of Directors appointed by the B.C. Ferry Authority. It is essentially a privately held company, with the provincial Crown as sole shareholder.

The PRRD has no direct ability to control service provision or prices. There is a Ferry Advisory Committee which the PRRD must go through to lobby for better service. Our recommendation is to lobby the Ferry Advisory Committee to do the following.

Adjust Schedules to Better Connect Adjacent Ferry Services

Purpose: Reduce the need for drivers to exceed the speed limit to make connecting ferries, or reduce the likelihood of missing connecting ferries. Despite BC Ferries stating some ferries are not connecting service, the schedules result in them allowing connections if drivers drive above the speed limit. PRRD to lobby Ferry Advisory Committee to adjust schedule.

Budget: n/a



Home Porting of Comox Ferry in Powell River Overall Score – 8.7

Purpose: The purpose of this would be to better serve the community that depends upon it. Most people using the service are based in Powell River and feel it would better serve them if it provided them with the first trip to Comox in the morning and the last trip from Comox in the evening. PRRD should continue to lobby the Ferry Advisory Committee to change this.

Budget: n/a

Passenger Ferry to Van Anda Overall Score – 7.2

Purpose: Provide a direct and cheaper alternative connection from Texada Island to Powell River for foot passengers only. By reducing the need to drive to Blubber Bay and assuming suitable transit service was available within the City it would allow more trips to be made on foot and therefore less expensive.

Budget: Unknown

Ferries Treated as a Part of the Highway System Overall Score – 6.5

Purpose: Lobby government to reconsider ferry's as part of road network, recognize it as a service and that it should be further subsidized to reduce user costs, drive the economy in the region

Budget: n/a

Alternative Ferry Docks and New Connecting Roads Overall Score – 4.6

Purpose: To relocate Ferry Docks in Powell River, Earls Cove and Texada to reduce the crossing distances and times, allowing more frequent sailings and therefore smaller ferries. Would require the creation of new road infrastructure also.

Budget: Unknown



5.3 Air Travel

Air service are provided to Powell River airport located within the City and to Texada Island.

More Flight Options

Overall Score – 7.8

Purpose: The purpose would be to offer more flight destinations to drive the economy, for example new scheduled flights to Fort McMurray. PRRD to lobby airport and service providers to offer more flight options.

Budget: n/a



6 Road Network Plan

6.1 Plan to 2040

The Regional District does not control any of the roads within the District, they are all under the jurisdiction of the BC Ministry of Transportation and Infrastructure. Due to the ministries limited budget for improvements and the need to widen Highway shoulders as a part of the plan, cost sharing the construction costs with the Ministry is recommended to achieve the plan goals. Contributing towards the maintenance of roads is not the best use of available funds and does not support the vision and goals developed within this plan.

Feedback through consultation revealed very little issues with road transportation in the Regional District with exception of some issues on Savary Island and parking in Lund. The Regional District may also support other initiatives within the community to reduce reliance on the private car as detailed below.

Driver Education	Overall Score – 8.5
Purpose: Educate drivers through the use of social media, announcements on local radio station about the need to consider other road users and give them space.	
Budget: \$5,000 Suggested Annual Allowance	

Ride Share	Overall Score – 8.0
Purpose: This is a formalized version of hitch-hiking and provides a legitimate way for those without a vehicle to make trips if someone with a vehicle is making the same trip. It also helps the person with the vehicle save money by splitting gas money. This can be set-up with little effort via Jack Bell or Carpool World (other options may be available). While the Regional District may not want to be responsible for such a system they could help legitimize it by providing support and possibly links via their website, many other organizations do this.	
Budget: n/a	



Car Share **Overall Score – 7.7**

Purpose: This requires the purchase of a vehicle which is paid for by members of the car-share on a pay as you go basis. It helps save the community costs by not having to purchase a car and insure it year round.

Budget: n/a

Highway 101 at Myrtle Rocks **Overall Score – n/a**

Purpose: This section of Highway is located immediately next to the ocean and its elevation is only a small amount above sea level at high tide. This section is most at risk from coastal erosion and particularly of flooding due to rising sea levels as a result of climate change.

Budget: Scope of work unclear.

Funding: BC MOTI and PRRD

Public Electric Vehicle Charging Stations **Overall Score – 7.4**

Purpose: The lack of public charging stations may prevent visitors in electric vehicles from travelling to Powell River, while likely a small proportion at this time, as popularity increases so might the pressure to install public charging stations. At this time it does not appear that there is significant support for electric vehicles, the driving distance for internal trips within the region lend itself well to the use of electric vehicles but these trips could rely on home charging stations rather than public. At this time we do not see an urgency in providing public charging stations.

Budget: Not supported at present, but approximately \$20,000 per charging station

Restriction of Vehicles on Savary Island **Overall Score – 7.3**

Purpose: The purpose would be to reduce the number of vehicles on Savary Island and restrict commonly used vehicles to nothing more than bicycles, golf carts and ATV's with some exceptions for contractors, taxi's and emergency vehicles. There were also some concerns that those that live their year round are more reliant on their cars than those who come over for vacation only. Further consultation is required with the residents of Savary on this specific issue.

Budget: n/a



Parking in Lund

Further Widen Lund Shoulder to Provide Parking Lane	Overall Score – 7.1
Removal of Parking along the Highway in Lund	Overall Score – 5.9
Alternative Parking Solution in Lund	Overall Score – 5.7
Restriction of Parking in Lund to short term only	Overall Score – 5.2

Purpose: Parking in Lund is a significant problem, residents on Savary and those using the docks park their vehicles all over Lund turning this town into a parking lot over the summer months. Residents of Lund should not be inconvenienced by the needs of others and solutions should be in place to mitigate the parking issue. The voting was very mixed, clearly with those living in Lund and those visiting Savary having differing opinions. Our recommendation would be to limit parking in Lund to short term (no overnight) only to allow day visitors to park in the centre, provision of a wide parking lane (for a distance of 250m) along the east side of the highway to accommodate parking but maintain a safe shoulder, and provision of an alternative parking location for multi-day stays with a shuttle service to the dock.

Budget: Complete cost of parking solution undefined at this time.

Parking Lane - \$125,000 Construction Cost, \$12,500 Design Cost

Roads on Savary Island

Keep as Existing	Overall Score – 6.9
Upgrade to Gravel	Overall Score – 4.2
Upgrade to Asphalt	Overall Score – 2.0

Purpose: Savary Island offers a lifestyle unique from the mainland, a quieter pace of life and one which could be largely accommodated without a car. Many people on the island are already unhappy at the impact of cars on the island, be that speeding, or being left to rot on the island. Improving the road would facilitate the increased use of cars on the island and increase speeds. We do not feel that is in keeping with the heritage of the island. The cost of upgrading Vancouver Boulevard to gravel pavement structure would use up almost half of the total budget over the plan period. Maintaining the existing surface and controlling the number of cars is recommended.

Budget: Keep Existing - \$0, Upgrade to Gravel - \$4,690,000, Upgrade to Asphalt - \$7,000,000 (Costs include 60% contingency due to location and need to barge material and equipment)



6.2 Beyond the 2040 Plan

These options provide some benefit but are not anticipated to be achievable within the 2040 plan period. Nevertheless, they should remain in the plan as future options.

New Provincial Highway along Manson Ave/Poleline Trail Overall Score – 5.8

Purpose: Provide a more appropriate road cross section for a provincial highway and divert truck and logging traffic away from the busier pedestrian areas at Marine Avenue.

Budget: Unknown at this time, City of PR and BC MOTI Project

Funding: BC MOTI and City of PR

New Road from Powell River to Squamish Overall Score – 4.3

Purpose: To provide a land route from Powell River to the rest of the mainland, remove the reliance on Ferry's and boost the economy. Public opinion is very mixed about this option with some enjoying the remoteness and lower cost of living that the isolation provides, while others are frustrated with the Ferry's and the burden the place on the community. Route proposed by the Third Crossing Society is approximately 160km over mountainous terrain.

Budget: >\$500,000,000, Budget is difficult to quantify as are the economic benefits. If the PRRD wish to pursue this option we recommend a detailed business case be prepared to examine the construction costs and economic impacts.

Funding: BC MOTI, Other Federal and Provincial Government funding, Road Tolls

Bridge and Road from Lower Sunshine Coast to Mainland Overall Score – n/a

Purpose: This is a potentially cheaper option than the full road route from Powell River to Squamish, it would see a new bridge and roads connecting Lower Sunshine Coast to the mainland via a bridge to Gambier Island, Anvil Island, then the mainland north of Lions Bay, thus removing the need for one ferry.

Budget: >\$500,000,000, Budget is difficult to quantify without detailed analysis

Funding: BC MOTI, Other Federal and Provincial Government funding, Road Tolls



Extension of Parking Savary Island – NOT SUPPORTED

Overall Score – 3.7

Purpose: The extension of parking on Savary Island was universally not supported. The presence of cars on the Island is already considered an issue and increasing parking will only exacerbate the issue.

Budget: Undefined



7 Other Initiatives

This section outlines some initiatives that can influence the need to travel or the way people travel and generally provides some best practice to encourage more sustainable travel.

Continuation of Transportation Working Group

Purpose: to continue meetings with the working group assembled for this Transportation Plan on a quarterly basis to discuss transportation issues affecting multiple organisations. Attendees to include PRRD, City of PR, Tla'amin, BC MOTI, BC Transit, BC Ferries

Budget: n/a

Development of Typical Cross Sections

Purpose: To guide new development or improvements to existing roads to bring them up to a multi-modal standard. For rural cross-section as per BC Supplement to TAC Geometric Design Guide 2007

(http://www.th.gov.bc.ca/publications/eng_publications/geomet/TAC/TAC.htm#first):

- Rural Highway - 3.6m Lanes with 1.5m Shoulder

We recommend the City also update their typical sections to include bike lanes and multi-user paths if necessary.

Budget: n/a

Support for Volunteer Groups

Purpose: Support volunteer groups in their efforts to improve trails in the Regional District.

Budget: n/a



Continue to Consider the Need for Development Controls

Purpose: If the economic situation changes in the PRRD and significant growth is forecast consider the need to impose developer controls and cost charges to ensure development takes place in appropriate locations and provides sufficient community benefits.

Budget: n/a

Consider Sustainable Construction Principles

Purpose: to reduce environmental impacts, consider the need to replace existing infrastructure so that it delivers its maximum lifespan, where new construction is proposed consider recycled materials and natural materials from sustainable sources.

Budget: n/a

Home Delivery

Purpose: By encouraging local retailers (perhaps through PRRDEDS) to provide the option of home delivery it allows multiple deliveries to be made in one trip rather than individuals each making the same trip, it also provides shopping options for those with restricted mobility or no private vehicle.

Budget: n/a

Tele-Commuting

Purpose: by allowing employees to work from home when appropriate, vehicle trips are removed complexity from the road network, fuel is saved and no greenhouse gas emissions are emitted.

Budget: n/a



Video-Conferencing

Purpose: Can be used to connect Islands within the District with each other and allow remote attendance at key events. This would require a computer and video conferencing equipment to be located in each area. It would save trips, it would save ferry trips for those located on the islands and would allow attendance at evening events by those on the islands should the evening ferry services be removed.

Budget: \$5,000 to \$50,000 per installation depending upon level of setup.

Funding: PRRD

Employer Transit and Active Travel Incentives

Purpose: Promote and educate the community about options to encourage transit use and active travel such as:

- Guaranteed Ride Home in emergency or if asked to work late
- Transit pass contributions from employer or use of BC Transit pass program
- Workplace parking charge or credit for not using a parking space
- Provision of end of trip facilities such as changing rooms, showers, lockers and secure cycle parking.

Budget: n/a



8 Implementation Plan

The implementation plan is shown over the page in Table 8.1. Its focus is to provide a complete network of shoulders for walking and cycling and bus stop infrastructure such that residents of the region have a consistent network that facilitates travel by sustainable modes. We have also included an annual budget for education and promotion for all transportation modes to encourage people to think about the transportation decisions they make and other people they must interact with as they travel.

The options recommended are dependent upon funding from the PRRD and potential funding partners. The biggest single source of funding is the gas tax fund which gives the regional district approximately \$300,000 per annum, however, not all is allocated to transportation. Government grant schemes are also available, with for example, the CIPP offering up to \$100,000 per annum plus funding from partners such as BC MOTI and the City of Powell River as and when available.

The implementation plan covers the period to 2040, however, it is intended to be reviewed on a somewhat regular basis. As we understand it, district funds are set five years in advance and reviewed on an annual basis. We recommend that as part of the annual budget review, the progress towards achieving the transportation plan is also reviewed to confirm if the priorities for the next five years are still applicable. Subject to progress against this plan and other changes within the District which may affect the plan we suggest that this document be reviewed and revised if necessary every 5 to 10 years to ensure it is still relevant to the needs of the community.

For the purposes of this plan we have assumed funding of \$300,000 per annum, inclusive of all grants and contributions from partners in the current year, increasing at a 2% rate of inflation every year up to the 2040 Plan Period. This provides an available budget of \$10,903,297 over the next 26 years. The initial, phasing and timing of Padgett Road and Gillies Bay Shoulder Upgrade projects reflect the priorities of the PRRD Directors and are not possible in that timeframe based on current cost estimates and funding assumptions. Implementation will be dependent upon actual cost of construction and available funding.

Cost estimates are Class D indicative cost estimates, they provides a rough cost projection suitable for budget planning purposes during the planning process. Costs will vary as each project is implemented.

Table 8.1: Implementation Plan

Year	Funds at Start of Year	Annual Budget	Budget Available for Year	Item 1	Cost	Item 2	Cost	Item 3	Cost	Total Spending During Year	Funds Left at end of Year
2014	\$0	\$300,000	\$300,000	Promotion/Education	\$15,000	Padgett Road Shoulder Upgrade - Phase 2 - Duncan to Myrtle	\$317,265	Gillies Bay to Shelter Point Shoulder Upgrade - Phase 1	\$300,000	\$632,265	(\$332,265)
2015	(\$332,265)	\$306,000	(\$26,265)	Promotion/Education	\$15,000	Padgett Road Shoulder Upgrade - Phase 3 - Gunther to Daisy	\$440,360	Gillies Bay to Shelter Point Shoulder Upgrade - Phase 2	\$300,000	\$755,360	(\$781,625)
2016	(\$781,625)	\$312,120	(\$469,505)	Promotion/Education	\$15,000	Padgett Road Shoulder Upgrade - Phase 4 - Daisy to Maris	\$557,500	Gillies Bay to Shelter Point Shoulder Upgrade - Phase 3	\$465,900	\$1,038,400	(\$1,507,905)
2017	(\$1,507,905)	\$318,362	(\$1,189,543)	Promotion/Education	\$15,000					\$15,000	(\$1,204,543)
2018	(\$1,204,543)	\$324,730	(\$879,813)	Promotion/Education	\$15,000					\$15,000	(\$894,813)
2019	(\$894,813)	\$331,224	(\$563,589)	Promotion/Education	\$15,000					\$15,000	(\$578,589)
2020	(\$578,589)	\$337,849	(\$240,740)	Promotion/Education	\$15,000					\$15,000	(\$255,740)
2021	(\$255,740)	\$344,606	\$88,866	Promotion/Education	\$15,000					\$15,000	\$73,866
2022	\$73,866	\$351,498	\$425,364	Promotion/Education	\$15,000	Lang Creek Pedestrian Bridge	\$220,000	Lund Parking Lane	\$137,500	\$372,500	\$52,864
2023	\$52,864	\$358,528	\$411,391	Promotion/Education	\$15,000	Tla'amin to Wildwood Shoulder Upgrade - Design	\$136,400			\$151,400	\$259,991
2024	\$259,991	\$365,698	\$625,690	Promotion/Education	\$15,000	Tla'amin to Wildwood Shoulder Upgrade - Phase 1	\$341,000	Upgrade 2 Bus Stops	\$84,000	\$440,000	\$185,690
2025	\$185,690	\$373,012	\$558,702	Promotion/Education	\$15,000	Tla'amin to Wildwood Shoulder Upgrade - Phase 2	\$272,800	Upgrade 2 Bus Stops	\$84,000	\$371,800	\$186,902
2026	\$186,902	\$380,473	\$567,374	Promotion/Education	\$15,000	Tla'amin to Wildwood Shoulder Upgrade - Phase 3	\$272,800	Upgrade 2 Bus Stops	\$84,000	\$371,800	\$195,574
2027	\$195,574	\$388,082	\$583,656	Promotion/Education	\$15,000	Tla'amin to Wildwood Shoulder Upgrade - Phase 4	\$272,800	Upgrade 2 Bus Stops	\$84,000	\$371,800	\$211,856
2028	\$211,856	\$395,844	\$607,700	Promotion/Education	\$15,000	Tla'amin to Wildwood Shoulder Upgrade - Phase 5	\$272,800	Upgrade 2 Bus Stops	\$84,000	\$371,800	\$235,900
2029	\$235,900	\$403,761	\$639,661	Promotion/Education	\$15,000	Lund to Tla'amin Shoulder Upgrade - Design	\$310,000	Upgrade 2 Bus Stops	\$84,000	\$409,000	\$230,661
2030	\$230,661	\$411,836	\$642,496	Promotion/Education	\$15,000	Lund to Tla'amin Shoulder Upgrade - Phase 1	\$394,545	Upgrade 2 Bus Stops	\$84,000	\$493,545	\$148,951
2031	\$148,951	\$420,072	\$569,023	Promotion/Education	\$15,000	Lund to Tla'amin Shoulder Upgrade - Phase 2	\$394,545	Upgrade 2 Bus Stops	\$84,000	\$493,545	\$75,478
2032	\$75,478	\$428,474	\$503,952	Promotion/Education	\$15,000	Lund to Tla'amin Shoulder Upgrade - Phase 3	\$394,545	Upgrade 2 Bus Stops	\$84,000	\$493,545	\$10,406
2033	\$10,406	\$437,043	\$447,450	Promotion/Education	\$15,000	Lund to Tla'amin Shoulder Upgrade - Phase 4	\$394,545			\$409,545	\$37,904
2034	\$37,904	\$445,784	\$483,688	Promotion/Education	\$15,000	Lund to Tla'amin Shoulder Upgrade - Phase 5	\$394,545			\$409,545	\$74,143
2035	\$74,143	\$454,700	\$528,843	Promotion/Education	\$15,000	Lund to Tla'amin Shoulder Upgrade - Phase 6	\$394,545			\$409,545	\$119,297
2036	\$119,297	\$463,794	\$583,091	Promotion/Education	\$15,000	Lund to Tla'amin Shoulder Upgrade - Phase 7	\$394,545	Upgrade 2 Bus Stops	\$84,000	\$493,545	\$89,546
2037	\$89,546	\$473,070	\$562,616	Promotion/Education	\$15,000	Lund to Tla'amin Shoulder Upgrade - Phase 8	\$394,545	Upgrade 2 Bus Stops	\$84,000	\$493,545	\$69,070
2038	\$69,070	\$482,531	\$551,601	Promotion/Education	\$15,000	Lund to Tla'amin Shoulder Upgrade - Phase 9	\$394,545	Upgrade 2 Bus Stops	\$84,000	\$493,545	\$58,056
2039	\$58,056	\$492,182	\$550,238	Promotion/Education	\$15,000	Lund to Tla'amin Shoulder Upgrade - Phase 10	\$394,545	Upgrade 2 Bus Stops	\$84,000	\$493,545	\$56,692
2040	\$56,692	\$502,025	\$558,718	Promotion/Education	\$15,000	Lund to Tla'amin Shoulder Upgrade - Phase 11	\$394,545	Upgrade 2 Bus Stops	\$84,000	\$493,545	\$65,172
		\$10,603,297			\$405,000		\$7,753,725		\$2,379,400	\$10,538,125	

NOTE 1: Costs provided are Class D, planning level cost estimates of final construction costs and are assumed to be shared with funding partners

NOTE 2: Phasing and timing of Padgett Road and Gillies Bay Shoulder Upgrade projects are at the request of PRRD Directors.

NOTE 3: Implementation will be dependent on funding from Regional District and funding partners (CIPP, MOTI, City of PR, etc.)



Appendix A

Background Review Memorandum





Memorandum

#301, 20338 – 65 Avenue, Langley, BC V2Y 2X3 T: 604.530.2288 F: 604.530.1132

To:	Powell River Regional District	Date:	22 August 2013
Attention:	Laura Roddan	Project No.	31047
Cc:			
Reference:	Regional Transportation Plan Background Review and Stakeholder Consultation		
From:	Roy Symons/Megan Beaulieu		

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1.0 Background Review and Stakeholder Consultation

This section provides a summary of information relevant to the Powell River Regional District (PRRD) Regional Transportation Plan. Its purpose is to review existing demographics, previous planning studies and other transportation related publications to ensure the project team is fully aware of previous work and the history and context of the current study. This section will form a part of the final Regional Transportation Plan document produced at the end of this process.

1.1 Demographics

A review of demographics throughout the region was undertaken to determine population levels, locations and densities throughout the region. Figure 1 below illustrates the boundaries.



Figure 1: PRRD Electoral Boundaries

A breakdown of population is provided below.

1.1.1 Entire PRRD

The Powell River Regional District lies on the north Sunshine Coast inaccessible by road from the rest of the Lower Mainland. While part of the mainland, the community is ferry dependent for trips out with the region. Densities are typically low, being highest in the City and then spread out through the islands and along Highway 101 between Lund and Saltery Bay. There are a significant number of summer homes and cabins, primarily located on Savary Island but also scattered through other parts of the region.

Population – 19,906 (2011 Census)
Land Area – 5,075 sq km
Density – 3.9 pop/sq km
Total Dwellings – 11,000
Dwellings Usually Occupied – 9,111

1.1.2 City of Powell River

The City of Powell River covers most of the densely populated land in the region. Its boundaries are approximately Whitey Avenue to the south, Tanner Avenue to the east, the shoreline to the west and Gibsons Beach Road to the north.

Population – 12,957 (66.1% of total)
Land Area – 29 sq km
Density – 455 pop/sq km
Total Dwellings – 6,199
Dwellings Usually Occupied – 5,901

1.1.3 Sliammon

Population – 752 (3.8% of total)
Land Area – 8 sq km
Density – 83 pop/sq km
Total Dwellings – 323
Dwellings Usually Occupied – 265

1.1.4 Electoral Area A

Electoral Area A covers the area west of the City boundary to Desolation Sound, and includes the Sliammon First Nation's settled lands, the community of Lund and Savary and Hernando Islands.

Population – 914 (5.1% of total)
Land Area – 3,893 sq km
Density – 0.3 pop/sq km
Total Dwellings – 1,451
Dwellings Usually Occupied - 511

1.1.5 Electoral Area B

Electoral Area B covers the area east of the city boundary to Whalen Road and includes Paradise Valley and properties outside the city on Nootka, Covey and Tanner Streets.

Population – 1,489 (7.5% of total)
Land Area – 129 sq km
Density – 11.5 pop/sq km
Total Dwellings – 675
Dwellings Usually Occupied - 610

1.1.6 Electoral Area C

Electoral Area C covers the area east from Whalen Road to Jervis Inlet, and includes the communities of Black Point, Kelly Creek, Lang Bay, Stillwater and Saltery Bay.

Population – 2,074 (10.1% of total)
Land Area – 643 sq km
Density – 3.1 pop/sq km
Total Dwellings – 923
Dwellings Usually Occupied – 865

1.1.7 Electoral Area D

Electoral Area D covers all of Texada Island and includes the communities of Blubber Bay, Van Anda and Gillies Bay.

Population – 1,107 (5.3% of total)
Land Area – 300 sq km
Density – 3.5 pop/sq km
Total Dwellings – 533
Dwellings Usually Occupied - 510

1.1.8 Electoral Area E

Electoral Area E covers all of Lasqueti Island and some small surrounding islands.

Population – 359 (2.1% of total)
Land Area – 73 sq km
Density – 5.8 pop/sq km

Total Dwellings – 245
Dwellings Usually Occupied - 240

1.2 SWOT Analysis

On Thursday 6th June 2013 the PRRD Regional Transportation Plan Working Group undertook a SWOT Analysis during Workshop 1 – Kick-off. The Strengths, Weaknesses, Opportunities and Threats identified during that analysis are attached to the rear of this memo. Each category was divided up into six sub categories representing land use, walking, cycling, transit, traffic and other.

1.3 Stakeholder Consultation

A questionnaire was issued to those stakeholder identified by the PRRD and working group, it contained 9 questions for all respondents and a further 5 questions for those that provide transit service in the region. Their responses grouped by question are summarized below.

1.3.1 Q1) Organization's role in relation to the transportation network in the PRRD

Lund Water Taxi

Owned by Al and Gina Wood, purely commercial operation with no subsidy, the provide water taxi service between Lund and Savary, Hernando and Cortez Island, provide approx 9 return trips per day in summer, 2 return trips per day in winter, they have a barge service for vehicles (of residents on Savary), Also run a land based taxi service on Savary Island using 4x4 trucks. Schedules somewhat flexible, all booking by phone to establish needs and additional baggage and goods. They have 3 boats at a time in the summer, 12 person capacity each, can move 36 people per hour.

Powell River Cycling Association (PCRA)

PRCA is advocating for and involved in developing a bicycling infrastructure in the urban, regional and off-road areas. Cycling association works to support maintenance of regional trails. With respect to roads, we act as advocates/consultants for cycling-related concerns.

B.C. Ferry Services Inc.

Marine Transportation, We provide a Ferry Service from Westview Terminal to Little River Terminal in Comox, and also from Westview Terminal to Blubber Bay on Texada Island.



Powell River Regional Economic Development Society

PRREDS interest in the regional transportation network is from an economic development standpoint. Solid transportation links from outside the community and within it are very important to the economic sustainability of Powell River.

Ministry of Transportation and Infrastructure

Our organization is responsible for the maintenance of roads outside of the municipality with exception of FSRs (Forest Service Roads). We are also responsible for Hwy 101 through Powell River, Wharf Street, and the lower section of Courtenay Street down to the ferry terminal entrance. The Ministry is also the approval authority for land subdivision and road development outside the municipality.

Malaspina Fire Department

HWY 101 and side roads South of Powell River City Limits, We do not contribute or fund any part of the network

Northside Volunteer Fire Department

Fire protection Area A PRRD

Transition Town Powell River Transportation Working Group

Transition Town Powell River (TTPR) is a volunteer organization devoted to increasing regional resiliency, reducing consumption of fossil fuels, and preparing for a future of resource depletion and economic challenges. We see the need for more transportation options for people, as individual car-ownership becomes increasingly hard to afford. We have held numerous public meetings with the theme of improving transportation systems in the region; we have been involved with Bike-to-Work Week; and a TTPR spin-off group is currently investigating the idea of incorporating as a cooperative for the purpose of creating a fleet of collectively-owned vehicles. We are also interested in promoting the use of electrical vehicles and arranged a "Green Transport Rodeo" two years ago featuring electric cars, scooters and bikes as well as buses and regular bikes. Our Transportation-related work happens through our Alternative Transportation Working Group.

Savary Island Dock Advisor Committee

SIDAC is responsible for making recommendation for the use and repair of the Dock. We also make recommendations on the budget and parcel tax.

Powell River RCMP

Enforce traffic regulations, respond to motor vehicle accidents, address traffic blockages. We do contribute to maintenance.

Powell River Regional District

We are the local government and governance for electoral areas in our region. We contribute funding towards para-transit. We do not have any jurisdiction over highways or road arteries. We do not have any formal affiliation with trails or bikeways. However, we are beginning to get more involved in these areas.

Sliammon First Nation

Public Bus. Sliammon First Nation pays a monthly fee for the public bus to come to Sliammon on a daily basis. The Sliammon First Nation people utilize this service.

Airport. Sliammon utilizes the Pacific Coastal services a lot, in which we purchase the Quick Tickets. We have 4 Sliammon Organizations that purchase these Quick Tickets.

Ferry. We utilize the ferry system a lot, mostly community members on personal travel, sometimes medical travel.

Walking. Many of the Sliammon people like to walk and jog along the highway from Southview Road to Sliammon Road and from Sliammon Road to Wildwood.

Biking. Many people like to bike to Wildwood, Townsite, and Westview.

Vehicles. Many people in Sliammon use their own personal vehicle for transportation from Sliammon to Westview for banking, grocery shopping, doctor's appointments, schooling (elementary, high school and VIU), etc.

BC Transit

BC Transit delivers public transit service within the City of Powell River and Powell River Regional District.

Within the city, it provides three conventional routes within the city, operating seven days a week, plus custom, door-to-door "handyDART" service. Within the Regional District, it provides three paratransit

routes operating between the city and rural areas on specific days of the week only.

The city's conventional routes cover the following areas: Townsite/Wildwood, Grief Point, and Upper Westview. The paratransit routes provide service between downtown Powell River and Stillwater, Lund, and Texada Island.

BC Transit contracts out actual operations to Powell River Municipal Transportation (conventional service) and Powell River Taxi 2001 (paratransit and custom service). Directly, BC Transit provides the following:

- Funding (through the Province) of service and vehicles: BC Transit's share is 47% for the conventional system and 57% for the paratransit and custom systems.
- Planning
- Scheduling
- Marketing
- Fleet services, including vehicle allocation and inspections
- Training
- Please see also www.bctransit.com for further information.

Powell River Model Community Project for Persons with Disabilities

Our only connection is to ensure that the transportation systems are fully accessible and meet the needs of our disabled clients. Timeliness of service is also of importance. Are clients use both the general transit buses as well as the HandiDart system. We do not contribute to the maintenance nor provide funding for any part of the network or services.

Tourism Powell River

Tourism Powell River's role is as strong advocate for convenient, affordable, and reliable transportation options for visitors to our area. We work with PRREDS (Powell River Regional Economic Development Society) to support initiatives that improve the community's infrastructure to make Powell River more user-friendly to tourists as well as part of a resident attraction strategy.

School District #47 Powell River

Provide bussing for the students attending Powell River Schools

ICBC Road Safety

ICBC Road Safety works with stakeholders and police to educate BC residents on issues relating to road safety.

Powell River Chapter of Back Country Horsemen, and Powell River Trailriders Club

We maintain the outdoor arena/stalls/clubhouse for the districts equine riding community at the Exhibition Park, and help maintain the areas trails with other user groups. Back Country Horsemen Club maintain and build area trails as well as support with other user groups the funding to such.

Powell River ATV Club

While we are not directly involved in the normal transportation system we do have the same issues. Access, support for our activities, offloading and parking locations

1.3.2 Q2) What challenges does your organisation face in relation to the transportation network in the PRRD?

Lund Water Taxi

Winter can be quiet, less contractors than previously, possibly due to the economy. Less day trips in the summer and less American tourists, again likely due to economy and weak dollar. Barge service keeps the business going in the winter, if it wasn't for that, company would struggle in the winter.

Powell River Cycling Association (PCRA)

PCRA struggles to have cycling viewed as an integral part of a sustainable part of the transportation network and as a key economic driver by attracting those who wish to live in a vibrant sustainable community and through the marketing of mountain biking as a destination tourism asset. Lack of cohesive infrastructure and organizational vision, policies and procedures with respect to improving that infrastructure.

B.C. Ferry Services Inc.

Missing Links, connections with the bus transportation system with the ferry system.

Powell River Regional Economic Development Society

Although stronger public transit connections and improvements to local roads and streets are always important issues to residents and businesses; PRREDS believes transportation connections to the

outside world are the most critical issues affecting the economic sustainability and future of the community. In the view of the Society there are two critical services that should be addressed and explored for further opportunities:

1. BC Ferries – The issues of cost and level of service is an issue that continues to be a threat to the local economy. In April 2013 a study on the Fiscal Fairness of the Ferry system researched and written by former BC Transportation Minister Gordon Wilson outlined a solution to the BC Ferries issue. Local Government should continue to make the argument that the BC Government needs to write off the BC Ferry Corporation's debt and move management of the service to the BC Transportation Finance Authority in order to meet its constitutional obligation to provide service in a fiscally fair manner.

2. Powell River Airport – As the other major transportation link to Powell River, interest has been expressed in further developing the airport to improve service and attract new investment in the community. PRRDS has recommended to the City through the Mayor's Task Force on Economic Revitalization that an Airport Development Strategy be undertaken and implemented. The strategy should address the following issues:

- a. Infrastructure Improvements – lengthening of runway; GPS landing system; terminal upgrades
- b. Subdivision development – lands inside fence to attract aviation maintenance and repair companies
- c. Service improvements for resident attraction – Direct flights to oil patch; schedule adjustments; secondary providers

Ministry of Transportation and Infrastructure

Funding for upgrades and development, cost of resources/material. Missing links in network (road allowance). Terrain/topography.

Transition Town Powell River Transportation Working Group

As with any organization in the PRRD, our members are often challenged by existing transit service. It's very hard to make all events bus-accessible due to limitations in the bus schedule in town, and limitations in routes out of town. Those of our members who are car-free have to rely on car rides from others in many instances. We encourage ride-sharing and carpooling, but there is no formal system in place, so people often do not know how to go about this. Support from the PRRD in setting up and maintaining a system to reduce unnecessary car journeys would be very

helpful, as would be increased bus service and ridership.

Savary Island Dock Advisor Committee

The major challenges we face are balancing all user groups needs, relaying them to the PRRD and getting a time response to issues from the PRRD.

Powell River RCMP

The condition of the roads in some of the outlying areas has raised concerns for vehicle safety.

Powell River Regional District

One is continuity. We have a couple of initiatives that are for bikeways and trails. But there does not appear to be any uniformity or greater plan or grander scheme to over arch or override these ventures. I strongly believe that it would be prudent to establish a funding baseline and move from there rather than on a project by project basis. They might even turn into regional initiatives and thus lessen the maintenance and sustainability impact all around. Another is acceptance that the City is a part of the Region and that the City should not always be looked upon to solely fund public transit, especially if it is going out into the rural sector.

Sliammon First Nation

Bus. Although the public bus comes to Sliammon 4 times per day, it seems like it is not enough. One or two more runs per day would be preferable and convenient for the people.

Air. The cost of the flights are getting extremely expensive.

Ferry. The cost of the ferry for vehicle and passenger is getting extremely expensive.

BC Transit

Encouraging a mode shift from Single Occupancy Vehicle to transit ridership in a community with limited population and density. Cost of service (availability of provincial and municipal funding) can be a limiting factor.

Powell River Model Community Project for Persons with Disabilities

The transit system in general is found to meet the needs of our clients however we do have issues sometimes with the Handy Dart service which can be slow to arrive or not respectful of the challenges of our clients in that the bus will leave if an individual is

not right at the door waiting. Our clients do not move quickly and a little patience need to be exercised.

Tourism Powell River

Limited bus service (especially outside of the city, from Saltery Bay and to Lund). Lack of dedicated bike routes. Expensive and sometimes inefficient ferry service.

School District #47 Powell River

Cost of service for student transportation when compared to our current costs.

ICBC Road Safety

n/a

Powell River Chapter of Back Country Horsemen, and Powell River Trailriders Club

Lack of safe roadside pull outs for access to back country areas large enough for truck and trailer. Boulevards too narrow to navigate safely alongside the road. Lack of signage and education of "pass slow and wide" for horses and buggies.

Powell River ATV Club

To date we have through volunteers labour built our own network, but we are now in need of PRRD support in obtaining funding, and government support in continued growth

1.3.3 Q3) Does your organization consider sustainability in their decision making process?

Lund Water Taxi

Engines have been switched to Volvo diesel engines which comply with emissions tests, they try to maximize the number of people per trip and saved wasted low occupancy trips. They don't sail if no bookings. Land taxis service on Savary helps minimize the need for a car on Savary Island.

Powell River Cycling Association (PCRA)

We have been sponsoring Bike to Work Week for several years without City or PRRD support. We lead bike maintenance workshops and introductory group bike rides to teach skills and encourage families with children to participate and make it part of their daily lifestyle. Cycling fits within all realms of the sustainability charters, including health, carbon reduction/environment, economic development (and community). So yes.

B.C. Ferry Services Inc.

Yes, B. C. Ferry Act. Long term planning for terminals, and ships. Consultation with Ferry Advisory Committee, City of Powell River, and the Regional District.

Powell River Regional Economic Development Society

PRREDS takes sustainability into account in two ways:

1. The long term sustainability of developments and projects (Jobs, Revenues, etc.)
2. The environmental and social impacts of developments and projects

Transition Town Powell River Transportation Working Group

See above. We encourage less fossil-fuel-intensive transportation options. Some of us are car-free by choice and use bicycles (electric and otherwise) to get to meetings and events. We absolutely consider sustainability in our processes, and consider transport when planning all our events.

Savary Island Dock Advisor Committee

This is not applicable to our dock.

Powell River RCMP

Yes we do, considerations of what vehicles our organization uses, excessive idling.

Powell River Regional District

I believe that sustainability is quite often overlooked.

Sliammon First Nation

The Sliammon Health organization has a set of health vehicles where they transport Sliammon members who do not have a vehicle or mode of transportation to their medical appointments in town. The health organization tries to car pool patients when they can.

BC Transit

Yes. Examples are:

- Providing an alternative, HOV transportation method, in an effort to reduce the high GHG emissions associated with single-occupancy vehicle use
- Linking public transit planning to land use, i.e. favouring high-density areas
- (Province-wide) Providing different vehicle sizes running on alternative types of fuel, e.g. biodiesel, CNG, hybrid electric, and hydrogen. (These vehicle

types may not be available for Powell River in the short or medium term.)

Powell River Model Community Project for Persons with Disabilities

We always are looking at ways to sustain all programming that we are involved in however we have no direct control or input into how the transit system is run.

Tourism Powell River

Yes. We support and encourage walking or biking to work. Installed a bike rack.

School District #47 Powell River

Sustainability is a correlation between current costs and anticipated future costs based on declining enrollment and the demographics of where students live.

ICBC Road Safety

n/a

Powell River Chapter of Back Country Horsemen, and Powell River Trailriders Club

We do ongoing fundraising to help maintain quality footing along with the other trail users in the area. Our area supports over 150 horses and we have an economic impact of greater than 500,000 per year

Powell River ATV Club

Yes, we have built many trails that are environmentally friendly as well as supported the removal of garbage dumped in the outdoors.

1.3.4 Q4) Do you have concerns about safety while using the transportation system?

Lund Water Taxi

State of roads on Savary Island, trucks are getting beat up providing taxi service there. Kids diving into the water around the dock on Savary Island, boats have to be very careful as they come into dock.

Powell River Cycling Association (PCRA)

Yes, no consideration has been given to cyclists in any of the transportation planning in the region. It is extremely dangerous to cycle on our streets and roads yet we do so, hoping to achieve a critical mass, because the research from around the globe indicates that safety improves once sufficiently large numbers take to their bicycles. . The attitude that we do not belong as an integral part of the transportation

infrastructure permeates our community at all levels. I hear almost daily complaints from cyclists about "close calls". As a physician, I have personally seen patients injured on local roads.

B.C. Ferry Services Inc.

Improved intersection and timed lights when exiting the ferry at Marine and Wharf Street.

Powell River Regional Economic Development Society

PRREDS has no concerns about the safety of transportation infrastructure and networks in the region, other than the need for BC Ferries to replace the Queen of Burnaby and North Island Princess due to the excessive age of the vessels.

Ministry of Transportation and Infrastructure

Narrow roads, roads upgraded from old logging roads typically have 'Y' intersections which pose sight distance issues, lack of thorough cycling network.

Malaspina Fire Department

Unsafe intersections hwy 101 @Zillinsky rd poor visibility when turning south off Zillinsky Rd. There lack of safe pedestrian and cycling infrastructure

Northside Volunteer Fire Department

All of the above / corners banked the wrong way driveways on corners

Transition Town Powell River Transportation Working Group

Yes. Cyclists in particular are threatened by sharing the road with aggressive drivers who are not aware that cyclists have a legal right to share the road. Pavement and road edges are in bad shape on many important arterials.

There is a lack of cycle lanes and lack of sidewalks (especially around the Town Centre Mall, but on many roads around town as well). Cyclists behave unsafely (sometimes due to lack of infrastructure for them) eg adults riding on sidewalks, riding in the wrong lane against the traffic. Mobility scooters either mix on sidewalks with pedestrians, or have to use the car lanes (often against the traffic).

Lack of crosswalks at places where people *want to cross* eg between Safeway and Royal Bank on Barnet (we got a "no jaywalking" sign instead of a crosswalk), and across Joyce at the Credit Union.

Savary Island Dock Advisor Committee



Yes, as the population has grown, we are always concerned with the safe usage of our Dock.

Powell River RCMP

The intersection of Marine Ave. and Alberni Street has been raised as a concern, the intersection of Marine Ave. and Wharf St. causes confusion for persons coming off the ferry or new to town. Several complaints of heavy trucks on Cranberry St. but I believe this is a City of Powell River maintained road. Your patrols for ice in the winter appears good. The Marine Ave. section between Willingdon Beach and Town Site needs to be widened with a proper shoulder for pedestrian, cycling, and electric wheel chair use. It makes for a dangerous section for these users attempting to go between Westview and Townsite. Hwy 101 from Southview Rd. to Lund needs to be widened as it sees cycling tourists and increased summer traffic and is currently deemed dangerous. Road sweeping could also be increased as debris makes its way onto the road in the curves.

Powell River Regional District

My safety concerns lie in the width of roads. I think if some of the rural roads were wider, then cycling would be safer. I believe we could use more cycling paths off of the road system. But this would take coordination between the City and Regional District.

Sliammon First Nation

Crosswalk. Sliammon First Nation requires a cross walk at the Sliammon Soccer Field. On a daily basis, many children and adults cross this provincial highway that runs through the community. From Homalco Road across the highway, to the soccer field. This spot is also a major school bus stop in the Sliammon community and the kids have to cross the road when they get off the bus.

Pedestrian/Cycling. The pedestrian/cycling area between Sliammon and Wildwood is not very safe. In some areas, the walk way and cycling path is very narrow and the gravel is unstable, so cars often have to drive over the yellow line to allow room for pedestrians/cyclists. Not only do Sliammon people walk, jog and cycle this area, but many people ride their bikes in this area from Lund to Westview. There is the same concern of safety between Brooks school and Wellington Beach along the highway, the walkway on the side of the road is very narrow in some places

Roads. Although some of the Highway 101 has been repaired going out to Lund, more needs to be repaired. Many people from Powell River utilize this highway, especially when they are towing their boats, one really feels the huge cracks and bumps in the road and the boat is bouncing (even when you are going at a slow speed). Many Sliammon people tow their boats out to Lund but many Powell River people do as well. Highway 101 needs a lot of road repairs between Sliammon and Lund. Would be best to have a whole new road from where the recent repairs were left off.

Sliammon Road. The Sliammon Road is owned by the Province and it is in desperate need of repairs or needs to be completely replaced. This road is one of the main roads in Sliammon and it has cracks, broken edges and broken pieces in the centre of the road that are constantly getting patched. The runoff of the rain water runs along the edge, into the band parking lot, along the dirt section in front of the fire hall and down to the church where it piles up into a large puddle on the road by the church stairs. There is no proper drainage for this road.

Safety. Where Highway 101 and Malaspina Road intersect, this a dangerous area when a vehicle is pulling out from Malaspina Road turning either way. Suggestion is to put a slower speed limit before each corner coming from either way approaching Malaspina Road.

BC Transit

Not yet known. This will be reviewed from a transit perspective, including an understanding of perceptions of safety by passengers and drivers, as part of the service review commencing September 2013.

Powell River Model Community Project for Persons with Disabilities

Our main concern is that some of the sidewalk drop-downs are not properly designed putting our clients at risk of rolling into traffic areas. In addition, some of the handi-cap parking spots a poorly located. We have no concerns as to the safety of the transportation system itself.

Tourism Powell River

We need a safe dedicated biking network.

School District #47 Powell River

Safety is a concern for younger students Kg age and below.

ICBC Road Safety

We monitor these sorts of issues and provide assistance where possible through the Road Improvement Program. A program which provides supplementary funding to municipalities and MOTI to improve roadways for both drivers and vulnerable road users.

Powell River Chapter of Back Country Horsemen, and Powell River Trailriders Club

Yes! the area alongside HWY 101 from laing creek east to Weldwood road is unsafe to horses, the boulevard is only slight on one side the other side is non existant, it blocks access to our horsecamp we maintain on branch 41, and the area on the padgett rd from the municipal boundary to the exhibition grounds on both sides of the road is too narrow for access, our riders from Nootka st and claridge rd have near misses regularly, again lack of signage.

Powell River ATV Club

Our needs are somewhat in parallel. Mapping, signage, types of users on each trail system as well as increased use.

1.3.5 Q5) What would you like to see improved in the PRRD transportation network?

Lund Water Taxi

Parking in Lund and Savary improved, road conditions on both sides improved, bike or pedestrian facilities along the highway, more transit to Lund (currently only two buses per week)

Powell River Cycling Association (PCRA)

All of the above. It will help create a vibrant community that will attract both young professionals wanting to settle in a sustainable healthy centre as well as healthy retirees who feel welcome and are able to live such a lifestyle. Cyclists currently drive to mountain biking trailheads as they often wish to avoid dangerous roadways between work or home and the trails. When I am not cycling I am a pedestrian. I attempt to shop and do errands on foot or by bicycle. The entire infrastructure was designed for and by people in their cars. Apparently no planner has ever walked or cycled the PRRD to experience the reality of getting about on foot or by bicycle. Comprehensive cycling and trails plan to would systematically address sustainable infrastructure moving forward.

Powell River Regional Economic Development Society

PRREDS supports the development of bike trails and lanes as it adds to the quality of life in the region. As previously mentioned the Society believes work needs to continue on improving access to the community by completing an Airport Development Strategy and lobbying the Provincial Government to address the cost of travelling with BC Ferries.

Ministry of Transportation and Infrastructure

Bike lanes (paved shoulders), trails and paths (alternatives for ped/cyclists/horses). Systems that work together to improve efficiency of transportation (trucking, buses, ferries, air travel, etc.).

Northside Volunteer Fire Department

Improved Hwy bike lanes

Transition Town Powell River Transportation Working Group

More services, especially those which encourage car-sharing, ride-sharing, carpooling, shared vehicle ownership, and any vehicles which consume less fossil fuel. Better walkability in the centre of Powell River and in the various neighbourhood centres (Cranberry, Townsite, Wildwood).

More frequency in bus service. Once an hour is not enough to build your life around, unless you are very dedicated or forced to it by circumstances. More consistency in bus service timing: currently there are large gaps (eg mid-afternoon, and mid-evening). Especially, better service to the hospital, and service at all to the Recreation Complex. Maybe a shuttle that services the Town Centre mall (north end), Kiwanis, Evergreen, Hospital, Complex, Crossroads mall, credit union, Safeway, and TC Mall south end. Then other bus routes wouldn't need to detour to the hospital.

Teach people how to use the bus system. The whole "#1 turns in to #2 (usually, but sometimes not) and #2 turns into #3 (ditto) then back to #1" system is baffling until you get used to it (it actually works quite well, except for the "sometimes not" part, but it's not easy to understand). Many people give up after a look at the schedule.

Extend bus service to the Open Air Market at weekends.

Provide better pedestrian pathways through the sea of parking that makes up PR's town centre.

Decent map of the biking and walking trails available

Make the rough, rutted trails under the pole lines more useful.

Savary Island Dock Advisor Committee

We would like to see a clearly defined plan for our Dock and how that "connects" to the rest of the island transportation issues such as the barge landing and short/long term parking.

Powell River RCMP

Parking in Lund and on Savary Island are a significant concern. These areas see increased usage every year. As mentioned above, some consideration of a bike/walking lane on Marine Ave (Hwy 101) between Westview and Townsite. Some means to make the trip from Wildwood to Lund safer for all users.

Powell River Regional District

Overall I would like to see better transit service to the Exhibition Park, especially around seasons of activity i.e. Fall Fair and Farmer's Market. I would like to see flights from Powell River to Ft St John and Fort McMurray to attract shift workers to work there but live and play here. I would like to see a revamp in the financial scheme of ferries. The fares need to be more affordable and attractive for locals and tourists alike. I would like to see best practices put into place and have an integrated bikeway/trails system developed in the Region and City.

Sliammon First Nation

Boat Launch. Is it possible to have the boat launch at Gibson's beach fixed up? Made deeper. This boat launch is good for small speed boats from 12 – 16 feet but it is harder for larger boats 17 feet plus. Most large boats have to go to Westview, Lund or Okeover ramps.

Cross walks. Requesting a crosswalk at Wellington Beach by the little kitchen place below Putters. Many people cross this area and it is dangerous because there is no crosswalk and not everyone respects the speed limit of slowing down. There is always young children in this area with their parents trying to cross the road.

Crosswalk. Requesting a cross walk at Sliammon Soccer field.

BC Transit

Please see A7) below.

Powell River Model Community Project for Persons with Disabilities

We are most concerned that there are adequate travel areas at the side of the roads for persons using mobility devices such as wheel chairs and that the bus stops have the necessary ramps to make boarding of the busses possible.

Tourism Powell River

Bike lanes. Traffic calming on Marine Avenue or reroute hwy 101 to Joyce or Manson. A bike trail along hwy 101 would be nice (ie. Galloping Goose Trail in Sooke).

School District #47 Powell River

Sidewalks, crosswalks, and bike lanes would lend to a safer way for students to walk or bike to school.

ICBC Road Safety

Best practices in regards to design to ensure highest level of safety that is feasible.

Powell River Chapter of Back Country Horsemen, and Powell River Trailriders Club

Including us in the planning and not ignore our needs with equine safety amongst traffic.

Powell River ATV Club

Yes, we need support of all user groups whether it is directly in the heavily populated areas or outside.

1.3.6 Q6) Are there any trends or technologies that you're considering implementing to reduce impacts from your transport activities?

Lund Water Taxi

Have already upgraded boats, continue to consider upgrades to equipment as we see fit, don't see online booking happening as too many variables to consider.

Powell River Cycling Association (PCRA)

N/A. Electric bikes are becoming increasingly popular.

B.C. Ferry Services Inc.

B. C. Ferry Services Inc. is looking at a Cable Ferry for Denman to Buckley Bay, also they are looking at converting or installing on New Ships LNG fuel to replace Diesel Fuel.

Powell River Regional Economic Development Society

No, but in talking with residents there seems to be a strong interest in the establishment of a car sharing coop.

Ministry of Transportation and Infrastructure

Unknown

Transition Town Powell River Transportation Working Group

See above. We already pay a great deal of attention to reducing our unnecessary use of motor vehicles. We are planning to incorporate a cooperative to provide transportation solutions to people in the PRRD.

Savary Island Dock Advisor Committee

We would like to see the option for teleconference re-instated as an option for Advisory Committees as travel for meetings is costly and a waste of time and resources.

Powell River RCMP

no

Powell River Regional District

We observe and participate in Bike to Work Week.

Sliammon First Nation

None.

BC Transit

(see also A3) above) Ongoing research into and implementation of alternative vehicle and propulsion technology types.

Powell River Model Community Project for Persons with Disabilities

None at this time.

Tourism Powell River

Electric charging station.

ICBC Road Safety

n/a

Powell River Chapter of Back Country Horsemen, and Powell River Trailriders Club

We constantly remind our riders of all user needs and we don't want special consideration just to be able to

be safe and heard in a motorised and biking community.

Powell River ATV Club

Funding to increase our quality of trail construction, signage and mapping

1.3.7 Q7) What could be done within the PRRD to make your organizations practices more sustainable?

Lund Water Taxi

Improved transit to Lund, Reduced prices on BC Ferry's to encourage more trips to the region, Economy is an issue, marketing of the Sunshine Coast Trail and other activities available in the region.

Powell River Cycling Association (PCRA)

Bike lanes to make more people feel safe when getting on their bicycles. There are a few token but ineffective signs, no safe bike lanes and no positive reinforcement encouraging cyclists or making them feel they belong on the roadways. Primary means of improving cycling modal share include, reduced speeds and/or cycle tracks, bike lanes. At a Powell River open house in 2011, safety was the number one reason residents didn't ride more (or at all). When paving and infrastructure projects are planned (eg current paving on HWY 101 north of wildwood to Sliammon), careful attention should be paid to how that project could be done to improve cycling safety and comfort. To date, cycling infrastructure has been viewed as an afterthought, if it is considered at all. There are currently zero dedicated bike lanes or cycle tracks in Powell River city or region.

Transition Town Powell River Transportation Working Group

Make bus service more usable (see above). Sponsor/provide/encourage a way to link people up to share car rides. Encourage small commercial centres where they used to exist (Cranberry, Townsite, Wildwood) outside Westview, so we don't have to travel there for every little thing.

Savary Island Dock Advisor Committee

See answer to Q6. For me to make a meeting I must drive 4 hours than take a plane to the meeting. This is not a good use of fuel and creates LOTS of emissions. The PRRD requires I do it.

Powell River RCMP

As mentioned above, things to make cycling a better option. Public transit to Lund has been attempted with limited success due to low usage.

Powell River Regional District

Increased transit services at clusters of rural subdivisions might entice less commuters and greater bus ridership.

Sliammon First Nation

Unknown.

BC Transit

Suggestions include:

- Encouraging less reliance on car trips and help incentivize use of public transit, e.g. by converting free parking into pay parking
- Ensuring fares are kept at a reasonable level (fares are set by the City and the PRRD)
- Increasing awareness of public transit through promotion
- Encouraging future transit-oriented development i.e. land use that is high-density and mixed-use

Powell River Model Community Project for Persons with Disabilities

The only item that comes to mind is more frequent bus service for areas outside of the City proper.

Tourism Powell River

Dedicated bike lanes.

ICBC Road Safety

n/a

Powell River Chapter of Back Country Horsemen, and Powell River Trailriders Club

Not sure how this can be answered from our usages??

Powell River ATV Club

More focus on the volunteer groups in trying to build the infrastructure to promote outdoor use and tourism

1.3.8 Q8) Are there any practices within the community that you are aware of that help make better use of the transportation system?

Lund Water Taxi

There are 40-60 people living there year round, typically caretakers or retired, population increases to around 2500 in the summer, typically June to September and then have winter jobs elsewhere, most use the water taxi once or twice a week for shopping, some have a car on both sides. There are bike rental, bakery, restaurant, kayak rental, pub and general store all on the island.

Powell River Cycling Association (PCRA)

Very little in the PRRD encourages cycling on road or off-road at present. We are a huge economic driver, a multi-billion dollar tourist draw, yet are made to feel by many that we are a nuisance.

Ministry of Transportation and Infrastructure

A thorough network for alternative modes of commuting, a trail/path network for non-motorized transportation or less than 50cc?

Transition Town Powell River Transportation Working Group

There is already some private car-sharing and plenty of ad hoc ride-sharing and carpooling. But we need more of this, greater visibility, and systems that allow these small-scale projects to scale so that anyone can participate.

Some food deliveries eg Sunshine Organics. Bulk food buying club via Skookum co-op.

Savary Island Dock Advisor Committee

NO

Powell River RCMP

u/k

Powell River Regional District

Nil

Sliammon First Nation

Unknown.

BC Transit

Not yet known. This will be reviewed from a transit perspective as part of the service review commencing September 2013.

Powell River Model Community Project for Persons with Disabilities

None that we know of.

Tourism Powell River

Electric vehicles



ICBC Road Safety

Not aware of any specific practices or alternative transportation systems

Powell River ATV Club

N/A

1.3.9 Q9) Do you have any other comments to make in relation to transportation in the PRRD?

Lund Water Taxi

Would stress again about road condition (on Savary particularly), trucks they use (crew cab 4x4 trucks) for taxi service on Savary are getting trashed due to road condition, demographics are changing, increasing number of vehicles over there is a concern, there are many different types of people and you can't please all of them, 3 years ago the weather was terrible over the summer and resulted in worst year financially

Powell River Cycling Association (PCRA)

We will remain just another backward economically stagnant community unless there is an attitude shift to one that realizes road and mountain cycling has the potential to attract forward thinking healthy families to relocate and settle here, and the potential to create a vibrant destination tourism market. We have hundreds of kilometres of world-class trails. We simply need to market it and make such people feel safe and welcome. Currently no public funding supports these initiatives. Trail builders such as myself each spend between \$5,000-10,000 annually of our own money to develop and maintain trails, and constantly beg for handouts for supplies that benefit the entire community.

So many opportunities for improvement, many of which require only paint and signage, and some of which require foresight and more detailed planning. Improving cycling infrastructure represents a means to an end, rather than just an end in itself - opportunities for improved health, carbon reduction, and economic development could all be seen. It will require not only political will, but a thoughtful and detailed Cycling Network Plan to achieve this.

Powell River Regional Economic Development Society

PRREDS believes that there is a business case evolving for the establishment of port facilities in the region for the transshipment of goods in and out of

the Port of Vancouver. Lafarge Canada has already shown that it is logistically and economically feasible to transship break bulk cargo from Port of Vancouver to its Texada operations for loading onto freighters for export. In addition to this development, it is becoming apparent that it will become increasingly difficult for the Port of Metro Vancouver to expand further as vacant waterfront lands within the City have higher value for residential and commercial development than port activities. PRREDS believes that these two factors as well as others (traffic congestion, cost of land, etc.) has created an opportunity to conduct a feasibility study of port development within the region.

Ministry of Transportation and Infrastructure

Regional bus service, municipal bus service

Transition Town Powell River Transportation Working Group

If possible, the city could reduce the speed limit bylaws to a minimum (lower limit) of 30 kph so that electrical vehicles could legally be used on city streets. Obviously, the 50 kph would still be the maximum speed limit for other vehicles.

Low density makes it difficult to provide enough transit economically. Most people are still, after all the rising gas prices and hoopla, wedded to their cars and have little incentive to change, with little congestion, short, quick drives to most places, and a very limited bus system.

Savary Island Dock Advisor Committee

NO

Powell River RCMP

The highways north of Powell River are seeing more and more use each year driven by tourism. Many of these drivers are not familiar with the roads and expect them to be similar to what they see in the larger centers. These expectations should be met. Savary Island is a unique situation with increased vehicle traffic there each summer. Unknown if there is any way to limit vehicles on the island considering the size and nature of the roads there. Parking is major concern there as well.

Powell River Regional District

I am hoping that we will develop a comprehensive master plan from this exercise.

Sliammon First Nation

Would be neat to have a skytrain from Lund to Westview. Then there might be a lot less cars in

Powell River and on the road. I certainly would use a skytrain if it ran every 40 minutes back and forth. Probably a lot more Sliammon and Lund residents would use it too. And in the summer time, many of the tourists would likely use it if they know a train ran back and forth.

Powell River Model Community Project for Persons with Disabilities

none

Powell River Chapter of Back Country Horsemen, and Powell River Trailriders Club

We did a survey in our area in 2011/2012. I have attached it for your info.

Powell River ATV Club

Do you have any other comments you'd like to make in relation to transportation in the PRRD?

1.3.10 Q10) Do you have ridership data you can share with us?

Lund Water Taxi

Provided to Pat at PRRD last year.

B.C. Ferry Services Inc.

Have historical data that can be shared.

Sliammon First Nation

Unknown.

BC Transit

Yes (recent and historical)

School District #47 Powell River

We keep track of eligible student ridership. Buss passes are mandatory for students utilizing district bussing services.

ICBC Road Safety

No ridership data, but crash data can be provided upon request.

Powell River ATV Club

Since we are more involved in outdoors activity no comment

1.3.11 Q11) Do you operate with a subsidy or are you financially independent?

Lund Water Taxi

No subsidy, haven't looked into it. Have provided transport to the mainland for student going to school there, one student would travel and they accepted the amount of the government subsidy the student got which was less than the typical fare, school bus then took him from Lund to school in Wildwood.

B.C. Ferry Services Inc.

Basic Provincial Government Subsidy

Sliammon First Nation

Sliammon contributes financially independently to the public transportation. We do not receive a subsidy for transportation.

BC Transit

BC Transit is funded 100% by the Ministry of Transportation and Infrastructure through the public transportation budget. The average cost recovery for conventional transit systems within Powell River's "peer" range was 19.4% in 2012/13, compared to 21.6% for Powell River itself. On the paratransit side, Powell River's cost recovery was 10.1% versus a peer average of 15.7%. Custom transit cost recovery statistics can be forwarded later if required (not available currently).

Funding model information on provincial and local shares is attached to this e-mail.

School District #47 Powell River

Government funded for education with part of it dedicated to transportation of students, a local board initiative.

Powell River ATV Club

Since we are more involved in outdoors activity no comment

1.3.12 Q12) Do you have any short or long term plans regarding the services you provide?

Lund Water Taxi

Some talk of expansion, will have to look at retiring at some point, ultimate plan would be to sell the business rather than close it.

B.C. Ferry Services Inc.

Terminal Upgrade New Trestle and Ramp, purchase of new ships to service Powell River to Comox, and Powell River to Texada Island, within the next three years.

Sliammon First Nation

No plans at this time that I am aware of.

BC Transit

No short- or long-term plans at this time. BC Transit's service review of the Powell River transit system, which will lead to various potential short-, medium- and long-term service change options for implementation, is due to commence in September. While the scope of this review has not yet been finalized, if desired, at this time BC Transit can share its draft project milestones, depending on project scope, and in September the Terms of Reference, following scope finalization.

School District #47 Powell River

In my opinion, a long term goal would be to have local transit transport school age students to and from school within Municipal boundaries if this was found to be cost effective and routes were in place to service all schools.

Powell River ATV Club

Since we are more involved in outdoors activity no comment

1.3.13 Q13) What do you believe would increase ridership on your services?

Lund Water Taxi

Promotion of the area, better economy, cost to come to Powell River is more expensive than say the interior of BC where no ferries are required, promotion of wildlife, killer whales were putting on a show last week, salmon fishing has also been very good recently, make the most of our natural resources, promote healthy lifestyles and outdoor activities.

B.C. Ferry Services Inc.

Improved onboard Services, Lower Fares.

Sliammon First Nation

If there were more bus arrivals in Sliammon?

BC Transit

This is not yet known for Powell River specifically. In general, a portion of the population is transit dependent and will use transit services even if poor quality. As public transit service quality improves it will attract an increasing portion of discretionary riders (people who can travel by automobile). These improvements could include increased frequency of service, bus priority infrastructure (e.g. bus lanes),

longer service hours, service on weekends and holidays, service expansion in new areas etc. Other factors that benefit public transit ridership levels include:

- Land use: high-density and mixed-use development
- Gas prices
- Conversion of free to pay parking and parking rates
- Reasonable fares
- Promotion

1.3.14 Q14) What could threaten the current level of service that you provide?

Lund Water Taxi

Provision of competition from other companies, there is a sea plane service (Van City Sea Plane) which has had some effect on business, more owners with their own boats, fuel costs, fare increases required to make a profit, maintenance.

B.C. Ferry Services Inc.

Global Warming, Political influence, less demand

Sliammon First Nation

Not applicable.

BC Transit

These include:

- Land-use decisions
- Declining ridership levels
- Population decline
- Funding (from the Province, City, and Regional District)
- Changes in transportation network infrastructure

1.4 Document Review

This section provides a summary of critical information from related planning document, studies or reports that should be considered in the development of this plan.

PRRD A Sustainability Charter for the Powell River Region

A sustainability Charter has been written for the entire Powell River region. It applies in the Traditional Territory of the Tla'amin First Nation and on all lands within the borders and electoral areas of the Regional

District and the City of Powell River. With respect to the environment, the goals are:

- Local and renewable sources of energy (use fossil fuels rarely)
- Energy-efficient
- Actively restored terrestrial productivity
- Marine and aquatic health
- Reduced consumption and waste production
- Sufficient, good quality water
- Clean air
- Environmentally sensitive land use
- Learning and Development

With respect to society, the goals are:

- Transfer of Knowledge
- Cultural heritage
- Social cohesion
- Social inclusion
- Civic empowerment
- Lifelong learning
- Cultural connection

With respect to the economy, the goals are:

- Collaboration
- Local Value
- Resilience
- Energy-Efficient
- Sustainable Business
- Employment

Transportation Relevant Ideas from 2008 Community Sustainability Initiatives:

- Use sustainable energy sources
- Create and maintain a network of alternative transportation pathways, using the “Greenways Project” as a starting point
 - Low transportation requirements, high employment benefits
 - We need a more pedestrian/bicycle friendly choice of routes, and sidewalks
 - Establish a car pool registry, a designated hitch hiker system
 - Provide tax incentives for environmentally appropriate transportation choices
- Provide accessible transportation network
- Interconnected transportation to access in town events

PRRD Growth and Development Analysis – Final Report

The purpose of this report is to provide a realistic assessment of how growth is likely to occur in the

Powell River Regional District (PRRD) over the next 20 years

- The PRRD’s population has been virtually unchanged since 1981.
- Over the last 20 years, the proportion of the population over 45 years old has steadily increased, faster than average in BC.
- The key driver of future population growth in the PRRD is net migration.
- Declining labour force participation rate and declining unemployment rate
- Proposed LNG terminal and power generation facility on Texada Island would generate significant jobs.
- Projected population growth ranges from a decline of about 600 people to an increase of nearly 2,100 people.
- Housing Growth trends show increase in rural homes and multi-family.

Sliammon First Nation/ Powell River Regional District Harmonization Project

The purpose of this document is to identify opportunities for coordinating land use planning between the (PRRD) and Sliammon:

- Thulin Passage: An area that Sliammon has identified as having longer-term residential recreation and tourism development opportunities should it become Treaty Settlement Land (TSL). It is in a relatively hard to access location with environmentally sensitive areas.
- Should a Final Agreement come into force, some properties and small neighbourhoods of privately owned land may become isolated parcels, surrounded by TSL. Both parties recognized the importance of harmonizing planning and servicing in existing isolated neighbourhoods and buffer/boundary areas (
- Hurtado Point: Located close to Lund, the area is used by residents for recreational uses and contains environmentally sensitive areas. Sliammon has identified the area as having longer-term residential development potential should it become TSL.
- Lund: There are four properties owned by Sliammon in the village of Lund that Sliammon is hoping to have converted to TSL. This report recommends that Sliammon and PRRD jointly develop a Lund Village Centre Plan.

MoTI Savary Island Transportation Study

A transportation study has been completed for the portion of Savary Island east of District Lot 1375.

- Key transportation issues include:



- Lack of practical speed and vehicle regulation on the Island
- Inconsistency in road standards
- Potential development impacts
- Emergency response requirements
- Winter road deterioration
- Parking demand and management near the Savary Island dock
- Factors influencing mode choice on the Island
- Future development could cause an increase in daily traffic activity of up to 57%
- Existing road network does not meet MoTI standards and would have difficulty accommodating potential future growth.
- Report makes recommendations regarding road classifications and design criteria. These would provide improved pedestrian and cycling facilities.
- A review of alternative barge and water taxi landings is recommended.
- Short and long term parking areas should be identified at the wharf area, with parking priority for modes of travel with the least overall impact on the road network.

Savary Island Official Community Plan, Bylaw No. 403

The Official Community Plan (OCP/Plan) sets out a vision as to how the Savary Island community wishes to evolve in the future:

- As a result of extensive subdivision and the lack of publicly held open space, Islanders believe Savary is reaching a critical development threshold.
- A primary goal is to encourage a system of transportation which meets but does not exceed the Island's needs and maintains and complements the Island's rural character.

Climate Change Goals:

- To reduce greenhouse gas emissions through reduced fossil fuel consumption and shifts to alternative forms of energy.
- To promote the use of renewable energy and the development of renewable energy sources.
- To reduce greenhouse gas emissions by 33% by the year 2020.
- To consider the impacts of climate change in all land use decisions.

Transportation Goals:

- To promote the use of cooperative vehicular use, land taxis, establishment of a public transportation network

- Support transportation modes that ensure public safety, minimize environmental impact, and do not detract from the peaceful enjoyment of island.
- Manage new road development and road maintenance to minimize aesthetic and environmental impacts.
- To maintain the Island's network of main roads in reasonable repair to adequately meet the transportation needs of Island residents and to allow access for emergency vehicles, while encouraging low impact transportation alternatives.
- To accommodate goods and equipment shipped to the Island by barge and to attempt to limit the number and types of vehicles permitted to gain access to the Island.
- To support a water taxi connection between Savary Island and Lund at adequate frequency at all times of the year.
- Policies regarding developing new roads and road maintenance, supporting low impact transportation options, road network standards
- The Regional District is encouraged to ensure the Savary wharf is properly maintained due to its importance to the community.
- As the vast majority of Islanders access the Island by water taxi, it is recommended that SIDAC assign priority for loading and unloading to the water taxis.
- In order to limit the impact of barge landings on residences in the vicinity of the designated barge landing site and to restrict excessive vehicle traffic on the Island, the Powell River Regional District is encouraged to use its authority to regulate the months, days and hours of operation and impose a landing fee on all barge landings.
- The Powell River Regional District should work in conjunction with the Savary Island Committee and the local barge operator(s) to reduce or discourage the number of vehicles transported to Savary Island.
- A study to identify alternative barge landing sites may be considered.
- Boat owners are to ensure they do not discharge any effluent that could pollute local waters nor moor their boats in a manner which could be harmful to local shellfish, eelgrass or other marine life.
- Medi-Vac landing sites (helicopter and seaplane) be identified, designed and maintained in consultation with the appropriate authorities.

Texada Airport Report 2012

Texada Airport has been owned and operated by the PRRD. The purpose of this document is to help the Airport Committee and the Regional Board understand the complexity of regulatory changes introduced by Transport Canada since 2008.

Texada Island Official Community Plan, Bylaw No. 395

The OCP included the following relevant information

- Trend of decreasing population but population may increase in future
- Growth limited by servicing limitations and conflicts with industrial uses
- Any residential development will be relatively low density
- Resource developments encouraged
- Preference to development that contributes to quality of life, and does not adversely affect natural environment
- Promote alternative land transportation
- Encourage improved transit connectivity to Powell River, Vancouver, Vancouver Island
- Mineral resources and forestry are most important economic activities
- Preserve road access to recreational areas
- Encourage development where roads already exist
- Support continued availability on the Island of medical and educational facilities – discourage attempts to increase Island resident's dependence on mainland services.
- May prepare Parks and Open Space Network Plan to provide an interconnected system of parks, recreation sites, and areas of open space.
- Texada Island has a system of public roads under MoTI jurisdiction. Also forestry road network over crown land provides access to southern half of the Island.
- Protect rights-of-way along routes to allow for future provision of bicycle and/or pedestrian paths.
- Encourage construction of paths for bicycles and pedestrians
- Support the public transit system servicing Gillies Bay and Van Anda
- Ferry system is continuation of highway system, lobby to protect ferry access

PRRD Southern Region Background Report

This document provided an overview of information already included in other documents we have reviewed, namely:

- Provides detail about the physical features, geology, watersheds, climate, and vegetation of the Southern region of PRRD.

- Detail about population changes, housing profile

Electoral Area B – Official Community Plan, Bylaw No. 465, 2012, March 28, 2013

The vision for this electoral area is 'Area "B" is dedicated to a sustainable rural lifestyle where residents can enjoy the natural environment while encouraging thoughtful economic development and protecting agricultural and environmentally sensitive lands and resources.'

With regards to growth, if Area "B" continues to retain the same proportion of the region's population as it has over the last three Census periods, roughly 8%, then the planning area will lose approximately 48 people in the "Baseline Scenario" and gain 168 people in the "Worker Migration Scenario". This equates to an annual decrease of about 3 people or an annual increase of 10 people. At the current average household size of 2.3 people in Area "B", this increase will require the provision of 5 new homes per year for permanent residents. This is insignificant in terms of a need for new transport infrastructure to support planned growth.

The 2012 BC Assessment Roll shows a total of 75 vacant residential parcels of land less than 2 acres in area that are close to existing infrastructure and servicing in Area "B". In addition, the 2012 BC Assessment Roll shows a total of 17 vacant residential parcels equal to or greater than 2 acres. This equates to a total vacant residential land inventory of 92 lots with residential development potential.

The community goals are to protect the natural environment and rural lifestyle. Provide appropriate and affordable infrastructure services. Enhance economic opportunities. Retain healthy resource base. Provide for regionally sustainable agriculture. Provide a range of housing and lifestyle options. Protect the natural beauty and environmental qualities of the area. Foster sustainability. Protect the foreshore and provide for public access. None of these specifically relate to transportation but can be supported by providing appropriate forms of transportation to improve accessibility.

With specific regard to transportation, vehicular, pedestrian and cycling interface safety issues are a serious concern for residents. Contributing factors include narrow shoulders on many roads such as Padgett Road, vehicular speed on Highway 101 and

the lack of suitable cycling and walking corridors. Because transit service is only provided on a limited basis, the option to develop non-vehicular transportation alternatives is attractive to many residents. Saltery Bay is the location of BC Ferry Corporation main water transportation terminal servicing the public between the Powell River Regional District and the Lower Sunshine Coast. This area also contains a federal dock and small-craft harbour. Area residents would also like to see improved ferry service to the lower Sunshine Coast and Vancouver Island.

Specific policies related to transportation include:

- The Regional District supports protection of the Airport Reserve as a future location for a larger regional airport capable of servicing larger aircraft.
- The Regional District will maintain transit service and continue to operate a rural para-transit system to serve Area “B” residents and the needs of the elderly or people with disabilities living within the planning area.
- The Regional District will work with BC Ferry Corporation to maintain at a minimum, and to improve where possible, existing levels of ferry service provided to both the lower Sunshine Coast and Vancouver Island.
- The Regional District will endeavour to develop alternative transportation options which reduce dependency on the automobile.
- The Regional District will encourage the Ministry of Transportation and Infrastructure to implement appropriate rural road standards within the planning area and ensure safe cycling and walking routes along Highway 101 and Padgett Road.
- The Regional District will encourage commercial bus service operators to work with the Ministry of Transportation and Infrastructure to provide pull-offs along Highway 101 for bus service to and from the planning area.
- To reduce vehicular CO2 emissions by 10% by 2021.
- To increase ridership on regional transit.
- To consider the impacts of climate change in all land use decisions.
- Encourage alternative transportation options such as regional transit, ride sharing and carpooling.
- The Regional District will work with the local community, landowners, developers and the Ministry of Transportation and Infrastructure to

provide safe walking and cycling pathways adjacent to Highway 101 and Padgett Road.

Electoral Area C – Official Community Plan, Bylaw No. 467, 2012, April 25, 2013

The vision for this electoral area is ‘Area “C” is dedicated to a sustainable rural lifestyle where residents can enjoy the natural environment while encouraging thoughtful economic development and protecting agricultural and environmentally sensitive lands and resources.’

With regards to growth, If Area “C” continues to retain the same proportion of the region’s population as it has over the last three Census periods, roughly 10%, then the planning area will lose approximately 60 people in the “Baseline Scenario” and gain 210 people in the “Worker Migration Scenario”. This equates to an annual decrease of about 3.5 people or an annual increase of 12 people. At the current average household size of 2.3 people in Area “C”, this increase would require the provision of 5 new homes per year for permanent residents in the optimistic “Worker Migration Scenario”. As with Area B, this is unlikely to require significant transportation infrastructure to support these changes.

The 2012 BC Assessment Roll shows a total of 38 vacant residential parcels of land less than 2 acres in area that are close to infrastructure and servicing in Area “C”. In addition, the 2012 BC Assessment Roll shows a total of 34 vacant residential parcels equal to or greater than 2 acres. This equates to a total vacant residential land inventory of 72 lots with residential development potential.

With regards to transportation, vehicular, pedestrian and cycling interface safety issues are a serious concern for residents. Contributing factors include narrow shoulders and vehicular speed on Highway 101 and the lack of suitable cycling and walking corridors. Because transit service is only provided on a limited basis, the option to develop non-vehicular transportation alternatives is attractive to many residents. Saltery Bay is the location of BC Ferry Corporation main water transportation terminal servicing the public between the Powell River Regional District and the Lower Sunshine Coast. This area also contains a federal dock and small-craft harbour. Area residents would also like to see improved ferry service to the lower Sunshine Coast and Vancouver Island.

Specific policies related to transportation include:

- The Regional District will work with the City of Powell River and the Province to investigate the long term need and viability of the airport reserve for a future regional airport.
- The Regional District will maintain transit service and continue to operate a rural para-transit system to serve Area “C” residents and the needs of the elderly or people with disabilities living within the planning area.
- The Regional District will work with BC Ferry Corporation to maintain at a minimum, and to improve where possible, existing levels of ferry service provided to both the lower Sunshine Coast and Vancouver Island.
- The Regional District will endeavour to develop alternative transportation options which reduce dependency on the automobile.
- The Regional District will encourage the Ministry of Transportation and Infrastructure to implement appropriate rural road standards within the planning area and ensure safe cycling and walking routes along Highway 101.
- The Regional District will encourage commercial bus service operators to work with the Ministry of Transportation and Infrastructure to provide pull-offs along Highway 101 for bus service to and from the planning area.
- To reduce vehicular CO2 emissions by 10% by 2021.
- To increase ridership on regional transit.
- To focus 50% of all new housing units within the community nodes of Black Point and Lang Bay.
- Encourage alternative transportation options such as regional transit, ride sharing and carpooling.
- The Regional District will work with the local community, landowners, developers and the Ministry of Transportation and Infrastructure to provide safe walking and cycling pathways adjacent to Highway 101

PRRD Regional District Parks and Greenspace Plan, November 18, 2010

This plan includes long term objectives that relate to the trails that form a part of the transportation system as well as other park amenities that people must find a way to access, therefore the plan also discusses access to these facilities which invariably involves use of the transportation system. Parks and Greenspace is a big attraction in the regional district and therefore

it is important to provide appropriate forms of access.

Objectives for trails include:

- Increase the number and variety of trails in the region for walking, cycling, hiking and other recreational activities.
- Provide options for safe, active and green transportation, contributing to healthy communities and reducing GHG emissions.
- Increase regional connectivity by creating a trail from the northern to the southern end of the regional district.
- Increase resident and visitor access to clear, accurate information on both regional and community trails.
- Provide a visible and marketable destination trail that invites visitors from around the world to get to know Powell River.
- Improve the recreational qualities of the Sunshine Coast Trail.

Recommendation - Develop a Regional Trails Plan to improve and expand the region’s existing trail network. Support the maintenance and improvement of the Sunshine Coast Trail.

Objectives for accessibility include:

- Increase public knowledge of and access to the waterfront at ocean, lake and river recreation sites in the region. Recommendation - Protect waterfront access through partnerships and acquisition
- Increase awareness of and access to boat launch sites in the PRRD and Enhance recreational boating opportunities in the region. Recommendation - Determine a suitable location for a public boat ramp, launch or dock south of the City of Powell River on the coast of the Malaspina Strait.
- Maintain public access to backcountry recreation areas, achieve a cost- effective and balanced approach to maintenance of backcountry access roads, and quantify expectations for cost sharing, risk management, and decision making. Recommendation - Develop a strategy for use of the forest road network to allow public access to the backcountry.

Lund Official Community Plan, Bylaw No. 306 (consolidated)

The OCP included the following key information:

- Area is becoming popular by older residence
- Desire for smaller lots

- No health care facilities
- One school, K to grade 6
- Limited retail
- Target to reduce greenhouse gas emissions and increase transit use
- Policy to encourage alternative transport including transit, ridesharing
- Encourage pedestrian and bicycle use and access within Lund
- Objective to reduce congestion adjacent to harbor – car traffic
- Encourage the relocation of present waterfront parking facilities with pedestrian connections to services (move to less conspicuous areas)
- Water conflicts exist between recreational and commercial boats

Transportation Objectives:

- Provide safe and efficient transportation system without exceeding needs of community
- Minimize economic and environmental costs associated with road construction
- Encourage road design compatible with the character of surrounding area
- Goal to encourage MoTI to exempt the Lund Hwy from classification as a controlled Access Hwy. Discourage developments that require frontage roads.

City of Powell River Community Energy & Emissions Plan

This plan was developed to help the City of Powell River meet the efforts it is required to make towards reducing community greenhouse gas emissions due to Bill 27, and will also help the City meet Milestone 3 under the Partners for Climate Protection framework. Transportation Actions identified include:

- Land-use Suite “lite”
- Street design – consider painting dedicated cycling lanes on wide streets after removing turn-bays.
- Active transportation planning - interconnectivity needs to be conducted with more trails, improving some existing trails
- Cycling & alternative infrastructure improvements - including improved route maintenance, securing rights of way, establishing new routes, more bike racks, and bicycle sharing programs including a park and cycle facility
- Transit – Combining the City’s public transit service with the School District’s bus or implementation of a new regional gas tax

City of Powell River Official Community Plan, Bylaw 2080, 2005

The proposed waterfront plan is for Townsite and Westview from Willingdon Park and the central Harbour area to Churchman’s corner. This plan includes providing a network of pedestrian and cycling paths along or near the waterfront.

The City has the goal of significantly reducing GHG emissions by 2020, with a focus on on-road transportation. Specific GHG policies relating to transportation include:

- Apply Smart Growth principles in the evaluation and decision making process in respect of land use, transportation, and environmental planning.
- Require development to install bicycle storage facilities.
- Support the creation of an on-line car pool program or vehicle co-op within the City
- To continue transit service considerations with the aim of continuously increased ridership.
- Consider an anti-idling policy
- Lobby for further regulations and financial incentives; and transfer more gas tax revenues to local government for transit, non-motorized travel, and other similar programs having the objectives of reduced emissions.
- In cooperation with the Regional District and Sliammon, apply to the Province for a 1.5% region-wide fuel surcharge to assist in the funding of public transit.

The OCP establishes a road network plan based on arterial, collector and local or limited local roads, each with specific functional criteria. It discusses the establishment of a new, limited access provincial highway to replace the present Highway 101 route. This new route is proposed to become the major access to Powell River from the south and would parallel the BC Hydro right-of-way in District Lot 450, extending east around the airport.

Roads & Transportation Plan Objectives:

- Undertake and maintain a safe, efficient and well planned road network that responds to topography and traffic demand in and across the City;
- Interregional road planning and the future development of Manson Avenue south along the City boundary;
- Minimize the extent of road the City owns and maintains by discouraging double frontage lots

- while encouraging infill development along existing routes and efficient road layout planning.
- Including the sustainability checklist in future development of road networks, ensuring multiple modes of travel are accommodated.

The report discussed the establishment of a bicycle and wheelchair accessible network to improve safety; link major employment and residential concentrations; and reduce automobile traffic in conformance with sustainability and environment policy throughout this Plan.

Trails, Greenways Bike Paths Objectives & Policy:

- Develop a comprehensive network of trails and bike paths that link municipal parks and recreational facilities, beach areas, service/commercial areas, and the various communities within Powell River.
- Greenways accommodating trails shall generally have a minimum width of five metres
- As funding allows and over the long term, construct a comprehensive network of trails
- Public access be maintained and enhanced to watercourses and lakeshores when considering development applications.
- Requires owners of land being subdivided to provide parkland in a location accommodating the trail and or bike path network.
- Bicycle pathways along major transportation routes and in new residential areas:
 - Part of the right-of-way or parallel the right-of-way for exclusive use of cyclists;
 - In developing residential areas, consideration shall be given for cycling path linkages between residential areas and commercial or institutional areas; and
 - Bicycle paths shall have a finished surface width of 1.5 metres to 3.0 metres subject to location and level of use. Where possible and as grades permit, paths shall accommodate a full range of pedestrian travel.
- Conduct a walk-ability/bike-ability assessment recognizing the need to review, expand, and refine the bicycle path network plan,
- The City will install at minimum, one kilometre of designated bicycle lane per year.

Public Transit Objectives:

- Provide our community efficient, reliable, and affordable public transit;

- Work towards barrier-free accessible service, including bus stop design;
- Encourage ongoing increased public transit ridership;

1.5 Things to Take Forward

This process has identified a number of issues and ideas that should be taken forward for consideration throughout the remaining stages of the study. We believe the following bullets summarize the key issues:

- Reducing GHG emissions is very important throughout the region.
- The need for safe cycling facilities is highlighted in many documents and is required within the City and throughout the regional district.
- Bus Transit is mostly adequate within the City with a few exceptions but serious lacking in rural areas. Appointments have to be planned to coincide with transit times which can sometimes be difficult.
- The ferry services are essential to the community and general feeling is that service could be better.
- The airport is a great asset for the region and could be crucial to increasing population if services could be offered to key destinations.
- People are not satisfied with the conditions on Savary Island, but improving it may change the character of the island. The use of cars there needs to be controlled.
- Texada Island has a reasonable network of roads but relies heavily on services in the City of Powell River for most needs. Improving access to these is important.
- Radical alternatives have been proposed by various organizations, including an alternative highway to Highway 101 and a road route to Squamish.
- The car is the primary mode of travel and it will be difficult to change people's habits, particularly without substantially improved facilities or services. Congestion is not a major concern.
- The Trail system and access to the natural environment is a significant tourist attraction and if access can be improved, should boost the economy.
- Population is not expected to change dramatically and the ageing population will create changing transportation needs.

Strengths

Land Use

- a) Amenities centralized in Westview, less locations to service
- b) Population primarily located along one corridor, less routes required
- c) OCP's adopted, encourage sub division in specific areas
- d) City OCP encourages smart growth
- e) Rural OCP's encourage development close to servicing
- f) Low pressure to expand into unpopulated areas

Walking

- a) Volunteer trail building
- b) Attitude to trail building
- c) Feels safe
- d) Pedestrian friendly signage on highway
- e) Sea walk – alternate route parallel to Highway 101 in City
- f) Climate is generally good for walking (no extreme cold)
- g) Sunshine Coast Trail - hut to hut trail in backcountry

Cycling

- a) Volunteer trail building
- b) Attitude to trail building
- c) Feels safe
- d) Backcountry trails
- e) Front country trails linking communities
- f) Climate
- g) BC Bike Race

Transit

- a) Ferry network in place
- b) Air service in place
- c) Always seats available
- d) BC transit subsidy
- e) Frequent transit service within City boundary
- f) Service review coming up by BC Transit
- g) City/PPRD cost share on transit
- h) Docks on Savary and Texada funded by region
- i) Private water taxi (commercial) to Savary Island
- j) Pacific Coastal to Vancouver
- k) KD Air to Texada Island

Traffic

- a) Lack of traffic, no congestion
- b) Road network in place
- c) Parking generally free
- d) Highway improvements recently completed close to Lund last year, south of town year before
- e) Forest Service Roads (FSR) provide goods access for backcountry
- f) Posted road speeds, low, benefits walking/cycling

Other

- a) Regional Sustainability Charter signed by PRRD, CoPR, Tla'amin
- b) Climate adaptable, encourages walking, cycling
- c) Safe community
- d) This project will inform BC transit service review
- e) BC ferries rep on working group
- f) Medi-vac service
- g) CFB Comox
- h) Barge facility for goods movement

Weaknesses

Land Use

- a) One corridor – effect of closure
- b) Spread out population
- c) Low tax base
- d) Seniors have to move into city to access services

Walking

- a) No sidewalks
- b) Narrow or lack of shoulders
- c) Connectivity of trails
- d) Road grades/geometry
- e) Joyce – too many parking lots, not enough ped facilities, walking experience not good
- f) Crosswalk provision on Marine

Cycling

- a) Narrow or lack of shoulders
- b) Connectivity of trails
- c) Road grades/geometry
- d) Painted cycle routes, only a few in City
- e) Lack of driver respect/lack of education

Transit

- a) Rural transit service
- b) Handy dart service limited
- c) Transit service review 10 years old, based on serving employees of the mill, was over 200 then, approx. 280 now.
- d) BC ferries unaffordable, experience card not suitable,
- e) Air fares too high
- f) Need to increase BC transit role
- g) BC Ferry to Comox should berth here
- h) Dependency on private water taxi services
- i) Ferry schedule, particularly during storms, weather gauge routing

Traffic

- a) Mobility scooters
- b) No electric charging stations
- c) parking, confusion where you can park on public roads
- d) Lack of parking in Lund for people goinf to Savary, similar issues on Lasqueti and Savory
- e) No parking at water taxis services, PRRD no control over roads
- f) Log dump at still water, forces trucks through town
- g) Bedrock makes construction expensive
- h) Fuel costs
- i) Unpaved roads on savary, difficult for emergency services
- j) Lack of right of way to widen roads
- k) 40km corner on way from ferry
- l) speeding, Tailgating
- m) 4 way stop, education

Other

- a) Deteriorating infrastructure
- b) Road grades/geometry
- c) Ageing community
- d) Seniors having licenses pulled
- e) Community dying because of cost of transport in/out

Opportunities

Land Use

- a) OCP's
- b) Stores back in communities
- c) Protect right of way for future
- d) Hydro Right of Way (ROW), alternative good route (OCP)
- e) Restrictive covenants
- f) Change downward trending or improve static or modest upward trending of increasing the population

Walking

- a) Yaroshuk trail connection
- b) Lund community
- c) Waterfront access strategy – 17 sites between Saltery Bay and Lund
- d) Access to ocean
- e) Sunshine Coast Trail – hut to hut in backcountry
- f) Assemble or coordinate all front country trails.
- g) Connect existing neighbourhoods to amenities and established trails or corridors.

- h) Work toward a continuous walking and cycling trail connection between Lund and Saltery Bay.

Cycling

- a) Downtown core cycling routes, lanes
- b) Connection between city and rural areas
- c) Create regional trails plan
- d) Promote recreation
- e) Vancouver Coastal Health, promotion of active transport
- f) Assemble or coordinate all front country trails.
- g) Work toward a continuous walking and cycling trail connection between Lund and Saltery Bay.
- h) Look for opportunities to secure pedestrian and cyclist trails through dedication as a road or statutory right-of-way agreement.
- i) Develop an online trail directory and detailed maps showing backcountry and local community trails.
- j) Develop detailed maps showing local community trails.
- k) Identify key destinations, define potential trail routes, and develop budgets and timelines for implementation.
- l) Require new developments to provide neighborhood trails as an integral part of the transportation system. Trail connections should not be considered part of the required 5% park dedication at time of subdivision.
- m) Work with PRRD engineering, public works, and MoTI to require all road upgrades consider pedestrian and cyclist linkages through trails, cycling lanes and sidewalks.
- n) Develop list of recommendations for trail users.
- o) Develop trail conduct materials for public distribution. These materials may incorporate corporate sponsorships to offset production and distribution costs.
- p) Review multi-use trails throughout the region and if necessary, consider strategies such as recreational; zoning.
- q) Meet with representatives from off-road vehicle groups to discuss issues and opportunities for trail use.
- r) Develop educational materials and signage on ORV's for users, other trail users and the public.
- s) Potential for Regional Trails Master Plan.
- t) Potential standards for trails design/construction.
- u) Best practices for maintenance/safety.

Transit

- a) Dovetail with BC transit review
- b) Open dialogue with providers
- c) BC ferries circle route
- d) Airport destinations to be increased to include flights to Ft Mac Murray.

Traffic

- a) Electric vehicle & charging
- b) Widening roads to include sidewalks
- c) Reduction in emissions
- d) Road to Squamish - Third Crossing Society – Alternate route linking Powell River with Lower Mainland
- e) Parking in Saltery Bay for recreation

Other

- a) Support for volunteers
- b) Adopt a highway
- c) Unassigned gas tax money
- d) tourism/economic growth and commerce
- e) Utilize mapping
- f) Canoe route
- g) Wheel chair accessible trails
- h) Alternative funding
- i) Increase funding
- j) Increase partnerships
- k) Improve quality of life.
- l) Enables grant criteria/eligibility.
- m) Quantifiable data.
- n) Additional tourism/recreation/orienteering/geo caching/sport/race/competition events.
- o) Promote safe, active and green transportation
- p) Develop a regional active transportation plan
- q) Link the regional active transportation plan to City of Powell River trails and bike paths.

- r) Develop a project work plan, budget, scoping document describing work to be completed and a proposed timeline.
- s) Explore the availability of funding programs for active transportation.
- t) Map and assess utility corridor routes and opportunities for public trails throughout the region.
- u) Meet with BC Hydro and private landowners to discuss potential trails and accesses.

Threats

Land Use

- a) Suitable parking for existing and future development at Lund and Saltery
- b) Desire to live away from city creates need for travel
- c) Lack of building permit requirements
- d) Lack of servicing limits density and water/sewer system limits new development potential

Walking

- a) Lack of sidewalks/shoulder width
- b) Cost to improve

Cycling

- a) Lack of sidewalks/shoulder width
- b) Cost to improve
- c) Distance

Transit

- a) Timeline with BC transit review
- b) BC ferries
- c) BC transit service
- d) Increasing fares
- e) Transport Canada regulations for airports, threat of closure

Traffic

- a) Highway 101 by Myrtle Rocks, flooding/sea level rise, currently eroding
- b) Three bridges on highway, what happens if closed
- c) Cost of fuel
- d) Cost of asphalt
- e) Highway parking in Lund in summer

Other

- a) Ageing population
- b) Loss of tax base, funding
- c) Provincial funding
- d) Grants not applicable to exact needs, application have to be adapted to fit criteria
- e) Liability, following improvements



Appendix B
Existing Conditions Memorandum





Memorandum

#301, 20338 – 65 Avenue, Langley, BC V2Y 2X3 T: 604.530.2288 F: 604.530.1132

To:	Powell River Regional District	Date:	23 August 2013
Attention:	Laura Roddan	Project No.	31047
Cc:			
Reference:	Regional Transportation Plan Public Consultation and Existing Conditions		
From:	Roy Symons/Megan Beaulieu		

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1.0 Public Consultation 1

This section provides a summary of the stakeholder and public consultation responses for the first round of consultation.

1.1 Public Consultation 1 – Issues and Ideas

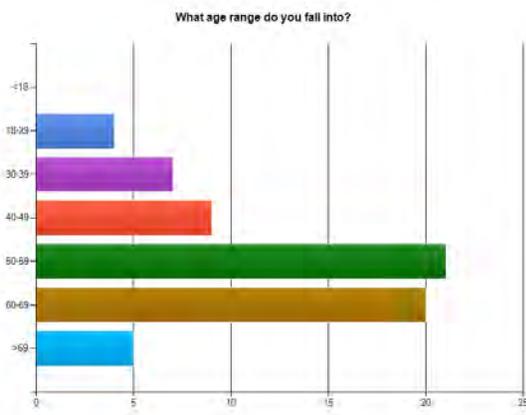
The first round of public consultation was focused on the public's issues with the existing transportation system and ideas to improve it.

Four public consultation sessions were held at the following locations:

- 3 July 2013 - South of the City, Lang Bay Hall
- 4 July 2013 - City, Recreation Centre
- 9 July 2013 - Texada Island, Gillies Bay Hall
- 7 Aug 2013 - North of the City, Lund Community Hall (rescheduled from 10 July 2013)

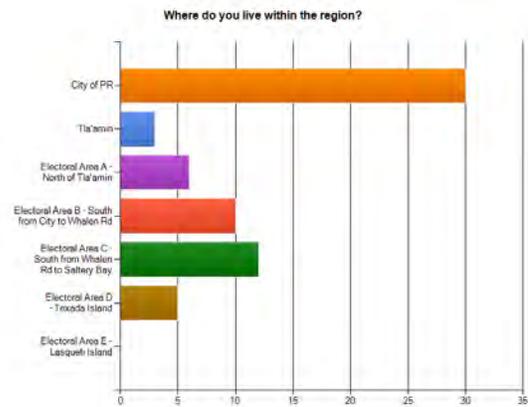
In addition to the public meetings a web survey was available for the public to provide their feedback. These surveys were also completed on paper at the public meetings and combined with the online responses. In total 66 responses were received to the consultation.

The age range of respondents was broken down as shown below. 69% of respondents were over the age of 50% perhaps somewhat reflective of the ageing population but also reflective of the general tendency for more senior members of the community to take the time to contribute in this manner.

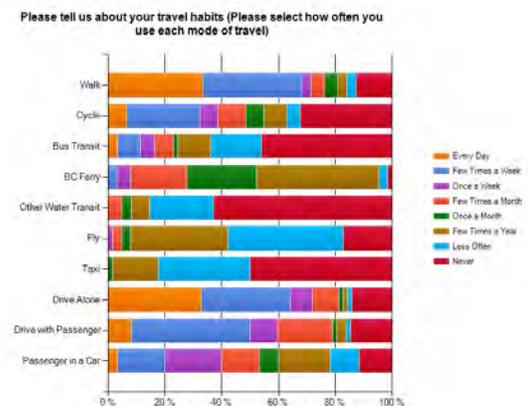


The location of respondents was broken down as shown in below. It showed the largest number of

respondents were from the City of Powell River. Which could be expected given the population spread throughout the region.



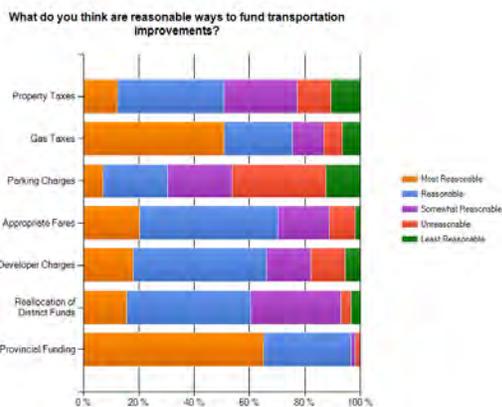
Respondents were asked about their travel habits and how frequently they use different modes of travel. Their responses are broken down as shown below.



Some key points from this question, approximately 65% walk at least a few times per week, over 40% cycle at least a few times per week. Given the high average age of respondents, it is encouraging to see so many cyclists and shows a willingness in the community for cycling as a mode of transit. Bus transit is less popular less than 20% using it somewhat frequently, approximately 50% of respondents never used bus transit. All respondents use BC Ferries with approximately 30% using it several times per month, approximately 5% using their services at least once per week. The use of air services and taxi services

are restricted to a few times a year at most for the majority of respondents. With respect to driving, approximately 30% drive alone every day and 70% drive alone at least once a week. On the other hand over 60% also drive with a passenger at least once per week.

Respondents were also asked what they thought were reasonable ways to fund transportation improvements. Their responses are shown in Figure 1.4. Most reasonable were gas tax money and provincial funding. Least reasonable were property taxes and parking charges.



The rest of the questions were open text response answers. A summary of the responses is provided below for each questions.

Why do you choose to live in Powell River?

- Quality of life
- Community spirit
- Work
- Climate
- Good place to raise a family
- Not a "Big City"
- Friendly
- Low property prices
- Ability to make a difference in a smaller place
- Agriculture industry
- Outdoor activity and recreation
- Nice place to retire
- Natural environment, scenery
- Slower pace of life
- Access to ocean and mountains
- Safe place to live

What do you consider to be the transport strengths within the region?

- Ferry system
- Air services
- Trails
- No congestion
- Bus system considering population
- Parking never a problem
- Short distances for people in the City
- Driving is easy
- Allowed to use logging roads
- Can walk/cycle to work
- Cycle lanes on Hwy 101 south of town
- Lots of cyclists
- Climate is good for active transportation
- Easy to navigate
- Variety of options to access lower mainland
- Seawalk route
- Feel safe walking and cycling (mostly)

What do you consider to be the transportation weaknesses within the region?

- Cost of ferry
- Lack of cycle lanes
- No land route to rest of the mainland (i.e. Squamish)
- Lack of sidewalks and crosswalks
- Sea of parking around malls
- Lack of trail information
- Low frequency of buses, does not cover all amenities
- Dangerous cycling on Padgett Road and Highway to Lund
- Transit to rural areas
- Difficult to walk on to ferry as no connecting transit services
- Safety whilst cycling
- Coordination of ferry schedules
- Strong SOV culture
- Limited evening bus service, difficult to attend community events, sports events, cinema, etc
- Lang Creek Bridge – no shoulder
- Not enough Transit days to Texada (Lund too?)
- Road condition in places
- Experience Card should be more useable
- Potential to be cut-off in the event of an incident along the highway
- No coordination between buses and ferry's
- Trails not suitable for commuting in current state
- Weather in winter months discourages active travel



- Ferry to Vancouver Island should be home ported in Powell River

What would encourage you to walk, cycle or take transit more often?

- Higher Quality but unpaved path separate from main roads and on utility ROW.
- Well surfaced and drained multi-use trails
- Cycle lanes on main roads
- Comprehensive network that connects to amenities
- Transit system was more flexible, frequent, service went on later and at weekends
- Transit caters for those with regular jobs, regular hours at least
- Bike lanes separated from road
- Affordable ferries
- Make cycling for transportation more fun
- More/better bus stops
- Parking at ferry and connections at other side
- Lang Creek Bridge shoulders or separate bike/ped bridge
- Reduced highway speeds through Brew Bay and Lang Bay
- Dogs allowed on buses and ferry passenger decks.
- Higher gas prices (taxes), vehicle registration and insurance costs
- Create greenways for bikes.
- Bus to farmers market

What would you like to see change in the region's transportation system?

- A focus on each rural community, but connected to its neighbor
- Better bus services
- More economical ferry services
- Bike lanes
- More focus on active transport and transit
- Better links to recreation access points
- Homeport the Comox Ferry in Powell River
- Provide pull-outs along Hwy 101 to support ride-share
- Provide a ride-share or car-share system.
- One-way charges for ferry
- Cycle routes for commuters/transportation
- Bike lane from Lund to Saltery Bay
- Market eco-tourism to cyclists/hikers, ferry fares will put-off RV owners but not cyclists.
- Educate residents on services and trails available
- Waterfront road should not be a major highway

- Residents rate for BC Ferries rather than experience card with minimum load restrictions
- Cycling walking considered primary modes of transportation in the city
- Shift to greener cars, electric charging stations
- Ferry treated as part of provincial highway system

Any other comments?

- To get people out of their cars, make it convenient, cheaper than driving and fun.
- Promote transit options.
- Enormous potential for enhancing both active transportation and economic development.
- Make bus system meet the needs of the people
- Ferry service is top priority for ferry dependent communities
- RD and City should cooperate as much as possible
- Combine all transit into one budget. Too many small fiefdoms with budgets. Why do we have a school bus system which I may not use and a public transit system which is infrequent?
- difficult to work or volunteer with current Stillwater schedule
- Thank you for expanding to your service to the Sliammon Community, I see community members on there and knowing there are able to go into town for schooling, shopping or other makes me feel good and part of the city of Powell River!
- I'm curious about the background on this survey and consultation process? I don't really have any complaints about transportation in Powell River. Are there really gaps in our transportation that are leaving people stranded? If not, I would strongly caution the PRRD to consider whether there is much need for major improvements. Things can always be better, and people will always complain; but we are a small population with very basic transportation requirements. I would prefer to see money going into economic development, proactive health initiatives, and overall growth, versus transportation (at this time). If we have a population boom, we can address transportation then.
- There are lot of people on Texada that need help on Transportation.
- Look forward to allocating more space for those who wish to use their bikes..... and better road conditions overall.

- The directors, staff, have to realize that sustainability does not come from car use and should encourage and support alternative transportation methods.

1.2 Things to Take Forward

Some key things to take forward from the public consultation include:

- People choose to live here for a variety of reasons but some of the main one are the cost of living and access to nature and wilderness. Providing improved transport links can directly affect both these things by bringing increased visitors and residents which while great for the economy, may detract from the existing remote feel of the region.
- It is interesting to note that despite the high age group, that cycling still plays a major part in travel within the region.
- Perhaps the high number of regular cyclists that responded is due to the significant issue of the lack of cycle infrastructure that exists.
- The compact nature of the City and immediate surrounding area makes cycling a real option for transportation and providing facilities to support this should be a priority.
- Many recognized that the bus service is the way it is due to lack of population, ridership and therefore funding but would like to see a few changes in service provision and some flexibility for local events.
- While some respondents complained about the cost of ferry and air services, many noted that the fact these services exist is a positive. The low cost of living is partly attributable to this disconnect from the Lower Mainland.

2.0 Existing Conditions

This section provides a review of the existing transportation network in the Powell River Regional District. It will provide an overview of the road, pedestrian and cycling networks and availability of transit services, their frequencies and fares.

2.1 Land Use

The Powell River Regional District is located on the west coast of British Columbia, about 175 km north of Vancouver, within the traditional territory of the Sliammon (Tla'amin) First Nation. Our boundaries encompass 5,092 square kilometers (666 square miles) and stretch from Toba Inlet in the north to Georgia Strait in the south and from Jervis Inlet/Hotham Sound in the east to Homfray Channel/Desolation Sound on the west. Within these boundaries lie a large mainland area and Hernando, Lasqueti, Savary and Texada Islands. With a population of about 20,000 we are one of the smallest regional districts in the province.

The Powell River Regional District is a federation whose members include:

- City of Powell River.
- Electoral Area A – covers the area west of the city boundary to Desolation Sound, and includes the Sliammon First Nation's settled lands, the community of Lund and Savary and Hernando Islands.
- Electoral Area B – covers the area east of the city boundary to Whalen Road and includes Paradise Valley and properties outside the city on Nootka, Covey and Tanner Streets.
- Electoral Area C – covers the area east from Whalen Road to Jervis Inlet, and includes the communities of Black Point, Kelly Creek, Lang Bay, Stillwater and Saltery Bay.
- Electoral Area D – covers all of Texada Island and includes the communities of Blubber Bay, Van Anda and Gillies Bay.
- Electoral Area E – covers all of Lasqueti Island and some small surrounding islands.

2.1.1 City of Powell River

The City of Powell River consists of four distinct neighbourhoods or communities, Townsite, Wildwood, Cranberry Lake, and Westview.

The City of Powell River is the primary commercial centre on the Upper Sunshine Coast, and plays an important role in the economic health and vitality of

the Region. Given our geography, commercial establishments support a wide spectrum of services or uses serving a diverse range of needs. As previously noted, there is an oversupply of land designated for commercial use; therefore, most vacant and nonconforming residential uses have been withdrawn from the Commercial designation. The City is committed to promoting employment opportunities by supporting the diversification of commercial uses and development of new industries. In particular, cultural, tourism, marine, manufacturing and processing industries, as well as industries and services that cater to the retirement community. Industrial development in Powell River is dominated by the Catalyst Paper mill, but other small scale industrial land uses are spread throughout the City.

2.1.2 Regional District of Powell River (Mainland)

Lund lies at the northern end of Highway 101. It is the most common point of access to Savary Island via water taxi and is itself its own community focussed around the harbour with residential, commercial and hotel amenities. Their OCP states that traditionally, residents of the planning area have enjoyed a high degree of independence and freedom, preferring simple rural living to the often more convenient but costly serviced existence prevalent in more urbanised centres.

Local job opportunities are limited within the planning area. While some residents travel daily to the Municipality of Powell River, a greater number have jobs related to the harvesting or processing of surrounding forestry and fisheries resources. Within the community, the economy is primarily marine oriented. The Lund Harbour is heavily used by local and transient boaters, both commercial and recreational, and various enterprises have been established catering to this trade.

A wide range of commercial industrial, residential and institutional land uses are currently focused adjacent to the Lund Harbour, which has become the social and economic heart of the Lund Community. This Plan encourages continued expansion and development of this area. While the adjacent harbour and village centre are separate entities, they are functionally and aesthetically inextricably linked. Developments proposed on the uplands adjacent to the harbour must consider the impact on the harbour and vice versa.



Electoral Area B lies to the east of the City, their OCP states Development in Area “B” is focussed along the coastline and the boundary with the City of Powell River. From a regional perspective, Area “B” has several characteristics that make it an attractive place to live, work and visit. There are a variety of residential neighbourhoods ranging from rural to suburban, including approximately 6.5 kilometers of waterfront properties. Paradise Valley contains much of the productive agricultural land within the Powell River Regional District and food for the local market. It is the location of Paradise Exhibition Grounds which hosts the Open Air Market every weekend from May through October.

The area also contains a wide range of recreational opportunities including golf courses, parks and protected areas with well-developed trail networks including the Inland Lake Trail (wheel chair accessible), the Duck Lake Trail system and the Sunshine Coast Trail. Haywire Bay Regional Park is the location of a new Wilderness Camp built by the Powell River School District 47 through a partnership with the Powell River Regional District.

To the east of Area B lies Area C, It is in the southern-most portion the Powell River Regional District. Development in Area “C” is focussed along the coastline. At its eastern end lies Saltery Bay Ferry terminal which provides connection to the Lower sunshine Coast and beyond to Vancouver and the rest of the Lower Mainland. Development is primarily restricted to large lots stretched out along the Highway. The area contains a wide range of recreational opportunities including parks and protected areas such as Duck Lake Protected Area, Saltery Bay Provincial Park(s) and Palm Beach Regional Park. Provincial crown forest lands in the region contain a well-developed network of recreational trails in the backcountry including the Sunshine Coast Trail and the Powell Lake Canoe Route.

2.1.3 Savary Island

The Savary Island OCP describes Savary as a recreationally oriented island community whose philosophy towards the future is keyed to minimizing the adverse environmental and social impact of increased development on the Island and surrounding waters. The Savary Island community is made up of about 70 permanent residents and approximately 800 landowners who visit the Island on a seasonal basis.

Both groups identify very strongly with the rustic character and laid-back island lifestyle and are extremely concerned that additional development will erode those social and environmental qualities that make Savary Island special.

The land use pattern of Savary dates back to 1910 when approximately two-thirds of the Island was subdivided into 1441 small lots. Since 1910, many more lots have been created, bringing the total number of lots on the Island to over 1700, of which 1500 are less than 0.2 ha (0.5 ac) in area. The Island has a lot density much higher than any other island in the Strait of Georgia and there is a belief that the Island has been over subdivided. At present, only 647 lots have been developed, which belies the level of potential development associated with the existing subdivision pattern. As a result of extensive subdivision and the lack of publicly held open space, Islanders believe Savary is reaching a critical development threshold.

Proposals to subdivide the largest, unsubdivided block of land on the Island, combined with rapid development and increased traffic, have acted as a catalyst to focus Islanders’ concerns and highlight the wide range of planning issues facing the Island.

2.1.4 Texada Island

The Texada Island OCP states Texada’s residential settlement pattern has been largely determined by its historical development which centered around the mining industry. Residents are concentrated in the villages of Van Anda and Gillies Bay where there are numerous small lots serviced by community water supplies.

Residential use in Blubber Bay, a historical settlement, has diminished as the Island’s population has declined. Other residents are dispersed throughout the northerly portion of the Island, many on rural acreages and some in small settlement nodes. In the south, topographic features and Provincial Forest status limit future residential use Plan policies reinforce the established residential pattern which provides a variety of living options. Infilling of existing vacant small lots in the communities of Gillies Bay and Van Anda is encouraged. Additional high-density development is considered unnecessary and uneconomical at this time. Future concentrated residential settlement is considered most appropriate around Gillies Bay,



particularly to the southeast where servicing problems and conflicts with industrial use are least likely to occur. The remainder of the planning area is designated either “Rural Residential” or “Rural Low Density”. Both designations have parcel size and density provisions that will prevent the premature need for expensive servicing and will satisfy the desire of many residents for an independent, rural lifestyle. These rural areas will also help to preserve economically significant resource lands and will protect watersheds and environmentally sensitive areas where more intensive development is not in the public interest.

Given the anticipated level of residential development in the coming five year period, extensive land use regulations are considered to be unnecessary and undesirable.

Texada Island’s abundant natural resources have shaped the development of the Island community. Mineral resources and forestry have long been the Island’s economic mainstays. Other resources including fish, wildlife and agricultural land also contribute to the Island’s quality of life and may have increasing economic significance if activity in the major resource sectors decreases.

From the late 1800’s to the present, Texada’s varied mineral resources have been the major contributor to the Island’s economy. In addition to providing employment, industrial and lode mining companies have been directly or indirectly responsible for developing many of the community facilities which Islanders enjoy. Formerly profitable lode mining operations – gold, copper, silver and iron – have been replaced by limestone quarrying as the primary mining activity. Indications are that reserves of limestone are large. Extraction of other minerals may again become viable. It is important, therefore, to protect significant limestone formations and other areas of high mineral potential from developments which may hinder the accessibility of these resources so that the maximum, long-term economic benefits from the mining industry can be realized.

Texada residents, recognizing the economic significance of resource-based industries, generally accept and often encourage resource development. The OCP reaffirms this position. Policies have been formulated to ensure, as far as possible, that major resource areas are judiciously managed and that the

long-term availability of a resource is not threatened by the use of lands within or surrounding these areas.

2.1.5 Lasqueti Island

There are approximately 350 permanent residents on Lasqueti Island. It is accessible by foot passenger ferry service only, or by private boat or plane. The roads are unpaved and the island has no public transportation. There are no public camp grounds. Lasqueti is not serviced by B.C. Hydro. Residents live either without electricity or with alternative sources of power like solar or micro-hydro. There is very little industry and no economy. It is not expected that population will increase significantly on Lasqueti and as residents enjoy the island lifestyle and the remoteness, it is considered that they are satisfied with life on the island without the need for any transportation enhancements.

2.2 Active Transportation

The rural nature of the district means that walking is not a practicable mode of transport for many trips due to the distances involved. Cycling is a much more valid mode of travel for the rural community as cyclists can cover a greater distance in less time than by foot.

The Powell River Regional District has an extensive network of trails. The majority of these trails are backcountry trails located on private land. Generally these trails are used for recreational purposes, however some trails, particularly within the City of Powell River and parts of the Regional District close to the City, provide pedestrian and cycling connections between commercial, residential and recreational areas.

In the rural areas, there are generally no designated facilities on or adjacent to roads for cyclists or pedestrians. Residents have no option but to walk and cycle on the road or on the trails. The Highway 101 corridor has some sections with a paved shoulder offering some improvement for pedestrians and cyclists. Wide shoulders are generally provided between the Saltery Bay ferry terminal and the southern City of Powell River boundary, with the exception of a few short sections (and particularly Lang Creek Bridge). There are no significant shoulders available along the highway within the City of Powell River. North of the city, some localized sections of wide shoulder exist, including segments

just north of the community of Sliammon and just south of the community of Lund. These small sections offer little in the way

Within the urban areas, most major roads offer sidewalk facilities, however there are many gaps in the sidewalk facilities on local streets, requiring pedestrians to walk on the road.

Texada Island generally has no designated walking or cycling facilities. On most of the island, the automobile traffic volumes are generally low, allowing shared use with pedestrians and cyclists. At the approach to the ferry, the roadway is narrow and traffic volumes are moderately high before and after a sailing, making the roadway inadequate for walking and cycling.

Access to Savary Island is typically by water taxi. Active transportation plays a major role on the island, with many people walking or cycling to their destinations.

Lasqueti Island is serviced by a foot passenger ferry only. Active transportation plays a major role on the island, with many people walking or cycling to their destinations.

2.3 Transit

2.3.1 BC Ferries

There are two ferry terminals in the Powell River Regional District located at Saltery Bay and Westview. BC Ferries operates the ferry service to Saltery Bay from Earls Cove on the Sunshine Coast, and to Westview from Little River in Comox. BC Ferries also operates ferry service to Blubber Bay on Texada Island from Westview.

Movement to and from the region is, in most cases, dictated by the ferry schedules, with local residents having to plan their trip to and from the region according to the ferries schedules. The ferry sailing times and departure time information can be seen in Table 2.1 to 2.3 for each route that connects directly to the Powell River region.

Table 2.1 Little River - Westview

Crossing Time	80 Minutes
Fare Type	One Way
Adult Fare	\$14.20
Passenger Vehicle	\$44.95
Sailings per Day	4
Leaves Little River	Leaves Westview
6:30AM	8:10AM
10:10AM	12:00PM
3:15PM	5:15PM
7:15PM	8:45PM

Table 2.2 Westview – Blubber Bay

Crossing Time	35 Minutes
Fare Type	Return (Pay One-Way)
Adult Fare	\$10.30
Passenger Vehicle	\$24.50
Sailings per Day	10
Leaves Westview	Leaves Blubber Bay
7:00AM	6:10AM
8:30AM	7:50AM
9:50AM	9:10AM
11:10AM	10:30AM
12:45PM	12:05PM
3:45PM	3:00PM
5:40PM	5:00PM
6:55PM	6:15PM
9:10PM	7:40PM
11:00PM	10:10PM

Table 2.3 Earls Cove – Saltery Bay

Crossing Time	50 Minutes
Fare Type	Return (Pay One-Way)
Adult Fare	\$14.25
Passenger Vehicle	\$47.80
Sailings per Day	8
Leaves Earls Cove	Leaves Saltery Bay
6:30AM	5:35AM
8:25AM	7:25AM
10:25AM	9:25AM
12:20PM	11:20AM
4:25PM	3:20PM
6:25PM	5:25PM
8:20PM	7:20PM
10:05PM	9:15PM

While not directly connected to the Powell River Regional District, many trips to the Lower sunshine coast are also bound for the Lower Mainland and thus

the cost and schedule of the Horseshoe Bay-Langdale Ferry plays a key role in transportation choices within the region. Table 2.4 shows the key details.

Table 2.4 Horseshoe Bay - Langdale

Crossing Time	40 Minutes
Fare Type	Return (Pay One-Way)
Adult Fare	\$14.55
Passenger Vehicle	\$49.05
Sailings per Day	8
Leaves Horseshoe Bay	Leaves Langdale
7:20AM	6:20AM
9:20AM	8:20AM
11:20AM	10:20AM
1:20PM	12:20PM
3:30PM	2:30PM
5:30PM	4:30PM
7:25PM	6:30PM
9:15PM	8:20PM

BC Ferries offers a BC Ferries Experience Card, which is an electronic swipe card that can be pre-loaded with money and used to pay for ferry travel. If this card is registered and has minimum stored value amounts, it provides savings on passenger and vehicle fares. The manner in which you can load these cards has been a significant complaint within the region.

BC Ferries offers a BC Resident Assistance Program, which allows BC seniors, qualifying BC students and BC residents with a permanent disability to qualify for reduced fares on passenger only travel. BC seniors travel free on these BC Ferries routes Monday through Thursday (passenger fare only).

The BC Ferries ridership information will be included when available.

2.3.2 Powell River Regional Transit System

The Powell River Regional Transit System operates under a funding agreement with BC Transit. Funding for the Transit System is cost shared among the Powell River Regional District and BC Transit. The current services extend from the City of Powell River to Lund (to the north), Salter Bay (to the east) and Texada Island (to the west).

Transit routes 1 (Townsite/Wildwood), 2 (Grief Point) and 3 (Upper Westview) primarily provide transit service within the City of Powell River boundaries.

Routes 12 (Stillwater-Regional), 13 (Texada - Regional) and 14 (Lund Connector-Regional) provide rural service within the Regional District. These rural routes operate on a limited days of the week service. Both Route 12 and Route 14 provide door-to-door service in the rural service areas of the route. A summary of the Powell River transit routes and service can be seen in Table 2.5.

Table 2.5 Powell River Regional Transit Routes

Route	Frequency
Route 1 – Townsite/Wildwood \$2.00 adult cash fare	Every Day 30 mins – 1 hr
Route 2 – Grief Point \$2.00 adult cash fare	Every Day 30 mins – 1 hr
Route 3 – Upper Westview \$2.00 adult cash fare	Every Day 30 mins – 1 hr
Route 12 – Stillwater \$2.50 adult cash fare	Mon, Tue, Wed, Fri 3 per day
Route 13 – Texada \$6.00 adult cash fare inc. ferry	Thu 2 per day
Route 14 – Lund Connector \$2.50 adult cash fare	Tue, Thu 2 per day

A map of the transit routes prepared by BC Transit is shown in Figure 2.1.

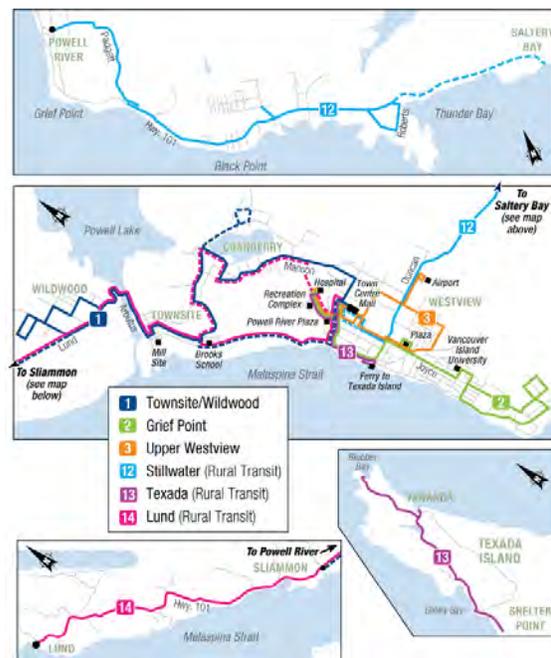


Figure 2.1 Powell River Transit Routes Map

The limited schedules of the rural service make it unfeasible for travel to work, school, and recreational activities. Route 14 (Lund Connector), for example, would allow someone to travel on Tuesdays and Fridays from Lund into the City of Powell River for a maximum of approximately 4 hours before catching the bus back to Lund.

Three fare zones exist in the regional district.

- Zone 1 for travel within the City of Powell River and Sliammon - \$2.00 (adult cash fare)
- Zone 2 for rural transit travel - \$2.50 (adult cash fare)
- Zone 3 for travel to/from Texada Island - \$6.00 (adult cash fare including ferry fare)

Discounts are offered to students and seniors, with ticket packs available for travel in all zones, while day passes, and monthly passes are available for travel in Zone 1 only.

The Powell River Regional Transit System uses a fleet of low-floor buses that provide accessible service on the fixed-route transit system for passengers using wheelchairs, scooters or for passengers that have difficulty climbing stairs.

handyDART service is also available for registered persons who have a disability that is sufficiently severe that the person is unable to use conventional transit service without assistance. This service is operated by Powell River Taxi.

Bus stops within the rural areas are limited to a pole and flag often on an unpaved piece of ground. This is not conducive to attracting passengers particularly in poor weather conditions. No shelters or paved waiting areas were observed.

The Powell River Regional Transit System ridership information will be included when available.

2.3.3 Malaspina Coach Lines

The Malaspina Coach Lines is a private motorcoach service that offer daily trips between the City of Powell River and the Vancouver International Airport, with stops along the way in:

- Black Point
- SALTERY BAY
- Earls Cove
- Ruby Lake

- Pender Harbour
- Secret Cove
- Sechelt
- Wilson Creek
- Gibsons
- Langdale
- Horseshoe Bay
- Park Royal
- Vancouver

The fare varies by distance, with a maximum one-way adult fare of about \$80.00 between Powell River and the Vancouver International Airport.

2.3.4 Air Transport

The Powell River Airport (YPW) is located in and owned by the City of Powell River. It has a 3,600 ft long paved runway and a terminal building. Pacific Coastal Airlines offers approximately 4 to 5 direct flights between Powell River and Vancouver South Terminal daily. The cost of flights varies on availability and service level but generally ranges between \$100-\$200 dollars per one-way flight. Private charter flights are also available.

Texada Airport, located on Texada Island, is owned and operated by the PRRD. It has a 3,000 ft long paved runway, as well as a small terminal building. KD Air offers approximately 2-3 daily flights to Qualicum Beach and Vancouver South Terminal. Flights from Texada Island and Qualicum Beach cost approximately \$120 for an adult, and approximately \$200 for a flight to Vancouver. Discounts are provided for return flights, and for child, student, and senior passengers.

2.3.5 Water Taxi

Lund Water Taxi provides transportation to island and areas that surround the Lund region, including Saary Island. In July and August, there is hourly service between Lund and Savary during the day. The off season schedule varies day to day. The Lund Water Taxi one-way Rates to Savary Island are \$11.00 per adult one way.

2.3.6 Lasqueti Ferry

The Lasqueti Ferry is operated by Western Pacific Marine for BC Ferries for passengers and freight. It runs from French Creek Harbour on Vancouver Island

to False Bay on Lasquesti Island, an approximately 50 minute trip.

2.4 Private Vehicles

Highway 101 is the single corridor through the study area, following close to the coastline and providing the only road access to the entire region. It extends from the Saltery Bay ferry terminal (to the east) to the community of Lund (to the west). The highway serves as the only continuous route through the region, with only small sections of parallel routes that provide alternative routes (Padgett Road/Duncan Road for example). Traffic within the region is highly reliant on Highway 101, and a closure of the highway could result in access to part of the region being cut off by road. The highway generally provides one lane in either direction with the exception of climbing lanes provide for City bound traffic south of town which helps alleviate delays caused by slow moving traffic from the ferry. Road condition south of town is generally good but some sections north of town are in need of resurfacing, some of which is currently being undertaken by the British Columbia Ministry of Transportation and Infrastructure.

The limited road network along significant portions of the corridor means that the highway also functions as a local road for many communities. Many commercial and residential driveways take access directly off the highway, sometimes at locations where visibility and sight lines are not necessarily adequate for safe access and egress.

The Powell River Regional District as a whole generally has relatively low traffic volumes and minimal traffic congestion, even within the City limits. Traffic signal control is provided at several intersections within the City that results in some queuing but little congestion. The exception may be ferry traffic arriving at Westview Terminal which departs on mass through the City. The terminal at Saltery Bay has little effect as traffic generally spreads out somewhat by the time it reaches the urban areas and any form of traffic control.

During the summer months, parking along Highway 101, in the community of Lund is a significant problem. Pay parking is available but limited and regardless many people choose to park for free on the shoulder on the approach to the City, something which concerns the community. Vehicles primarily belong to residents of Savary Island but also those

using the boat launch for recreation or commercial reasons.

On Savary Island, only residents living on the island are allowed to bring private vehicles to the island, which must be brought over on a barge. All the roads are unpaved and traffic volumes are very low. Road condition is a major concern for the island. Re-grading of the dirt roads is typically done twice per year to remove potholes but this is often undone by heavy rain. Parking at the dock on the island is also an issue and rising car ownership is a concern for residents.

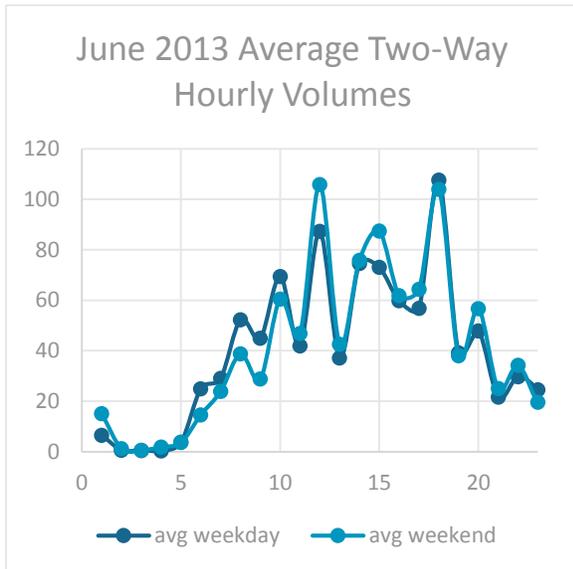
The road network on Texada Island offers paved roads between the Ferry Terminal, Van Anda and Gillies Bay and beyond to Shelter Point Park. The roads are narrow in width with no shoulder. Traffic volumes are typically low and therefore there is little conflict with pedestrians and cyclists who also use the road. The exception being when the ferry docks and there is a platoon of vehicles, leaving the terminal.

Lasqueti Island is generally accessible by water, seaplane, or foot passenger ferry service. All the roads are unpaved and traffic volumes are low. As stated previously residents prefer the rural lifestyle the island offers and the dirt roads are considered appropriate for the location.

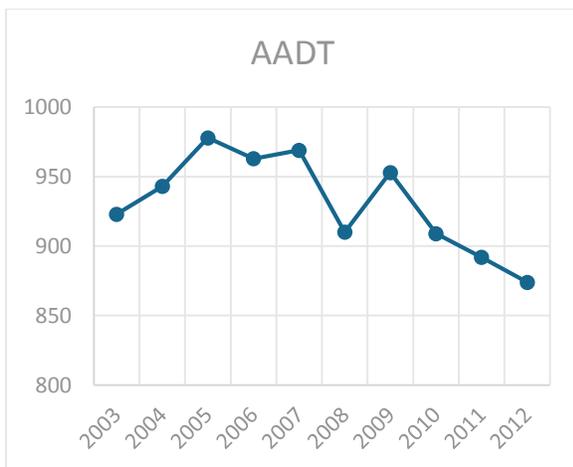
2.4.1 Traffic Volumes

The British Columbia Ministry of Transportation and Infrastructure has a permanent traffic count station located on Highway 101, 2.0 km south of Lois River Bridge, south of the City of Powell River. This location means that very few internal trips are recorded but it provides a good indication of traffic volumes to and from the ferry.

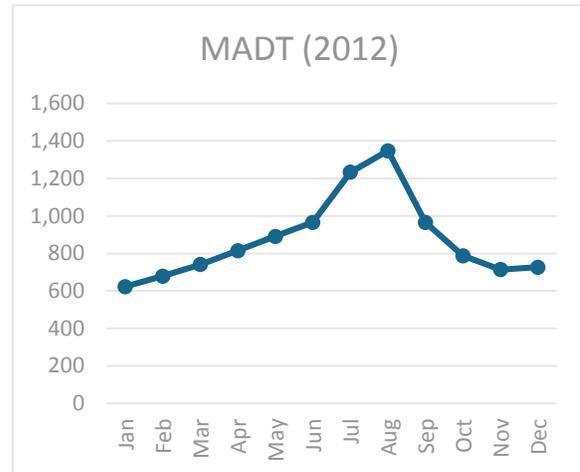
As shown below latest hourly volumes for June 2013 do not rise above 110 vehicles per hour which is very little for a two lane road and given the location of the count site will consist primarily of ferry traffic from Saltery Bay.



The data provides some other useful information that again, possibly tells us more about ferry use than traffic patterns within Powell River. The Average Annual Daily Traffic (AADT) has decline slightly over the last 10 years, dropping from 923 vehicles per day in 2003 to 874 vehicles per day in 2012, decreasing at an average rate of 0.6% annually.



Volumes vary quite significantly over the course of the year with the Monthly Average Daily Traffic (MADT) roughly doubling in the peak summer months in 2012.



The counters also record vehicle speed as vehicles cross the sensors. For 2012, the average speed was 85kph and the 85th percentile speed on the roadway was 96kph.

2.4.2 Accident Statistics

ICBC records the location of all reported accidents. As the image below indicates, most accidents are located within the populated areas with most in the City and then some spread along the highway.



The accident locations ranked by number of accidents from 2008 to 2012 are listed below. For the purposes of this study we have only included those locations where more than 2 accidents have occurred. It should be noted that ICBC often attributes accident locations to the nearest intersection even if the accident did not happen at the intersection. Those intersection that are of regional significance are highlighted and some commentary is included on the geometry of each intersection.

INTERSECTION	COUNT
ALBERNI ST & JOYCE AVE	35
DUNCAN ST & JOYCE AVE	32
ABBOTSFORD ST/ALBERNI/MARINE - Signalised intersection with poor visibility for SB left turning vehicles over crest of hill	22
BARNET ST & JOYCE AVE	17
DIXON RD & HWY 101 & LANG BAY RD - Intersection at Lang Bay store, increased turning movements at Store, high vehicle speeds	9
JOYCE AVE & MANSON AVE	8
JOYCE AVE & WESTVIEW AVE	7
GLACIER ST & JOYCE AVE	7
MARINE AVE & UNSIGNED - Intersection north of Willingdon Beach, on a hill, on a curve, poor visibility to north from unsigned road.	6
JOYCE AVE & MARINE AVE & THUNDER BAY ST - Joyce is stop controlled, Marine Ave and Thunder Bay have priority and form Hwy 101, somewhat limited visibility from Joyce looking to Marine.	6
DUNCAN ST & PADGETT RD - Duncan St stop controlled, left turn bays into Padgett Road, and residences to north of intersection. Channelized RT from and to Padgett Road	6
DUNCAN ST & MARINE AVE - Close to signalised intersection of Marine/Wharf. Duncan is stop controlled, is uphill in the EB direction with a horizontal curve close to intersection also, left turn bay into Duncan.	6
DUNCAN ST & MANSON AVE	6
DUCK LAKE RD/HWY 101/ STRATAROAD - Duck Lake road is stop controlled and joins Hwy 101 on a straight section between two opposite curves. High speed limit.	6
BARNET ST & MANSON AVE	6
HWY 101 & PHILLIPS RD - Phillips Road is stop controlled on both north and south approach to Hwy 101, visibility looking east somewhat restricted by crest of hill, high speed limit.	5
CRANBERRY ST & MANSON AVE	5
KING AVE & LUND ST (Hwy 101) - King Ave is stop controlled, traffic from the south approaches from a somewhat rural environment into a more urban environment at this intersection. Visibility	4

to the south is somewhat restricted by horizontal curves but vehicles speeds should be low.	
KELLY CREEK RD & ZILINSKY RD - Located immediately south of a horizontal curve which limits visibility of southbound vehicles. Kelly Road approaches not perpendicular to Zilinsky Road	4
JOYCE AVE & TOBA ST	4
HWY 101 & MARIS RD - Marris Road is stop controlled but on a downhill gradient approaching Hwy 101. Visibility west along Hwy 101 somewhat limited by crest of a curve.	4
CRAIG RD & HWY 101 - Y shaped intersection, Craig Road stop controlled but limited visibility of southbound vehicles due to horizontal curvature.	4
COURTENAY ST & MICHIGAN AVE	4
COURTENAY ST & MARINE AVE - Courtenay St is stop controlled on both north and south approaches, the SB approach is on a downhill gradient.	4
BLACK POINT RD & HWY 101 - This is the intersection by the Black Point Store, North and South approaches are stop controlled and visibility west along Hwy 101 is restricted, particularly for southbound vehicles on Black Point Rd	4
WHARF ST & WILLINGDON AVE	3
MYRTLE AVE & PADGETT RD - Myrtle Ave is stop controlled, The Myrtle Ave approaches are staggered	3
MANSON AVE & MCGUFFIE AVE	3
JOYCE AVE & OLIVER ST	3
JOYCE AVE & NOOTKA ST	3
JOYCE AVE & MASSETT ST	3
JOYCE AVE & LYTTON ST	3
JOYCE AVE & KAMLOOPS ST	3
HWY 101 & ZILINSKY RD - Zilinsky Rd is stop controlled, with visibility restricted looking west, there is left turn lane into Zilinsky Rd speed limits are high	3
HWY 101 & STARK RD - Y shaped intersection with Stark Rd being stop controlled, high speed limit	3
HWY 101 & SOUTHVIEW RD - Southview Rd stop controlled, access to Hwy 101 at appoint with multiple horizontal curves and therefore poor visibility in both directions.	3
HAWTHORN ST & MARINE AVE - Hawthorn St stop controlled on a downhill gradient approaching intersection, located	3

on inside of large radii curve.	
EGMONT ST & JOYCE AVE	3
COURTENAY ST & JOYCE AVE	3
BARNET ST & ONTARIO AVE	3
ATLIN AVE & LUND ST - Atlin Ave stop controlled, access to Hwy 101 on outside of curve part way up steep hill	3

2.5 Things to Take Forward

Some key points to take forward from the existing conditions review are:

- Land use is not going to change significantly over the plan period.
- Pedestrian and cycle facilities are considerably lacking in the City and rural areas.
- Bus service to the rural areas is not suitable for commuting or other frequently scheduled activities.
- Ferry services are reasonably frequent but costs prohibitive for regular use.
- The road network is suitable and appropriate for the volume of vehicle traffic but is not supportive of multi-modal uses and is an intimidating place for pedestrians, cyclists, mobility scooters.



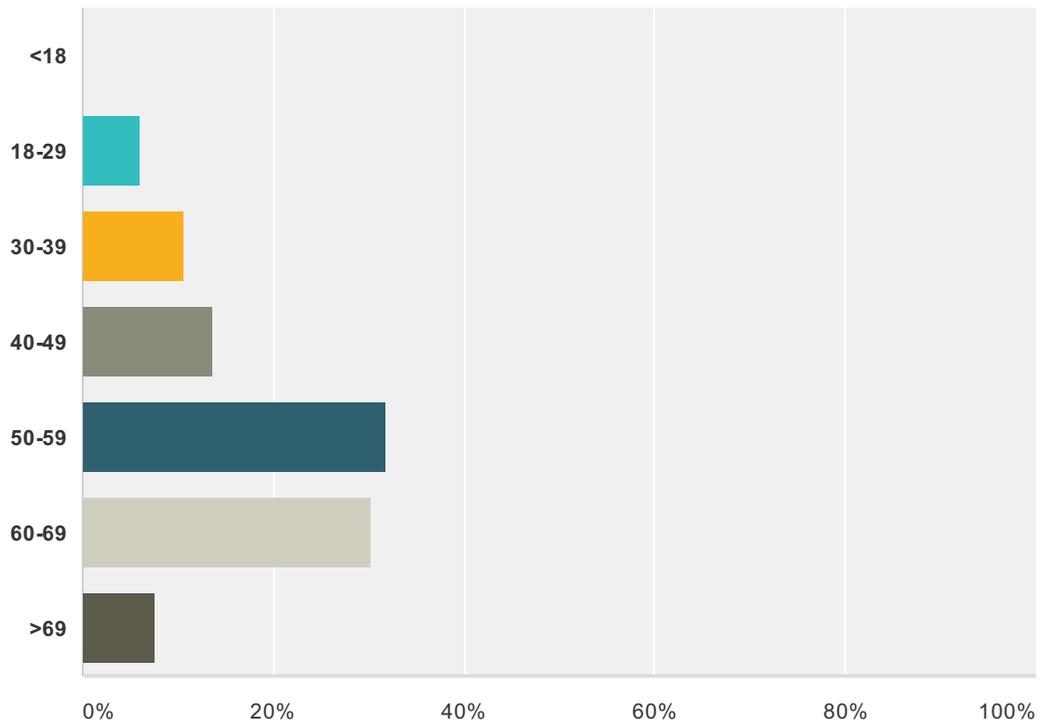
Appendix C

Public Consultation 1 Results



Q1 What age range do you fall into?

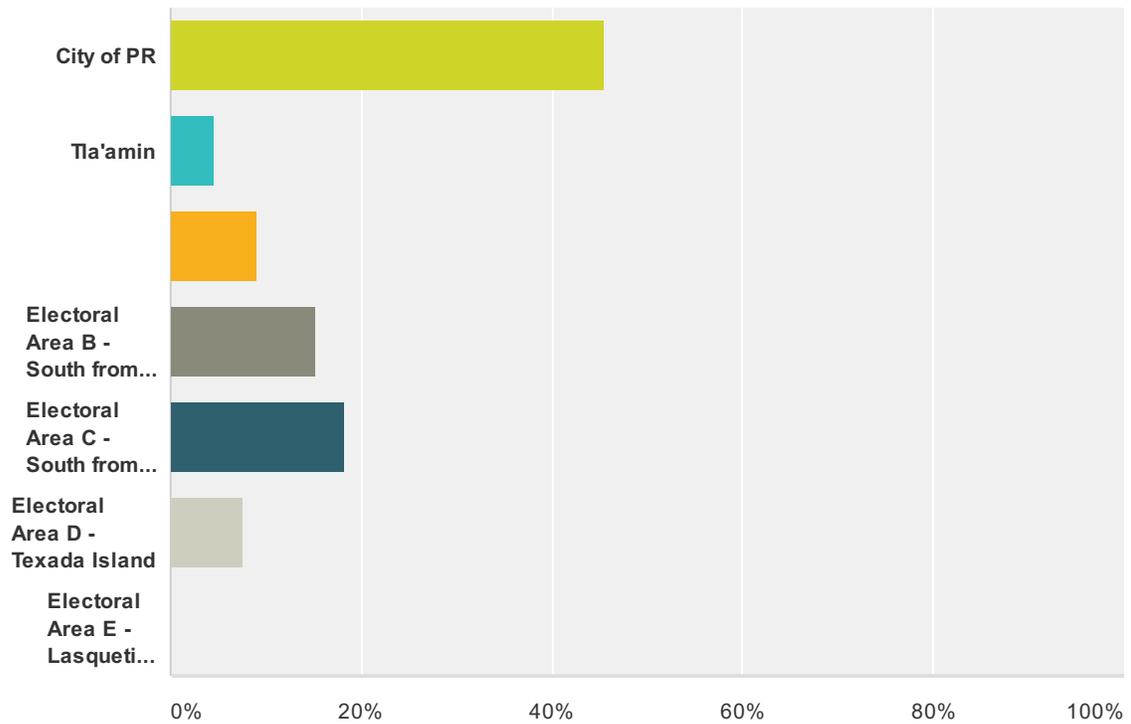
Answered: 66 Skipped: 0



Answer Choices	Responses
<18	0% 0
18-29	6.06% 4
30-39	10.61% 7
40-49	13.64% 9
50-59	31.82% 21
60-69	30.30% 20
>69	7.58% 5
Total	66

Q2 Where do you live within the region?

Answered: 66 Skipped: 0



Answer Choices	Responses
City of PR	45.45% 30
Tla'amin	4.55% 3
Electoral Area A - North of Tla'amin	9.09% 6
Electoral Area B - South from City to Whalen Rd	15.15% 10
Electoral Area C - South from Whalen Rd to Saltery Bay	18.18% 12
Electoral Area D - Texada Island	7.58% 5
Electoral Area E - Lasqueti Island	0% 0
Total	66

Q3 Why do you choose to live in the Powell River region?

Answered: 64 Skipped: 2

#	Responses	Date
1	Born and raised here and wanted to return to raise my two daughters here.	8/22/2013 4:23 PM
2	Property was for sale, price was right.	8/22/2013 4:18 PM
3	Crime rate	8/22/2013 4:16 PM
4	Can't afford to rent in other areas.	8/22/2013 4:12 PM
5	I live here in the summers because it is beautiful and my mother lives here.	8/22/2013 4:09 PM
6	Slower lifestyle, access to what is now called "wilderness", friendlier people, less random crime, less overt greed in business practices generally.	8/22/2013 4:04 PM
7	Because I live with my parents	8/22/2013 3:57 PM
8	Summer resident on Savary	8/22/2013 3:55 PM
9	Quiet, safe, beautiful community.	8/13/2013 5:36 PM
10	reasonable cost of housing, beautiful quiet community with very friendly people.	8/12/2013 8:50 PM
11	We have friends in Edgemont and were visiting and decided to come and look. We liked the quiet peacefulness of the town. Still enjoy the quiet .	8/12/2013 8:25 PM
12	Work Friendly people. Beautiful area of BC. Climate.	8/11/2013 2:28 PM
13	I started coming up to Powell River area in the mid-70's and moved here in 1980. I live here because I like the area, the environment is beautiful, the people are friendly.	8/9/2013 9:08 PM
14	Family, lifestyle	8/9/2013 12:40 PM
15	lifestyle - access to natural areas, local arts/music scene, clean, safe community.	8/8/2013 9:06 PM
16	I got a job here, and we love the outdoorsy, rural nature of the area, along with the wonderful community of people, especially the community of activists working on environmental and food security issues, not to mention transportation and community planning issues!	8/8/2013 4:20 PM
17	Good amenities, climate	8/7/2013 1:12 PM
18	It is a supportive welcoming community with lots of activities and I like the outdoors	8/4/2013 8:33 PM
19	I have family here and lived here as a young child. I also like the climate and pace of life here.	8/3/2013 8:23 AM
20	Good choice for my family. Safe.	8/1/2013 10:10 PM
21	Employment, sense of community, natural beauty, relatively pristine setting, safety	7/30/2013 9:08 AM
22	Work	7/27/2013 12:30 PM
23	peace and quiet outdoor activities pace	7/26/2013 8:11 PM
24	I was born here in PR. I moved away for a few years down to the city of Abotsford, BC and have since returned to PR after becoming seriously ill and needed to come back to live with my parents.	7/24/2013 12:41 PM
25	Superio quality of life	7/15/2013 12:17 PM
26	Community Spirit Environment	7/15/2013 12:13 PM
27	Work, climate, lifestyle	7/15/2013 12:12 PM
28	Good career. Transit supervisor. Excellent town to raise a family. (5 kids.)	7/15/2013 12:07 PM
29	Isolated from 'big city', friendly and active community, low property prices, sustainability activity on several fronts, ability to 'make a difference' in a smaller place.	7/15/2013 12:04 PM

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30	Safety Agriculture: support for small growers/ local food Small physically - easy to get anywhere in short time; fosters community feeling	7/15/2013 11:55 AM
31	Lifestyle (outdoor rec, slow, tight community)	7/15/2013 11:51 AM
32	Good community to raise children and retire.	7/15/2013 11:40 AM
33	Quality of living, family	7/15/2013 11:24 AM
34	I like to live where the natural environment is relatively unspoiled. I like the coastal climate and clean air and water.	7/15/2013 11:00 AM
35	The beauty, the wonderful people, the progressive thinkers, the endless opportunities for recreation.	7/15/2013 9:03 AM
36	The people, climate, scenery	7/15/2013 8:43 AM
37	My home is paid for, no monthly rental costs. Work in area	7/11/2013 9:14 AM
38	Community - cooperative, mutually supportive, culturally wealthy in sustainable ways. I believe Powell River has good potential for resilience through current and coming economic transition. Nowhere is more naturally beautiful	7/10/2013 12:46 PM
39	Life Style / Outdoor Activities	7/9/2013 4:07 PM
40	Physical beauty of the area Affordability as a renter	7/9/2013 2:15 PM
41	Was born here, it's a beautiful place to live!	7/9/2013 11:42 AM
42	Paradise on earth	7/9/2013 10:46 AM
43	In 1998, my husband was transferred to Texada Island as a Corporal in the RCMP. The posting was for three years, we extended it to five. It was a wonderful place to raise our then 4 year old son. Safe, quiet, and an amazing sense of community. We then left for 3 years, and decided that as soon as we could we would return. We are now retired here on Texada Island.	7/8/2013 9:44 AM
44	Way of life, slower pace (than GVRD), access to ocean, mountains, trails and outdoor recreation. I've lived/summered in a lot of locations throughout the province and have never had as much access to such a diverse range of outdoor activities as on Texada. In the short time I have lived here I have skied the pipeline, explored almost the entire trail/service road system by ATV, run or horseback ridden the same trails, kayaked most of Texada and surrounding areas, hiked and ATV'd to the highest point on Texada, biked various roads and trails, and seen almost every corner of the island. We regularly fly from YGB to various points on the island and mainland. We catch salmon right off our shore and catch lincod right off our beaches. This island (and area) has so much to offer.	7/8/2013 9:14 AM
45	Quality of life, affordable, safe place to raise a family, outdoor recreation, moderate climate, small city attitudes, proximity to nature	7/3/2013 9:54 AM
46	Living with family as a University student between semesters.	7/2/2013 11:20 PM
47	long term family and geographical roots, recreational opportunities, low taxes, personal freedom	7/1/2013 12:18 PM
48	I love the Powell River region, I moved here 2yrs ago from Saskatoon ,Sask. to get away from the cold weather. The only thing is I was to move to Texada do to could not find a place right in town of Powell River. I am on disability ,do to mishap..I like where everything is in Powell River it is all central located. And very helpful. I like same town not a city..	6/28/2013 9:25 AM
49	Powell River has unprecedented access to the outdoors, my family lives here and there was a job opportunity when I was looking for a place to settle down for a while.	6/27/2013 3:38 PM
50	Live, love the area, breathe the clean air and have been here since 1966... can't think of anywhere else I would want to be.	6/26/2013 10:40 PM
51	Rural atmosphere, access to the ocean.	6/26/2013 8:54 AM
52	Family ties, natural beauty, weather.	6/25/2013 11:02 PM
53	Access to back country hiking, canoeing, camping. Away from the traffic and expensive housing of Vancouver/Victoria. A strong sense of community and a vibrant cultural scene.	6/25/2013 9:47 PM
54	LIFESTYLE	6/25/2013 8:16 PM
55	Work, recreation	6/25/2013 7:48 PM

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56	To be near my young grandchildren and family.	6/25/2013 7:00 PM
57	Safe community offering a large variety of amenities, beautiful surroundings and friendly residents.	6/24/2013 2:58 PM
58	It's gorgeous and friendly and a great place to raise a family.	6/24/2013 7:51 AM
59	Quality of life and lifestyle. Moderate climate, beautiful scenery, and a vast number of opportunities for outdoor activities.	6/23/2013 7:58 PM
60	Slower pace of life. The natural surroundings. Can cycle 12 months a year.	6/23/2013 7:05 PM
61	Biking and outdoors recreation	6/23/2013 8:20 AM
62	Isolated & safe, low traffic and small distances between places.	6/22/2013 4:12 PM
63	Small coastal community with great natural beauty and recreational opportunities.	6/21/2013 3:19 PM
64	came to Powell River for job in mill retired here	6/20/2013 8:10 PM

**Q4 What do you consider to be the transportation strengths within the region?
(Think about all modes of transport - walking, cycling, transit by bus, ferry and air, driving and the road network)**

Answered: 63 Skipped: 3

#	Responses	Date
1	Car rules here, we need alternatives.	8/22/2013 4:23 PM
2	transit by bus, have no drivers licence.	8/22/2013 4:18 PM
3	None, all are lacking	8/22/2013 4:16 PM
4	transit by bus, cannot drive a vehicle.	8/22/2013 4:12 PM
5	Having lived in many other municipalities, I don't really feel that Powell River has many strengths when it comes to transportation.	8/22/2013 4:09 PM
6	South of town the bus service is adequate unless one works, adequate roads, good ferry service.	8/22/2013 4:04 PM
7	Lund to Powell River transit twice weekly, air connection (westjet) in comox, Ferry Service to Little River	8/22/2013 3:55 PM
8	No rush hour traffic and commuting concerns.	8/13/2013 5:36 PM
9	airport, buses and quiet streets to walk	8/12/2013 8:50 PM
10	The ability to walk around the area and talk with the neighbors. Driving for shopping is minimal and easy.	8/12/2013 8:25 PM
11	Roads within the region are in good condition. Good to have an airport in town and also close by in Comox. Lots of bike trails and walking paths.	8/11/2013 2:28 PM
12	I can't think of any.	8/9/2013 9:08 PM
13	Low traffic, good trails	8/9/2013 12:40 PM
14	few traffic problems, no traffic jams	8/8/2013 9:06 PM
15	Decent bus system, though my car is required for work, so I've never taken the bus. The airport seems to be pretty good, given our remote area. We and our family and friends have flown with Coastal Air to & from the South Terminal of YVR. I've also used it for work on a couple of occasions. And despite all the complaints about the ferry system, we enjoy using it. Just wish it wasn't so expensive, but believe it's probably reflective of real-world costs of doing business. Also appreciate the mountain biking and hiking trails in the region.	8/8/2013 4:20 PM
16	Air, walking, cycling	8/7/2013 1:12 PM
17	roads and the fact that in the city the buses run on weekends	8/4/2013 8:33 PM
18	Reasonably good roads and not too many bike lanes in the way	8/1/2013 10:10 PM
19	Hiking and cycling trails within the city and outside the city, good air links to Vancouver, potential for good ferry links, easy ability to walk on city streets in relative safety.	7/30/2013 9:08 AM
20	No distances to drive	7/27/2013 12:30 PM
21	walking, ferry, air, driving and road network cycling network lacking	7/26/2013 8:11 PM
22	we have a good driving and road network as most venues and such are easily accessed and fairly quick to get to and from. We also have great walking and biking trails around town.	7/24/2013 12:41 PM
23	1) Ferry system: normally works reliably 2) Road network usually in good condition	7/15/2013 12:17 PM
24	Air Traffic is excellent	7/15/2013 12:13 PM

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25	For a city our size we do have public transit. Roads are in pretty stable condition, not too many pot holes. We have two ferry opportunities to get off the peninsula and by plane too. A lot of trails available for hiking and biking and potential for more as commuter connectors versus that for recreation. Roads are relatively safe.	7/15/2013 12:12 PM
26	Strong transit service for students. Lots of people walk and bike.	7/15/2013 12:07 PM
27	Bus system is pretty good for a place this size. Tiny airplanes are fun. Ferry trips are a mini-vacation each time.	7/15/2013 12:04 PM
28	Roads are great considering low tax base. Well maintained. Cycling safe in places (wide along joyce, hwy to Sallery Bay Parking never a problem Supporting local events (Fall Fair, Shellfish Fest) but scheduling one-off buses to cater to those events.	7/15/2013 11:55 AM
29	Everything is close. Links are poor.	7/15/2013 11:51 AM
30	Walking - need benches half way up some hills Driving - short distance into and across town	7/15/2013 11:40 AM
31	Fairly direct access to all locations	7/15/2013 11:24 AM
32	The ferry service is very good, but it is costly. The Hwy 101 is safe and well maintained.	7/15/2013 11:00 AM
33	Cycling is an accepted part of life. Our airport is tiny and user-friendly. Our roads are 2-lane, and not choked with advertising. We are allowed on logging roads. Walking is relatively safe.	7/15/2013 9:03 AM
34	None	7/15/2013 8:43 AM
35	Driving, walking, cycling	7/11/2013 9:17 AM
36	driving	7/11/2013 9:14 AM
37	We can and do walk and bicycle to work, and whenever we can. Have reduced from two cars to one. Though I don't use it, I'm glad we have a bus system.	7/10/2013 12:46 PM
38	Roads	7/9/2013 4:07 PM
39	Good cycling/walking lanes on Hwy 101 A public bus service, though minimal, south of P.R.	7/9/2013 2:15 PM
40	All modes of transport are the strengths, we ferry to get out of the city that provides two ways, we have air for emergency or faster transport, many more cyclist and walkers. Bus service is very important mode of transport for those who do not own vehicles and bring people right to the mall which is central to shops, medical clinic, hospital etc.	7/9/2013 11:42 AM
41	Residents have the ability to travel with all modes of transport throughout the region.	7/9/2013 10:46 AM
42	I believe that we are well serviced in regards to transportation. We have ferry service to get where we need to go and KDAir has scheduled flights to Vancouver Island and Vancouver. We have transit by bus to Powell River every Thursday.	7/8/2013 9:44 AM
43	Airports are good in both Powell River and Gillies Bay. Texada has the best system of trails and opportunities for exploration/adventuring I've seen in BC.	7/8/2013 9:14 AM
44	limited distances to travel in terms of getting to work and back home again, moderate climate which is good for active transportation modes most days of the year, limited traffic congestion	7/3/2013 9:54 AM
45	Powell River has a strong road networks, and some strong transit networks. Also a strong plane system to travel of Vancouver and some other areas. Many other modes of transportation fall under poor, to moderate.	7/2/2013 11:20 PM
46	good air access to area, reasonable ferry service, good access to town amenities	7/1/2013 12:18 PM
47	Yes I have to depend on the transit bus on Thursdays, I wish there was more days for the transit system to come to Texada to go to Powell River. For shopping and appointments. Other wise I have to ask for a ride or hitchhike back and forth .	6/28/2013 9:25 AM
48	None.	6/27/2013 3:38 PM
49	Very limited, roads need to be fixed up and more cycling trails incorporated.	6/26/2013 10:40 PM
50	Via car, easy to navigate, only one road, not usually too busy (except sometimes in summer months - to be expected). Road is in decent condition. Via air - great access to Vancouver in a short easy, reasonably priced, flight.	6/26/2013 8:54 AM
51	Good hiking trails	6/25/2013 11:02 PM

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52	Lack of traffic, good hiking and biking trails. Access to lower mainland and Vancouver Island, but isolated enough to keep from becoming a suburb. Regular bus service.	6/25/2013 9:47 PM
53	ROAD NETWORK WITH AIR AND FERRY ACCESS TO OTHER AREAS - EXPENSIVE BUT AVAILABLE	6/25/2013 8:16 PM
54	Apart from hwy 101, south of PR, none.	6/25/2013 7:48 PM
55	Walking - the seawalk all the way to the mill. Airport - easy access, parking, and availability of flights. Ferry - adequate; given the remote location of PR, the service is suitable for the number of riders. Ferry is very rusty and overly large.	6/25/2013 7:00 PM
56	Very pleasant area to walk in, although some sections of the highway are a bit hazardous. More accomodation for cyclists is important, but generally not a bad area to cycle in.	6/24/2013 2:58 PM
57	Pacific Coastal is good, but expensive. I've got no problem with the ferries except for the exhorbitant cost. My family and I used to use them much more often when they were more reasonably priced, but now we only use them when absolutely necessary. I'm sure that BC Ferries is getting less money from us in the long run. There are not enough bike lanes to allow for safe riding (Padgett Road especially) but riding along the highway south of town isn't too bad. A bus system is unfortunately not practical for an area so spread out.	6/24/2013 7:51 AM
58	You can walk anywhere in the city and feel safe. Cycling is the up-and-coming activity, but much needs to be done to improve bike lanes and venues. We are fortunate to have a relatively good bus and air service, but the ferry rates are much too high to use very often.	6/23/2013 7:58 PM
59	One main road/corridor near which most of population lives makes a good mass transit route. Weather suitable for cycling all year round. In town distances are close enough to make cycling and walking a genuine option.	6/23/2013 7:05 PM
60	Accessable trails near the city roads	6/23/2013 8:20 AM
61	Bus system (goes right my my house) in the city, Roads south of town for cycling, the many hiking trails in the region, Ferry system south.	6/22/2013 4:12 PM
62	No traffic congestion and relatively short distances to travel for work, play and services.	6/21/2013 3:19 PM
63	good road network good paratransit bus system	6/20/2013 8:10 PM

Q5 What do you consider to be the transportation weaknesses within the region? (Think about all modes of transport - walking, cycling, transit by bus, ferry and air, driving and the road network)

Answered: 64 Skipped: 2

#	Responses	Date
1	lack of designated cycling lanes and paths both within the city and in rural areas, lack of bus transit for rural areas.	8/22/2013 4:23 PM
2	transit by bus.	8/22/2013 4:18 PM
3	Ferries, will not keep to schedule and fare costs, Roads in poor condition! Bus route times do not allow people to go to/from work in District.	8/22/2013 4:16 PM
4	Not enough transportation for 2 handicap people, unsafe to walk or cycle on highway.	8/22/2013 4:12 PM
5	Lack of public transit outside of the "city centre" (south and north) and early hours (no late buses), lack of bike lanes on major roads.	8/22/2013 4:09 PM
6	very poor roads for walking and cycling, bus service south of town is inadequate for working public (not to say people would use it to commute to work).	8/22/2013 4:04 PM
7	Deplorable road maintenance on Savary Island, (dust, potholes)	8/22/2013 3:55 PM
8	FERRIES and expensive air travel.	8/13/2013 5:36 PM
9	high cost of ferries and planes. Inconvenience of trying to match up ferries to get from Powell River to Horseshoe Bay.	8/12/2013 8:50 PM
10	Empty transit buses driving around. Ferry fares are to high, too many traffic violations and no enforcement, speeding , not stopping at stop signs ,driving distracted, no road as an alternative to the ferry to get to VANcouver.	8/12/2013 8:25 PM
11	The ferries and lack of road links to other major centres. Not enough and too costly. Cost of flying out of PR.	8/11/2013 2:28 PM
12	The ferry should be based on Westview/Powell River side, not in Comox. It costs too much to take the ferry. Studies have shown that bicyclers don't feel safe riding beside cars when sharing the same road space with cars. It is enough of a deterrent that people in our area don't bike-ride very much. Our road north of Powell River is narrow and there isn't enough space to ride at the side of the road and have 2 cars pass each other going in opposite directions. Ideally there would be a bike lane separate from the road. If I want to ride my bike, I have to drive it to Inland Lake or the Duck Lake area from Lund. I've seen people struggling to push strollers along the narrow gravel verge in an attempt to walk the baby by the highway. That is pathetic. The ferry is expensive and the city bus system on the Comox side, although much better than nothing, is not very tuned into their purpose for showing up at the ferry terminal to pick up passengers, and they often leave without waiting for passengers, although that has improved somewhat recently. It remains to be seen how it works out when the stormy weather returns. The ferry is chronically late. The bus schedule from Lund to Westview does not seem to have been created with the needs of people who live in and around Lund in mind. Not everyone wants to go from Lund into Westview 2 afternoons a week. Particularly if people are working full time in Westview but living north of Sliammon, there is no way that bus schedule works for them. Ideally the bus would allow people to get from Lund into Westview by 9 AM and return to Lund mid-day as well as in late afternoon.	8/9/2013 9:08 PM
13	Ferries, cycling lanes, sidewalks	8/9/2013 12:40 PM
14	currently very little support for cycling along major roads both within the city and in the rural areas.	8/8/2013 9:06 PM

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15	Wish there were better, more protected lanes for cycling, not only for recreation, but commuting as well, both in the city limits as well as the rural areas. The highway north of town especially needs attention to improve safety for cyclists. Might be helpful to do a paved bike lane or good dirt surface along the power lines too. The hiking trails need to be better marked to indicate places of interest and distances between features. The BOMB squad can only do so much, and I believe my tax dollars would be put to good use making such trail improvements. Access to recreation areas should be made easier, especially to the high country areas so backpackers and climbers will be better accommodated. Establishment of national or provincial parks or other protected status would no doubt facilitate this, and we need to pay more attention to this growing segment of the tourism market. The Pearl of the Sunshine Coast, and indeed of this amazing part of the world, will lose its lustre if such protection is not afforded to our wild areas	8/8/2013 4:20 PM
16	Disconnect between schedules for different modes of transport	8/7/2013 1:12 PM
17	Infrequent, expensive ferries that don't consider the residents (ferry to Comox should dock in PR) Also for the area south of town no bus service weekends evenings or Thursdays	8/4/2013 8:33 PM
18	Ferry-too expensive for locals who rely on ferries regularly. There should be a resident fee that is markedly less than tourists.	8/3/2013 8:23 AM
19	Ferry costs, but that helps make us a bit more safe, if insular. Also, our airport is an embarrassment -- hardly a welcoming image for visitors and business people coming to the community. Whatever happened to the terminal upgrade planned and promoted in the late (?) 1990s???	8/1/2013 10:10 PM
20	Ferry costs and schedule, condition of roads within the city and highway north of city, lack of shuttle service from harbour to shopping areas for tourists, poor bus schedule.	7/30/2013 9:08 AM
21	Poor ferry rolling stock, ineffective ferry business model. It's highways and should be treated that way.	7/27/2013 12:30 PM
22	Bike routes Reliance on Ferries Bus is limited service to Lund	7/26/2013 8:11 PM
23	Our bus service is awful, for example if a disabled wants to go to the recreational complex to swim or workout you can only get dropped off at the hospital and must walk to the complex. For a able bodied person this may not be an issue but for anybody who has difficulty walking that is a far distance to walk or wheel our wheelchairs which makes it very difficult to find a way there. Another, frustrating issues is the ferry system. whether it be that they don't run because of the weather or lack of staff and even if they do run more often than not their elevator is broken down which leaves anybody who can't walk up stairs stuck on the parking deck. And, this coming year 2014 will be even worse when they have to do the required work on the docks. I realize that the work needs to be down; however, they could make it a much better situation then their plan is like using the small boat with no food service or anything to do on the upstairs deck. Besides, the bad weather we have during those months the ferry is never going to run and they only are going to have 2 runs a day that's not acceptable. I could go on forever about the BC Ferries but I'm not going to waste my time any further.	7/24/2013 12:41 PM
24	1) Ferry system: becoming too expensive; due for cuts 2) Road network: absorbs most, transport dollars and locks us into private vehicles 3) Public transport in rural communities (Texada) lacking	7/15/2013 12:17 PM
25	Ferry system Lack of cycling lanes	7/15/2013 12:13 PM
26	Ferry costs are too high. A land route to Squamish is desperately needed. Some roads are not wide enough to promote safe cycling (mostly rural). No sidewalks to speak of in the rural area. More frequent transit trips scheduled needed.	7/15/2013 12:12 PM
27	Roads not adequate for the amount of vehicles moving around each day.	7/15/2013 12:07 PM
28	Walking - lack of sidewalks, lack of crosswalks where needed, sea of parking lots around malls, lack of info on walking trails. Cycling - lack of bike lanes, trail information, rude/dangerous drivers. Transit - big problem is low frequency, large time gaps in schedule. Does not go some places e.g. complex. Can't make the first ferry from Cranberry or North at all. Ferries work okay for me. Car-free by choice so don't drive, take bus mostly.	7/15/2013 12:04 PM
29	Dangerous cycling zones: Padgett Rd, Hwy to Lund	7/15/2013 11:55 AM
30	Cycling & walking routes have been after thoughts, despite wide interest/use.	7/15/2013 11:51 AM
31	Cycling - highway - shoulders not conducive for safety Transit - no Thurs. bus south of town Ferry - too expensive and gap midday for connecting ferries	7/15/2013 11:40 AM

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32	Lack of cycling, infrastructure Very unsafe areas Padgett Road Willingdon Beach to Brooks Highschool Wildwood Hill All along Marine Drive	7/15/2013 11:24 AM
33	Public bus service in the rural areas is limited. The bike lane on the shoulder of 101 is adequate, but could be wider and better maintained.	7/15/2013 11:00 AM
34	Ferries are UNaffordable for me with a car. I almost never leave the peninsula. I fear to cycle because there are no separate lanes (prefer a curb between me and cars), which I am willing to share with walkers, baby buggies, skaters, and skate boards. The city buses are "overkill" for the number of passengers.	7/15/2013 9:03 AM
35	Poor road connectivity - too many places with "one route in and out". Inadequate bus schedules. Buses are too large and infrequent. Too difficult to do "walk on" for ferry, because no public transit connects to ferry. Ferry rates are unfair and ridiculously high, of course.	7/15/2013 8:43 AM
36	Transit bus, FERRY.	7/11/2013 9:17 AM
37	FERRY, and Transit Bus	7/11/2013 9:14 AM
38	Cycling is scary to many locals. We greatly need to plan and develop cycling routes, lanes. Especially on or parallel to the main thoroughfares. I.E. highway, Joyce, Manson, etc.	7/10/2013 12:46 PM
39	Walking trails / paths, i.e. there isn't a pathway along side the Ocean, Roadside paths - many roads (i.e. Padget Road) are too narrow for two vehicles and a bicycle.	7/9/2013 4:07 PM
40	no walking paths. If I want to take the bus I must call taxi dispatch for pick up because the District will not establish at bus stop	7/9/2013 3:32 PM
41	No cycling lanes on Padgett Road No night or weekend service on Skillwater bus Ferry and air services expensive	7/9/2013 2:15 PM
42	No option for north rural residents to safely travel by cycling or walking into the main commerce area of the region.	7/9/2013 10:46 AM
43	I believe the ferry schedules are not well coordinated to serve Texada residents.	7/8/2013 9:44 AM
44	We have a bus in town? ;) Everyone will likely say the ferries. I don't see them as a problem; but maybe I haven't lived here long enough! The staff are friendly and do their best to get us across the strait on time. The ferries may lose their charm after enough missed appointments, missed connections and rushed days in town trying to 'make the next boat'. However, if it wasn't for our remote location, this island could be a lot busier and a lot less affordable. I would hate to see our ferry service reduced to only a few sailings. I hope that we can keep the sailings we have, and learn to appreciate how fortunate we are! That said, the real shame is the cost to travel. That will forever hamper our tourism industry (though I don't see a way to change it).	7/8/2013 9:14 AM
45	poor cycling infrastructure, poor connectivity for active transportation modes between neighbourhoods, limited opportunities to travel outside the region without the use of a car, lack of diversity of modes of transportation being used by residents, overly strong SOV culture in place	7/3/2013 9:54 AM
46	The main weaknesses are cycling, (little to no room on roads for cyclist to use, even though many roads are wide, parked cars, or misuse of traffic laws are a large problem, and having some what dedicated road areas for cyclists are not suitable when many drivers drive in them, or they are not clearly marked. Having clearly marked, and dedicated bike lanes on major, and less used roads can easily fix this, and also having more room on the highway going both north and south. Transit buses only travel to some places, south and north of Powell River have few, to almost no stops, and only run on a very broad schedule. Bus schedules could be reworked to manage better movement of people. Ex; have more runs at certain times, and fewer runs at none peak hours, and later in the day.	7/2/2013 11:20 PM
47	Dangerous walking and cycling conditions on highway, which is often the only non-car access to recreation and shopping in area, in particular, Lang Creek bridge - which must be crossed from my location in Brew Bay to access Lang Bay store, and Lang Bay community. Dangerously fast highway traffic from Lang Bay store to Zilinsky Rd.	7/1/2013 12:18 PM
48	The weakness for Texada not enough transit days for alot of people .There has been on Thursdays the transit bus is full. Where people need to do there shopping. Make appointments only on Thursdays at a certain time limited. Please help on issues to get to Powell River from Texada Island.	6/28/2013 9:25 AM

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49	The roads are not kept in good condition, and when they are repaired on rare occasion, the crumbling infrastructure is not fixed to keep problems from happening in the future. Traffic circles need to be implemented at a variety of very dangerous intersections. The ferries are prohibitively expensive, and the costs will not be coming down. The "Experience" card is a joke, especially the minimum that BC Ferries requires to be put on for use. There is absolutely no cycling infrastructure. I am always concerned for my safety when riding. Bike lanes are an absolute must. Some road decals and a couple signs is a complete joke. Flying is expensive, and you have no car when you reach your destination. The bus system is satisfactory for the population base, but doesn't run that late on weekends, and doesn't service all areas. There are sidewalks to nowhere in Powell River, and often businesses have no safe areas for pedestrians.	6/27/2013 3:38 PM
50	cycling,	6/26/2013 10:40 PM
51	Cycling and walking - some corners and turns on the Lund Highway seem tight, and we are nervous when on foot or cycle that cars coming around the corner will not see us in time. Often when jogging we will cross the highway at certain points to the right side of the road (instead of facing traffic) for fear that we couldn't get out of the way of a car coming around the corner. Ferries - outrageously expensive. Impacts family visits, and in some cases gives a person cause to consider relocating. Road network - we have always thought that if an earthquake came, the Wildwood hill would slide and us north of towners would be completely cut off from town. Is there a contingency plan for this? It would be great if the Lund Highway could be zoned for 70km/ hr in some places. (le from Sliammon to Wildwood) as 60 km seems slow on those straight stretches. Bus - the bus service north of town does not serve commuting public at all. It only runs 2 days per week, and leaves at times that do not accommodate working people.	6/26/2013 8:54 AM
52	No sidewalks in many locations. No designated bike paths. Buses don't meet ferries. Unpredictable and unposted bus schedules. High cost of public transportation. Ferries prohibitively expensive.	6/25/2013 11:02 PM
53	Very unsafe road cycling conditions, ferries are too expensive, public transportation not dog friendly. Minimal bus transportation to Lower Mainland and virtually none to Vancouver Island/Victoria.	6/25/2013 9:47 PM
54	NO BIKE LANES ON PADGETT ROAD	6/25/2013 8:16 PM
55	Condition of roads, complete lack of ANY cycling infrastructure, cost of ferries way above inflation, bus schedules could be improved, air transportation is prohibitively expensive for most people, and the private bus transportation is not very comfortable.	6/25/2013 7:48 PM
56	Walking and cycling - no safe shoulder (too narrow) along highway. Seawalk is lovely but access south of town (from Masset to Westview) is sporadic and challenging with a stroller, child or those with mobility issue. Bus - have never taken one but hear the schedule is limited, the buses too big/empty most of the runs, and take a convoluted route.	6/25/2013 7:00 PM
57	Ferry and air transportation in and out of the community is very expensive, and for some prohibitive.	6/24/2013 2:58 PM
58	Ferry costs, lack of bike lanes, only one airline.	6/24/2013 7:51 AM
59	Ferry fares are killing us!!! Constant road upgrades (infrastructure) are necessary.	6/23/2013 7:58 PM
60	Rain can be discouraging for walking and cycling. Rural bus service is sparse. Many roads are not wide enough for comfortable cycling.	6/23/2013 7:05 PM
61	Not enough bike lanes and not enough side walks. Also, all major traffic routes are through residential areas. There needs to be speed humps and slow down signs put in key areas that are routes through town such as Glacier St, Duncan and Alberni. I don't dare allow any of my kids to ride there bikes because traffic is so fast and dangerous in this town.	6/23/2013 8:20 AM
62	Ferry system West (should be home ported in Powell River), Cycling on Hwy 101 in the City and North of town (no or little shoulder or dedicated bike lane until Prior Rd. Walking: no sidewalk or safe way to Walk between Westview/Townsite and Townsite/Wildwood on Marine Ave.	6/22/2013 4:12 PM
63	Increasing costs of ferries. Fares have increased by 400% since we moved here 18 years ago. Highway speeds and narrow shoulders in the rural areas discourage cycling. Pattern of development within the City of Powell River discourages cycling and walking as a real alternative to driving.	6/21/2013 3:19 PM
64	No bicycle lane or pedestrian lane on Padgett Road .2nd most used road in Powell River area High cost of ferries!	6/20/2013 8:10 PM

Q6 What would encourage you to walk, cycle or take transit more often?

Answered: 64 Skipped: 2

#	Responses	Date
1	safer, wider cycle routes through valley, along highway, but removed from traffic lanes (similar to Nanaimo and parts of lower SS Coast where bike/walking paths are near highway but separate.	8/22/2013 4:23 PM
2	transit, wed. to Saltery Bay with a connection at Earls Cove to Langdale and Transit to Van. connecting buses.	8/22/2013 4:18 PM
3	Convenient transit times	8/22/2013 4:16 PM
4	Use Handidart 4 days per week now.	8/22/2013 4:12 PM
5	safer bike lanes, longer operating hours for transit and routes/times that actually make sense for any employed person (early morning and late afternoon/evening versus mid mornings and mid afternoon)	8/22/2013 4:09 PM
6	better road shoulders or any shoulder at all in some cases (for cycling and walking)	8/22/2013 4:04 PM
7	Because I don't have a drivers licence.	8/22/2013 3:57 PM
8	Better scheduling of Lund - Powell River bus service to fit ferry scheduling, eg. 3.15 ferry from Little River does not connect to 4pm departure to Lund	8/22/2013 3:55 PM
9	As my driving abilities deteriorate I will be taking more transit (city buses) and I'm grateful that Powell River has such a service. I will also be walking more although some of the steep hills present a challenge for me.	8/12/2013 8:50 PM
10	Paved walking trails beside the roads where there are no sidewalks. Having flat pavement with no bumps and dips like the concrete to allow vehicles into driveways	8/12/2013 8:25 PM
11	A sidewalk between Townsite and Westview areas of town. A grocery store in Townsite.	8/11/2013 2:28 PM
12	For biking: Safe routes, free from incursion by cars. Then I would ride the bike. In fact then I would buy an electric bicycle and use it. For bus – a reasonable usable bus schedule from Lund to Westview. I walk the trails which are wonderful, but have to drive to trailheads, if I want a change of scene. Some of the roads such as Southview don't allow car access to the (Appleton creek) trailheads anymore unless you have high clearance or a 4 wheel drive, which I don't. Access to the water/beach. No charge for launching kayaks, or to take bike or kayak on ferry.	8/9/2013 9:08 PM
13	Better infrastructure	8/9/2013 12:40 PM
14	separated bike lanes so I feel safe on my bike would make me cycle a lot more. I walk a lot in my neighbourhood in the city but would like to see more priority given to walking/biking to shopping areas and waterfront.	8/8/2013 9:06 PM
15	I wish my employer provided vehicles for work rather than requiring our own personal cars. Having to drive my car prevents me from cycling to work, which I would much rather do, and have done so in previous jobs. I do, however, sometimes take my bike to work with me to run errands/do work around town. I also walk around town when I can.	8/8/2013 4:20 PM
16	I would take transit more often if it came to Texada Island more that one day per week	8/7/2013 1:12 PM
17	Better transit service	8/4/2013 8:33 PM
18	Own need for health... walk. Transit: nothing	8/1/2013 10:10 PM
19	Shuttle service during events.	7/30/2013 9:08 AM
20	I already do.	7/27/2013 12:30 PM
21	I walk and cycle to Lund Harbour but distance is too far for the commute to Powell River for services Am and Pm Peak Period Transit service into Powell River from Lund	7/26/2013 8:11 PM
22	Better health and the ability to move more.	7/24/2013 12:41 PM

PRRD Regional Transportation Plan - Public Consultation 1 - Issues and Ideas

23	1) If a decent unpaved path away from main roads existed near my home 2) If a flexible, affordable public transit system existed on Texada	7/15/2013 12:17 PM
24	Cycling - improve cycle lanes	7/15/2013 12:13 PM
25	Wider roads Bike routes Designated and groomed paths through green space or utility right-of-ways	7/15/2013 12:12 PM
26	Bus - more frequent service Walk - More places to go in the evening Cycle - Just to get more exercise	7/15/2013 12:07 PM
27	More frequent buses, that go where I want to go, when I want to go there. Knowing I'll be able to get my bike on the bus.	7/15/2013 12:04 PM
28	I already do to max ability. Driving is very rare.	7/15/2013 11:55 AM
29	Safe cycling infrastructure that is part of a comfortable, cohesive, convenient and direct network.	7/15/2013 11:51 AM
30	Wider shoulders on highway - designated bicycle route with green stripe Transit south of town on Thurs.	7/15/2013 11:40 AM
31	Improved safety at locations mentioned above	7/15/2013 11:24 AM
32	I walk a lot for recreation, but it's hard to beat the private vehicle for year-round transportation necessities.	7/15/2013 11:00 AM
33	Buses need to be available to provide all weekday transport to jobs with conventional hours. Also, need to be available for retired and disabled late morning to town and mid-afternoon back to North (Lund) or South (Saltery?). Bike lanes separated by curb from road. Affordable ferries (I don't want to pay for the FREE ferries inland). Ferries should be NON-privatized and treated like hwy system.	7/15/2013 9:03 AM
34	Convenient transit, improved walking & cycling trails (many are muddy or have impassable puddles/streams). Convenient in-town transportation once the bus takes you there - say rental scooters, bikes w/ ponniers, or even cars (electric!?) for short-term, inexpensive use.	7/15/2013 8:43 AM
35	Transit more often	7/11/2013 9:17 AM
36	bus if it was around more times	7/11/2013 9:14 AM
37	I already do, but I also commuted in Vancouver for many years without incident, both because of that RD's accommodation of bicycles, and through learning techniques of assertive cycling. I'm also a risk-taker and happily engage motoring traffic. I don't expect this of most potential riders. People ride primarily because it's fun (proven in studies) We must make it fun here.	7/10/2013 12:46 PM
38	I currently run & cycle regularly, and would love more trails that take advantage of our beautiful surroundings and environment	7/9/2013 4:07 PM
39	A bus stop	7/9/2013 3:32 PM
40	Never owned a car. I walk and cycle frequently. Bad winter weather makes me more dependant on bus service, or kind neighbours. Movies Hockey games Theater Dining out	7/9/2013 2:15 PM
41	I would take the transit if it came on the weekend, it would be good for the workers to take this mode of transportation and experience it. I would do it for the environment also, makes sense. Also, later times in the days and weekends, for example after the movies, complex or other evening events.	7/9/2013 11:42 AM
42	Safer options for walking or cycling on the highway, i.e., dedicated walk/bike lane. More convenient transit service than now provided.	7/9/2013 10:46 AM
43	More frequent bus service. Walking and cycling are not options on Texada Island, other than for sport. Due to ferry costs residents tend to do a large shopping trip when they go to Powell River. A vehicle is needed.	7/8/2013 9:44 AM
44	As long as I'm in Powell River to run errands, I'm not likely to walk or cycle! However, I drive less than 5000 km per year. When I'm on Texada, I walk, cycle, run, ride...my car stays parked most of the time. If you want to encourage walking/cycling - give people a place to park at the ferry and provide trails to ride in and out of town. Most new cyclists are not comfortable riding in traffic.	7/8/2013 9:14 AM
45	better infrastructure; dedicated cycling lanes, well surfaced and drained multiuse trails that connect neighbourhoods via off road routes,	7/3/2013 9:54 AM

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46	Having a better bus schedules, and dedicated bike lanes in all major roads, and highways in Powell River. Having dedicated bikes lanes can encourage individuals to use there bikes more often, and for smaller trips. This can reduce congestion on roads, and cause more individuals to use bikes as a mode of transportation. Sence bike lanes, and main bike trails have been implemented in the city of Vancouver, downtown core traffic has decreased, and individuals entering the city has increased. http://vancouver.ca/streets-transportation/separated-bicycle-lanes.aspx	7/2/2013 11:20 PM
47	Lang Creek bridge safe pedestrian and cyclist crossing, controlled highway speed in Brew Bay, Lang Bay stretch, enhanced pedestrian/cycling routes along main arteries.	7/1/2013 12:18 PM
48	I would like more days of the transit system. Gillies bay and VanAnda. As of right now I live in VanAnda ,I can not get to Gillies Bay for the date of the meeting is held on these issues.	6/28/2013 9:25 AM
49	INFRASTRUCTURE! Dedicated cycling lanes.	6/27/2013 3:38 PM
50	more cycling lanes	6/26/2013 10:40 PM
51	Walk/ Cycle - Wider shoulders, with comers made less sharp would help. Transit - a regular route that left at times to allow people to get to town for 8am and leave town after 5pm.	6/26/2013 8:54 AM
52	sidewalks, designated walkways and bike paths	6/25/2013 11:02 PM
53	Safer street cycling routes (designated lanes or wider paved shoulders). Dogs allowed on buses and ferry passenger decks.	6/25/2013 9:47 PM
54	BIKE LANE ON PADGETT ROAD WOULD ALLOW ME TO TRAVEL TO TOWN WITHOUT USING MY CAR. I LIVE ON PADGETT ROAD BUT IT IS TOO NARROW FOR ME TO FEEL SAFE EITHER WALKING OR CYCLING INTO TOWN - THEREFORE I USUALLY ONLY RIDE MY BIKE WHEN I AM OUT OF TOWN.	6/25/2013 8:16 PM
55	Less expensive transit, delineated cycling lanes, dedicated cycling lanes.	6/25/2013 7:48 PM
56	Walking and cycling - I would need a wide shoulder with clear dividing line. I would also prefer that vehicle speed was slower. From my place south of Myrtle Rocks, I am uncomfortable traveling on a shoulder hardly 2 ft wide, with a deep ditch on my right and the roar of vehicles traveling 80-90+ km/hr only 6 inches on my left. Unpleasant! Bus - I am unsure how to catch a bus from my house south of Myrtle Rocks. I hear I can call, book and flag a bus to stop?	6/25/2013 7:00 PM
57	Time. Pesonal vehicle is the quickets mode. I walk to work when I can, but not often enough.	6/24/2013 2:58 PM
58	More bike lanes.	6/24/2013 7:51 AM
59	More dedicated bike lanes that are safe for the average cyclist.	6/23/2013 7:58 PM
60	Higher gas prices(taxes). Higher vehicle registration and insurance costs.	6/23/2013 7:05 PM
61	I would love to take my kids out riding but there needs to be more bike lanes and side walks.	6/23/2013 8:20 AM
62	Dedicated bike lanes/sidewalks or paths.	6/22/2013 4:12 PM
63	Develop greenways or paths for walking and cycling along Highway 101 (Marine Avenue) between Penticton Street and Duncan Street in the City. Remove left tum lanes on Joyce Avenue between Glacier and Albemi Streets in the City and replace with cycle lanes. Develop greenways or paths for walking and cycling parallel to Highway 101 in the rural areas. Better driver education on respecting cyclists right to be on the road. More landscaping and shade trees beside sidewalks along Joyce Avenue between Glacier Street and Albemi Street. Better infrastructure for walking within the Joyce Avenue downtown core to make walking a more enjoyable and safe experience.	6/21/2013 3:19 PM
64	I live on Padgett Road and would bicycle or walk to town if there was a bicycle lane.	6/20/2013 8:10 PM

Q7 What would you like to see change in the region's transportation system?

Answered: 59 Skipped: 7

#	Responses	Date
1	links between here and ferries with bus transit, more bus routes and buses.	8/22/2013 4:23 PM
2	improve it, make bus routes and emergency vehicle routes priority for snow removal.	8/22/2013 4:16 PM
3	More transportation for people that don't drive.	8/22/2013 4:12 PM
4	better public transit, I would love to have the option to not drive and would use transit more if it made sense and was convenient, also transit to ferries.	8/22/2013 4:09 PM
5	unless people change their expectations, what is here now is fine - one person, one car, is still the prevalent expectation and that scenario is unlikely to change anytime soon.	8/22/2013 4:04 PM
6	More runs for stillwater.	8/22/2013 3:57 PM
7	Consider tuesday/friday - a different schedule on each day, eg, earlier pick-up/arrival on tuesday, later on friday (to connect to ferry services)	8/22/2013 3:55 PM
8	I would like to see a road from Powell River to Squamish and/or bridges to replace the ferries at Saltery Bay and Langdale. Have resident cards for reduced rates or free ferries as the ferry in the West Kootenays is free and they have a highway. We have no highway that connects us to the rest of the mainland yet we are supposedly part of the mainland!	8/12/2013 8:50 PM
9	Residents are given reduced fare cards for ferry, say 30% off or new road to provide alternate route to Vancouver	8/12/2013 8:25 PM
10	ROADS TO SAANICH OR WHISTLER to make travel to other areas of BC more affordable and accessible at ALL times. This would also improve access to services desperately needed here, or attract those services here (i.e. medical services)	8/11/2013 2:28 PM
11	Better bus transportation. Ferry based in Powell River. Better ferry fares. Safer bicycle routes. More extensive water access for walkers.	8/9/2013 9:08 PM
12	I think more people would bike to work/school/shopping if it were made safer by dedicated separated bike lanes. there are a lot of aggressive fast drivers in our region - I'd like to see lower speed limits, speed bumps, more traffic laws enforcement	8/8/2013 9:06 PM
13	See above. Also, especially within the city limits, pedestrian safety could be improved with speed bumps & cross-walk bumpouts to decrease the distance walked across the road. More sidewalks and better-maintained sidewalks, too. For improving mobility by car while reducing dependence on individual cars, promotion & support for car co-ops might be a good option.	8/8/2013 4:20 PM
14	Daily bus service between Texada and PR. Better connections between ferry and bus service	8/7/2013 1:12 PM
15	I would like to see a bus for south of town that gets into the city by the latest at 9 and does not leave town until 5 to it could be used to go to work for people	8/4/2013 8:33 PM
16	Recognition of the economic value of ferry transportation for this community, and the staggering costs we are bearing both individually and as a community as people are pushed away from her by high ferry costs.	8/1/2013 10:10 PM
17	Better and cheaper ferry options, improved condition of roads, improved shuttle service opportunities.	7/30/2013 9:08 AM
18	Improve ferry service. Add safe biking lanes to Saltery Bay and to Lund.	7/27/2013 12:30 PM
19	Bike lanes on Highway 101 More frequent transit service to Lund - peak periods winter ferry sailings allow and additional 30 minutes between connections - dangerous Ferries are harder to catch now at Horseshoe Bay- Langdale now with daily commuters - commuter card beyond faresaver - powell river connection card fast ferry and Harbour Air from Coal Harbour to Powell River small shuttle bus from Saltery bay to Powell River or Main Terminal in Westview not Saltery Bay \$\$ Commuter Card for flights! Quick Pass is still expensive	7/26/2013 8:11 PM

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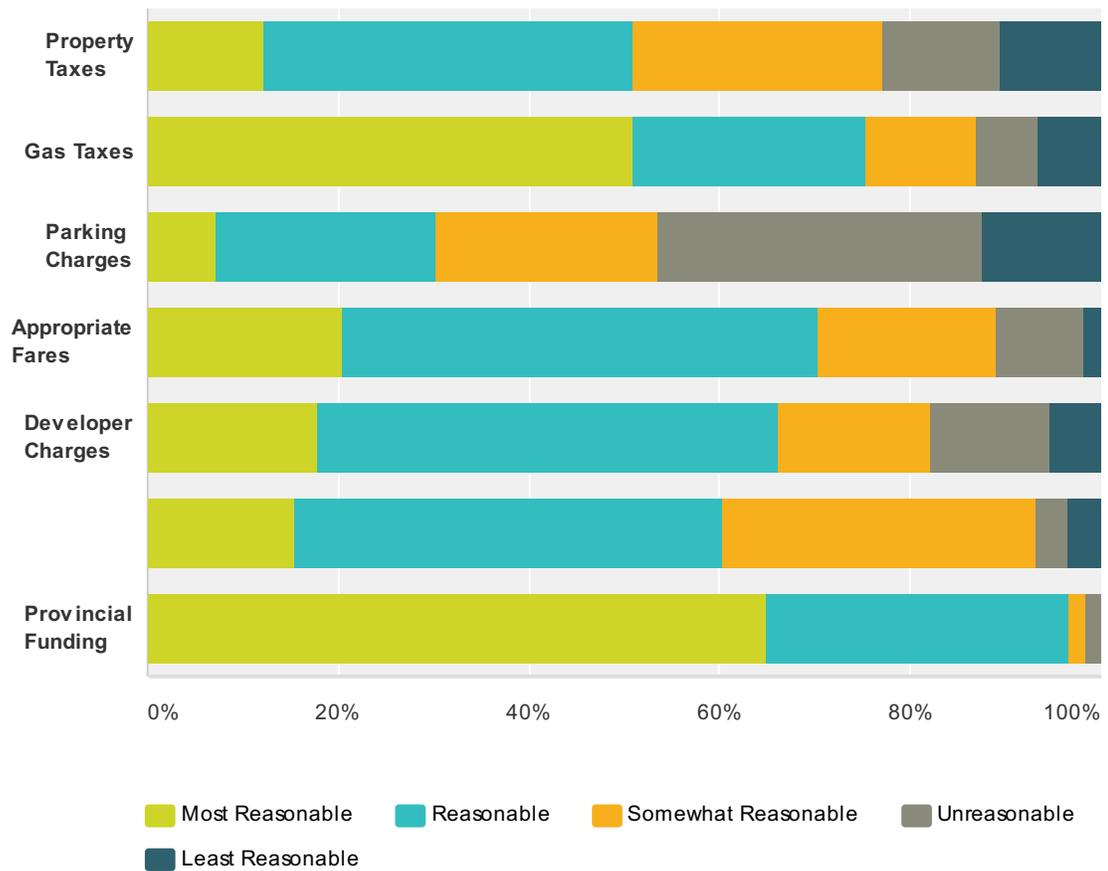
20	The Old Westview Road needs to be paved. It gets worse every day. Also, the road down to Mowat Bay is in need of fixing. There are many others as well and I understand only so many can be done in a year but these have been in need for the last 5-7 years.	7/24/2013 12:41 PM
21	A focus on each rural community (Texada, especially) getting its own public transit, integrated into a regional seamless network.	7/15/2013 12:17 PM
22	More scheduled transit. Service from Lund to Saltry Bay. Added busing to exhibition Park during graving season for Farmers' Market and Fall Fair.	7/15/2013 12:12 PM
23	Better - more economically ferry service. Lower transit fares.	7/15/2013 12:07 PM
24	Better bus system - more frequent. Better info about trails. Also an easy 'way in' for people who have trouble understanding the schedule and how the system works.	7/15/2013 12:04 PM
25	Bike lanes to address dangerous (yet crucial) routes. Bus to Farmers' Market	7/15/2013 11:55 AM
26	More focus on transit, active transportation, and stronger links to recreation access points.	7/15/2013 11:51 AM
27	Route from Maris Road to Joyce on Hwy.	7/15/2013 11:40 AM
28	Improve Padgett Road Make ferries affordable	7/15/2013 11:24 AM
29	Homeport the Comox ferry in Powell River. Develop Hwy 101 beautification plan & associated enforcement bylaws. Provide series of safe pull-outs along Hwy 101 to promote organized ride-sharing to the coast. Do not build a link to the BC interior for resource extraction.	7/15/2013 11:00 AM
30	Same as last question answers.	7/15/2013 9:03 AM
31	A focus on sustainable (or better) transportation. Make the buses usable for commuters & shoppers. Create "ride-share" and "car-share" systems. Add bike lanes to busy streets.	7/15/2013 8:43 AM
32	I want to see Lower ferry cost, or minimum 1 way charge, or permanant resident ferry cards	7/11/2013 9:17 AM
33	Better Ferry Services, lower Ferry costs for Permanent Residents. Or at the very minimum ONE WAY charges for the Ferry for Permanent Residents. Ferry Resident Cards for Permanent residents. Plus more transit services, maybe smaller mid size buses for rural routes ? to accommodate more frequent runs. to assist people getting to Dr appts on time, or weekend shopping trips, etc.	7/11/2013 9:14 AM
34	Plan/develop cycle routes/paths/ lanes for regular commuting primarily - Provision for Recreational riding is way ahead of this need.	7/10/2013 12:46 PM
35	A "Powell River Friendly" Ferry schedule (i.e. the last ferry from Comox should be somewhere around 9:00 P.M., along with a more reasonable rate for residents of Powell River.	7/9/2013 4:07 PM
36	For Skillwater service, a night bus perhaps. 2 x wk (Tues & Sat) & weekend service perhaps on a Sun. (Church, market, etc.)	7/9/2013 2:15 PM
37	A dedicated walk/bike lane from Lund to Sallery Bay.	7/9/2013 10:46 AM
38	Another bus trip per week for the residents that do not drive.	7/8/2013 9:44 AM
39	I'm really not unsatisfied with the region's transportation system. IF there were grants available to fund a very large portion of improvements, I would say: 1. Well advertised transport between Sallery Bay and Powell River (for foot passengers). 2. I would love to see more walking/cycling trails. I know these are not cheap, but having cycled in Holland and France, I can say that the best way to encourage cycling is by giving cyclists room to ride. This also opens up opportunity for tourism. Powell River and Texada could easily market eco-tourism, but because of the cost/time to get here it needs to focus on the right demographic. Our ferry fares won't appeal to the camper and RV crowd. However, the backpack and cycle crowd will come, if we provide some reasons to make the trip.	7/8/2013 9:14 AM
40	greater investment in active modes of transportation in order to provide opportunities to diversify transportation modes, educate residents about the benefits of active transportation modes, work towards a separated 2 lane 3 meter wide paved multiuse trail that runs beside hwy 101 from saltery bay to lund that could accommodate walkers, cyclists, electric scooters, etc.	7/3/2013 9:54 AM
41	Having dedicated bikes lanes can encourage individuals to use there bikes more often, and for smaller trips. This can reduce congestion on roads, and cause more individuals to use bikes as a mode of transportation. Sence bike lanes, and main bike trails have been implemented in the city of Vancouver, downtown core traffic has decreased, and individuals entering the city has increased. http://vancouver.ca/streets-transportation/separated-bicycle-lanes.aspx	7/2/2013 11:20 PM

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42	Same as #6, in addition, noise ordinance enforcement on motorcycle noise-making devices which constitute a clear disturbance of the peace in the south district.	7/1/2013 12:18 PM
43	I would like to see like Two days aweek at least or more if it is possible for the Transit System. for Texada Island.	6/28/2013 9:25 AM
44	Dedicated cycling lanes, at least for the major commuting routes in and out of town. When a road is fixed, take the time to address transportation and sustainability concerns. Fix the problem, don't patch it. Put in cycling lanes.	6/27/2013 3:38 PM
45	better road conditions and more room allocated for cyclists... this would enhance and help more people become more active...	6/26/2013 10:40 PM
46	More bus transit.	6/26/2013 8:54 AM
47	more frequent buses with regular schedules. lower cost	6/25/2013 11:02 PM
48	Cheaper ferry fares for residents.	6/25/2013 9:47 PM
49	MORE BIKE LANES & WALKING TRAILS	6/25/2013 8:16 PM
50	Less reliance on cars - most trips could be completed by bicycle or foot.	6/25/2013 7:48 PM
51	Walking/cycling - a wide shoulder or separate path from Saltery Bay to Lund! What a great stretch of road this would be to draw eco-tourists. **Lower the vehicular speed posted to 60 km/hr. south and north of PR. I feel that accidents are high especially when residents have driveways leading directly onto the highway. I feel very unsafe each time I enter or exit the highway from my driveway given all the curves and hidden corners when an enormous semi-truck is barreling down on me! I haven't got a long enough view to properly gauge my entry onto the highway. When I put on my blinker and slow down to turn onto my driveway, cars run up close to my bumper and I have often been honked at for holding them up! Traffic calming - the speed posted is very confusing south of PR - signs vary from 40 km/hr around curves to 50 to 80. I think about half the signs posted are truly unnecessary. Clean them all out and replace with key 50 km/hr reminders. 80 km/hr is too fast for most of the road to Saltery Bay until after Palm Beach due to residential driveways, children waiting for school buses, major roadways entering, people trying to walk (often with dogs), cyclists. Restrict traffic to one way from Joyce to Albemi - the waterfront road should not be a major highway. Joyce can take all the heavy trucks servicing the box stores and mill, then redirect them to Old Town north to Lund. The south part of Marine has the potential to be unstable from foreshore erosion and so it would be preventative to limit traffic along that route as well as making the road more pedestrian/cycle friendly....(and boost property values along the route)	6/25/2013 7:00 PM
52	Rural areas need a more timely bus service. B.C. Ferries need to create a true resident's rate. The experience card is only available to those who can afford to part with \$120 at a time. It does not serve those who need the discount the most.	6/24/2013 2:58 PM
53	More bike lanes	6/24/2013 7:51 AM
54	Less reliance on cars, and more emphasis on walking and cycling on properly maintained infrastructure.	6/23/2013 7:58 PM
55	More bicycle friendly engineering of roadways.	6/23/2013 7:05 PM
56	I would like to see a city where cycling and walking was considered primary transportation and driving was considered an inconvenience.	6/23/2013 8:20 AM
57	More cycling infrastructure.	6/22/2013 4:12 PM
58	I would like to see a shift to greener transportation choices - electric cars and charging stations, better infrastructure for safe cycling and walking. Viable rural transit system. Ferry fares adjusted to a fare rate and treated as part of provincial highway system.	6/21/2013 3:19 PM
59	A bicycle lane on Padgett to highway 101	6/20/2013 8:10 PM

Q8 What do you think are reasonable ways to fund transportation improvements?

Answered: 64 Skipped: 2



	Most Reasonable	Reasonable	Somewhat Reasonable	Unreasonable	Least Reasonable	Total
Property Taxes	12.28% 7	38.60% 22	26.32% 15	12.28% 7	10.53% 6	57
Gas Taxes	50.82% 31	24.59% 15	11.48% 7	6.56% 4	6.56% 4	61
Parking Charges	7.14% 4	23.21% 13	23.21% 13	33.93% 19	12.50% 7	56
Appropriate Fares	20.37% 11	50% 27	18.52% 10	9.26% 5	1.85% 1	54
Developer Charges	17.86% 10	48.21% 27	16.07% 9	12.50% 7	5.36% 3	56
Reallocation of District Funds	15.52% 9	44.83% 26	32.76% 19	3.45% 2	3.45% 2	58
Provincial Funding	65% 39	31.67% 19	1.67% 1	1.67% 1	0% 0	60

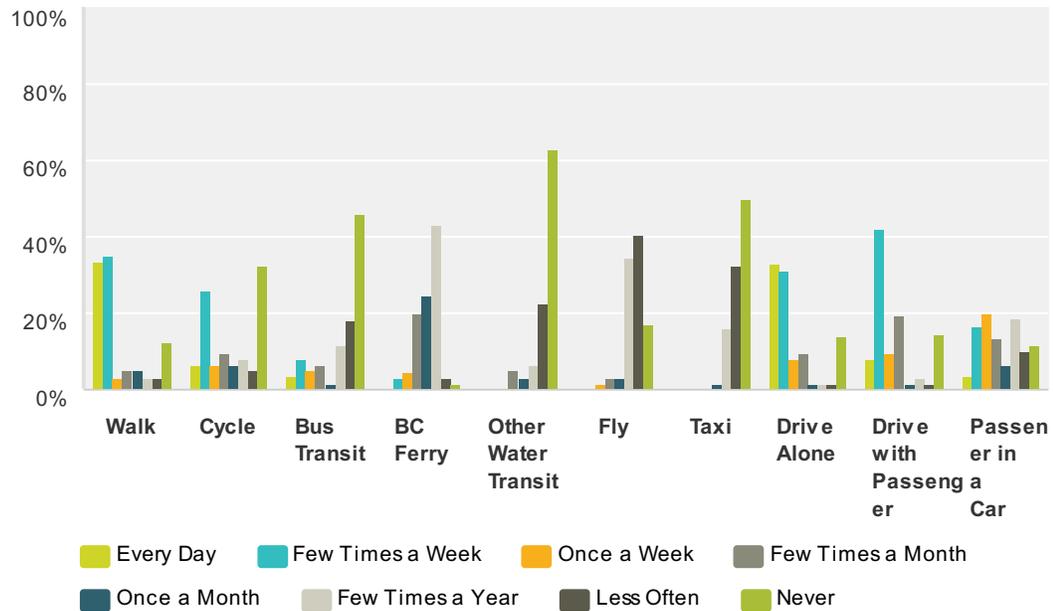
#	Other (please specify)	Date
1	we already pay substantial property taxes and seem to receive limited benefit/funding for our local needs.	8/22/2013 3:55 PM

PRRD Regional Transportation Plan - Public Consultation 1 - Issues and Ideas

2	Reasonable tolls on any new highways or bridges.	8/12/2013 8:50 PM
3	A toll on a new highway providing there is support from the people of Powell River.	8/12/2013 8:25 PM
4	Would be willing to pay a reasonable toll charge to use a new highway through the mountains. No more than half the cost of the ferries.	8/11/2013 2:28 PM
5	What do you mean by appropriate fares?	8/9/2013 9:08 PM
6	The ferry system should be a part of the highway system, not a quasi-private system.	8/8/2013 4:20 PM
7	I think the provincial funding that goes into building roads, bridges etc should also be used for transit	8/4/2013 8:33 PM
8	Developer Charges should be limited to surrounding site improvements, access, medians, bulges, utility infrastructure upgrades Not ready for parking charges yet. Will kill what little business there is	7/26/2013 8:11 PM
9	Focus on small community public/private partnerships that rely on local, non-union labour	7/15/2013 12:17 PM
10	Reallocation of provincial or federal fund. Include ferries in the provincial highway funding scheme.	7/15/2013 12:12 PM
11	Gov't funding , should be implemented/ subsidized , we are ferry hostages. We are an isolated community. only accessible by Ferry , Air, or boat.	7/11/2013 9:14 AM
12	Contribution from Sliammon First Nations, I'm not sure about any of the above.	7/9/2013 11:42 AM
13	The costs of these projects should be fairly apportioned to the people who will benefit the most. I don't support property taxation for the kinds of suggestions I've made (like trails, etc) because a huge percentage of our aging demographic will never benefit. Parking also needs to be kept reasonable - again it's our aging demographic (people on fixed incomes) who will likely use this the most. We're also not living in Vancouver. I would NOT be impressed about paying for parking in Powell River.	7/8/2013 9:14 AM
14	I rent.	6/28/2013 9:25 AM
15	Note: I put appropriate fares as 'unreasonable' under the definition that appropriate fares are made to cost recover. I believe that public transit should be subsidized to make it affordable. However, I agree that there needs to be enough ridership to make it viable. However, if the timing does not serve working commuters or students, then the ridership will remain low.	6/26/2013 8:54 AM
16	what do you mean by appropriate? Free?	6/25/2013 11:02 PM
17	By "appropriate fares" I mean lower fares for full-time residents.	6/24/2013 7:51 AM
18	There should a be 2\$ toll for every vehicle entering PR or for gas fill ups. Possible charge tax to heavy trucks that use the roads.	6/23/2013 8:20 AM
19	Federal funding	6/22/2013 4:12 PM

Q9 Please tell us about your travel habits (Please select how often you use each mode of travel)

Answered: 65 Skipped: 1



	Every Day	Few Times a Week	Once a Week	Few Times a Month	Once a Month	Few Times a Year	Less Often	Never	Total
Walk	33.33% 21	34.92% 22	3.17% 2	4.76% 3	4.76% 3	3.17% 2	3.17% 2	12.70% 8	63
Cycle	6.45% 4	25.81% 16	6.45% 4	9.68% 6	6.45% 4	8.06% 5	4.84% 3	32.26% 20	62
Bus Transit	3.28% 2	8.20% 5	4.92% 3	6.56% 4	1.64% 1	11.48% 7	18.03% 11	45.90% 28	61
BC Ferry	0% 0	3.08% 2	4.62% 3	20% 13	24.62% 16	43.08% 28	3.08% 2	1.54% 1	65
Other Water Transit	0% 0	0% 0	0% 0	4.84% 3	3.23% 2	6.45% 4	22.58% 14	62.90% 39	62
Fly	0% 0	0% 0	1.56% 1	3.13% 2	3.13% 2	34.38% 22	40.63% 26	17.19% 11	64
Taxi	0% 0	0% 0	0% 0	0% 0	1.61% 1	16.13% 10	32.26% 20	50% 31	62
Drive Alone	32.81% 21	31.25% 20	7.81% 5	9.38% 6	1.56% 1	1.56% 1	1.56% 1	14.06% 9	64
Drive with Passenger	8.06% 5	41.94% 26	9.68% 6	19.35% 12	1.61% 1	3.23% 2	1.61% 1	14.52% 9	62
Passenger in a Car	3.33% 2	16.67% 10	20% 12	13.33% 8	6.67% 4	18.33% 11	10% 6	11.67% 7	60

#	Other (please specify)	Date
1	our use is seasonal (3-4 months each summer, several times during the off-season)	8/22/2013 3:55 PM

PRRD Regional Transportation Plan - Public Consultation 1 - Issues and Ideas

2	I don't drive as often as I used to and rely more on others to do the driving.	8/12/2013 8:50 PM
3	Would be willing to use an electric bike or scooter if power was easily accessible at work or public areas.	8/11/2013 2:28 PM
4	I often walk on the ferry and take buses from the other side. I know people who take their electric bicycles on the ferry and ride off but since the highway is dangerous north of town, I don't bicycle on the highway.	8/9/2013 9:08 PM
5	motorcycling	8/1/2013 10:10 PM
6	Commute to vancouver for work every week - many do I think.	7/26/2013 8:11 PM
7	Drive my scooter or power wheelchair roughly about 3-4 times a week.	7/24/2013 12:41 PM
8	All of the above depends on the season.	7/8/2013 9:14 AM
9	I am a independent , Have disability, Depend on finding a ride. Can not walk far. Transit once aweek	6/28/2013 9:25 AM
10	I have to drive my kids to school everyday because there is no bike lane for my kids all the way down Manson to the music academy to Edgehill school.	6/23/2013 8:20 AM

Q10 Do you have any other comments in relation to transportation in the Powell River Regional District?

Answered: 33 Skipped: 33

#	Responses	Date
1	have buses tie in with ferry, water taxi, so people can commute to/from work, use smaller more fuel efficient buses during off-peak times, send municipal crews with weed eaters to deal with grass, weeds, growing in cracks in the roads, i.e., maple, king.	8/22/2013 4:16 PM
2	To me, there is still not sufficient demand for more bus service south of town. Nor should tax payers from BC be asked to pay for us. We all choose to live here knowing the present system.	8/22/2013 4:04 PM
3	We really need to improve connection to Vancouver Is and Mainland.	8/13/2013 5:36 PM
4	Possibly faster ferries. Ferries from Powell River to Vancouver would be lovely!	8/12/2013 8:50 PM
5	Better enforcement of traffic, (need our own traffic cops) sometimes not even safe in mall parking lot. Speed bumps and or traffic circles to get people to stop at stop signs. Its hard to believe that there are not more injuries or deaths. Think outside of the box for a change, traffic circles would work in most intersections in Powell River. Nanaimo has a few and they are really simple and effective.	8/12/2013 8:25 PM
6	Improving transportation links to other areas of BC would absolutely improve the economy of Powell River. I am really shocked at how few tourists come to this beautiful area. All the vacancies in hotels, motels and B&Bs is very surprising, esp. at the height of summer. Stores and restaurants have few customers. The beach and boating areas are not busy even on long weekends. It is too easy to book a last minute event. Even my friends and family hesitate to come here, as it is costly and time consuming. This area needs a BOOST!!	8/11/2013 2:28 PM
7	The current bus schedule 2 days a week from Lund to Westview in the afternoons is not useful to me. If the bus service was more frequent and available starting earlier in the morning, focusing on transportation from Lund to Westview instead of the other way around, it would work much better for me. If I want to take the ferries or go grocery shopping or to the library I have to drive the car, as public transportation system stands now. The bus service from PR to Vancouver is very limited and the bus from the ferry in Comox into Courtenay is also limited by whether the ferry is late or not. There is poor access from the Comox ferry side to the bus transportation system on the island and the train service no longer exists. Overall it is difficult and very time consuming to be a pedestrian and take public transportation in our area. Which make driving the car a fallback. Lets improve regional transportation and then tourists will see our area as a place that is more desirable to visit &/or stay. Thanks for the survey.	8/9/2013 9:08 PM
8	I think the most cost-effective improvements would be in the cycling arena.	8/8/2013 4:20 PM
9	Coordination of schedules and regular bus service to all electoral areas.	8/7/2013 1:12 PM
10	no	8/1/2013 10:10 PM
11	Transportation system is pretty good considering size and amount of density and population for the area. Many options! Continue to improve regional connections beyond region to Vancouver for instance Again bike facilities on shoulders of highway - tourism Always need improvements to BC Ferries - again getting too hard to catch ferry at Horseshoe Bay with Gibsons traffic - smaller more frequent ferries there?	7/26/2013 8:11 PM
12	Yes, will submit comments in writing separately.	7/15/2013 12:17 PM
13	Implement service (Transit) from Lund to Saltry Bay Ferry.	7/15/2013 12:07 PM
14	We have to get people out of their cars. Won't happen unless it's easy, convenient, cheaper than driving, and even FUN.	7/15/2013 12:04 PM
15	Promoting transit options that already exist may encourage a lot more usership. If people are blasted in the face with other options, they may consider not immediately getting into their car.	7/15/2013 11:55 AM

PRRD Regional Transportation Plan - Public Consultation 1 - Issues and Ideas

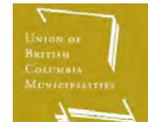
16	Enormous potential for enhancing both active transportation and economic development by improving regional infrastructure.	7/15/2013 11:51 AM
17	Time to look at changes to reduce car use.	7/15/2013 11:40 AM
18	Ferry service is top priority for ferry-dependent areas.	7/15/2013 11:00 AM
19	Make bus system fit the needs of the people.	7/15/2013 9:03 AM
20	RD & City should cooperate as much as possible. Think alternatively. Integrated solution (bike on bus to town, or bus to town, rent electric scooter or minicar for in town transit, or have in-town bus schedules frequent (replace 80% of huge buses with van-sized, use large buses for peak load routes only).	7/15/2013 8:43 AM
21	Ferry is a huge issue, lower rates, permanent resident discounts, or one way fares. or Ferry frequent user cards? Ferry is a BIG, BIG chunk out of funds when going out of town, sometimes causing hardship for people who then cannot afford to pay for a hotel, as they need the funds to get back home on ferry. Permanent resident cards can then also be used for discount on ferry food. i know of a few people who travel to vancouver or vanc island, and Sleep in their car, so they have enough money for ferry to return home.	7/11/2013 9:14 AM
22	I hear criticisms of road quality here that make me laugh. When I moved here 8 years ago, I regarded PR's roads as better on average than Vancouver's. I also believe that forward looking must question what we can sustain. Less costly/less energy consumptive modes are more sustainable. A natural option is cycling. Fun, healthy, and low-carbon-emitting too.	7/10/2013 12:46 PM
23	Combine all transit into one budget. Too many small fiefdoms with budgets. Why do we have a school bus system which I may not use and a public transit system which is infrequent?	7/9/2013 3:32 PM
24	Would be difficult to work or volunteer with current Skillwater schedule. Better connections for ferry service at Saltery Bay.	7/9/2013 2:15 PM
25	Thank you for expanding to your service to the Sliammon Community, I see community members on there and knowing there are able to go into town for schooling, shopping or other makes me feel good and part of the city of Powell River!	7/9/2013 11:42 AM
26	I'm curious about the background on this survey and consultation process? I don't really have any complaints about transportation in Powell River. Are there really gaps in our transportation that are leaving people stranded? If not, I would strongly caution the PRRD to consider whether there is much need for major improvements. Things can always be better, and people will always complain; but we are a small population with very basic transportation requirements. I would prefer to see money going into economic development, proactive health initiatives, and overall growth, versus transportation (at this time). If we have a population boom, we can address transportation then.	7/8/2013 9:14 AM
27	There are lot of people on Texada that need help on Transportation.	6/28/2013 9:25 AM
28	Look forward to allocating more space for those who wish to use their bikes.... and better road conditions overall.	6/26/2013 10:40 PM
29	The directors, staff, have to realize that sustainability does not come from car use and should encourage and support alternative transportation methods.	6/25/2013 7:48 PM
30	I had friends arrive on their sailboat and moor at the govt wharf but then couldn't travel to get groceries. Someone told me later there is a bus that one can call to pick up and take from the wharf to the box stores on Joyce? I have never seen any flyers/posters or information. Planning transportation to include tourist needs would enhance economic activity in the region.	6/25/2013 7:00 PM
31	Make improvements to dedicated cycling lanes. This will encourage much more participation in this mode of transportation. Powell River can do this!	6/23/2013 7:58 PM
32	It would be nice if somehow laws could be put in place (and enforced) to restrict/eliminate the harmfully loud motorcycles that run up and down our roadways whenever the weather is fair.	6/23/2013 7:05 PM
33	Padgett Rd is too narrow. It is a popular biking route that is dangerously narrow.	6/23/2013 8:20 AM



Appendix D
Funding Options



CANADA
BRITISH COLUMBIA
UNION OF BRITISH COLUMBIA
MUNICIPALITIES



**AGREEMENT ON THE TRANSFER OF FEDERAL GAS
TAX REVENUES UNDER
THE NEW DEAL FOR CITIES AND COMMUNITIES
2005- 2015**

This Agreement made as of September 19, 2005,

BETWEEN: **HER MAJESTY THE QUEEN IN RIGHT OF CANADA,**
("Canada") represented by the Minister of State (Infrastructure
and Communities) ("Federal Minister")

AND: **HER MAJESTY THE QUEEN IN RIGHT OF THE**
PROVINCE OF BRITISH COLUMBIA ("British
Columbia") represented by the Minister of Community
Services ("Provincial Minister")

AND: **UNION OF BRITISH COLUMBIA MUNICIPALITIES**
("UBCM") established under the *Union of British Columbia*
Municipalities Incorporation Act SBC 1959, c.106,
represented by the President ("President of UBCM").

PREAMBLE

WHEREAS Canada, British Columbia and local governments of British Columbia, as represented by the UBCM, wish to cooperate in making a transformative difference in the sustainability and future prosperity of cities and communities in British Columbia for Canada's future.

WHEREAS the New Deal for Cities and Communities will: engage governments, stakeholders and the citizens of Canada in purposeful partnerships; foster vibrant, creative, prosperous and sustainable cities and communities across Canada; and enable all Canadians to achieve a higher quality of life and standard of living.

WHEREAS Canada, British Columbia and local governments of British Columbia, as represented by the UBCM, recognize that all orders of government must work together collaboratively and in harmony to ensure that investments in communities are strategic, purposeful and forward-looking.

WHEREAS Canada, British Columbia and the local governments of British Columbia, as represented by the UBCM, have agreed to cooperate under the New Deal for Cities and Communities, which is based on a long-term vision of sustainability and which integrates four major themes: economic, environmental, social and cultural.

WHEREAS Canada, British Columbia and local governments of British Columbia as represented by the UBCM, agree to be open, transparent and accountable.

WHEREAS the Government of Canada's Budget 2005 outlined an intent to provide provinces and territories an amount equivalent to a portion of the federal excise tax on gasoline (gas tax).

WHEREAS this Agreement includes the specific provisions on the gas tax for environmentally sustainable municipal infrastructure to support environmental sustainability objectives under the New Deal for Cities and Communities.

WHEREAS Canada, British Columbia and local governments of British Columbia, as represented by the UBCM, agree that open communication with the public will best serve the right of Canadians to transparency, public accountability, and full information about the benefits of New Deal investments in communities.

WHEREAS Canada, British Columbia and local governments of British Columbia, as represented by the UBCM, acknowledge that this Agreement reflects the scope of

expected areas of cooperation under the New Deal for Cities and Communities, and are committed to future collaboration on additional New Deal elements for which Canada and British Columbia may enter into separate agreements, including possible trilateral agreements, to support sustainability objectives.

AND WHEREAS the Union of British Columbia Municipalities is a legal entity as established under the *Union of British Columbia Municipalities Incorporation Act* SBC 1959, c. 106 that represents all Local Governments in the province of British Columbia.

PRINCIPLES

Canada, British Columbia and UBCM are committed to working in partnership with local governments in British Columbia to ensure that British Columbia communities are culturally vibrant, socially cohesive, economically strong and environmentally sustainable. The New Deal represents a collaborative way of doing business that is respectful of jurisdictions and provides opportunities to build new relationships among the federal government, provincial and territorial governments, First Nations, local governments and the private and not-for-profit sector, that will support the development of effective solutions to address the significant challenges facing urban and rural communities in British Columbia.

Canada, British Columbia, and the UBCM acknowledge that this Agreement has been negotiated with regard to the following principles:

Principle 1 – Respect for jurisdiction: Canada, British Columbia and UBCM will respect the roles of all orders of government. Furthermore, Canada, British Columbia and UBCM recognize the merit of partnerships across all orders of government to support the New Deal.

Principle 2 – A flexible approach: In recognition of the diversity of Canadian provinces and territories, First Nations, regions, cities and communities, Canada, British Columbia and UBCM have agreed to a funding allocation formula and delivery mechanism to meet the specific needs of British Columbia local governments.

Principle 3 – Equity: Canada is committed to treating provinces, territories and First Nations equitably. Furthermore, Canada, British Columbia and UBCM commit to ensuring equity between urban and rural/remote communities, recognizing the different capacities of local governments.

Principle 4 – Focus on long-term solutions: Canada, British Columbia and UBCM recognize the need to establish a long-term vision for Canadian cities and communities. This vision requires permanent collaboration between all orders of government on issues that significantly affect cities and communities.

Principle 5 – Transparency: Canada, British Columbia and UBCM will report regularly to Canadians on the outcomes achieved with gas tax funds using agreed upon performance measures.

Principle 6 – Accountability and Reporting to Canadians: Canada, British Columbia and UBCM commit to due diligence in the management of gas tax funding. To make the most effective use of gas tax funding, existing management structures and accountability/reporting mechanisms will be used where appropriate.

NOW THEREFORE, in accordance with the principles set out above, Canada, British Columbia and UBCM hereby agree as follows.

1. INTERPRETATION

1.1 Definitions

A capitalized term, used in this Agreement, has the meaning given to it in this section unless the context clearly suggests otherwise.

“**Agreement**” means this Canada – British Columbia - UBCM agreement on the transfer of Funds.

“**Annual Expenditure Report**” means the annual report to be prepared and delivered by the UBCM to Canada and British Columbia, more particularly described in Schedule E.

“**Audit Report**” means an audit report prepared, at UBCM’s expense by a British Columbia licensed auditor, more particularly described in Schedule E.

“**Capacity Building Projects**” means projects and activities that strengthen the ability of Local Governments to develop and implement integrated community sustainability planning, more particularly described in Schedule A.

“Capital Investment Plan” means a document created through a public process, with approval from locally elected officials, providing a detailed understanding of anticipated investments into tangible capital assets that are considered “priorities”.

“Eligible Costs” means those costs described in Schedule B, incurred in respect of Eligible Projects.

“Eligible Projects” means Capacity Building Projects and ESMI Projects.

“Eligible Recipient” means:

- (i) a Local Government or its agent (including its wholly owned corporation);
- (ii) a non-municipal entity, on the condition that the Local Government where the proposed Project would be housed has indicated its support for the Project through a formal resolution of its council or board. A non-municipal entity is defined as:
 - 1. for-profit organizations (such as P3), or
 - 2. non-governmental organizations, or
 - 3. not-for-profit organizations;
- (iii) the Greater Vancouver Transportation Authority, the Greater Vancouver Water District and the Greater Vancouver Sewerage and Drainage District; a trust council, a local trust committee and the trust fund board, all within the meaning of the *Islands Trust Act*, and any other entity that delivers core municipal services agreed to, in advance, by Canada, British Columbia and the UBCM;
- (iv) BC Transit subject to the agreement of the appropriate Local Government, through its council or board. In the case of the Capital Regional District, the appropriate Local Government is the Capital Regional District;
- (v) Federal and British Columbia entities in the form of departments, corporations and agencies are not Eligible Recipients of the GTF, except as expressly set out herein.

“Environmentally Sustainable Municipal (ESMI) Projects” means Municipal Infrastructure projects that:

- (i) improve the quality of the environment and contribute to reduced greenhouse gas emissions, clean water, or clean air; and
- (ii) fall within the category of projects described in Schedule A hereto.

“**Fiscal year**” means the period beginning April 1 of a year and ending March 31 of the following year.

“**Funding Agreement**” means an agreement made between UBCM and an Eligible Recipient pursuant to which Funds are paid to the Eligible Recipient and includes the Community Works Fund Agreement, the Strategic Priorities Fund Agreement and the Innovations Fund Agreement.

“**Funds**” means the funds made available pursuant to this Agreement and includes any interest earned on the said Funds.

“**GTF**” means the Gas Tax Fund Transfer Payment Program, pursuant to which this Agreement is entered into.

“**Infrastructure Programs**” means Canada’s infrastructure programs in existence at the time of the execution of this Agreement, including the Canada Strategic Infrastructure Fund, the Border Infrastructure Fund, the Municipal Rural Infrastructure Fund and the Infrastructure Canada Program.

“**Integrated Community Sustainability Planning**” means long-term planning, in consultation with community members, that provides direction for the community to realize sustainability objectives it has for the environmental, cultural, social and economic dimensions of its identity, as more particularly described in Schedule H hereto.

“**Local Government**” means a municipality as defined in the *Community Charter*, a regional district as defined in the *Local Government Act*, and the City of Vancouver as established under the *Vancouver Charter*.

“**Ministers**” means the Federal Minister and the Provincial Minister.

“**Municipal Infrastructure**” means tangible capital assets in British Columbia primarily for public use or benefit owned by an Eligible Recipient.

“**New Deal**” and “**New Deal for Cities and Communities**” means the federal initiative to enhance Government of Canada commitments to advancing local sustainability on four major themes: economic, environmental, social and cultural.

“**Outcomes Report**” means the report to be delivered by UBCM to Canada and British Columbia and made available to the public, which reports on the outputs and outcomes of the use of the Funds, using the indicators set out in Schedule F.

“**Parties**” means Canada, British Columbia and the Union of British Columbia Municipalities (UBCM).

“**President**” means the President of the Union of British Columbia Municipalities.

“**SIMSI**” means Infrastructure Canada’s Shared Information Management System for Infrastructure.

“**Third Party**” means any person, other than a party to this Agreement that participates in the implementation of an Eligible Project.

1.2 Entire Agreement

This Agreement supersedes and invalidates all other commitments, representations and warranties relating to the subject matter hereof which the Parties may have made either orally or in writing prior to the date hereof, including but not limited to the Canada, British Columbia, Union of British Columbia Municipalities Agreement in Principle on the Transfer of Federal Gas Tax Revenues under the New Deal for Cities and Communities, all of which will become null and void from the date this Agreement is signed.

Obligations imposed by this Agreement on each of the Parties are several and not joint such that, for example, each party is responsible for its own defaults and not for the defaults of other Parties.

1.3 Schedules

The following schedules are attached to form part of this Agreement:

Schedule A- Eligible Project Categories

- Schedule B- Eligible Costs for Eligible Recipients
- Schedule C- Eligible Recipient Accountability Framework
- Schedule D- Delivery Mechanism
- Schedule E- Reporting and Audits
- Schedule F- Outcomes and Outputs
- Schedule G- Communications Protocol
- Schedule H- Integrated Community Sustainability Planning

1.4 Precedence

In the event of a conflict, the part of this Agreement that precedes the signatures of the Parties will take precedence over the Schedules.

1.5 Accounting Principles

All accounting terms not otherwise defined herein have the meanings assigned to them under generally accepted accounting principles (GAAP); all calculations will be made and all financial data to be submitted will be prepared, in accordance with the GAAP in effect in Canada and in British Columbia. GAAP will include, without limitation, those principles approved or recommended from time to time by the Canadian Institute of Chartered Accountants, or any successor institute, applied on a consistent basis.

2 PURPOSE/OUTCOMES

2.1 Purpose of the Agreement

The purpose of this Agreement is to:

- i) provide a joint framework for the transfer of Funds, whose purpose is to provide British Columbia Local Governments with stable, reliable and predictable funding for environmentally sustainable municipal infrastructure; and,

- ii) confirm the commitment of Canada, British Columbia and UBCM to further co-operation on other elements of the New Deal for Cities and Communities, which may, following further agreement, be formalized through additional agreements parallel to this Agreement or appended as separate schedules hereto.

2.2 Purpose of the gas tax funding

Federal gas tax funding will provide Local Governments in British Columbia with a source of stable, predictable and long-term funding towards environmentally sustainable municipal infrastructure to help them address their infrastructure needs and meet sustainability objectives.

2.3 Outcomes

Gas tax funds under the New Deal will be directed toward the achievement of the following three key environmental sustainability outcomes for Canadian cities and communities:

- reduced Greenhouse Gas (GHG) emissions
- cleaner water
- cleaner air

3 COMMITMENTS BY THE PARTIES

3.1 Commitments by the Government of Canada:

Canada will:

- a) honour any existing contribution agreement with British Columbia in respect of Infrastructure Programs, in accordance with its terms.
- b) ensure that the funding under this Agreement provides additional funds for Local Governments rather than displacing other federal infrastructure funding; and intends to renew and extend the Canada Strategic Infrastructure Fund, the Border Infrastructure Fund and the Municipal Rural Infrastructure Fund, as they expire.
- c) collaborate with British Columbia, First Nations, the UBCM, Local

Governments, and the private and not-for-profit sectors on other elements of the New Deal.

- d) invest gas tax funding in First Nations On Reserve and First Nation Crown Land communities in British Columbia to address their infrastructure priorities.
- e) encourage Local Governments and First Nations collaborations on Eligible Projects.

3.2 British Columbia Commitments

3.2.1 British Columbia has made a significant contribution to Local Government infrastructure needs and the long-term sustainability of British Columbia local governments, including the following:

- a) adoption of the *Community Charter*, which ensures that British Columbia communities are broadly empowered and have the tools they need to plan for, develop and operate environmentally sustainable infrastructure;
- b) adoption of the *Growth Strategies Amendment Act*, which mandates provincial planning goals for local governments and enables regional districts to engage in regional planning;
- c) creation of the Smart Development Partnership Program (SDPP) to support innovation in local government planning;
- d) creation of a single transportation agency within the Greater Vancouver Regional District (GVRD), the Greater Vancouver Transportation Authority, with a comprehensive set of revenue sources including the property tax, user fees, parking charges, air care charges and a share of the provincial gas tax;
- e) adoption of the Public Sector Accounting Board Standards for financial accountability;
- f) returning 100% of traffic fine revenues to British Columbia municipalities; and

- g) establishment of the Municipal Finance Authority (MFA), a local government-controlled entity that undertakes long-term financing on behalf of local governments, enabling low-cost financing for sustainable infrastructure.

3.2.2 British Columbia will build on these past actions by committing to:

- a) ensure that, gas tax funds result in net incremental spending on infrastructure and that there will be no claw back of existing provincial infrastructure funding available to Local Governments;
- b) collaborate with Canada, First Nations, Local Governments, and the private and not-for-profit sectors on other elements of the New Deal;
- c) facilitate capacity building at the Local Government level, and support Local Government integrated sustainability planning; and
- d) strengthen the partnership role for Local Governments, as represented by the UBCM, in the management of this Agreement.

3.3 UBCM Commitments

3.3.1 UBCM and its member Local Governments have made a significant contribution to infrastructure needs and long-term sustainability of British Columbia communities, including the following:

- i) a demonstrated record of producing five-year financial plans, including capital plans.
- ii) a demonstrated record of producing plans designed to promote human settlement that is environmentally, economically and socially healthy, and that makes use of public facilities and services, land and other resources, such as: Regional Growth Strategies; Official Community Plans; and various other planning initiatives.
- iii) adoption and use of the Public Sector Accounting Board's (PSAB) Generally Accepted Accounting Principles (GAAP).
- iv) public Annual Reporting and Annual Meetings to ensure transparency and accountability.

- v) maintaining a single, united municipal organization representing all Local Governments in the province.
 - vi) developing the foundation on which to build new partnerships based on existing intergovernmental or multi-sectoral partnerships such as Georgia Basin Initiative, Fraser Basin Council and Columbia Basin Trust.
 - vii) participating as a partner in the recent Canada-BC Infrastructure Program.
 - viii) support for using and promoting innovative environmental technology.
 - ix) pioneering collaborative government initiatives (*Local Government Act* reform, *Community Charter* development, New Deal negotiations, Regulatory Best Practices).
 - x) creating innovative helping organizations and a strong track record in implementing shared solutions to common issues: Municipal Finance Authority; Municipal Insurance Association of BC; CivicInfo BC.
 - xi) continuing to develop a federated regional district system that is suited to a funding model that accommodates incorporated, unincorporated and shared jurisdictions.
 - xii) developing a government culture that fosters innovation in long-term sustainable planning.
 - xiii) mature, respectful local-provincial government relationship – a relationship that is entrenched in provincial legislation through the *Community Charter* and *Local Government Act*. The *Community Charter* recognizes local government as “an order of government within their jurisdiction that is democratically elected, autonomous, responsible and accountable”. The *Community Charter* and other legislation require local-provincial consultation on specific issues.
- 3.3.2 UBCM will build on these past actions by playing a leadership role on behalf of its members in the implementation of this Agreement. The UBCM agrees that it will:
- i) ensure, through a Funding Agreement signed between the UBCM and the Eligible Recipient, that the Funds will result in net incremental spending on

Municipal Infrastructure and that there will be no claw back of existing infrastructure spending by Local Governments.

- ii) allocate Funds to Eligible Recipients in accordance with the terms and conditions of this Agreement.
- iii) enforce all terms and conditions of the Funding Agreement in a diligent and timely manner, and seek remedies from non-compliant Eligible Recipients.
- iv) over the life of the Agreement support Integrated Community Sustainability Planning by Local Governments or at some higher level of agglomeration.
- v) ensure, through a Funding Agreement signed between the UBCM and a Local Government, that each local government prepare a Capital Investment Plan in accordance with the *Community Charter* and *Local Government Act*.
- vi) promote Local Government cross-jurisdictional initiatives and local government-First Nations collaborations.
- vii) fulfill its obligations and responsibilities under this Agreement, which include but are not limited to:
 - a) accepting the transfer of gas tax funds from Canada.
 - b) playing a leadership role in the implementation of the Agreement, including but not limited to the administration of the Community Works Fund, the Strategic Priorities Fund and the Innovations Fund.
 - c) transferring the Funds in a timely manner.
- viii) sign a Community Works Fund Agreement with each Local Government and a Strategic Priorities Fund Agreement or an Innovations Fund Agreement with Eligible Recipients prior to the transfer of Funds from the UBCM. The UBCM will enforce all terms and conditions of these agreements. Details of these agreements are outlined in Schedule C.
- ix) monitor progress of Local Government spending decisions through standardized reporting of results, including completion of financial reports for previous years funding, in accordance with generally accepted accounting principles.

- x) evaluate results and report on achievement of Outcomes to Canada and British Columbia with respect to the preparation of the Annual Expenditure Report, the Outcomes Report and the Audit Report.

4 COMMITTEES

4.1 Partnership Committee – Establishment and Duties

Upon execution of this Agreement, the Ministers shall promptly establish a Partnership Committee to be co-chaired by two members — one of whom is to be appointed by the Federal Minister and designated as Federal Co-Chairperson, and one of whom is to be appointed by the Provincial Minister and designated as Provincial Co-Chairperson. This committee shall govern by consensus and shall:

- a) in addition to the co-chairs, consist of two representatives from the UBCM, an additional representative from British Columbia and an additional representative from Canada;
- b) monitor the overall strategic implementation of the Agreement;
- c) develop a framework for Integrated Community Sustainability Planning;
- d) set criteria and establish spending priorities for the Strategic Priorities Fund and the Innovations Fund;
- e) approve a methodology for measuring the incrementality of gas tax funding for Local Governments within 12 months of the signing of this Agreement;
- f) approve the template for the Community Works Fund Agreement, the Strategic Priorities Fund Agreement and the Innovations Fund Agreement.
- g) co-ordinate the development of a plan for the next phases of the New Deal for British Columbia, including:
 - i. developing further elements of the New Deal for British Columbia Cities and Communities;
 - ii. encouraging inter-governmental cooperation in priority setting and program delivery;

- iii. responding to sustainability planning outcomes; and
 - iv. making recommendations for consideration by federal and provincial ministers, the UBCM, First Nations and other affected parties.
- h) manage the resolution of disputes that arise between the Parties in relation to the administration of this Agreement.
- i) develop a set of Outcome indicators that are relevant to Local Governments in British Columbia and that allow for a national reporting.
- j) approve all procedures in respect of its own meetings, including rules for the conduct of meetings and the making of decisions where the members are not physically present in one place.

4.2 Management Committee

A Management Committee will be established to administer and manage the implementation of this Agreement. The Management Committee shall consist of three Local Government members (appointed by the UBCM), one provincial member (appointed by the Minister of Community Services) and one federal member (appointed by the Minister of State (Infrastructure and Communities)). The Management Committee shall be headed by a Chair appointed by the UBCM.

The Management Committee shall approve projects under the Strategic Priorities Fund and the Innovations Fund and be responsible for the more day-to-day aspects of the implementation of this Agreement.

The Management Committee shall support the Partnership Committee. However, project approvals are under the sole authority of the Management Committee.

Schedule D contains details on the role of the Management Committee.

5 CONTRIBUTION PROVISIONS

5.1 Allocation to the UBCM

Canada's total contribution to the UBCM for Environmentally Sustainable Municipal Projects over the term of this Agreement for the benefit of Local Governments in British Columbia is as follows:

Fiscal year	Canada's Contribution
2005-2006	\$76,272,000
2006-2007	\$76,272,000
2007-2008	\$101,696,000
2008-2009	\$127,120,000
2009-2010	\$254,239,000
TOTAL	\$635,599,000

5.2 Payment

Provided there is no default under the terms of section 8.2 of this Agreement, Canada's contribution will be paid in equal semi-annual payments as follows:

The first payment will be made not later than July 1 of each Fiscal Year set out above in subsection 5.1.

The second semi-annual payment will be made not later than November 1 of each Fiscal Year.

In respect of the first Fiscal Year of this Agreement, the first semi-annual payment will be made no later than October 1, 2005. The second semi-annual payment will be made no later than November 1, 2005.

5.3 Appropriations

A payment due by Canada hereunder is conditional on a legislated

appropriation for the GTF for the Fiscal Year in which the payment is due.

5.4 Limit on Canada's Financial Commitments

Eligible Recipients may use Funds to pay up to 100% of Eligible Costs of an Eligible Project. However, to the extent an Eligible Recipient is receiving money under an Infrastructure Program in respect of an Eligible Project to which the Eligible Recipient wishes to apply Funds, the maximum federal contribution limitation set out in any Infrastructure Program contribution agreement made in respect of that Eligible Project shall continue to apply.

5.5 Disposal of Eligible Projects

To the extent that the UBCM receives a repayment of all or a portion of a contribution pursuant to the operation of Section 4 of Schedule C, the UBCM shall immediately pay the said amount to Canada or redirect the amount for Eligible Projects consistent with Section 6.4.2.

5.6 Contracting

UBCM agrees that all contracts for the supply of services or materials to Eligible Projects will be awarded in a way that is transparent, competitive, and consistent with value for money principles.

6. ALLOCATION TO LOCAL GOVERNMENTS, DELIVERY MECHANISM AND USE OF FUNDS

Allocation to Eligible Recipients shall be based upon BC Statistics data as of July 1, 2004, but will be modified based on 2006 Census data only for subsequent years and not retroactively.

6.1 Delivery Mechanism

Two complementary component programs – A Community Works Fund (CWF), a Strategic Priorities Fund (SPF) – and an Innovations Fund will be established to support the achievement of the environmental sustainability outcomes of reduced greenhouse gas emissions, cleaner air and cleaner water. A full explanation of the delivery mechanism is detailed in Schedule D.

6.2 Establishment of Tiers

To support the distribution of New Deal funds, British Columbia has been divided into three tiers based on differing community characteristics including population density, degree of urbanization, adjacency of communities to urbanized areas and the need for intra-regional infrastructure. Table 1 outlines the percentage of total per capita allocation that will be delivered through the CWF and the SPF.

Table 1

Community Tier	Applicable Area of BC: Includes both Regional Districts and Municipalities	CWF Proportion of per capita allocation received by a Local Government as a direct entitlement	SPF Proportion of per capita allocation to be pooled
Tier 1	All areas of British Columbia except those areas in Tier 2 and Tier 3	75%	25%
Tier 2	RDOS, CORD, NORD, CRD, CVRD, RDN, FVRD, SLRD*	50%	50%
Tier 3	Greater Vancouver Regional District (GVRD)	Up to 25%	Up to 100%

*Tier 2 means the following collection of regional districts: Regional District of Okanagan-Similkameen, Regional District of Central Okanagan, Regional District of North Okanagan, Capital Regional District, Cowichan Valley Regional District, Regional District of Nanaimo, Fraser Valley Regional District, Squamish Lillooet Regional District.

6.3 Community Works Fund

A Community Works Fund will be established to support the achievement of local priorities that are in alignment with the desired outcomes of greenhouse gas emission reduction, cleaner air and cleaner water. The Fund has two elements: an allocation based on population and a funding floor.

- a) The Community Works Fund will disburse funding directly to Local Governments based on a percentage of the per capita allocation, as set out in Table 1, for local spending priorities.

In order to receive Funds, Local Governments must first sign a Community Works Fund Agreement with the UBCM containing, at a minimum, the elements in Schedule C.

- b) A funding “floor” will ensure a reasonable base allocation of funds for Local Governments who receive funding directly under the Community Works Fund. Local Governments will receive:
- 2005/2006 \$25,000
 - 2006/2007 \$25,000
 - 2007/2008 \$31,583
 - 2008/2009 \$38,478
 - 2009/2010 \$50,000

6.4 Strategic Priorities Fund

A Strategic Priorities Fund will provide funding for strategic investments that are larger in scale or regional in impact. This fund will be created by pooling a percentage of the per capita allocation (see Table 1 for percentages).

All British Columbia Eligible Recipients will be eligible to apply for funding under the Strategic Priorities Fund. The GVRD Board of Directors have requested that 100% of the allocation applicable to Tier 3 be allocated to the Strategic Priorities Fund and made available for transportation investments.

The trigger for funding under the Strategic Priorities Fund is a successful application and a Strategic Priorities Fund Agreement between the Eligible Recipient and the UBCM containing, at a minimum, the elements in Schedule C.

6.5 Innovations Fund

An Innovations Fund comprising up to 5% of the total New Deal allocation for British Columbia will be established.

The Management Committee may apply a portion of these funds toward projects and initiatives by Eligible Recipients that reflect an innovative approach to achieving the intended outcomes of reduced green house gas emissions, cleaner air and cleaner water.

The trigger for funding under the Innovations Fund is a successful application and an Innovations Fund Agreement between the Eligible Recipient and the UBCM containing, at a minimum, the elements in Schedule C.

The Partnership Committee will establish the size of the Innovations Fund, set criteria and establish guidelines for the selection of projects and initiatives.

6.6 Use of Funds

- 6.6.1 UBCM agrees that it shall record Canada's contribution into a separate and distinct account, pending payment to Eligible Recipients in accordance with the terms of this Agreement.
- 6.6.2 To support the achievement of environmentally sustainable outcomes, the Parties agree that Funds will be paid to Eligible Recipients solely for Eligible Projects identified in Schedule A, and solely in respect of Eligible Costs identified in Schedule B.
- 6.6.3 All administration costs of UBCM in respect of the implementation and management of this Agreement shall be for the account of UBCM, provided that Funds (both principal and interest) may be used by UBCM to pay the administrative costs incurred by UBCM in the delivery of the Funds, or in fulfilling the reporting and audit requirements set out below in Section 7, provided the UBCM develop and submit, in advance, for review by the Partnership Committee and acceptance by the federal Minister, a business case justifying such use of Funds.

6.7 Agreement with Eligible Recipient

UBCM agrees to include, in all Funding Agreements, the elements of the accountability framework outlined in Schedule C, and enforce all terms and conditions of these funding agreements.

7 REPORTING, AUDITS AND EVALUATION

7.1 Reporting

7.1.1 UBCM will:

- a) prepare and deliver to Canada and British Columbia no later than September 30 of each Fiscal Year, in respect of the prior Fiscal Year, an Annual Expenditure Report, and make its best efforts to provide an interim, unaudited version of the Annual Expenditure Report by June 30 of each Fiscal Year; and
- b) prepare, publish and disseminate to the public, by no later than December 30, 2009, and periodically thereafter, an Outcomes Report.

7.1.2 Canada may incorporate all or any part or parts of the said reports into any report that Canada may prepare for its own purposes, including any reports that may be made public.

7.2 Audits

7.2.1 Annual Expenditure Reports will be accompanied by an Audit Report.

7.2.2 UBCM agrees to ensure that proper and accurate accounts and records, including invoices, statements, receipts and vouchers in respect of all Eligible Projects that receive Funds, are kept for at least three (3) years after termination of this Agreement and will, upon reasonable notice, make them available or cause the Eligible Recipient to make them available to Canada for inspection or audit.

7.2.3 Upon request by Canada, UBCM agrees to provide to Canada an audit of any one or more individual Eligible Projects.

7.2.4 UBCM will share with Canada the results of any compliance or performance audit that they may carry out beyond the Audit Report, which examines the use of Funds to a specific extent.

7.2.5 Compliance Audit: The federal Minister or Auditor General of Canada will undertake, at his own cost, an audit of the UBCM to be carried out by such person as the federal Minister or the Auditor General of Canada may appoint

to ensure compliance with this Agreement. The UBCM will cooperate and provide access to the appropriate records to conduct such an audit. The federal Minister or the Auditor General of Canada may share a copy of the resulting report with the UBCM, and agrees to discuss any concerns raised in the compliance audit with the UBCM.

- 7.2.6 Performance Audit: The federal Minister or the Auditor General of Canada may, after consultation with the UBCM, choose to conduct his own performance (value-for-money) audit, to be carried out by such a person as the federal Minister or the Auditor General of Canada may appoint, at his own cost. The UBCM will cooperate and provide access to the appropriate records to conduct such an audit. The federal Minister or the Auditor General of Canada may share a copy of the resulting report with the UBCM and agrees to discuss any concerns raised in the performance audit with the UBCM.

7.3 Evaluation

- 7.3.1 No later than March 31, 2009, Canada, British Columbia and UBCM shall complete a joint formative evaluation of the program set out in this Agreement, the results of which will be made public. The Parties shall seek the input of Eligible Recipients, or representatives thereof, as the Parties deem appropriate.
- 7.3.2 At a minimum, the evaluation will address the issues related to the achievement of the objectives of this Agreement, the use of funding, the effectiveness of the funding approach described in sections 5 and 6 of this Agreement, the Agreement's terms and conditions, including incrementality, and the effectiveness of the Communications Protocol described in Schedule G.
- 7.3.3 The Parties agree to cooperate with respect to the above noted evaluation, the costs of which will be shared equally by the Parties. Canada agrees to consult with British Columbia and UBCM on the design of the evaluation framework.
- 7.3.4 In addition to the foregoing, no later than June 30, 2009, Canada will, at its cost, complete a national evaluation, incorporating the results of the joint bilateral evaluations described above. Canada will share the results of this national evaluation with British Columbia and UBCM, prior to its completion.

8 DISPUTE RESOLUTION, DEFAULT, REMEDIES AND INDEMNITY

8.1 Dispute Resolution

The Parties agree to keep each other informed of any disagreement or contentious issue. Disagreements or contentious issues that cannot be resolved at the bureaucratic level will be brought to the Partnership Committee for review, discussion and resolution. Any issue that cannot be resolved by the Partnership Committee will be submitted to the Ministers and the President for resolution.

8.2 Events of Default

8.2.1 Canada may declare that an event of default has occurred if British Columbia or the UBCM has not complied with any conditions, undertaking or material term in this Agreement.

8.2.1.1 Canada will not declare that an event of default has occurred unless it has consulted with British Columbia and/or the UBCM, as appropriate, and given notice of the occurrence, which in Canada's opinion constitutes an event of default.

8.2.1.2 The UBCM or British Columbia, within 30 days of receipt of the notice, shall either correct the condition or event, or demonstrate, to the satisfaction of Canada, that it has taken such steps as are necessary to correct the condition.

8.2.2 Canada may declare that an event of default has occurred if the UBCM has:

8.2.2.1 Failed to deliver an Annual Expenditure Report, Audit Report or the Outcomes Report, when required;

8.2.2.2 Delivered an Annual Expenditure Report or Audit Report that disclosed non-compliance by either the UBCM or an Eligible Recipient.

8.2.2.3 Canada will not declare that an event of default has occurred unless it has given notice of the occurrence, which in Canada's opinion constitutes an event of default.

8.2.2.4 The UBCM, within 30 days of receipt of the notice, shall either correct the condition or event, or demonstrate, to the satisfaction of Canada, that it has taken such steps as are necessary to correct the condition.

8.2.3 The UBCM may declare an event of default has occurred if Canada has:

8.2.3.1 Not complied with any condition, undertaking or material term in the Agreement; or

8.2.3.2 Failed to deliver federal gas tax revenues to the UBCM, as specified in sections 5.1 and 5.2 of this Agreement.

8.2.3.3 The UBCM will not declare that an event of default has occurred unless it has consulted with Canada and given notice to Canada of the occurrence, which in the UBCM's opinion constitutes an event of default.

8.2.3.4 Canada will, within 30 days of receipt of the notice, either correct the condition or event, or demonstrate, to the satisfaction of the UBCM, that it has taken such steps as are necessary to correct the situation.

8.3 Remedies

If Canada declares that an event of default has occurred, 30 days after the declaration, it may immediately exercise one or more of the following remedies:

- i) In the case of a default under subsection 8.2.1 above, terminate or suspend its obligation to pay Funds. If Canada suspends payment, it may pay suspended Funds if Canada is satisfied that the default has been cured;
- ii) In the case of any other default, suspend its obligation to pay Funds pending Canada's satisfaction that the default has been cured.

If the UBCM declares that an event of default has occurred, after 30 days of declaration it may suspend or terminate its obligations under the terms of this Agreement, and if suspended, the UBCM may resume its obligations when satisfied the default has been cured.

8.4 Indemnity

The UBCM agrees at all times to indemnify and save harmless Canada, its officers, servants, employees or agents, from and against all claims and demands, losses, costs, damages, actions, suits or other proceedings by whomsoever brought or prosecuted in any manner based upon, or occasioned by any injury to persons, damage to or loss or destruction of property, economic loss or infringement of rights caused by or arising directly or indirectly from:

- a) all Eligible Projects;
- b) the performance of this Agreement or the breach of any term or condition of this Agreement by the UBCM, its officers, employees and agents, or by a third party, its officers, employees or agents;
- c) the performance of a Funding Agreement, or the breach of any term or condition of a Funding Agreement, by an Eligible Recipient, its officers, employees and agents, or by a third party, its officers, employees or agents;
- d) the design, construction, operation, maintenance and repair of any part of an Eligible Project; and
- e) any omission or other wilful or negligent act of the UBCM or an Eligible Recipient or third party and their respective employees, officers or agents;

except to the extent to which such claims and demands, losses, costs, damages, actions, suits or other proceedings relate to the act or negligence of an officer, employee or agent of Canada in the performance of his or her duties.

9 TERM OF AGREEMENT AND RENEWAL

9.1 Term

This Agreement shall commence on September 19, 2005 and shall expire on March 31, 2015.

9.2 Review

Following the completion of the evaluation described in Section 7.3 above, the Parties may elect to amend the Agreement as appropriate.

10 COMMUNICATIONS

The Parties hereby agree to follow the terms of the Communications Protocol set out in Schedule G hereto.

11 MISCELLANEOUS

11.1 Binding Obligations

Each Party declares to the other that the signing and execution of this Agreement were duly and validly authorized, and that each Party has incurred a legal and valid obligation in accordance with the terms and conditions of the Agreement.

11.2 Survival

The Parties' rights and obligations, set out in Sections 3.3.2 (i), (iii), (v), (viii) and (x), 5.4, 5.5, 6, 7.1, 7.2, 7.3, 8.4, 10, 11.4, and Schedule C will survive the expiry or early termination of this Agreement and any other section which is required to give effect to the termination or to its consequences shall survive the termination or early termination of this Agreement.

11.3 Governing law

This Agreement is governed by the laws applicable in British Columbia.

11.4 Debts Due to Canada

Any amount owed to Canada under this Agreement will constitute a debt due to Canada, which the UBCM will reimburse forthwith, on demand, to Canada.

11.5 No Benefit

No member of the House of Commons or the Senate of Canada will be admitted to any share or part of any Contract made pursuant to this Agreement, or to any benefit arising therefrom.

11.6 No Agency

It is understood, recognized and agreed that no provision of this Agreement and no action by the Parties will establish or be deemed to establish a partnership, joint venture, principal-agent relationship, or employer-employee relationship in any way or for any purpose whatsoever between Canada, British Columbia and the UBCM, or between Canada, British Columbia, the UBCM and a Third Party.

11.7 No Authority to Represent

Nothing in this Agreement is to be construed as authorizing one Party to contract for or to incur any obligation on behalf of the other or to act as agent for the other. Nothing in this Agreement is to be construed as authorizing any Eligible Recipient or any Third Party to contract for or to incur any obligation on behalf of any Party or to act as an agent for any Party, and the UBCM will take reasonable steps to ensure that all Funding Agreements contain provisions to that effect.

11.8 Counterpart Signature

This Agreement may be signed in counterpart, and the signed copies will, when attached, constitute an original Agreement.

11.9 Values and Ethics Code

No person governed by the post-employment, ethics and conflict of interest guidelines of Canada will derive a direct benefit from this Agreement, unless that person complies with the applicable provisions.

11.10 Severability

If for any reason a provision of this Agreement that is not a fundamental term is found to be or becomes invalid or unenforceable, in whole or in part, it will be deemed to be severable and will be deleted from this Agreement, but all the other terms and conditions of this Agreement will continue to be valid and enforceable.

11.11 Waiver

A Party may waive any right under this Agreement only in writing; and any tolerance or indulgence demonstrated by that Party will not constitute waiver of such right. Unless a waiver is executed in writing, that Party will be entitled to seek any remedy that it may have under this Agreement or under the law.

11.12 Lobbyists and Agent Fees

British Columbia and the UBCM warrant that any person who lobbies, or has lobbied on its behalf, to obtain funding or any benefit under this Agreement, and who is subject to the *Lobbyists Registration Act (Canada)*, is registered accordingly. Furthermore British Columbia and the UBCM warrant that no remuneration based on a percentage of Canada's contribution will be paid to a lobbyist.

11.13 Amendments to the Agreement

If Canada concludes an agreement for similar purposes with any other province or territory of Canada, and that agreement taken as a whole is materially different from this Agreement, British Columbia or the UBCM may ask Canada to agree to amend this Agreement so that, taken as a whole, it affords similar treatment to British Columbia as the other agreement affords to the other province or territory.

Additionally, this Agreement may be amended from time to time on written agreement of the Ministers and the President of the UBCM.

11.14 Notice

Any notice, information or document provided for under this Agreement will be effectively given if delivered or sent by letter, postage or other charges prepaid, or by facsimile or email. Any notice that is delivered will have been received on delivery; and any notice mailed will be deemed to have been received eight (8) calendar days after being mailed.

Any notice to Canada must be sent to:

Assistant Deputy Minister, Cities and Communities
Infrastructure Canada
90 Sparks Street

Ottawa (Ontario)
K1P 5B4

Any notice to British Columbia will be addressed to:

Assistant Deputy Minister, Local Government Department
Ministry of Community Services
PO Box 9490 Stn Prov Gov
Victoria, British Columbia
V8W 9N7

Any notice to the UBCM will be addressed to:

Executive Director
Union of British Columbia Municipalities
60-10551 Shellbridge Way
Richmond, British Columbia
V6X 2W9

Each Party may change the address that it has stipulated by notifying in writing the other Parties of the new address.

SIGNATURES

This Agreement has been executed on behalf of Canada by the Minister of State (Infrastructure and Communities), on behalf of British Columbia by the Minister of Community Services, and on behalf of the Union of British Columbia Municipalities by the President.

GOVERNMENT OF CANADA
Original signed by:

GOVERNMENT OF BRITISH COLUMBIA
Original signed by:

Minister of State (Infrastructure and Communities)

Minister of Community Services

UNION OF BRITISH COLUMBIA
MUNICIPALITIES
Original signed by:

President

**SCHEDULE A- Eligible Project Categories and Sub-Categories by
Community Tier**

Project Categories	Sub-Categories	Tier 1	Tier 2	Tier 3
Public Transit	Develop or improve public transit system (rapid transit, buses, bus ways, sea-buses, commuter rail, ferries, street cars, cycling and pedestrian infrastructure, etc.)	●	●	●
	Road system improvements that encourage a reduction in car dependency (express bus lanes, HOV lanes, park and ride, bike paths, queue, etc.)	●	●	
	Implement innovative technologies that support environmental sustainability	●	●	●
	Rehabilitation of roads and bridges that enhance sustainability outcomes	●	●	
	Paths and trails	●	●	
Community Energy Systems	Improving energy systems through the use of water systems to generate hydro	●	●	
	Community energy systems (wind, solar, thermal, geothermal, etc.)	●	●	
	Alternative energy systems	●	●	
	Alternative energy systems that serve local government infrastructure	●	●	
	Retrofit local government buildings and infrastructure (e.g. water pumps, street lights, etc.)	●	●	
	Reduce the GHG impact of solid waste (e.g. biogas recovery and conversion of biomass to bio-oil)	●	●	
	Fleet vehicle conversion	●		
	Implement innovative technologies that support environmental sustainability	●	●	
Water and Wastewater	Developing or upgrading drinking water systems to improve water quality and reduce water use, increase energy efficiency, and secure water supply in the face of drought	●	●	●

	Developing or upgrading wastewater and storm water systems to improve water quality and improve aquatic habitat	•	•	•
	Implement innovative technologies that support environmental sustainability	•	•	•
	Investments in the enhancement and/or protection of community green space such as streams and natural corridors including habitat protection systems to improve water quality and improve aquatic habitat	•	•	
Solid Waste Management	Develop or improve solid waste collection, treatment and disposal strategies in ways that reduce resource use, or encourage recycling and re-use	•	•	
	Support full cost recovery from users through improved application of user charges	•	•	
	Reduce the environmental impact of solid waste (e.g. composting, bio gas recovery)	•	•	
	Implement innovative technologies that support environmental sustainability	•	•	
Capacity Building	Increase local government capacity to undertake integrated sustainability planning including:			
	Regional growth strategies	•	•	
	Community development plans	•	•	
	Community plans	•	•	
	Community Energy Planning	•	•	
	Transportation plans	•	•	
	Infrastructure development plans	•	•	
	Liquid waste management plans	•	•	
	Solid waste management plans	•	•	
	Long-term cross-modal transportation plans	•	•	
	Water conservation/demand management plans	•	•	
	Drought management contingency plans	•	•	
	Air quality plans	•	•	
	Greenhouse gas reduction plans	•	•	
	Energy conservation plans	•	•	
Implementing/planning innovative environmental technologies that support sustainability	•	•		

SCHEDULE B- Eligible Costs for Eligible Recipients

1. Eligible Costs for Eligible Recipients

1.1 Project Costs

Eligible Costs, as specified in this Agreement, will be all direct costs that are in the Parties' opinion properly and reasonably incurred, and paid by an Eligible Recipient under a contract for goods and services necessary for the implementation of an Eligible Project. Eligible Costs may include only the following:

- a) the capital costs of acquiring, constructing or renovating a tangible capital asset and any debt financing charges related thereto;
- b) the fees paid to professionals, technical personnel, consultants and contractors specifically engaged to undertake the surveying, design, engineering, manufacturing or construction of a project infrastructure asset, and related facilities and structures;
- c) the costs of environmental assessments, monitoring and follow-up programs, as required by the *Canadian Environmental Assessment Act* or a provincial equivalent; and
- d) the costs related to strengthening the ability of Local Governments to develop Integrated Community Sustainability Planning.

1.1.1 Employee and Equipment Costs

The incremental costs of the Local Government's employees or equipment may be included in its Eligible Costs under the following conditions:

- a) the Local Government has determined that it is not economically feasible to tender a contract;
- b) employees or equipment are employed directly in respect of the work that would have been the subject of the contract; and
- c) the arrangement is approved in advance and in writing by the Management Committee.

1.2 Administration Costs

That portion of Funds representing interest earned may be used to pay for administration costs.

2. Ineligible Costs for Eligible Recipients

Costs related to the following items are ineligible costs:

- a) Eligible Project costs incurred before April 1, 2005;
- b) services or works that, in the opinion of the Management Committee are normally provided by the Eligible Recipient or a related party;
- c) salaries and other employment benefits of any employees of the Eligible Recipient, except as indicated in Section 1.1;
- d) an Eligible Recipient's overhead costs, its direct or indirect operating or administrative costs, and more specifically its costs related to planning, engineering, architecture, supervision, management and other activities normally carried out by its applicant's staff;
- e) costs of feasibility and planning studies for individual Eligible Projects;
- f) taxes for which the Eligible Recipient is eligible for a tax rebate and all other costs eligible for rebates;
- g) costs of land or any interest therein, and related costs;
- h) cost of leasing of equipment by the Local Government, except as indicated in section 1.1 above;
- i) routine repair and maintenance costs;
- j) legal fees;
- k) administrative costs incurred as a result of implementing this Agreement, subject to 1.2 above; and
- l) audit and evaluation costs.

SCHEDULE C- Eligible Recipient Accountability Framework

Prior to Gas Tax Funding being dispersed to an Eligible Recipient, a Funding Agreement must be signed between the Eligible Recipient and the UBCM. These Funding Agreements will include, but not be limited to, the following:

1. Commitments

Eligible Recipients will:

- a) ensure that Gas Tax Funding will result in net incremental capital spending on Municipal Infrastructure or capacity building.
- b) ensure that Gas Tax Funds will be used only for Eligible Projects (Schedule A) and to pay only Eligible Costs (Schedule B).
- c) implement Eligible Projects in a diligent and timely manner.
- d) during the term of the Agreement, where the Eligible Recipient is a Local Government, undertake Integrated Community Sustainability Planning, either by itself or as part of a regional strategy.
- e) provide, on request of either Canada or UBCM, a copy of the Capital Investment Plan.
- f) permit UBCM and Canada on request, reasonable access to all records relating to all Eligible Projects that have received Funds.
- g) comply, as necessary, with the Communications Protocol set out in Schedule G.
- h) comply with all legislated environmental assessment requirements, and agree that no Funds will be committed to an Eligible Project until all required environmental requirements have been satisfied.
- i) implement all mitigation measures identified in any environmental assessment of the Eligible Project.
- j) award and manage all contracts for the supply of services and/or material to the Eligible Project in accordance with the Eligible Recipient's relevant policies and procedures, and award contracts in a manner that is transparent,

competitive, and consistent with value for money principles.

- k) if Funds are paid to the Eligible Recipient in advance of the Eligible Recipient incurring and paying Eligible Costs, invest such Funds in accordance with British Columbia law and the Eligible Recipients' investment policies.
- l) expend all Funds prior to the termination of this Agreement.
- m) report annually on the use of Gas Tax Funds in accordance with the set of indicators to be established by the Partnership Committee, and to be provided in writing to the Eligible Recipient by the UBCM:
 - submit an annual report to the UBCM, by July 1 of each year, before the next instalment of the Community Works Funds is released and before subsequent payments for a project under the Strategic Priorities Fund or Innovations Fund can be made. The report will provide Eligible Recipient specific information that will allow the UBCM to create the aggregated report as contained in Schedule E.
 - a declaration from the officer responsible for financial administration, that Funds were used in accordance with the Community Works Fund Agreement, must accompany the annual report and that the financial statements were prepared following accounting rules of the Public Sector Accounting Board.
 - provide the UBCM with information on incrementality based on the methodology developed by the Partnership Committee for the purpose of the evaluation as described in Section 7.3.
 - public accountability and reporting requirements for municipalities can be met through the normal cycle of municipalities' progress reporting, as required under the *Community Charter*.
 - public accountability and reporting requirements for regional districts can be met through the normal cycle of regional districts' financial reporting, as required under the *Local Government Act*.
 - accountability and reporting requirements for other entities with respect to the Strategic Priorities Fund and the Innovations Fund will be approved by the Partnership Committee

2. Event of Default

If an Eligible Recipient fails to observe or comply with any of the terms or conditions set out in a funding agreement, including the established spending

criteria, the UBCM, upon the recommendation of the Management Committee, may, at its discretion exercisable by written notice to the Eligible Recipient, reduce, suspend or terminate any further payment.

3. Use of Funds

The Eligible Recipient acknowledges that it may use Funds to pay up to 100% of Eligible Costs of an Eligible Project, provided that to the extent it is receiving money under an Infrastructure Program in respect of an Eligible Project to which the Eligible Recipient wishes to apply Funds, the maximum federal contribution limitation set out in any Infrastructure Program contribution agreement made in respect of that Eligible Project shall continue to apply, and Funds paid to the Eligible Recipient shall be deemed to be a federal contribution under the said contribution agreement.

4. Ownership

The Eligible Recipient shall retain title to, and ownership of, the infrastructure resulting from the Eligible Project for at least ten (10) years after Project completion.

If, at any time within ten (10) years from the date of completion of the Eligible Project, the Eligible Recipient sells, leases, encumbers or otherwise disposes of, directly or indirectly, any asset constructed, rehabilitated or improved, in whole or in part, with funds contributed by Canada under the terms of this Agreement, other than to Canada, British Columbia, a Local Government or a Crown corporation of British Columbia that is the latter's agent for the purpose of implementing this agreement, the Eligible Recipient shall repay the UBCM, on demand, a proportionate amount of the funds contributed by Canada, as follows:

Where Eligible Project asset is sold, leased, encumbered or disposed of:	Repayment of contribution (in current dollars)
Within 2 Years after Eligible Project completion	100%
Between 2 and 5 Years after Eligible Project completion	55%
Between 5 and 10 Years after Eligible Project completion	10%

The Eligible Recipient agrees to notify the UBCM in writing as soon as practicable of any transaction triggering the above-mentioned repayment.

5. Indemnification

The Eligible Recipient shall indemnify and save harmless Canada and the UBCM, their officers, servants, employees or agents, from and against all claims and demands, losses, costs, damages, actions, suits or other proceedings by whomsoever brought or prosecuted in any manner based upon, or occasioned by any injury to persons, damage to or loss or destruction of property, economic loss or infringement of rights caused by or arising directly or indirectly from:

- a) all Eligible Projects;
- b) the performance of the Funding Agreement, or the breach of any term or condition of the Funding Agreement, by the Eligible Recipient, its officers, employees and agents or by a third party, and any of its officers, employees, servants or agents;
- c) the design, construction, operation, maintenance and repair of any part of an Eligible Project; and
- d) any omission, or other wilful or negligent act of the Eligible Recipient or third party and their respective employees, officers, servants or agents.

except to the extent to which such claims, demands, losses, costs, damages, expenses, actions, suits or other proceedings relate to an act of negligence of an officer, employee or agent of the UBCM.

SCHEDULE D - Delivery Mechanism

Two complementary component programs — A Community Works Fund (CWF), a Strategic Priorities Fund (SPF) — and an Innovations Fund will be established to support the achievement of the environmental sustainability outcomes of reduced greenhouse gas emissions, cleaner air and cleaner water.

Component Program 1: Community Works Fund

A Community Works Fund will be established to support the achievement of local priorities that are in alignment with the desired outcomes of greenhouse gas emission reduction, cleaner air and cleaner water. The fund has two elements: an allocation based on population and a funding floor.

- a) The Community Works Fund will disburse funding directly to Local Governments based on a percentage of the per capita allocation for local spending priorities (See Table 1 for percentages).

The percentage of per capita share that a given Local Government would receive would be based on individual community characteristics. For example, remote and/or less densely populated communities, as represented by Tier 1 and Tier 2 communities, will receive a relatively larger proportion of their share of New Deal funding under the Community Works Fund as their spending priorities will tend to be community specific. The table below illustrates the proportional amount of Funds that will be allocated under the Community Works Fund, by tier.

Table 1

Community Tier Includes both Regional Districts and Municipalities	Proportion of per capita calculation received by a Local Government as a direct entitlement
Tier 1 All areas of British Columbia except those areas in Tier 2 and Tier 3	75%
Tier 2 RDOS, CORD, NORD, CRD, CVRD, RDN, FVRD, SLRD*	50%
Tier 3 Greater Vancouver Regional District (GVRD)	Up to 25%

*Tier 2 means the following collection of regional districts: Regional District of Okanagan-Similkameen, Regional District of Central Okanagan, Regional

District of North Okanagan, Capital Regional District, Cowichan Valley Regional District, Regional District of Nanaimo, Fraser Valley Regional District, Squamish Lillooet Regional District.

To provide flexibility for communities to finance local spending priorities, Local Governments may choose to borrow against future year allocation amounts, consistent with Local Government legislation, in order to finance Community Works Fund spending priorities.

b) A funding “floor” will ensure a reasonable base allocation of funds for Local Governments who receive funding directly under the Community Works Fund. Local Governments will receive:

- 2005/2006 \$25,000
- 2006/2007 \$25,000
- 2007/2008 \$31,583
- 2008/2009 \$38,478
- 2009/2010 \$50,000

Local Governments receiving funding under the Community Works Fund will first enter into a Community Works Fund Agreement with the UBCM which will include, at a minimum, the elements contained in Schedule C. The amount of funding provided under individual Community Works Fund Agreement may vary, reflecting the scope of services provided by the Local Government as they relate to the scope of Eligible Projects, but only may vary the funding by formulas established or criteria prescribed by the Partnership Committee following consultation with any affected Local Governments.

Component Program 2: Strategic Priorities Fund

A Strategic Priorities Fund will provide funding for strategic investments that are larger in scale or regional in impact that support the achievement of reduced greenhouse gas emissions, cleaner air and cleaner water through investment. Eligible projects may include multi-year capital investments in environmentally sustainable municipal infrastructure and or capacity building.

The Strategic Priorities Fund is a pooled fund derived from the per capita calculation. British Columbia has been divided into three tiers reflecting differing community characteristics, including population density, degree of urbanization, adjacency of communities to urbanized areas and the need for intra-regional

infrastructure. Table 2 below illustrates the proportional pooling of Funds in British Columbia, by tier, for the purposes of the Strategic Priorities Fund:

Table 2

Community Tier Includes both Regional Districts and Municipalities	Proportion of per capita calculation to be pooled
Tier 1 All areas of British Columbia except those areas in Tier 2 and Tier 3	75%
Tier 2 RDOS, CORD, NORD, CRD, CVRD, RDN, FVRD, SLRD*	50%
Tier 3 Greater Vancouver Regional District (GVRD)	Up to 25%

*Tier 2 means the following collection of regional districts: Regional District of Okanagan-Similkameen, Regional District of Central Okanagan, Regional District of North Okanagan, Capital Regional District, Cowichan Valley Regional District, Regional District of Nanaimo, Fraser Valley Regional District, Squamish Lillooet Regional District.

The Strategic Priorities Fund will provide funding for Eligible Recipients projects on an application basis. All Eligible Recipients will be eligible to apply for funding of projects under the Strategic Priorities Fund. The GVRD Board of Directors have requested that 100% of the allocation applicable to Tier 3 be allocated to the Strategic Priorities Fund and made available for transportation investments.

The trigger for funding under the Strategic Priorities Fund is a successful application and a funding agreement between the Eligible Recipient and the UBCM containing, at a minimum, the elements in Schedule C.

The Partnership Committee will be responsible for setting criteria and spending priorities for the Strategic Priorities Fund.

The Management Committee shall be responsible for approving projects submitted under the Strategic Priorities Fund, and approving any material changes to the scope of a project approved under the Strategic Priorities Fund.

The Management Committee may make recommendations to the UBCM regarding decisions to reduce, suspend or terminate funding of an approved project for failure to comply with any of the terms or conditions of any Funding agreement made between the applicant and the UBCM.

The Management Committee will monitor and evaluate projects approved under the Strategic Priorities Fund in terms of achievement of intended results.

The Management Committee shall not consider cost overruns on Eligible Projects approved under the Strategic Priorities Fund other than in exceptional circumstances where:

- (a) the entity implementing the Eligible Project informs the Management Committee as soon as it becomes aware that a cost overrun is probable;
- (b) the Management Committee approves the inclusion of the cost overrun as justifiable; and
- (c) Funds are available to cover the cost overrun.

Innovations Fund

An Innovations Fund comprising up to 5% of the total New Deal allocation for British Columbia will be established.

The Management Committee may apply a portion of these funds toward projects and initiatives by Eligible Recipients that reflect an innovative approach to achieving the intended outcomes of reduced green house gas emissions, cleaner air and cleaner water.

The trigger for funding under the Innovations Fund is a successful application and an Innovations Fund Agreement between the Eligible Recipient and the UBCM containing, at a minimum, the elements in Schedule C.

The Partnership Committee will establish the size of the Innovations Fund, set criteria and establish guidelines for the selection of projects and initiatives.

SCHEDULE E – Reporting and Audits

1. Reporting

1.1 Annual Expenditure Report

- 1.1.1 The Annual Expenditure Report will report on the:
- Amounts received from Canada under this Agreement;
 - Amounts paid to Eligible Recipients;
 - Amounts received from Canada for future payments to Eligible Recipients;
 - Amounts paid by Eligible Recipients in aggregate for Eligible Projects;
 - Amounts held at year-end by Eligible Recipients in aggregate to be paid for Eligible Projects.
- 1.1.2 The Annual Expenditure Report will also indicate in a narrative the progress that UBCM has made in meeting its commitments and contributions.
- 1.1.3 The Annual Expenditure Report will also include the following information:
- A listing of all Eligible Projects that have been approved for funding, indicating the location, investment category, amount and identity of all sources of funding, nature of the investment and expected outcomes, as identified in Schedule E. If SIMSI is used to provide project information, there is no need to provide above information in the Annual Expenditure Report.
- 1.1.4 In the case of Eligible Recipients with a year-end other than March 31, and with the prior approval of UBCM, the Annual Report may include information in respect of Eligible Projects related to that Eligible Recipient to the year-end of that Eligible Recipient.

1.1 Outcomes Report

The Outcomes Report will report on the cumulative investments made, including information on the degree to which these investments have actually contributed to the objectives of cleaner air, cleaner water and reduced GHG emissions.

2. Audit Report

The Audit Report, which includes the results of financial and compliance audits, will provide an opinion as to whether all of the information contained in the Annual Expenditure Report is complete and accurate, and whether UBCM has complied with all material provisions of this Agreement.

Annual Expenditure Report – Template Reporting Format for Funding Flows

	Annual	Cumulative
	01/04/20xx – 31/03/20xy	Date of signing – 31/03/20xy
UBCM		
Opening balance of unspent funding		xxx
Received from Canada	xx	xxx
Transferred to Eligible Recipients	(xx)	(xxx)
Closing balance of unspent funding		xxx
Eligible Recipients in aggregate		
Opening balance of unspent funding		xxx
Received from UBCM	xx	xxx
Spent on eligible projects	(xx)	(xxx)
Closing balance of unspent funding		xxx

SCHEDULE F- Outcomes and Outputs

The impact of the use of the Funds will be measured through a set of indicators to be developed by the Partnership Committee as soon as possible:

Outcomes:

- a) Cleaner Air: *[DETERMINE INDICATOR]*
- b) Cleaner Water: *[DETERMINE INDICATOR]*
- c) Lower GHGs: *[DETERMINE INDICATOR]*

Outputs:

- a) Community Energy Systems: *[DETERMINE INDICATOR]*
- b) Public Transit Infrastructure: *[DETERMINE INDICATOR]*
- c) Water Infrastructure: *[DETERMINE INDICATOR]*
- d) Wastewater Infrastructure: *[DETERMINE INDICATOR]*
- e) Solid waste: *[DETERMINE INDICATOR]*
- f) Local Roads and Bridges: *[DETERMINE INDICATOR]*
- g) Capacity Building: *[DETERMINE INDICATOR]*

SCHEDULE G- Communications Protocol

Canada, British Columbia and the UBCM agree that Canadians have a right to transparency and public accountability, which is best served by full information about the benefits of the New Deal for Cities and Communities.

This communications protocol establishes the principles and practices that will guide all announcements and events related to this Agreement, funding to Eligible Recipients under this Agreement and the New Deal. Communications activities may include, without limitation, major public events or announcements, or communications products such as speeches, press releases, websites, advertising, promotional material or signage.

The Parties agrees that:

In addition to joint communications activities, Canada, British Columbia and UBCM may include messaging in their own communications products and activities, around their commitment to the New Deal, and other initiatives and investments in cities and communities.

The Government of Canada agrees that:

1. It will make periodic announcements, through public events, press releases and/or other mechanisms, of the transfer of federal gas tax revenues to British Columbia for allocation to local governments within its jurisdiction.
2. It will make regular announcements, on a city, community or regional basis, of projects that have benefited from federal gas tax funds. Key milestones may be marked by public events, press releases and/or other mechanisms.
3. It will report regularly to the public on the outcomes of the investments entered into under this Agreement, including through the Treasury Board Secretariat Canada's Annual Performance Report, and through the National Evaluation described in Section 7 of this Agreement.

British Columbia and UBCM agree that:

1. All communications referring to projects funded under this Agreement will clearly acknowledge the contributions made by Canada.

2. All communications materials referring to the sharing of federal gas tax revenues with Eligible Recipients will recognize that this initiative forms part of the New Deal through the use of the Canada wordmark and of a tagline.
3. UBCM's Funding Agreements will include the provisions included in this Protocol, particularly that:
 - a. All communications by the Eligible Recipient referring to projects funded under this Agreement will clearly recognize Canada's investments.
 - b. Eligible Recipients will ensure permanent signage at the location of projects receiving investments under this Agreement, prominently identifying the Government of Canada's investment and including the Canada wordmark. Where there is no fixed location for signage, such as a transit vehicle, a prominent marker will recognize the Government of Canada's contribution. All signage/plaques will be located in such a way as to be clearly visible to users, visitors and/or passersby.

General

1. The timing of public events shall be sufficient to allow for all orders of government to plan their involvement. Either Party shall provide a minimum of 21 days notice of an event or announcement.
2. The Parties agree that they and Eligible Recipients will each receive appropriate recognition in joint communications materials.
3. Joint communications material and signage will reflect Government of Canada communications policy, including the *Official Languages Act*, and federal-provincial/territorial identity graphics guidelines. Costs related to announcements and signage in the French language will be the responsibility of Canada.

Assessment

Communication results will be assessed as part of the evaluation process set out in Section 7.3.2 of the Agreement.

SCHEDULE H – Integrated Community Sustainability Planning

Local Governments in British Columbia are recognized within Canada and internationally as being well advanced in terms of the quality of plans that have been produced. Community plans are in place for all municipalities as well as for BC's heavily settled rural areas. Long-range strategic regional plans are in place for the province's major urban areas.

BC local governments operate under a legislative framework that requires multi-year financial planning, both operating and capital expenditures; and BC local governments are required to link their land use planning to their capital planning. Community involvement is required for both land use and financial planning. BC communities are also required to have solid waste plans and, where appropriate, liquid waste plans. Planning for other infrastructure, including transportation and parks, is also well advanced in British Columbia's major urban areas and in many other communities.

Notwithstanding that planning is relatively well developed in BC, the provincial government and UBCM recognize that sustainable communities will require further advances in the breadth of planning as well as in the level of integration of various types of plans. The New Deal, in combination with other provincial programs such as Smart Development Partnerships and Regional Growth Strategies, provides an opportunity to enable local governments to elevate their planning activities to a significantly higher level.

The Partnership Committee will play an important role in advancing planning in BC, by providing a framework for integrated sustainability planning for communities and regions. This framework will include environmental, economic, social and cultural elements of sustainability. The Partnership Committee will, over the life of this Agreement, encourage local governments to bring their plans in line with this framework, and will monitor progress and adjust New Deal spending priorities in this regard.



BIKE BC – Moving Cycling Forward

PLEASE READ THE GUIDELINES before completing an application package.

A separate application package must be completed for each project. All application must be completed in full and submitted with mandatory supporting documentation see below. Applicants should be aware that information collected is subject to provincial freedom of information legislation. See the Guidelines for more details.

This application package is designed to be filled in electronically using word processing software. Each question must be completed using less than 200 words. If you require help completing a particular question, click on the area to be filled in and press the Help Key (F1) on your keyboard.

If you require further assistance: Phone: (250) 356-5306 or Email: Jessica.Ling@gov.bc.ca

SUBMISSION PROCESS

1.) Save the completed application package in the following filename format:

Applicant’s name, project priority, document type, and the application year.

- Example: Kamloops 2 Application 2012.doc
Kamloops 2 Project Cost 2012.doc
Kamloops 2 Certification Form 2012.pdf

Please use spaces between words, not underscores or dashes.

E-mail completed application package and supporting documentation to: MoTCycling@gov.bc.ca

2.) You must sign and email the Certification Form, to the email address above. By signing the Certification Form you are certifying that the information contained in this application is to the best of your knowledge correct and complete. Applications are not eligible for assessment until the Certification Form is received by the Ministry.

Documentation Check List (please scan/pdf attachments and e-mail whenever possible)

- Mandatory Documents for each application
• Application Form
• Project Cost Estimate Sheet
• Partnership Details Sheet
• Certification Form





BIKE BC – Moving Cycling Forward

All applications must also include the following documents. Please indicate whether the required documents are submitted with the application form.

- A map detailing: project location; associated cycling/pedestrian network; linkages to recreational opportunities; and indicates major trip generators (e.g. large employers, schools, shopping areas) Yes No
- Cross section drawing for all projects Yes No
- For projects over \$100,000 design drawings must also be included Yes No
- Bicycle Network Plan Yes No
- Copies of any required federal or provincial licenses, approvals or permits Yes No
- Approval from council or board authorizing the project to proceed Yes No

If you answered "no" to any of the above questions, provide a brief explanation describing why the required document(s) will not be submitted with the application:

Optional Documents

You may submit with this application any other supporting documentation that may help with the assessment process (e.g., results of public consultation, letters of support).

If applicable, please list the supporting documentation that will be submitted with the application.



BIKE BC – *Moving Cycling Forward***General:**

The purpose of the Cycling Infrastructure Partnerships Program (CIPP) is to encourage transportation cycling by accelerating the development of cycling infrastructure throughout British Columbia. Cycling for transportation purposes (work, school and errands) reduces the number of trips made by motor vehicles and contributes to the reduction of traffic and green house gas (GHG) emissions, thereby improving the quality of life for British Columbians. The provincial mandate requires fair regional distribution of funding.

Local governments play an important role in creating the kinds of environments that help people make healthy choices in all areas of their lives, improving quality of life, reducing demand on the healthcare system, and helping Government achieve its goal of leading North America in healthy living and physical activity. Information on how communities can develop healthy living environments is available at:

<http://www.healthyfamiliesbc.ca/>

http://www.bcrpa.bc.ca/recreation_parks/active_communities.htm

<http://www.bchealthycommunities.ca>

<http://www.biketowork.ca>

<http://www.hastebc.org/>

Funding:

This capital cost-sharing program is administered and funded by the BC Ministry of Transportation and Infrastructure (TRAN). The maximum amount of provincial assistance approved for a municipality is 20% of the total CIPP budget (for 2013/14 CIPP - \$100,000). Payment by CIPP will be the lesser of the granted amount, or 50% of the actual eligible cost. If a third party, including another Provincial agency, is contributing to a project, that contribution must be deducted from the project's total eligible cost and the CIPP share calculated on the balance. No approval will be granted for work already done or committed to, as the intent of the CIPP is to expand cycling infrastructure.

All proponents must receive written approval from the ministry's area operations manager prior to applying for projects on, or which directly impact, provincial infrastructure. For your convenience, please refer to the ministry's regional and district office contact information sheet at www.th.gov.bc.ca/contacts.htm. Projects submitted without such approval will not be eligible for funding. Where applicable, funding for cycling infrastructure in the development of new or upgraded provincial highways will come from the project's capital budget instead of the CIPP.

Projects approved under the CIPP must adhere to the design and route submitted to receive payment. Changes proposed after a contribution agreement is signed must be approved by the ministry *prior to construction*, although approval is not guaranteed.

BIKE BC – Moving Cycling Forward

Eligible Projects:

The Province will only provide financial assistance for infrastructure which forms part of a bicycle network plan prepared and adopted by a municipality or regional district. It must be generally consistent with the program's *Guidelines for Bicycle Network Plans*.

Bicycle plans that have been adopted by a local government, and which will be incorporated into the next update of the official community plan, will be accepted as a bicycle network plan.

In order for a project to be eligible, design work and public consultation must be completed prior to application, with the project “shelf ready” for construction and capable of completion within one year of funding approval.

Eligible projects include those that encourage transportation cycling by accelerating the development of cycling infrastructure. Cycling for transportation purposes includes cycling trips to and from work, school and errands.

Eligible proposals include, but are not limited to, projects that:

- ⇒ are part of an adopted bicycle network plan
- ⇒ are shelf ready
- ⇒ promote transportation (commuter) cycling
- ⇒ help to reduce traffic congestion
- ⇒ help to reduce green house gas (GHG) emissions
- ⇒ provide a safe cycling environment
- ⇒ are **new** projects

Non-eligible proposals include, but are not limited to, projects that:

- ⇒ are not part of an adopted bicycle network plan
 - ⇒ are not shelf ready (design work and public consultations have not been complete
- d)
- ⇒ emphasize recreational cycling
 - ⇒ do not remove a motor vehicle trip
 - ⇒ create an unsafe or illegal cycling environment
 - ⇒ have already been constructed

Eligible Costs:

CIPP will assist local governments in expanding their cycling network by funding up to 50% of eligible cost-shareable capital work. The CIPP's 50% share is calculated once **all** third party contributions have been deducted from the total capital cost of the project.

BIKE BC – Moving Cycling Forward

Typical cost-shareable items are labour and material costs for:

- Excavation
- Granular Sub-Base
- Granular Base
- Compaction
- Watering
- Primer
- Pavement
- Shouldering
- Culverts
- Ditches
- Storm Drains
- Catch Basins and Utility Access Basins
(only when part of an overall cycling construction project)
- Drop Curbs
- Signs (regulatory, warning & directional only)
- Pavement Marking
- Intersection Lighting (where warranted)
- Cyclist Actuated Signals and Duct Works
(where warranted for cyclists & normally part of an overall cycling construction project) *
- Cyclist Actuation – Loops and push buttons
- Traffic Calming Devices
- Bridge Structures
- Retaining Walls
- Fencing (only where required for safety)
- Utility Relocation (road authority share)
- Obstruction removal (i.e. trees, rock, etc.)
- Guardrail
- Traffic Control
- Project Management

*** The CIPP will not fund signals that are already required for pedestrian requirements.**

Some non cost-shareable items include:

- Property Acquisition
- Administration / Overhead
- Design and planning
- Educational or Promotional signage
- Landscaping
- Lighting between Intersections
- Maintenance works
- New Curb & Gutter **
- New Sidewalks ***
- Interlocking Pavers
- Cycling facilities that contravene the Motor Vehicle Act (i.e. facilities on one side of the road only)
- Parking Facilities
- End of trip facilities that are not part of a total construction project (i.e. bike racks, lockers, showers, etc.)

**** Replacement of existing sidewalks and curb & gutter, in kind, are only eligible where necessitated by project design.**

***** Generally, parking must not be permitted within a cycling facility that has received provincial funding through the CIPP.**

BIKE BC – Moving Cycling Forward

Project Selection:

Proposals are selected using a priority ranking system to determine which applications best meet the program's goal of encouraging transportation cycling, creating healthy living environments, reducing traffic congestion and GHG emissions through safe and effective cycling infrastructure.

Funding for projects is awarded based on the following:

COMMUNITY'S SUPPORT FOR HEALTHY LIVING AND PHYSICAL FITNESS

- Project's ability to increase physical activity.
- Promotes cycling and active transportation (i.e., Bike to Work Week).
- Supports use of public areas (i.e., installing bike racks and ensuring facilities are safe and well maintained).
- Encourages all residents to take advantage of community recreation facilities.
- Supports workplace wellness policies.

COST EFFECTIVENESS

- Total project cost.
- New cycling route kilometres developed per dollar spent.
- New cycling route kilometres developed per capita.
- New cycling route kilometres developed per cyclist served.
- Total cost per tonne of GHG emissions reduction (total \$ per tonne)¹.

SAFETY

- Safety improvements for cyclists and motorists through changes in traffic speed, traffic volume, operating space and hindrances

RIDERSHIP

- Number of actual cycling trips on the route and projected cycling trips after project completion.

FACILITY TYPE

- Separated bicycle path, bicycle lane, shoulder bikeway or shared roadway

CATCHMENT POPULATION SIZE

TIMING

- Co-ordination of project with other construction works to provide economies of scale

MULTIMODAL CONNECTIONS

- Connections to cycling trip generators such as business districts, schools, shopping malls, recreation centres, etc.
- Connections to other alternative modes of transportation (i.e. public transit, sky train, ferries, etc.)

**PROPONENT'S PRIORITY
ENDORSEMENT LETTERS**

BIKE BC – Moving Cycling Forward

Application Package:

Applications submitted under the CIPP must include the following materials:

- Rationale for the route and the long term goals and objectives of the project (see **Project Description** on the application form)
- Bicycle network plan
- Fully completed application form including:
 - ⇒ Evidence that public consultation is complete and that issues have been addressed
 - ⇒ Copies of all necessary permits
 - ⇒ Cost estimates and listing of works to be undertaken
 - ⇒ Trip volumes and safety statistics
 - ⇒ Ministry area operations manager approval, if applicable
- Detailed description of design and works to be completed
 - ⇒ A typical cross section drawing
 - ⇒ Detailed design drawings *must* be included with applications for projects having a total cost of \$100,000, or more
 - ⇒ Detailed design drawings are *preferred* for all applications
- Bicycle count data sheets indicating the locations and time periods for which counts were undertaken (please see *the Bicycle Counts section* for more details)
- Traffic signals - the following information (stamped by a P. Eng. or certified by the municipal clerk that the information is correct) must be attached for the main and cross street where each signal is proposed:
 - ⇒ 7 hour traffic count over the rush hour period
 - ⇒ vehicle signal warrant sheet
 - ⇒ pedestrian signal warrant sheet
 - ⇒ municipal warrant standard
- Map detailing the following:
 - ⇒ Existing cycling network and proposed cycling routes
 - ⇒ Existing road network
 - ⇒ Location of cycling trip generators, such as town centres, recreation facilities and schools
 - ⇒ Municipal boundaries and portions of neighbouring municipalities
- Additional material may include:
 - ⇒ Letter(s) of endorsement from local cycling groups, schools, major employers, local RCMP etc.
 - ⇒ Colour photographs of the project site

Note: A map of the Ministry's Regional Index is located at www.th.gov.bc.ca/popular-topics/maps/regiondistrictmap.htm. A map of British Columbia's electoral districts is available from the Elections BC website at <http://www.elections.bc.ca/index.php/maps>.

BIKE BC – Moving Cycling Forward**Bicycle Counts:**

A count to determine the actual number of cyclists currently using a route is required for *each* application submitted. **Failure to submit this data will result in the application being ineligible for CIPP funding.** A sample count data sheet is included with this package. It is recommended that you use this data sheet for your submission.

Bicycle counts should be taken during the peak commuter cycling periods, generally considered to be from 7 AM to 9 AM and 3 PM to 6 PM. “Before and after” bike trips should be based on a five hour count period. If possible, these counts should be taken during the major cycling season (i.e. May, June or September). Different time periods may be used if they provide a more representative sample of transportation cycling use.

Note: *Data collection for separated bike paths can be problematic. “Previous bike trip counts” are still required for this category. If the new cycling facility is expected to carry a significant number of transportation cyclists, then it is assumed that a number of those cyclists would be commuting via other routes. The previous bike trip counts should be taken on the original routes to determine “before” bike trips. It is also important that BC MoT receive actual bike counts for separated bike paths.*

Performance Measures:

All successful applicants will be required to sign a Conditional Grant Agreement (CGA) with BC MoT. As a condition of this agreement, proponents will be required to submit a “before and after” study of the cycling project’s performance one year after project completion. Proponents must complete three days of cycling counts for the “after” study. Applicants should ensure that the means to collect and provide the data is in place.

Submission Deadline:

The ministry must receive a complete application package for each proposal with your BC MoT area operations manager copied on proposals that impact provincial Infrastructure by:

January 10, 2014 for projects that can be completed within one year of funding approval.

It is preferred that applications are submitted electronically to:

MoTCycling@gov.bc.ca



BIKE BC – *Moving Cycling Forward*

Those documents that cannot be submitted electronically can be submitted to:

Jessica Ling
Policy Analyst
Ministry of Transportation and Infrastructure
Transportation Planning and Policy
5D - 940 Blanshard Street
PO Box 9850 STN PROV GOV
Victoria BC V8W 9T5

Questions regarding CIPP can be directed to:

Jessica Ling
Policy Analyst

Jessica.Ling@gov.bc.ca
250-356-5306

BIKE BC – *Moving Cycling Forward*

APPENDIX

CIPP STANDARDS AND DEFINITIONS

Attached are definitions and standards that will assist in the application process:

a) PROJECT DESIGN

The design of proposed infrastructure on all CIPP projects should be consistent with the Ministry of Transportation and Infrastructure's (BC MoT) *Cycling Guide (2000)*. BC MoT has incorporated the Transportation Association of Canada (TAC) bikeway standards in the *Guide*. The *Cycling Guide* (Stock # 7610002923) is available for purchase from Queen's Printer. Please visit <http://www.crownpub.bc.ca> or call 1-800-663-6105 for more information.

Designs are not to contravene the *Motor Vehicle Act*. Design drawings require the approval of the municipal engineer or works superintendent and must be included with the application form. If work is proposed on a road under BC MoT jurisdiction, the local area operations manager's approval must be attached to the application in order for the project to be considered.

Municipalities and regional districts are encouraged to liaise closely with, and benefit from, assistance which may be available from local cycling organizations. Local governments are also encouraged to work in co-operation with all neighbouring local governments that may be affected by the application.

b) SHELF READY PROJECT

"Shelf ready" means that a project is at the stage where construction can begin immediately once provincial funding has been announced. "Shelf ready" requires the proponent to have completed public consultation, project design, property negotiations and environmental mitigation measures prior to submission of the application.

c) BIKEWAY DEFINITIONS AND MINIMUM WIDTHS (TAC manual chapter 3.4)

Shared Roadway – A roadway that has been designated by directional signage as being open to bicycle travel and is shared with other motor vehicle traffic, but is usually not identified by lane lines or pavement markings. The minimum lane width accepted under the CIPP for a Shared Roadway is **4.3 metres**.

Shoulder Bikeway - A shoulder bikeway is located on the right side of the shoulder line of an open roadway, using the paved shoulder of the roadway. It does not encompass any of the regularly travelled motor vehicle portion of the roadway. The minimum width accepted under the CIPP for a Shoulder Bikeway is **1.5 metres**. A shoulder bikeway may be indicated by road signs and/or pavement markings.

Bike Lane - That portion of the roadway cross section designated exclusively for bicycle use, and is identified through striping, signage, pavement markings, or a physical barrier such as a curb. The minimum width accepted under the CIPP for a Bike Lane is **1.5 metres**.

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Separated Bike Path - A path assigned to cyclists, and physically separated from a vehicle roadway by either a barrier or open space. The minimum width accepted under the CIPP for a Separated Bike Path is **3.0** metres for a two-way facility, and **1.5** metres for a one-way facility.

d) CATCHMENT AREA (Population Serviced By Project)

The population “catchment area” is the area in which people cycle to and from work, school or errands on a regular basis. A “rule of thumb” is that the average cycling trip is between 5 -10 km for transportation purposes. Catchment areas may be larger due to the nature and length of the facility and its associated trip generators along the route.

e) SAFETY

The safety component of a project will be reviewed based on overall safety features of the project upon completion, as well as cycling stress improvements. “Cycling stress” will be measured by factors such as curb lane width, motor vehicle traffic volume, and adjacent motor vehicle speed, number of lanes of motor vehicle traffic, number of commercial access points, and number of intersections. By improving any of these factors, a cyclist’s stress level will be decreased due to increased safety in the cycling environment.

If the proposed route completely removes cyclists from a roadway system, statistics for the original route used by cyclists should be provided in the application.

f) HINDRANCES

Hindrances on a cycling route consist of anything that would impede the width, visibility, operation or safety along the route. Some examples include intersections, driveways, utility poles, narrow lanes on bridges, abutments, trees, etc. A high number of hindrances on a route can substantially affect the route’s viability and its overall safety. The greater the reduction of hindrances, the greater safety improvement along the route.

Local Government
Infrastructure Planning Grant Program

PROGRAM GUIDE



Ministry of Community Services
Local Government Infrastructure and Finance Division

August 2007

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1 Program Overview

1.1. Purpose

To assist local governments in developing sustainable infrastructure that will improve public health and safety, protect the natural environment and strengthen local and regional economies.

1.2. Amount of Grant

The maximum grant for approved projects is \$10,000 according to the following formula:

Approved Project Costs	Provincial Grant
First \$5,000 or less	100% of approved costs
Next \$10,000 or less	50% of approved costs

2 Eligibility

2.1. Eligible Applicants

An eligible applicant is a local government, defined as a municipality or a regional district. Local governments can submit applications on behalf of improvement districts, registered utilities or other small water systems and should include the letter of request from that organization.

2.2. Eligible Projects

The Program supports a range of initiatives related to improving water, sewer, drainage and other environmental infrastructure. Eligible projects are those that promote sustainable infrastructure including, but not limited to:

Plans

- Liquid Waste Management Plans
- Integrated Stormwater Management Plans
- Community Energy Plans
- Water Conservation Plans
- Water Master Plans

Studies

- Infrastructure condition assessments
- Economic evaluations of universal metering and conservation rate structures
- Water audits and development of water demand management strategies
- Low impact development technologies and green building design evaluations
- Innovative pilot projects and capacity building programs
- Wastewater reclamation and water reuse studies

2.3. Ineligible Projects

Applications will be deemed ineligible if the project:

- has already begun prior to the submission of the application;
- is for a proposed privately owned development; or
- is considered routine maintenance or repair.

2.4. Eligible Costs

Eligible costs means all direct costs properly and reasonably incurred in specific in relation to the proposed project. Eligible costs include:

- consultant fees
- local government staff time (for projects using in-house resources)
- in-kind contributions

For projects that involve in-kind contributions or are to be directly carried out by local government staff, a detailed cost estimates sheet must be submitted with the Application Form. Cost estimates must identify the charge out rate for each participant, costed at fair market value, time commitment for each task and should outline each participant's role, (e.g. project manager, coordinator, etc.) and their qualifications pertaining to the project.

Eligible costs are net of any contributions from other grant programs. Approved funding will be calculated once all other grant contributions have been deducted from the total cost of the project.

2.5. Ineligible Costs

Ineligible costs are:

- administrative overhead charges
- local government staff time for general administration of a project (e.g. reviewing consultants report, filling claim forms)
- capital project costs
- routine maintenance and repair costs
- GST (as of February 2004, municipalities receive a 100% federal government rebate on GST paid)
- costs incurred prior to the date of application

3 Application Process

3.1. How to Apply

Step 1: Download both the Application Form and the Certification Form from the web at:

http://www.cserv.gov.bc.ca/lgd/infra/infrastructure_grants.htm#grant

Step 2: The Application Form is a protected Word® Document which should be completed electronically using word processing software. Please note that the area below each question will expand as necessary to provide additional space to answer a question. Each question must be answered in less than 200 words.

Step 3: Save the completed Application Form with the following filename format using the applicant's name, then IPGP (acronym of the Program) and date completed (yymmdd). For example: *Tahsis_IPGP_070120.doc*

Step 4: If applicable, prepare and copy any supporting documentation that will be submitted with the Application Form (e.g. work plan, consultant's proposal, council resolution). Supporting documentation can be submitted in portable document format (PDF).

Step 5: Email the completed Application Form and any supporting documentation to the Ministry of Community Services at: infra@gov.bc.ca (mailed/faxed hardcopies will also be accepted).

Step 6: Complete the Certification Form, then print, sign and mail it to the Ministry of Community Services. By signing this form, the applicant is certifying that the information contained in the application is correct and complete.

Once all required materials have been received by the Ministry, a letter will be sent notifying applicants that their application package is complete and eligible for assessment.

3.2. Application Guidelines

Each project requires a completed Application Form and signed Certification Form. Completed Application Forms should not exceed four pages in length.

Applicants are responsible for ensuring that full and accurate information is submitted to the Ministry. Applications with incomplete information will not be considered until all necessary information has been submitted. Please ensure that all the appropriate boxes have been completed and that any applicable supporting information has been prepared. If a question is not applicable to the project, provide a brief explanation.

Applicants should be aware that information collected is subject to the *Freedom of Information and Protection of Privacy Act*. The information being collected is for the purpose of administering the Infrastructure Planning Grant Program and will be used for the purpose of evaluating eligibility under the Program. Any questions about the collection, use or disclosure of this information should be directed to the contacts at the end of this guide.

If you have already sent information to the Ministry, such as a detailed work plan or consultant's proposal, it is not necessary to re-submit it. You should make reference to the date when this material was sent.

If it is not possible to complete the Application Form using a computer, please contact the Ministry and an application designed to be filled in by hand will be mailed to you.

Applications need to clearly describe how the project will provide economic, social and/or environmental benefits such as:

- Cost savings and lower tax burden for residents and businesses
- Improved public health and safety
- Reduced ecological footprint and enhanced environmental protection
- More efficient use of infrastructure and natural resources
- Reduced operating costs
- Improved community sustainability

It is recommended that applications are submitted with supporting documentation in order to provide additional information for assessment. Though not mandatory, applications should be submitted with a work plan. This could be the project's terms of reference or a consultant's proposal. Some examples of other supporting documentation include, but are not limited to, the following:

- Council or board resolution supporting the project;
- Letters of support and/or documentation demonstrating support from relevant regulatory agencies such as local Health Authorities, Ministry of Environment, Department of Fisheries and Oceans Canada, etc.;
- Letters of support from community groups, stakeholders and partner organizations;
- Copies of pertinent sections of any long term plans (e.g. Regional Growth Strategy, Official Community Plan, Liquid Waste Management Plan);
- Copies of any applicable bylaws that directly support the project (e.g. Rainwater Management Bylaw, District Energy Bylaw, Water Conservation Bylaw, Low Impact Development Bylaw);
- Reference to any guidebooks or best practices that form the basis of the project (e.g. InfraGuide, B.C.'s Stormwater Planning Guidebook, Master Municipal Construction Document Association's Green Design Guidelines);

3.3. Where to Apply

All completed application forms should be emailed to the Ministry of Community Services at: infra@gov.bc.ca

Please mail the signed Certification Form to the address at the end of this guide.

If you are unable to submit the Application Form by email, then a hardcopy can be mailed to the Ministry.

3.4. Application Deadline

Applications are received on a continuous basis; however, grant funding may not be available after a posted deadline. If funding permits, grant applications that are not successful in their first assessment will be considered for a subsequent evaluation in the next round of approvals.

Applications that are not successful within one year of submission are withdrawn from further assessment. To be considered in future rounds, a new grant application with updated information will need to be submitted.

3.5. Application Review and Selection Criteria

Project selection criteria are focused on the principles of sustainability. Projects are evaluated using different rating schemes based on project type. Generally, criteria used to review and rank applications include measures for:

- Sustainable planning, design and management
- Public health and safety
- Environmental protection and enhancement
- Energy efficiency and greenhouse gas emission reductions
- Best management practices
- Innovation and new approaches
- Efficient use of infrastructure and other resources
- Conservation and demand-side management approaches
- Leadership in sustainable environmental management

Additionally, preference is given to applications that will lead to capital projects or assist in the dissolution of an existing water system.

Projects will be assessed on how they meet these criteria. Those applications that are able to effectively demonstrate how they are able to meet the selection criteria will have the greatest opportunity in being considered for approval. Please provide sufficient information so as to enable a proper assessment of the project.

4 Approval and Payment of Grants

4.1. Announcements

Successful applicants will receive written notification of approved funding. Grant announcements are usually made within three months after a posted deadline.

4.2. Terms and Conditions

Successful applicants will receive a contract that sets out the terms and conditions of the funding. This will confirm all parties' understanding of the project, its cost and the maximum grant amount to which the applicant is entitled and the grant's expiry date. Certain conditions may be attached to successful contracts in order to ensure that sustainability goals are met.

4.3. Claim Period and Expiry of Grant

The claim period will normally be for two years. Requests for an extension of this claim period will only be considered where there are unforeseen or extenuating circumstances. Such requests must be received before the expiry date of the grant.

4.4. Transfers Between Projects

Grants are project specific and may not be transferred from an approved application to a new proposal. Any diversion from the project description, as provided by either the initial terms of reference, a consultant's proposal or a detailed work program, may be considered only with the prior agreement of the Ministry of Community Services. Any substitute project must produce similar results to that for which the grant was approved.

4.5. Payment of Grant

To request payment the grant recipient must submit:

- Completed and signed Claim Form
- Copy of the final report
- Copies of invoices for all work undertaken to complete the report

The Claim Form is available for download from:

http://www.cserv.gov.bc.ca/lgd/infra/infrastructure_grants.htm#grant.

Final reports can be submitted by e-mail or CD and must be in PDF format. Electronic submissions of reports are preferred.

If a digital copy of the report cannot be supplied, then a paper copy of the final report will be accepted. Hard copy reports prepared by a registered engineer and/or geoscientist must be sealed or stamped, with signature and date, clearly showing the report author and responsible professional. A transmittal notice or covering letter, from the applicant, should indicate that the final report, and its contents, have been received, evaluated and accepted by the project proponent.

The Ministry may publish, release, or otherwise disseminate information related to the plan or study, including the final report.

Should the final report be different than shown in contract description and deliverables, the proponent shall be held responsible and grant funding may be withdrawn.

For projects that did not generate invoices (i.e. used in-house resources or in-kind contributions), the claim must be accompanied by a schedule detailing the costs (time and charges) for the project. Should the schedule show unreasonable or ineligible costs, grant claims may be denied or reduced.

The total amount of the grant payable will not exceed either the amount noted in the approval letter or the approved percentage of the actual cost, whichever is less.

5 Contact Information

Mailing Address

Ministry of Community Services
Infrastructure and Finance Division
PO Box 9838 Stn Prov Govt
Victoria BC V8W 9T1

Location Address

4th Floor - 800 Johnson Street, Victoria, BC

Phone: (250) 387-4060

FAX: (250) 356-1873

Email: infra@gov.bc.ca

Website: http://www.cserv.gov.bc.ca/lgd/infra/infrastructure_grants.htm#grant



FEDERATION
OF CANADIAN
MUNICIPALITIES

FÉDÉRATION
CANADIENNE DES
MUNICIPALITÉS

GREEN MUNICIPAL FUND
PREREQUISITES

GMF Prerequisites and Supporting Documents for a Capital Project in the Transportation Sector

The prerequisites and supporting documents required are determined based on whether your organization is a municipal government or a partner of a municipal government (municipally owned organization or non-municipally owned organization) and on the sector of the environmental initiative. The list also outlines the requirements and conditions that your organization must fulfill before you submit an application. **Please note that additional documentation may be requested.**

To be eligible for funding, all capital projects must meet our [eligibility criteria](#), which vary depending on the sector of the environmental initiative.

Type of organization	Prerequisites/Documents
All	<p>Modal shift projects</p> <p>A feasibility study that supports the initiative and includes results of the assessment of the baseline for the target population (e.g. an origin-destination survey)</p>
	<p>Fleet fuel reduction projects</p> <p>A feasibility study that supports the initiative and, if available, a general fleet management strategy of the municipal government.</p>
	<p>Fleet GHG reduction projects</p> <p>A feasibility study that supports the initiative and, if available, a GHG management strategy of the municipal government.</p>

Type of organization	Prerequisites/Documents
	Executive summary of the environmental assessment of your initiative, if required under federal and/or provincial laws.
	Municipal plan , such as a sustainable community plan , strategic plan, or sector plan , which supports the need for this capital project and has been approved by the municipal government’s council.
	Evidence of consultation with your provincial or territorial government . A letter is sufficient evidence of consultation. Note: This requirement does not apply to municipal governments in Quebec.
	Risk management plan for the project.
	A letter from each confirmed funding source identified in the Sources of Funding table. The letter must indicate the amount of cash and/or in-kind contributions to the initiative.
Municipal government entity	Signed municipal council resolution describing your organizational commitment to, and financial support for, the project and funding application to GMF.
	Most recent audited financial statements.
	If available, a business plan and any associated contracts that demonstrate revenue generated from the environmental initiative.
Partner of a municipal government entity – municipally owned organization	Documents that demonstrate that 1) there is a partnership between your organization and a municipal government, and 2) that the municipal government has a genuine interest and active involvement in the environmental initiative.
	Signed letter from the chief executive officer or chief financial officer of your organization confirming your level of financial commitment, and giving evidence of your board of directors’ support for the proposed environmental initiative and funding application to GMF.
	Audited financial statements for the last three years.

Type of organization	Prerequisites/Documents
	Business plan and any associated contracts that demonstrate revenue generated from the environmental initiative.
	Cash flow projections of the project demonstrating the revenue generation and the repayment capacity of the loan.
	If available, an external guarantee or other credit enhancements that might improve your ability to repay the loan.
Partner of a municipal government entity – non-municipally owned organization	Documents that demonstrate that 1) there is a partnership between your organization and a municipal government, and 2) that the municipal government has a genuine interest and active involvement in the environmental initiative.
	Signed letter from the chief executive officer or chief financial officer of your organization confirming your level of financial commitment, and giving evidence of your board of directors’ support for the proposed environmental initiative and funding application to GMF.
	Audited financial statements for the last three years.
	Business plan and any associated contracts that demonstrate revenue generated from the environmental initiative.
	Cash flow projections of the project demonstrating the revenue generation and the repayment capacity of the loan.
	If available, an external guarantee or other credit enhancements that might improve your ability to repay the loan.

NOTES:

Feasibility study – transportation

An assessment of the technical and financial feasibility, as well as the environmental, social, and economic impacts of a potential municipal environmental project. A municipal environmental project is a project that responds to a municipal need and contributes to cleaner air, water, and/or soil, and/or reduces

greenhouse gas emissions. A feasibility study typically includes an assessment of the requirements and outcomes of a specific project using verifiable evaluation processes, leading to a recommended course of action.

Your feasibility study must explain the anticipated environmental benefits to be achieved by the project (e.g. reduction in GHG emissions) and the methodology that will be used to measure the actual results.

Sustainable community plan

A plan developed through public consultation that identifies a vision and includes environmental, social, and economic goals and targets for the community. The plan also describes the short-, medium-, and long-term strategies for reaching its goals and targets, and integrates all areas of a municipal government concern, such as energy use, neighbourhood and transportation planning, and waste and water management (e.g. integrated community sustainability plan).

Other plans, such as a master plan or official plan, can also fulfill this requirement.

Sector plan

A plan that identifies sustainability goals or targets for a sector of a municipal government activity (e.g. sustainable transportation plan, solid waste management plan, solid waste diversion plan, water conservation strategy).

Risk management plan for the project

A plan that describes how your organization plans to minimize the environmental, business and financial risk of the project activities and outcomes. Typically, it includes:

- identifying the various types of risks
- the probability that each will occur
- their potential impacts
- measures to decrease the probability of risk
- measures to mitigate the potential impacts

The risk management plan may be part of a feasibility study or business plan.

Sources of funding

All sources of funding will have to be confirmed in writing and submitted to FCM prior to the first disbursement.

Document requirements for a partner of a municipal government entity – municipally owned organization

You must provide:

1. A copy of:
 - the shareholder agreement with the municipal government
 - if available, any other official document that explains the relationship between your organization and the municipal government, regarding the environmental initiative

AND

2. Documents that answer some or all of the following questions:
 - Does the environmental initiative respond to a municipal need?
 - Was this municipal need an important element to the environmental initiative?
 - Does the municipal government have more than a passing or cursory interest and involvement in the environmental initiative?
 - Is the municipal government actively involved in some element of the design, planning or execution of the initiative?

Document requirements for a partner of a municipal government entity – non-municipally owned organization

You must provide:

1. Document(s) to establish the partnership. A partnership in the legal sense is not required but there must be a collaborative relationship between your organization and the municipal government regarding the environmental initiative.

For example, you may establish the partnership by attaching copies of written agreement(s) between your organization and the municipal government pertaining to the environmental initiative, which describe(s):

- the intent of the partnership for the environmental initiative
- roles and responsibilities of each
- contributions of each
- anticipated benefits for each from the partnership

AND

2. Documents that answer some or all of the following questions:
 - Does the environmental initiative respond to a municipal need?
 - Was this municipal need an important element to the environmental initiative?
 - Does the municipal government have more than a passing or cursory interest and involvement in the environmental initiative?
 - Is the municipal government actively involved in some element of the design, planning or execution of the initiative?



ACTIVE TRANSPORTATION, HEALTH AND COMMUNITY DESIGN:

What is the Canadian evidence saying?

Photo: Peter Blanchard

Healthy Community Design: the big picture

Numerous studies from Canada and around the world demonstrate a relationship between the physical design and layout of cities and towns – also known as “the built environment” – and the health of people living in them. Community form is associated with varying levels of physical activity, diet, safety and injury rates, and how easily people can access work, shops, services and schools.

According to a 2009 report from the Canadian Senate, some 10% of population health outcomes can be attributable to our physical or built environment, with an additional 50% being related to social and economic determinants, many of which are deeply interconnected with environments.¹ Hence, creating physical environments that facilitate healthy living is a critical component of supporting individuals in making better choices for their health.



Our Built Environment

The built environment refers to the human-made surroundings that provide the setting for all human activity, including those places where people live, work, learn, rest and play. These spaces range from rural streets to bustling downtowns and all the places in between.

Planning Healthy Communities: How can this fact sheet be useful to me?

Canadian research on the associations between health and built environment is expanding and becoming more sophisticated. While much work remains to unravel the complex relationships between physical activity, body weight and the built environment, the research is at a point where the planning implications are clear – healthy community design matters.

The purpose of this fact sheet is to provide Canadian planning practitioners and community stakeholders with a summary of the most current “made in Canada” research on healthy communities. It highlights leading edge Canadian research carried out between 2007 and 2011 and is meant to better equip planning practitioners, local government officials and community leaders to work more closely with researchers and public health officials in charting next steps in research and evidence-informed policy-making.

Active Transportation, Health and Community Design: Issue Overview

In recent years, Canadians have become less and less physically active.² This is a public health concern. Together with being overweight and obesity, lack of physical activity is considered a “conveyor belt” to heart disease, stroke and other chronic conditions, including cardiovascular disease, diabetes and various cancers.³ On the other hand, physical activity is associated with more positive health outcomes, including improved physical, mental and social health.



Community design that supports active transportation has been demonstrated to provide multiple transportation, environmental and public health benefits, including promoting physical activity, improving air quality, reducing contributions to climate change, and even improving community livability. Built environment improvements that support active transportation – e.g., traffic calming, streetscape improvements, traffic speed reductions, and road space reallocation, etc. – can also generate safety advantages and reduce injury risks, which is a benefit not only for pedestrian and cyclists, but also transit riders and other road users.

Key Research and Findings

The section provides some general background facts on health, physical activity and weight, followed by more specific, Canadian research findings around active transportation, body weight and the built environment. The highlighted findings come from a review of 96 peer-reviewed journal articles and 16 reports from respected Canadian agencies published between 2007 and 2011.

Physical inactivity and obesity are growing issues of concern in Canada.

- 69% of Canadian adults and 91% of Canadian children and youth are not getting the recommended levels of daily physical activity. ⁴
- One in four Canadian adults are considered obese, along with about one in ten Canadian children and youth between the ages of 6 and 17. ⁵
- 2008 economic costs of obesity are conservatively estimated at \$4.6 billion using the eight chronic diseases most consistently linked to obesity. This is up about 19% from 2000. ⁶
- Numerous studies and recent research from across Canada have linked the lack of physical activity as a key contributor to Canada's high (and growing) obesity rates. ^{7 8}
- It is estimated that if all Canadians engaged in 60 minutes of physical activity per day, 33% of all deaths related to coronary heart disease, 25% of deaths related to stroke, 20% of deaths related to type 2 diabetes, and 20% of deaths related to hypertension could be avoided. ⁹

Bringing destinations closer together is one of the most effective ways to facilitate active transportation.

- Shorter distances for daily trips are achieved in areas with higher building density and greater mix of land uses (e.g., residential, commercial, office, community service/institutional, etc.). Most studies agree that these two elements of the built environment are positively associated with walking and cycling for utilitarian trips. ^{10 11 12}
- An evaluation of transportation behaviours in new urbanist developments (higher building densities and a greater mix of land uses) in Calgary, Markham, and Montreal found that 51% of residents of new urbanist communities used active transportation for local services compared to only 19% in more conventional communities. ¹³
- A Montreal study found that adults aged 45 and older exhibited a greater likelihood of walking at least 30-minutes a day, five days a week if they lived in a neighbourhood with a greater density of destinations. ¹⁴
- Research on the factors that influence cycling in Metro Vancouver found that odds of cycling were higher in areas of greater land use mix and higher population density. This study found that neighbourhood-scale commercial destinations attracted cycling trips, but that large "big-box" commercial uses deterred cycling. ¹⁵

Safe and pleasant routes for cyclists and pedestrians are key attractors for increasing active transportation mode share.

- Many walkability and cycling studies determined that safety and comfort concerns caused by vehicle traffic (e.g., traffic speed, volume, road crossing conditions, etc.) were a primary influence on mode choice.^{16 17}
- Studies from several Canadian cities and regions show that perceptions of safety and the aesthetic quality of a route play an important part in influencing people’s decision to walk or bike, both for themselves and their children.^{18 19 20}
- Path connections and quality, street trees, and scenery are all aspects of route quality identified as having a positive relationship with people’s decisions to walk or bike.^{21 22 23}
- For many cyclists, the characteristics of the route were more important than those of the origin or destination of travel.²⁴
- A Metro Vancouver study found that cyclists were likely to detour from the shortest possible route in favour of routes with features such as traffic-calming measures, signage, tree cover, and bicycle-activated crossing signals.²⁵
- Occasional, or so-called “near market” cyclists, are more likely to choose off-street paths and physically separated routes for their trips according to a Metro Vancouver study.²⁶
- A Canada-wide study suggests that standardized, or uniform, active transportation promotion strategies may be less effective than more diversified initiatives targeting more specific groups (e.g., older walkers/cyclists, youth, new Canadians, etc.).²⁷
- There are considerable regional differences in active transportation participation rates. As examples, the likelihood of walking is higher in the Northwest Territories (for men) and lower in Quebec (both women and men); cycling shows higher rates in the West, and lower in the Atlantic provinces. These trends may be related to other factors, which need to be considered (e.g., climate, socio-economic status, etc.).^{28 29}

There are likely benefits in considering each community’s unique context and to target specific user groups when designing active transportation programs and strategies.



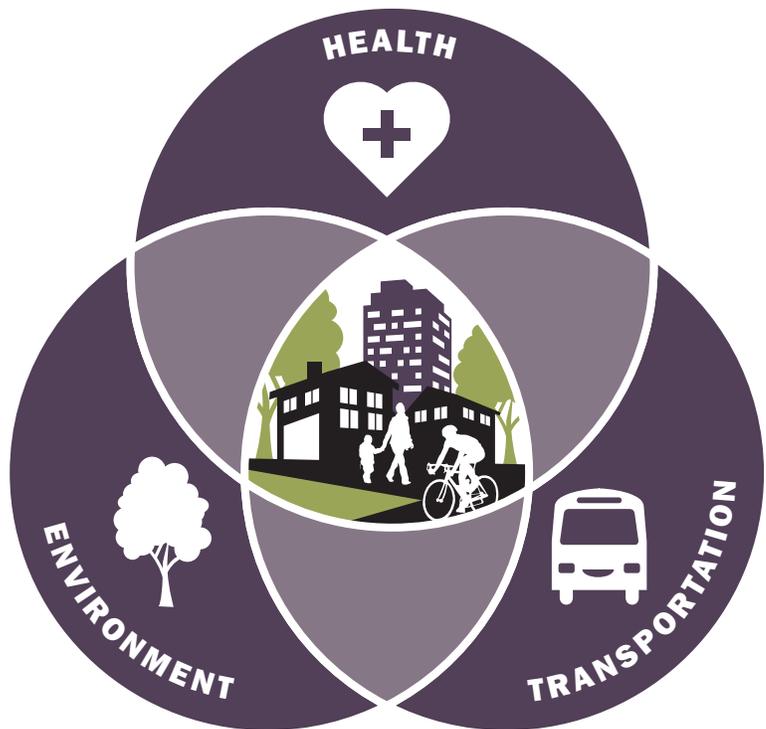
FIGURE: On 350 calories a cyclist can travel 16 kilometres, a pedestrian 5.6 kilometres, and an automobile 30.4 metres.³⁰

Within these research areas there are still many unpredicted results, which may reflect the variety in built environments across Canada and the range of influences on health (e.g., individual physiology, socio-economic status, etc.). More research is needed to strengthen the evidence base.

- A study of Vancouver and Toronto found that the walkability index, and its components related to land-use mix, residential density and street connectivity were significant predictors of Body Mass Index (BMI) in Vancouver, and that only residential density was predictive in Toronto. The authors suggest that the difference in influences may be due to differences in neighbourhood design, as well as the substantial climatic variation between these cities.³¹
- Studies conducted in Montreal found that people with disabilities were more likely to engage in leisure time physical activity and active transportation in neighbourhoods with streetscape adaptations and supportive features.^{32 33}
- A Montreal study found that presence of active transportation infrastructure (e.g., safe, well-lit sidewalks, etc.) within different neighbourhoods was not positively associated with walking. Somewhat counter intuitively, this research also found that a low perception of safety was associated with a greater likelihood of walking. The researchers speculate that older, denser neighbourhoods, which were associated with higher walking rates, may be the very ones with poor infrastructure and perceptions of poor safety.³⁴
- A six-year study of adults in Edmonton called into question the relationship between neighbourhood walkability and changes in Body Mass Index (BMI), while accounting for people's perceptions and attitudes toward their neighbourhood settings. By tracking changes over time (longitudinal survey), instead of just between places (cross-sectional survey), the study was able to follow health status over time. An analysis of the 500 individuals surveyed who did not change homes during the study period revealed no relationship between neighbourhood walkability and change in BMI³⁵. It reported that age, neighbourhood socio-economic status (SES), and perceptions of high traffic were the only significant predictors of changes in BMI. Specifically, younger participants, those living in low SES neighbourhoods, and those who reported that traffic made walking difficult were more likely to have increases in BMI.
- A second analysis of this study included those who moved within the six-year period to understand how their reasons for choosing the new location may affect the links between neighbourhood features and BMI³⁶. Findings confirmed people's values are influential on their behaviors. In particular, amongst those who moved, people who reported that ease of walking was not important in selecting a neighbourhood had larger increases in weight, in comparison to those who felt it was important. However, those who remained in the

same home over the study period did not show this trend between their values and their BMI. This could indicate that those who choose to live in walkable neighborhoods because it reflects their underlying values will walk more. In contrast, those individuals already living in highly walkable neighborhoods, and who are not inclined to walk, may not be influenced by neighborhood features only. The researchers point out that this does not disprove the link between the built environment and health outcomes, only that the complexity of the relationship must be considered, and more longitudinal studies are needed.

- In a study of factors that influenced the decisions of key stakeholders to develop walkable neighbourhoods, Edmonton City Councillors identified “car culture” as a barrier to change, underlining the social willingness to purchase housing that requires driving to work, school, and shopping, and the reluctance to use active transportation or take public transit.³⁷



Healthy Community Design - A Triple Win
Active transportation friendly communities can provide multiple health, environmental and transportation benefits.³⁸

Conclusions

This fact sheet presents research highlights from a wide body of work, with a focus on larger urban centres. This section summarizes key “take home” points that emerged as common, overarching themes from the review.

- ★ **Physical activity is among the most significant modifiable behaviours that can influence a person’s likelihood of developing chronic diseases, such as diabetes, heart disease, stroke or cancer.**
- ★ **Recent Canadian research, supported by a considerable body of US and international data, has associated the built environment, including active transportation and physical activity infrastructure, with more physically active lifestyles.**
- ★ **Healthy community design has been demonstrated to support health objectives, including facilitating physical activity, reducing injury risks for pedestrians and cyclists, and improving public safety and perceptions of safety.**
- ★ **Community design alone may not make more active living the most prevalent choice for individuals. Changes to the built environment might need to be supported by communications and education programs to help shift the societal values that are associated with the daily choices people make about where to live, how to get around, and personal health.**
- ★ **Additional Canadian research is required to continue building the evidence base, particularly studies over a longer-term period of time (i.e., longitudinal studies) and research that considers multiple built environment variables simultaneously (street connectivity, density and land uses, etc.), and their collective influences on physical activity and health.**



Complete streets are designed for the safe use of all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete streets make it easy and safe to cross the street, walk to shops, and bicycle to work, and are a key component of successful active transportation strategies.

What can planners do?

Whatever the context – from smaller towns to major urban centres – evidence points to several options for planners to be involved in encouraging and supporting healthy community design and more active transportation choices. Some actions planners might consider are briefly outlined below. Most of them are aligned with work planners may already be pursuing through their environmental and sustainability planning. See the next section for links to helpful resources and more information.



Reviewing current and long-range planning: There are many opportunities for planners to get involved in bringing health back to the planning table.

- 1. Look for opportunities** to include health objectives and active transportation goals and objectives in your community's plans. Ensure that your public health department and/or relevant health organizations and agencies are involved in plan review.
- 2. Review and update** street standards to include better and safer pedestrian and bicycle infrastructure with your jurisdiction's transportation engineers (or equivalent) and, where necessary and required, provincial transportation departments.
- 3. Develop and adopt** a "Complete Streets" policy that ensures all users and age groups are accommodated in new street designs, construction, and improvements to existing streets and roads. There are numerous sample policies available for communities of all sizes.
- 4. Encourage** compact, higher density, mixed-use development with a high quality public realm and safe, accessible, pleasant multi-modal connections between destinations wherever practical and possible.
- 5. Consider** using social marketing and/or other communications strategies to support community uptake of any built environment strategies implemented.



Staying informed and exploring new opportunities: Healthy community design is rapidly growing field with new research and evidence, and standards coming out continually.

- 1. Network** with other municipalities, provincial planning agencies, and health authorities who have undertaken healthy community design plans, projects and policies and who could support your work. Some provinces have established grant programs and resource networks.

2. **Establish** a healthy communities “knowledge broker” in your planning department capable of working with and liaising between the multiple public and private sector players involved in healthy community design (e.g., public health officers, developers, civil engineers, etc.).
3. **Support** healthy built environment research that occurs in your community. From research design to analysis and interpretation of findings, planners can support researchers and use resulting data to support evidence-informed, healthy community design policy-making.
4. **Explore Health Impact Assessments:** Used increasingly in the US and other jurisdictions, health impact assessments (HIAs) are used with larger development proposals to determine their potential health impacts and mitigate them. Quebec is actively exploring their use along with Peel Region in Ontario. New Canadian research on HIAs is emerging.



Building the case for healthy community design: Whether planning for small towns or major cities, it is important to cultivate support from key community stakeholders including elected officials, the public, local neighbourhood and business associations, local planning commissions and review boards, public health officials, etc. Build awareness of healthy community design and its health, fiscal and environmental benefits with these stakeholders.

1. **Establish** a healthy community design or active transportation task force or committee to help develop evidence-based healthy community design policies, programs and plans.
2. **Educate** other planners, local government officials and community leaders about the public health implications of land use and transportation planning choices, including the economic burden of associated health costs.
3. **Partner** with the local public health office to get local health data and/or invite the Chief Medical Health Officer, or equivalent, to speak to Council on the benefits of healthy community design and active transportation.
4. **Network** to develop a broader healthy community design constituency, particularly those organizations and groups with an interest in healthy community design – e.g., cycling groups, seniors organizations, school boards, public health agencies, developers, etc.

More Information and Resources

There is a wealth of information and resources available to planners interested in learning more about healthy community design and planning. For more information, or to access additional Planning Healthy Communities Fact Sheets, please visit:

- **National Collaborating Centre for Environmental Health - Healthy Built Environment Inventory:** A searchable catalogue of healthy communities case studies, guidelines, tools and key scientific papers.
http://nceh.ca/en/major_projects/built_environment
- **Heart and Stroke Foundation:** A resource site with links to research, healthy physical activity guidelines and healthy community design information.
www.heartandstroke.ca/healthycommunities
- **Urban Public Health Network - Healthy Canada by Design:** A clearinghouse of healthy community design resources and links.
www.uphn.ca/CLASP/
- **Canadian Institute of Planners:** Information and links to a variety of healthy community planning resources, including a new Healthy Communities Practice Guide.
www.cip-icu.ca
- **Public Health Agency of Canada:** Maintains a built environment webpage with helpful information and evidence.
www.phac-aspc.gc.ca/hp-ps/hl-mvs/be-eb-eng.php
- **Canadian Institute of Health Information:** A wide variety of resources and research studies on population health and environmental factors, including the built environment.
www.cihi.ca



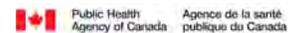
Planning Healthy Communities Fact Sheets: For information on child and youth specific active transportation and/or healthy community design please see Planning Healthy Communities Fact Sheet #2 – Active Living, Children and Youth: What is the Canadian evidence saying?

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Planning Healthy Communities Fact Sheet Series

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SUSTAINABLE COMMUNITIES PROGRAM AT A GLANCE

PROGRAM	PURPOSE	THE OFFER	FUNDING AVAILABLE FROM BC HYDRO
COMMUNITY ENERGY MANAGER (CEM)	Dedicate a staff resource within local government to drive sustainable policies and projects that reduce electricity consumption and greenhouse gas emissions in the community.	Provide funding to hire an energy manager to develop and implement energy efficiency plans, policies and programs.	Up to 50% funding for two years. (max. \$100,000)
COMMUNITY ENERGY & EMISSIONS PLAN (CEEP)	Develop a long-term strategic plan with targets, policies and actions to drive energy and greenhouse gas emissions reductions in the community.	Provide expertise and funding to develop the CEEP.	Up to 50% funding for the CEEP. (max. \$60,000)
CEEP: QUICKSTART	Assist smaller communities with developing a CEEP and prioritized actions.	Provide expertise and funding to facilitate a workshop, create a draft CEEP and support implementation.	100% funding for communities under 75,000.
LOCAL AREA PLAN (LAP)	Integrate energy planning and conservation measures into land use planning for a specific area.	Provide funding for energy experts to participate on the multi-disciplinary planning team and to provide data compilation, analysis and recommendations.	100% funding for the electricity component of an LAP. (max. \$20,000)
PROJECT IMPLEMENTATION - PILOT	Drive energy conservation plans, policies and projects into action.	Provide funding to jump start a project that will lead to electricity savings.	Up to 90% funding of project costs. (max. \$50,000)

Investing in road improvements

Why do we spend money on roads? Fewer crashes mean fewer injuries and wrecked cars—and fewer insurance claims. And these savings help us to keep rates as low as possible. In 2012, we invested approximately \$8 million in road improvement projects and studies throughout B.C.

A 2009 evaluation concluded that for every dollar invested, ICBC and its customers see a return of five times the investment. And the benefits of road improvements continue well beyond two years.

How can you fix a dangerous road near you?

Any community can talk to us about Safer Roads funding. If you have a suggestion for how to make a road or intersection in your community safer, contact your local municipality, or make your suggestion via our feedback.

We work with engineers to review studies, crash data and other information to decide which projects we should invest in. Often, we fund part of a project, working with the Ministry of Transportation and Infrastructure or municipal staff.

Do you just fund stop signs and traffic signals?

That's part of what we do. But it's a lot more.

We look at ways of preventing crashes from happening in the first place, by working with communities to make sure safety issues are part of planning for new roadways.

We also consult with other road safety experts on new ways to prevent crashes. Some of the new technology we've tested and is now in place in B.C. includes anti-skid road surface treatments, high-intensity signs, and larger, more visible traffic signals.



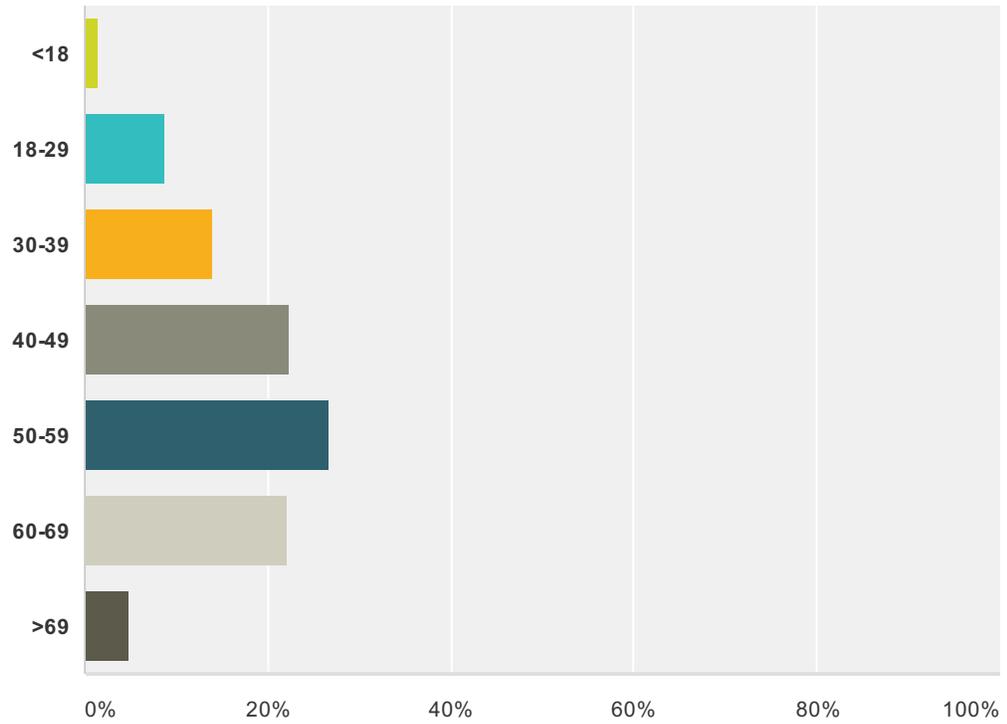
Appendix E

Public Consultation 2 Results



Q1 What age range do you fall into?

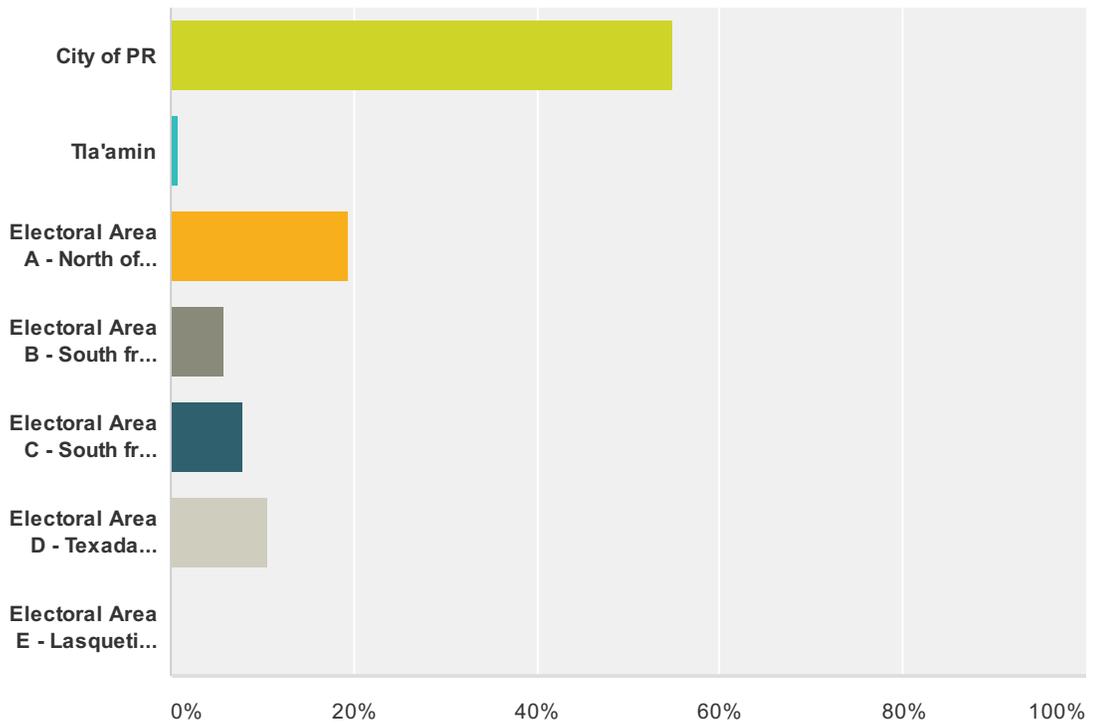
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Answer Choices	Responses	Count
<18	1.48%	8
18-29	8.72%	47
30-39	13.91%	75
40-49	22.26%	120
50-59	26.72%	144
60-69	22.08%	119
>69	4.82%	26
Total		539

Q2 Where do you live within the region?

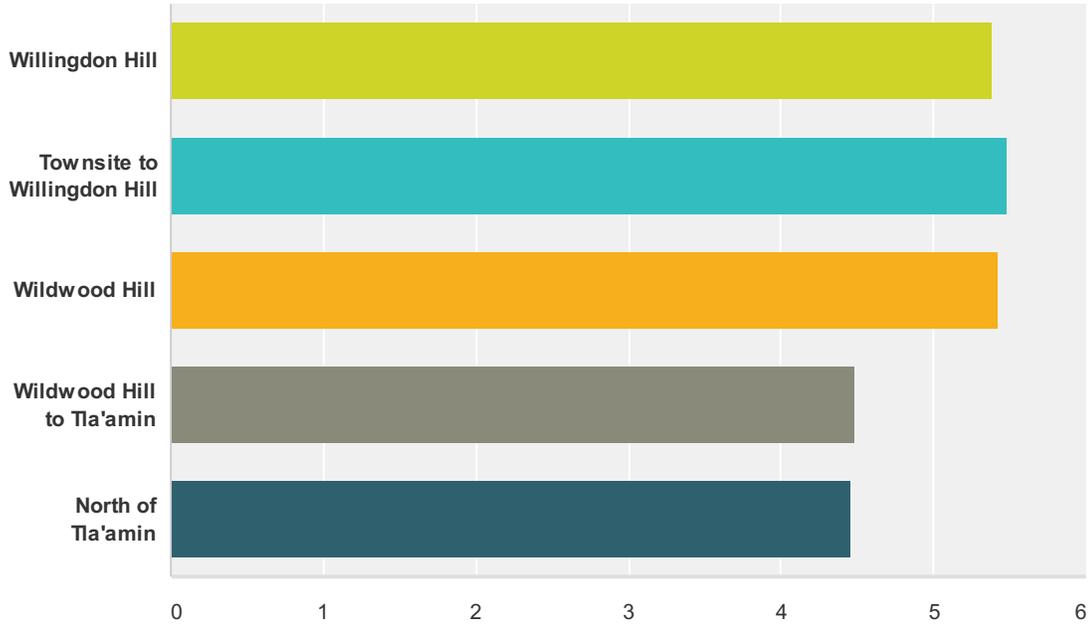
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Answer Choices	Responses
City of PR	54.92% 296
Tla'amin	0.93% 5
Electoral Area A - North of Tla'amin	19.48% 105
Electoral Area B - South from City to Whalen Rd	5.94% 32
Electoral Area C - South from Whalen Rd to Saltery Bay	7.98% 43
Electoral Area D - Texada Island	10.58% 57
Electoral Area E - Lasqueti Island	0.19% 1
Total	539

Q3 Do you support the construction of wide paved shoulders to facilitate safer travel for vulnerable road users on Highway 101 North of the City? Please specify your support for each section.

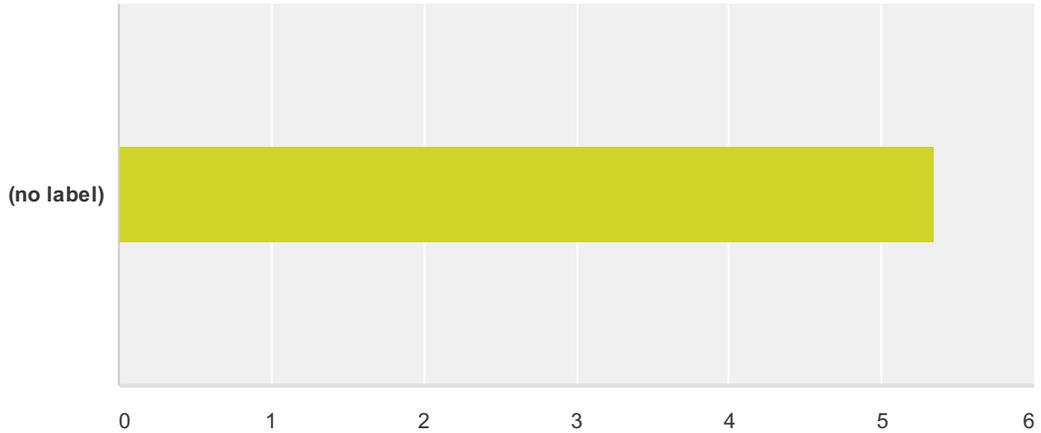
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	No Opinion	Do not Support/Would not Use	Low Support/Unlikely to Use	Moderate Support/May Use	Strong Support/Would Use	Total	Average Rating
Willingdon Hill	20.37% 87	8.67% 37	11.94% 51	22.01% 94	37.00% 158	427	5.38
Townsite to Willingdon Hill	18.88% 81	8.62% 37	11.42% 49	24.01% 103	37.06% 159	429	5.49
Wildwood Hill	19.71% 83	8.08% 34	12.35% 52	23.52% 99	36.34% 153	421	5.42
Wildwood Hill to Tla'amin	22.38% 94	12.62% 53	18.33% 77	18.33% 77	28.33% 119	420	4.48
North of Tla'amin	22.20% 93	14.32% 60	17.18% 72	17.18% 72	29.12% 122	419	4.46

Q4 Do you support the construction of wide paved shoulders (in addition to work already completed) to facilitate safer travel for vulnerable road users on Padgett Road?

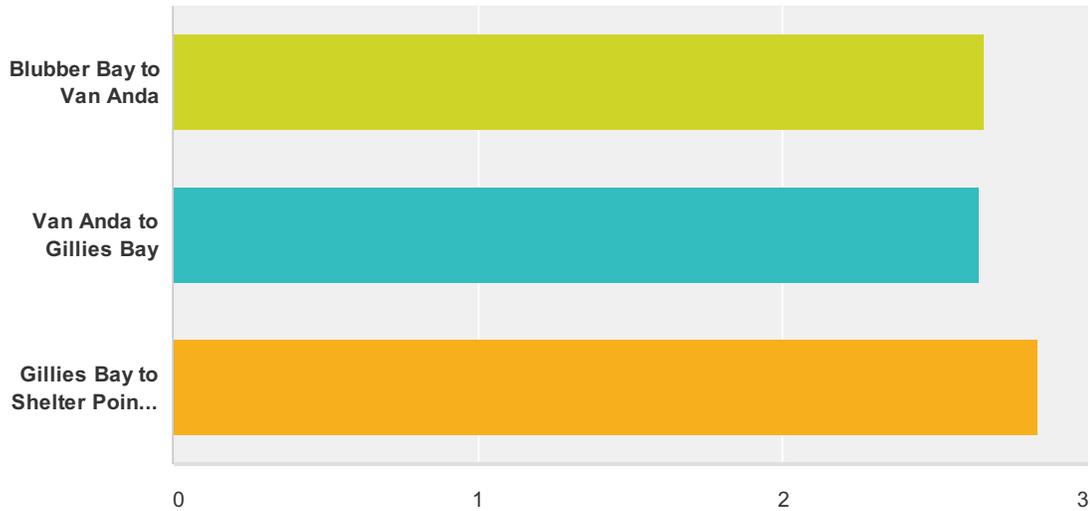
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	No Opinion	Do not Support/Would not Use	Low Support/Unlikely to Use	Moderate Support/May Use	Strong Support/Would Use	Total	Average Rating
(no label)	21.20% 92	7.83% 34	12.90% 56	21.20% 92	36.87% 160	434	5.35

Q5 Do you support the construction of wide paved shoulders to facilitate safer travel for vulnerable road users on Texada Island, Please specify your support for each section.

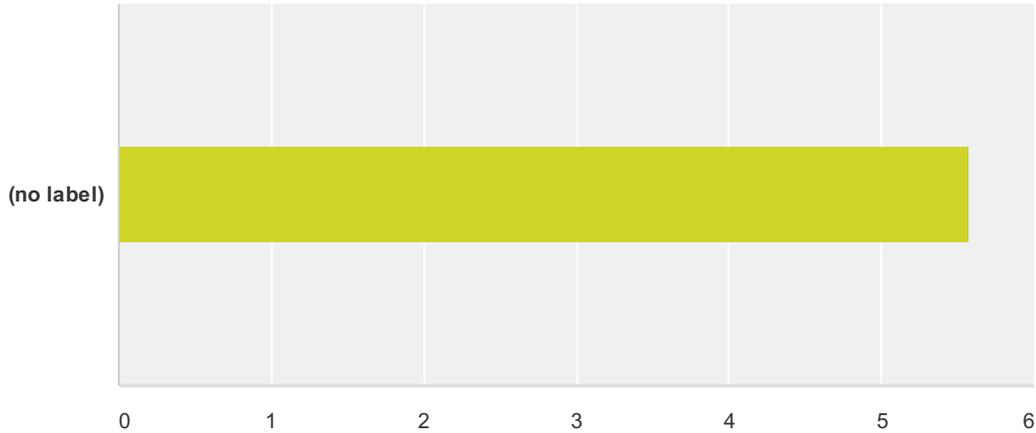
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	No Opinion	Do not Support/Would not Use	Low Support/Unlikely to Use	Moderate Support/May Use	Strong Support/Would Use	Total	Average Rating
Blubber Bay to Van Anda	41.40% 178	16.05% 69	14.42% 62	14.65% 63	13.49% 58	430	2.66
Van Anda to Gillies Bay	41.75% 177	16.04% 68	14.15% 60	14.86% 63	13.21% 56	424	2.64
Gillies Bay to Shelter Point Park	41.57% 175	15.20% 64	13.78% 58	13.06% 55	16.39% 69	421	2.84

Q6 Do you support the upgrade of the poleline trail that runs through the city and regional district to provide an improved and well drained surface suitable for walking and cycling?

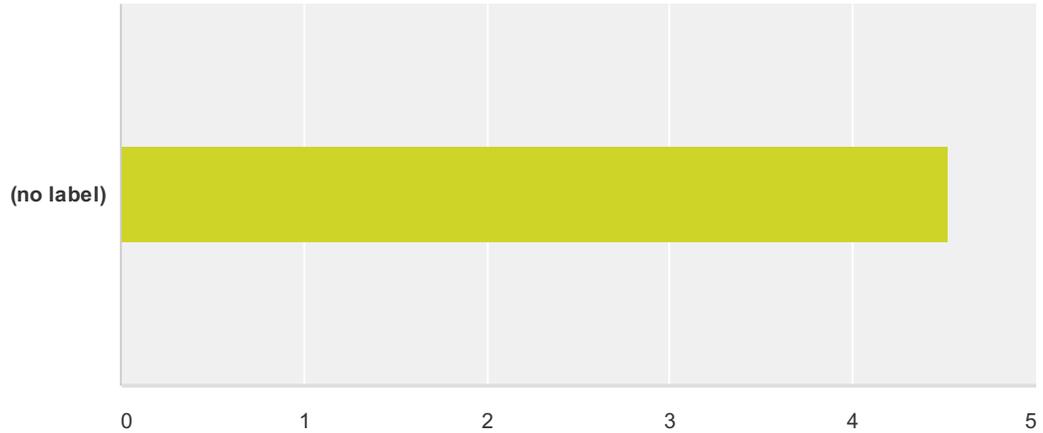
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	No Opinion	Do not Support/Would not Use	Low Support/Unlikely to Use	Moderate Support/May Use	Strong Support/Would Use	Total	Average Rating
(no label)	13.32% 57	10.75% 46	13.79% 59	26.17% 112	35.98% 154	428	5.58

Q7 Do you support the extension of Lang Creek Road Bridge (sidewalk/bike lane added to each side on opposite side of existing barriers) to allow for the safe passage of vulnerable road users.

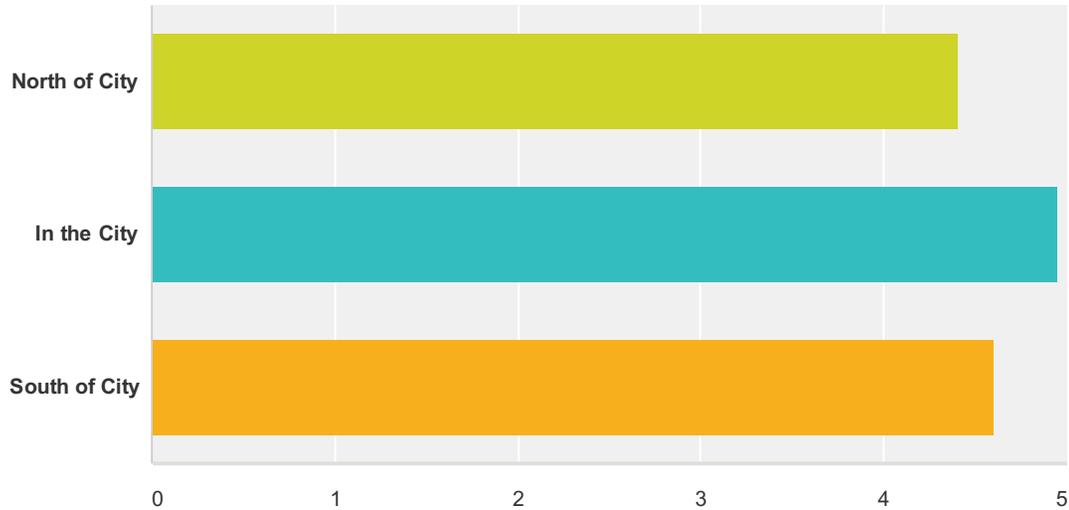
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	No Opinion	Do not Support/Would not Use	Low Support/Unlikely to Use	Moderate Support/May Use	Strong Support/Would Use	Total	Average Rating
(no label)	22.12% 96	10.37% 45	18.20% 79	23.96% 104	25.35% 110	434	4.52

Q8 Do you support the creation of a segregated paved trail approximately following the alignment of Highway 101 between Saltery Bay and Lund?

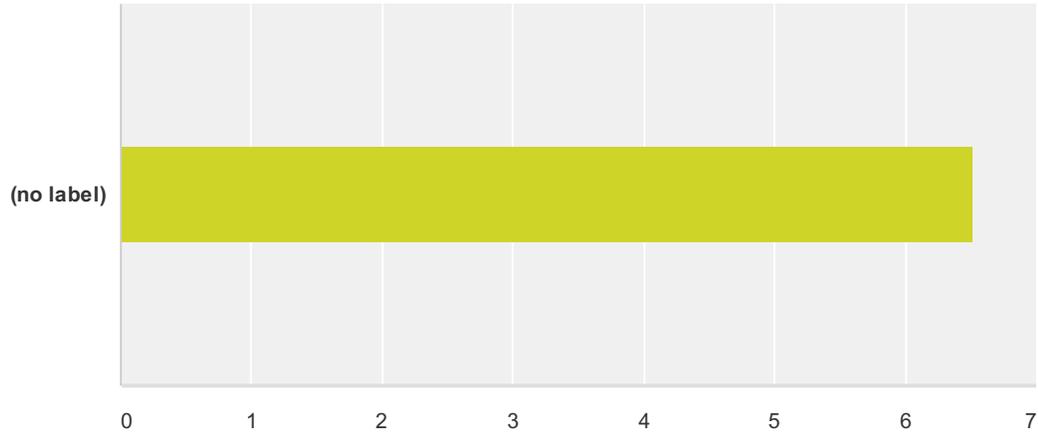
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	No Opinion	Do not Support/Would not Use	Low Support/Unlikely to Use	Moderate Support/May Use	Strong Support/Would Use	Total	Average Rating
North of City	18.10% 78	17.87% 77	16.94% 73	20.42% 88	26.68% 115	431	4.40
In the City	17.12% 69	16.13% 65	12.66% 51	21.09% 85	33.00% 133	403	4.95
South of City	18.34% 75	17.60% 72	14.43% 59	19.80% 81	29.83% 122	409	4.60

Q9 Do you support the installation of signage for trails and other major paved routes at trailheads and key waypoints? Signs could show distance to key locations or amenities, distance and walk/cycle time.

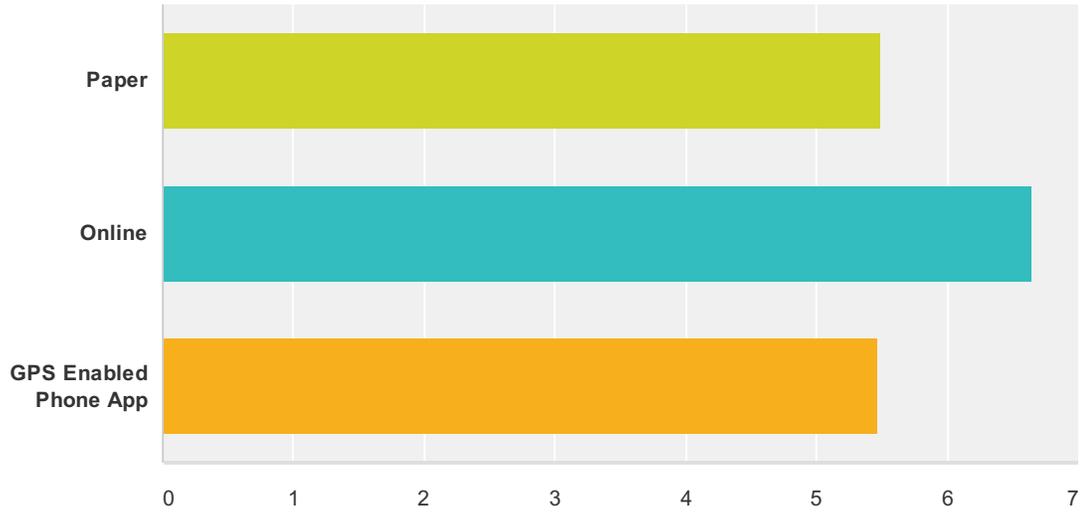
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	No Opinion	Do not Support	Low Support	Moderate Support	Strong Support	Total	Average Rating
(no label)	7.62% 33	5.54% 24	12.24% 53	32.79% 142	41.80% 181	433	6.52

Q10 Do you support the creation of a bicycle map to inform residents and visitors of the available routes, distances, typical travel times and location of inclines? Please indicate your level of support for each form of mapping.

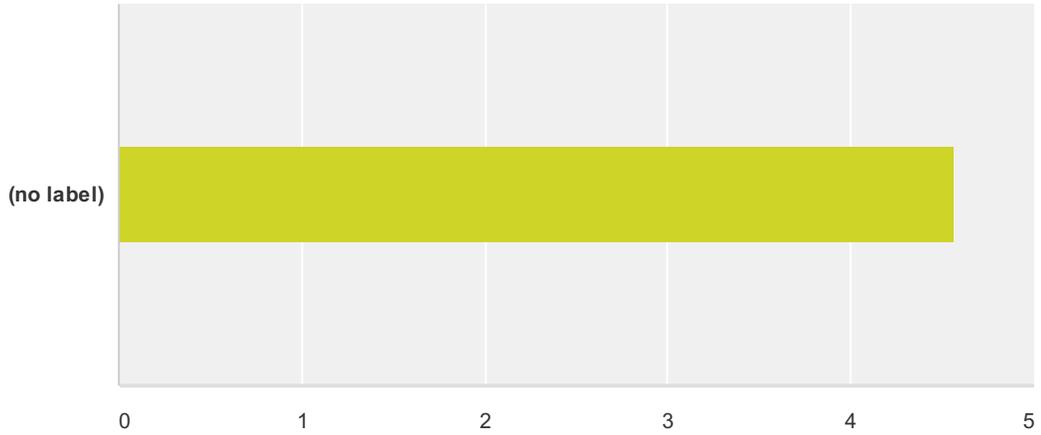
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	No Opinion	Do not Support/Would not Use	Low Support/Unlikely to Use	Moderate Support/May Use	Strong Support/Would Use	Total	Average Rating
Paper	9.18% 39	14.59% 62	14.59% 62	27.53% 117	34.12% 145	425	5.50
Online	6.98% 30	6.74% 29	13.02% 56	26.74% 115	46.51% 200	430	6.65
GPS Enabled Phone App	11.25% 46	12.96% 53	15.65% 64	25.43% 104	34.72% 142	409	5.47

Q11 Do you support an Active Transportation Levy to fund trail improvements, bike lanes, sidewalks, crosswalks, signage and active travel education?

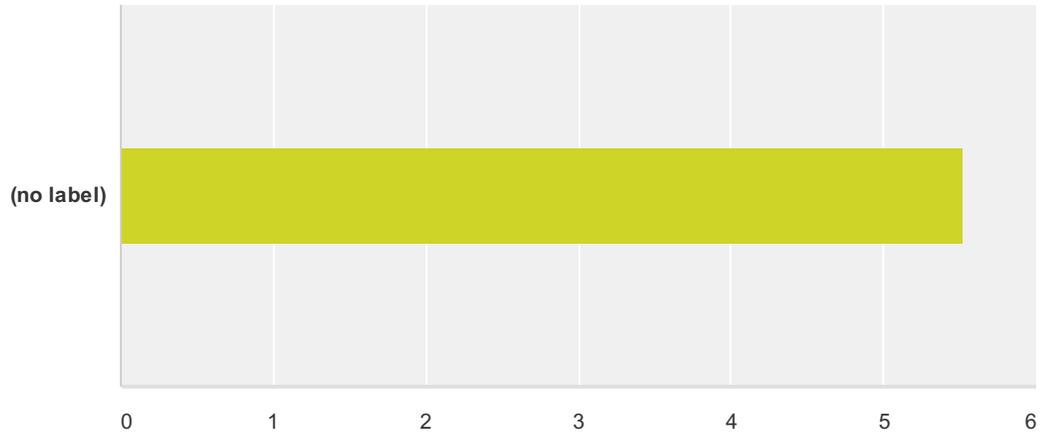
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	No Opinion	Do not Support	Low Support	Moderate Support	Strong Support	Total	Average Rating
(no label)	6.41% 28	24.49% 107	15.79% 69	31.12% 136	22.20% 97	437	4.56

Q12 Do you support a shared school and public bus service to facilitate cost sharing and greater rural transit options?

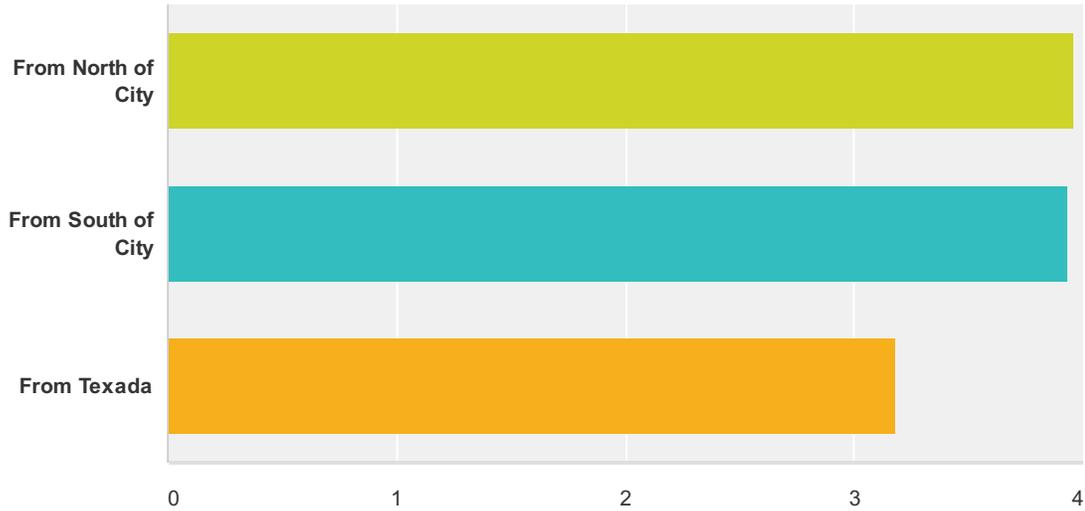
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	No Opinion	Do not Support	Low Support	Moderate Support	Strong Support	Total	Average Rating
(no label)	12.06% 51	10.17% 43	13.00% 55	33.33% 141	31.44% 133	423	5.53

Q13 Please indicate your level of support for a rural bus service into the City of Powell River, scheduled to provide service for typical commuter working hours? For example, arriving in the city around 8.30am, leaving the city around 5.30pm.

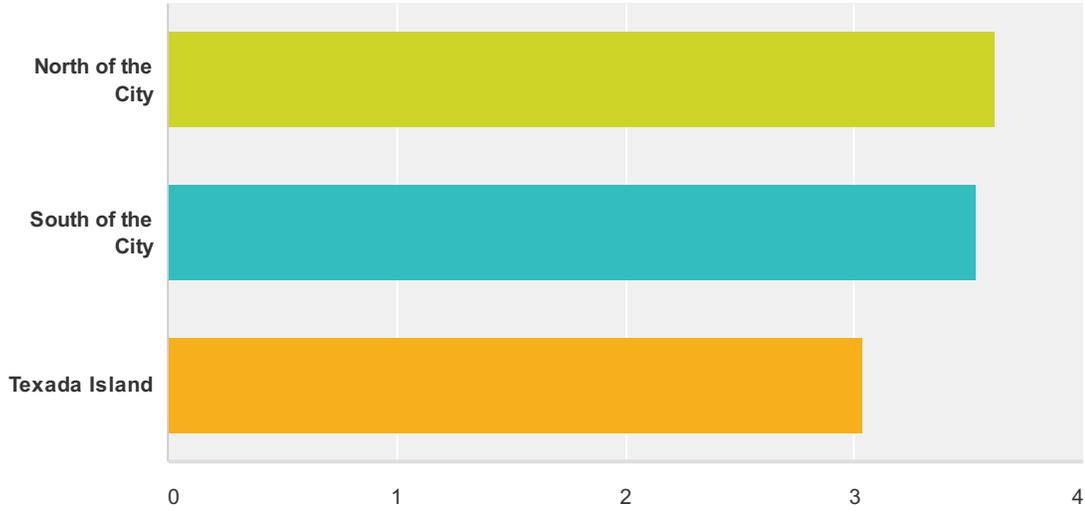
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	No Opinion	Do not Support/Would not Use	Low Support/Unlikely to Use	Moderate Support/May Use	Strong Support/Would Use	Total	Average Rating
From North of City	26.95% 114	9.93% 42	19.62% 83	24.35% 103	19.15% 81	423	3.96
From South of City	28.33% 119	10.48% 44	18.57% 78	22.14% 93	20.48% 86	420	3.93
From Texada	32.45% 134	17.19% 71	16.46% 68	17.68% 73	16.22% 67	413	3.18

Q14 Do you support an improved non commuter rural transit service? For example, more days per week, more times through the day.

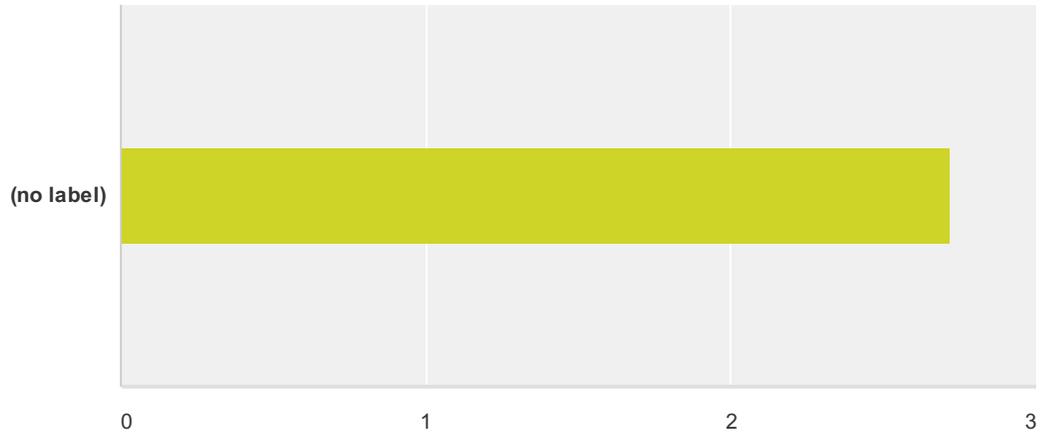
Answered: 427 Skipped: 112



	No Opinion	Do not Support/Would not Use	Low Support/Unlikely to Use	Moderate Support/May Use	Strong Support/Would Use	Total	Average Rating
North of the City	26.94% 111	15.05% 62	19.66% 81	20.15% 83	18.20% 75	412	3.62
South of the City	28.61% 117	14.43% 59	21.03% 86	17.36% 71	18.58% 76	409	3.53
Texada Island	33.01% 135	18.58% 76	17.11% 70	15.16% 62	16.14% 66	409	3.04

Q15 Do you support a transit service on Texada Island between Blubber Bay, Van Anda, Gillies Bay and Shelter Point Park?

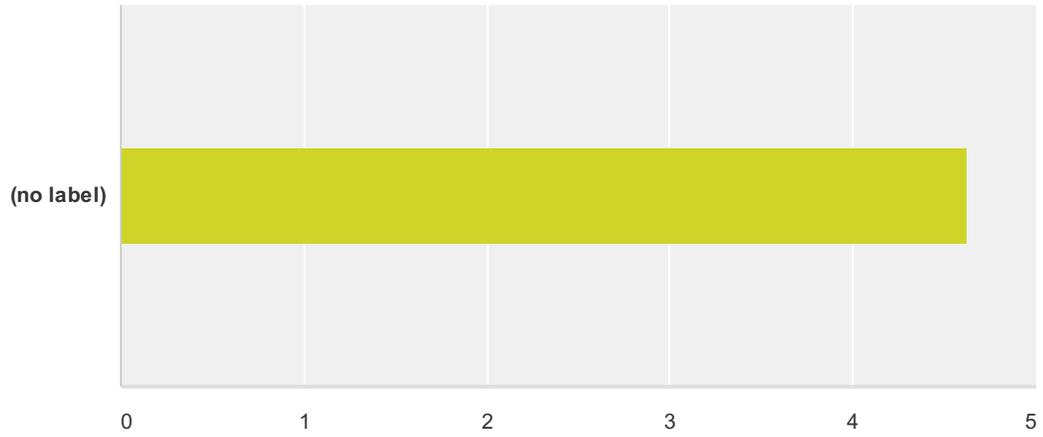
Answered: 423 Skipped: 116



	No Opinion/Does not Affect Me	Do not Support/Would not Use	Low Support/Unlikely to Use	Moderate Support/May Use	Strong Support/Would Use	Total	Average Rating
(no label)	41.61% 176	15.13% 64	13.95% 59	15.84% 67	13.48% 57	423	2.72

Q16 Do you support the introduction of earlier transit services to meet the first ferries?

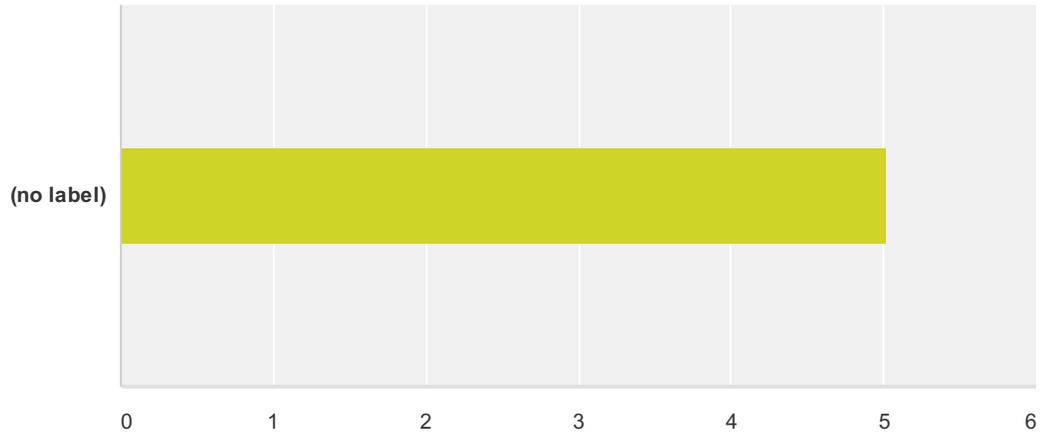
Answered: 425 Skipped: 114



	No Opinion	Do not Support/Would not Use	Low Support/Unlikely to Use	Moderate Support/May Use	Strong Support/Would Use	Total	Average Rating
(no label)	18.82% 80	13.18% 56	15.06% 64	28.24% 120	24.71% 105	425	4.62

Q17 Do you support a later transit service to allow attendance of evening events/social activities in the City?

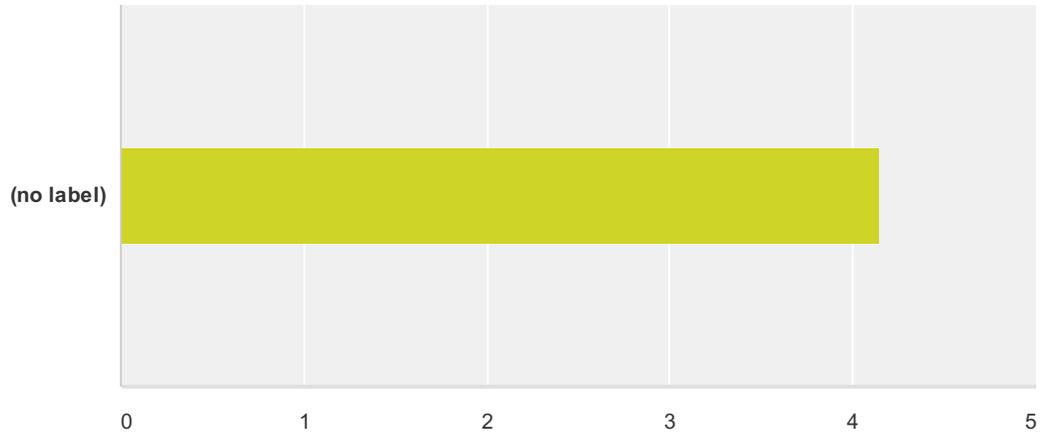
Answered: 424 Skipped: 115



	No Opinion	Do not Support/Would not Use	Support/Unlikely to Use	Moderate Support/May Use	Strong Support/Would Use	Total	Average Rating
(no label)	18.16% 77	10.61% 45	13.44% 57	29.01% 123	28.77% 122	424	5.02

Q18 Do you support the upgrading of rural bus stops to include a paved waiting area and shelter.

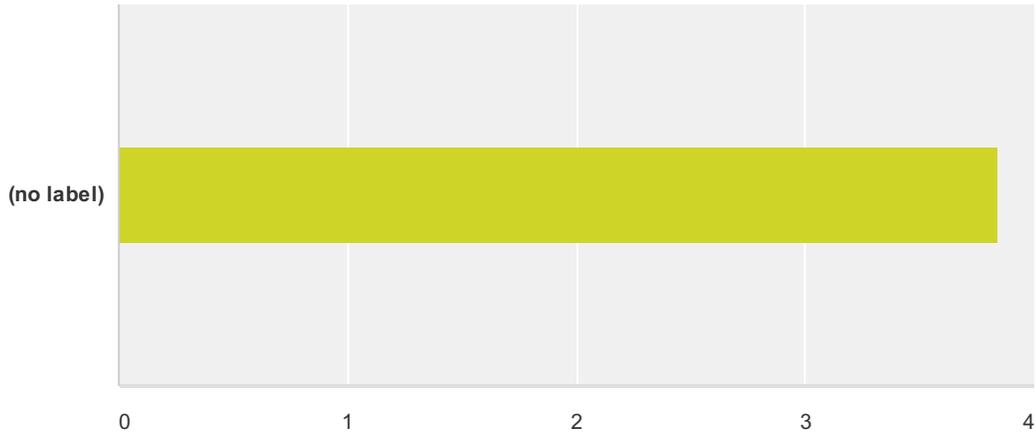
Answered: 426 Skipped: 113



	No Opinion	Do not Support/Would not Use	Low Support/Unlikely to Use	Moderate Support/May Use	Strong Support/Would Use	Total	Average Rating
(no label)	17.61% 75	15.49% 66	20.19% 86	28.40% 121	18.31% 78	426	4.14

Q19 Do you support a Transit Levy to fund improved transit service?

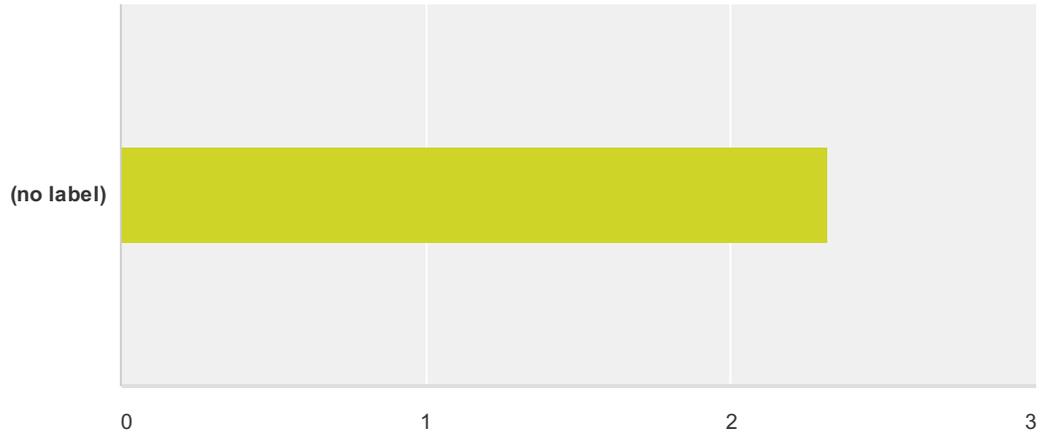
Answered: 423 Skipped: 116



	No Opinion	Do not Support	Low Support	Moderate Support	Strong Support	Total	Average Rating
(no label)	11.58% 49	25.53% 108	20.09% 85	26.00% 110	16.78% 71	423	3.84

Q20 Do you support the removal of Parking along the highway in Lund?

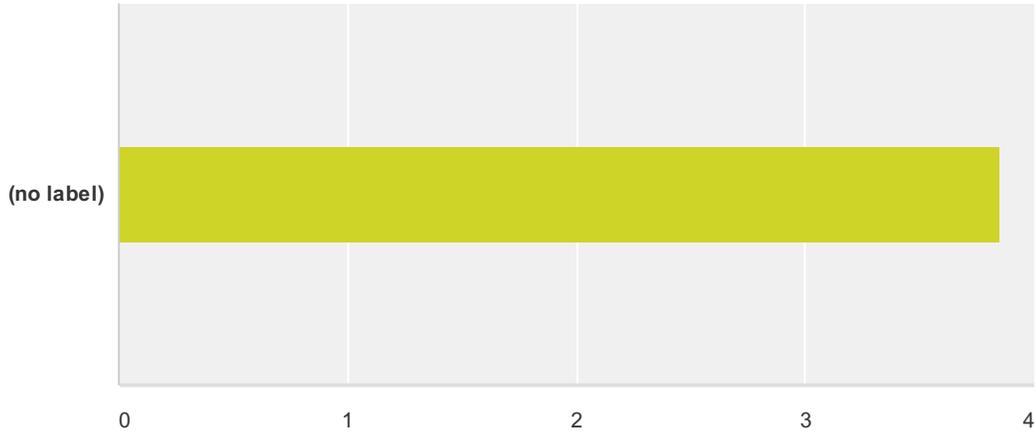
Answered: 429 Skipped: 110



	No Opinion	Do not Support	Low Support	Moderate Support	Strong Support	Total	Average Rating
(no label)	20.05% 86	42.66% 183	13.99% 60	10.72% 46	12.59% 54	429	2.32

Q21 Do you support the restriction of parking in Lund to 'short-term' only (with the addition of an alternative parking solution elsewhere in Lund)

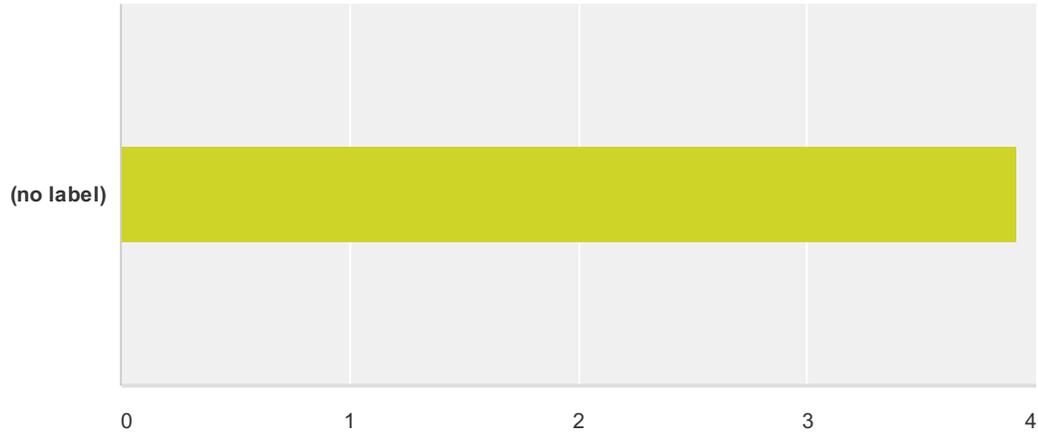
Answered: 434 Skipped: 105



	No Opinion/Doesn't Affect Me	Do not Support	Low Support	Moderate Support	Strong Support	Total	Average Rating
(no label)	20.05% 87	21.66% 94	12.67% 55	27.42% 119	18.20% 79	434	3.85

Q22 To help resolve the parking issues in Lund, do you support the introduction of a Park and Ride facility in the City with regular transit (several times per day) to Lund (during the summer months)

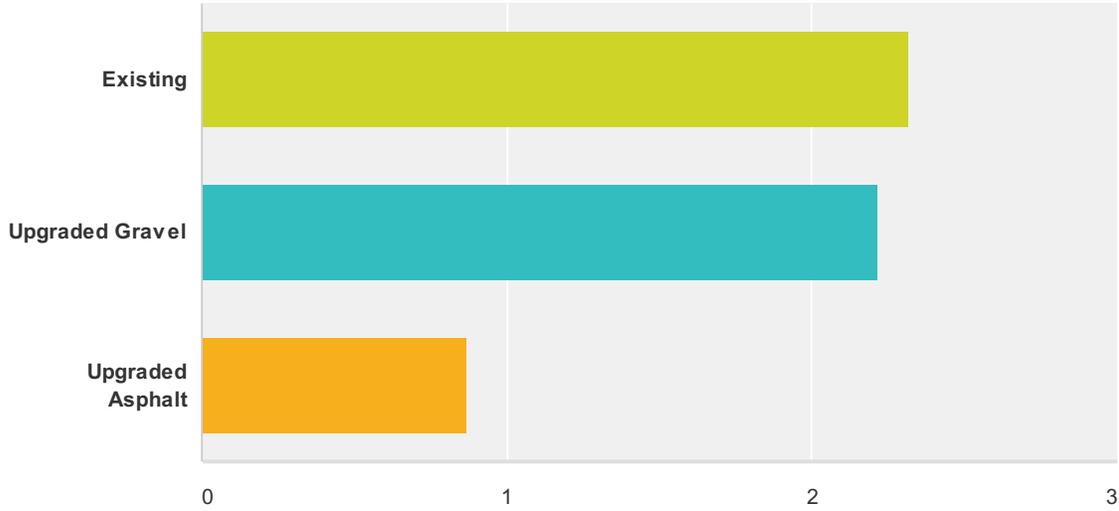
Answered: 433 Skipped: 106



	No Opinion/Doesn't Affect Me	Do not Support/Would not Use	Support/Unlikely to Use	Moderate Support/May Use	Strong Support/Would Use	Total	Average Rating
(no label)	18.71% 81	21.94% 95	15.47% 67	23.33% 101	20.55% 89	433	3.92

Q23 There are complaints about the standard of road on Savary Island. What standard of road would you support on Savary Island?

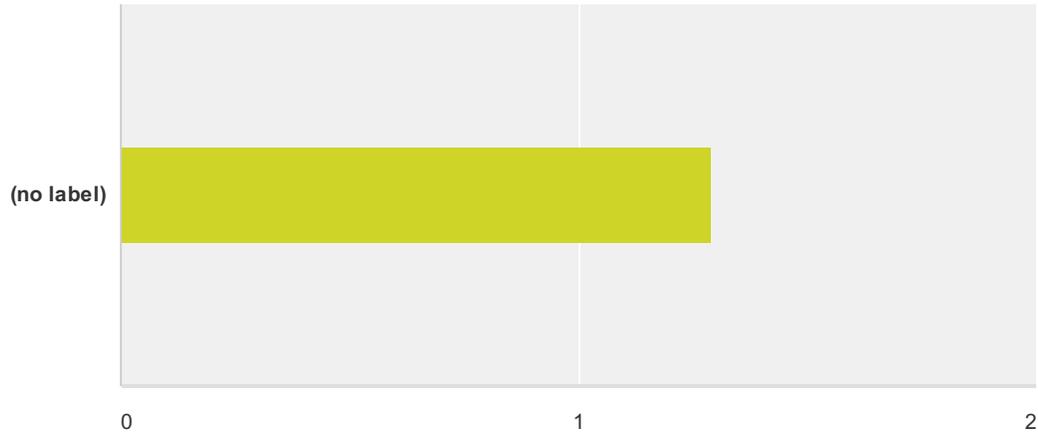
Answered: 444 Skipped: 95



	No Opinion/Doesn't Affect Me	Do not Support	Low Support	Moderate Support	Strong Support	Total	Average Rating
Existing	52.97% 223	14.96% 63	7.60% 32	8.79% 37	15.68% 66	421	2.32
Upgraded Gravel	51.28% 220	16.32% 70	9.56% 41	8.86% 38	13.99% 60	429	2.22
Upgraded Asphalt	52.29% 217	34.46% 143	4.58% 19	3.37% 14	5.30% 22	415	0.87

Q24 Do you support the extension of parking on Savary Island?

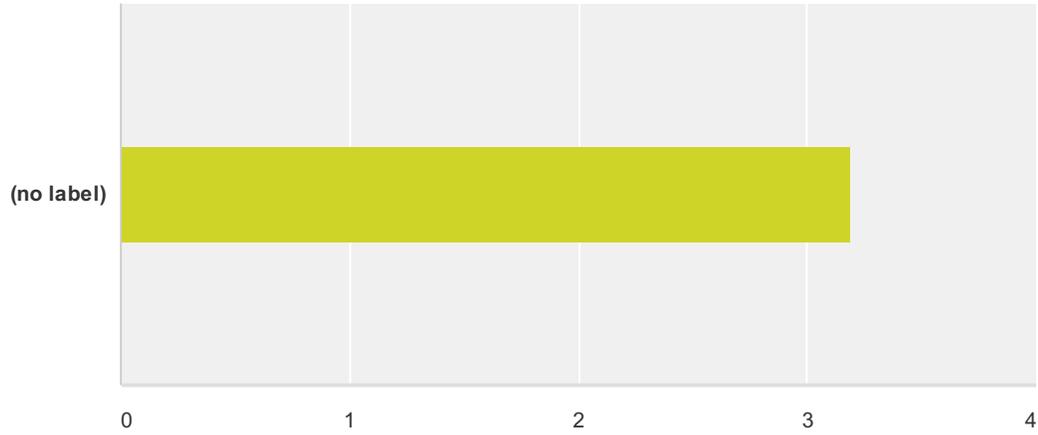
Answered: 442 Skipped: 97



	No Opinion/Doesn't Affect Me	Do not Support/Would not Use	Low Support/Unlikely to Use	Moderate Support/May Use	Strong Support/Would Use	Total	Average Rating
(no label)	53.17% 235	25.34% 112	8.60% 38	6.33% 28	6.56% 29	442	1.29

Q25 Do you support the restriction of vehicles on Savary Island to ATV's, Golf Carts, Emergency Vehicles, Contractor Vehicles and Taxi Service?

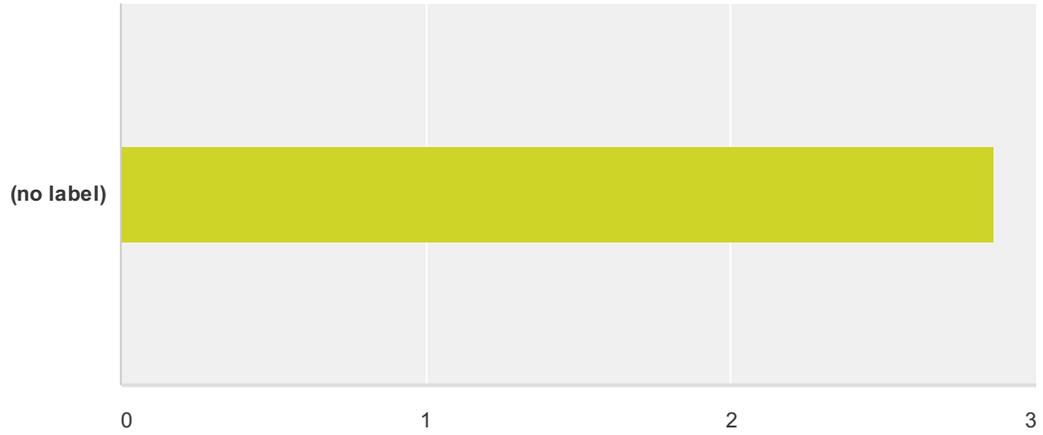
Answered: 443 Skipped: 96



	No Opinion/Doesn't Affect Me	Do not Support/We Need Cars	Low Support	Moderate Support	Strong Support	Total	Average Rating
(no label)	47.86% 212	13.09% 58	4.06% 18	10.84% 48	24.15% 107	443	3.19

Q26 Would the introduction of electrical vehicle charging stations in Powell River encourage you to switch to an electric vehicle?

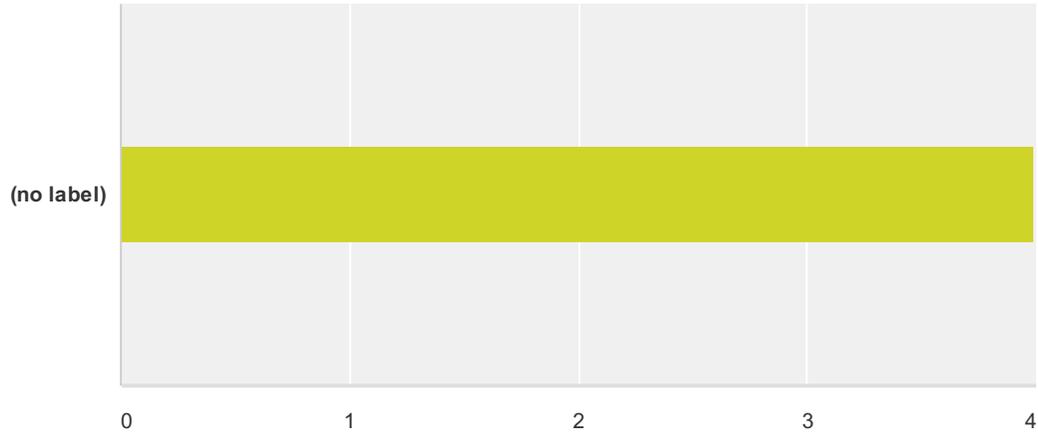
Answered: 423 Skipped: 116



	No Opinion	Would Not Convert	Unlikely to Convert	May Convert	Would convert	Total	Average Rating
(no label)	16.31% 69	24.59% 104	22.46% 95	30.50% 129	6.15% 26	423	2.86

Q27 Do you support the need for a ride-share system in Powell River? This would be an online database where you can search for other people that make the same trip and arrange to share a ride.

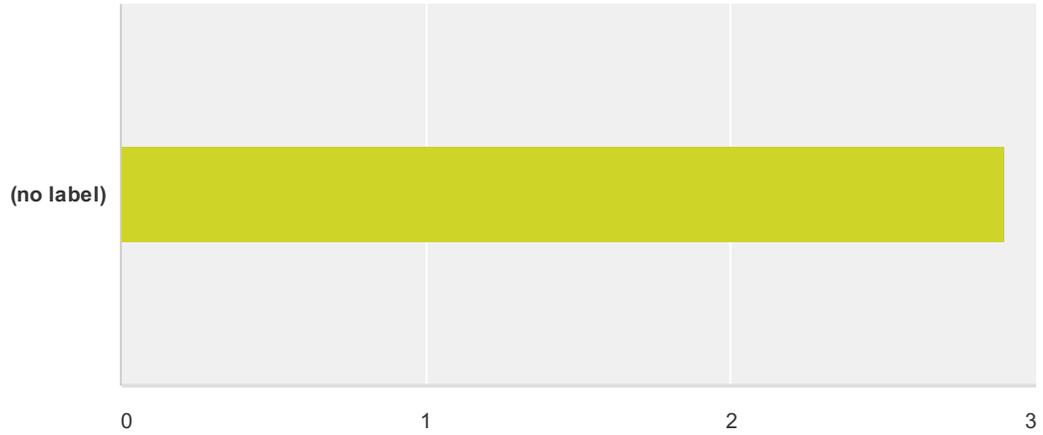
Answered: 425 Skipped: 114



	No Opinion	Do not Support/Would not Use	Low Support/Unlikely to Use	Moderate Support/May Use	Strong Support/Would Use	Total	Average Rating
(no label)	17.65% 75	17.88% 76	20.94% 89	24.71% 105	18.82% 80	425	3.99

Q28 Do you support the need for a car-share co-op system in Powell River? This would be a service where you can use a shared car on a pay as you go basis if one is available.

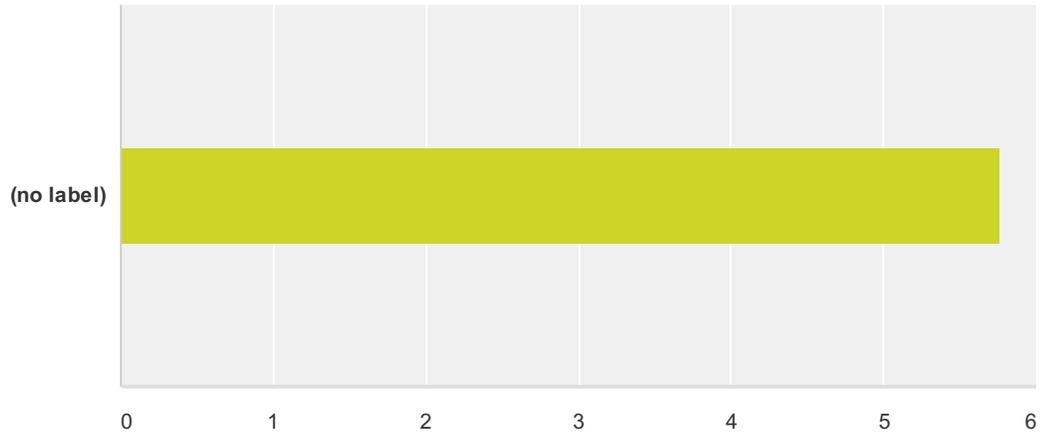
Answered: 422 Skipped: 117



	No Opinion	Do not Support/Would not Use	Low Support/Unlikely to Use	Moderate Support/May Use	Strong Support/Would Use	Total	Average Rating
(no label)	21.80% 92	26.54% 112	22.99% 97	16.35% 69	12.32% 52	422	2.90

Q29 Do you support the need to educate drivers about maneuvering safely around vulnerable road users?

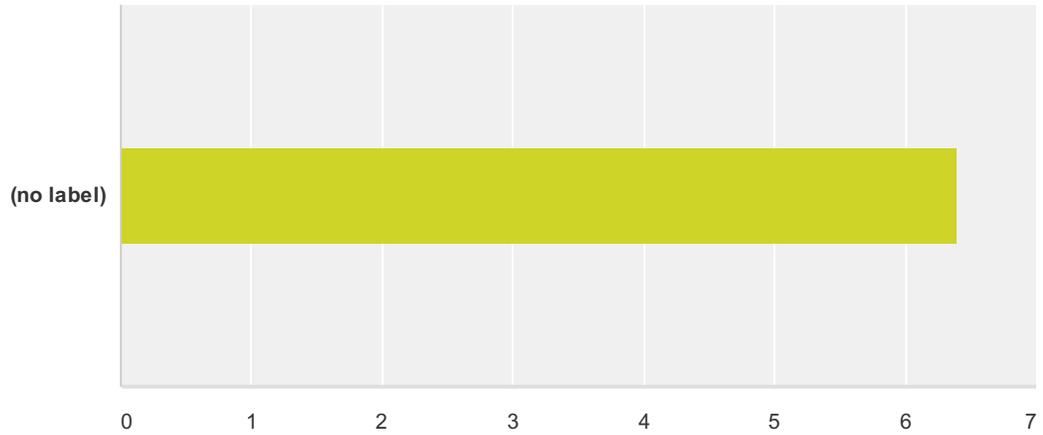
Answered: 414 Skipped: 125



	No Opinion	Do not Support	Low Support	Moderate Support	Strong Support	Total	Average Rating
(no label)	10.87% 45	11.84% 49	14.01% 58	24.64% 102	38.65% 160	414	5.76

Q30 Do you support the need to educate vulnerable road users about how to travel and interact with other road users?

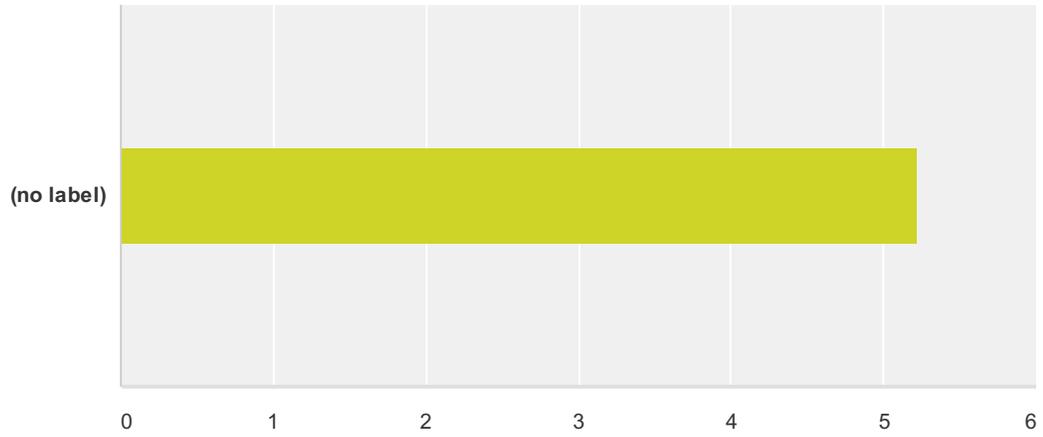
Answered: 413 Skipped: 126



	No Opinion	Do not Support	Low Support	Moderate Support	Strong Support	Total	Average Rating
(no label)	9.69% 40	8.96% 37	10.90% 45	24.21% 100	46.25% 191	413	6.40

Q31 Do you support the need to educate people about the health benefits of active and more sustainable choices of travel?

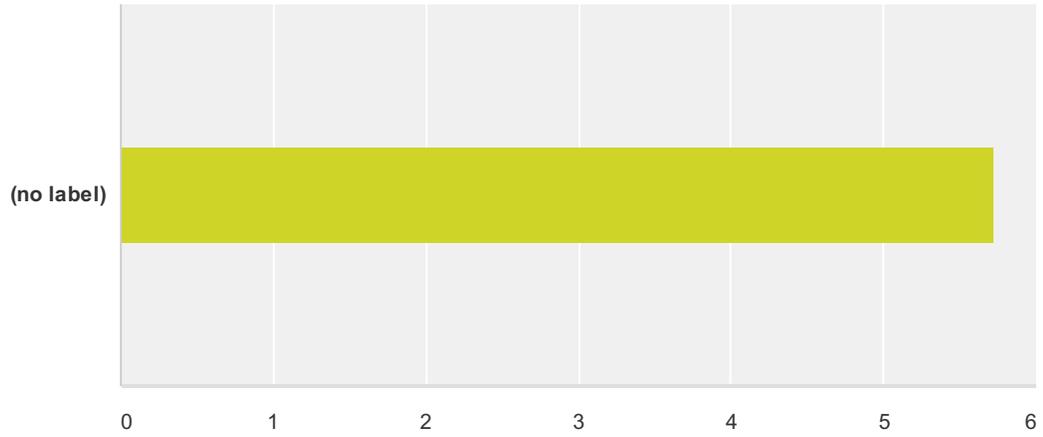
Answered: 412 Skipped: 127



	No Opinion	Do not Support	Low Support	Moderate Support	Strong Support	Total	Average Rating
(no label)	11.65% 48	13.35% 55	16.50% 68	28.16% 116	30.34% 125	412	5.22

Q32 Do you support the need to educate people about the available transit options

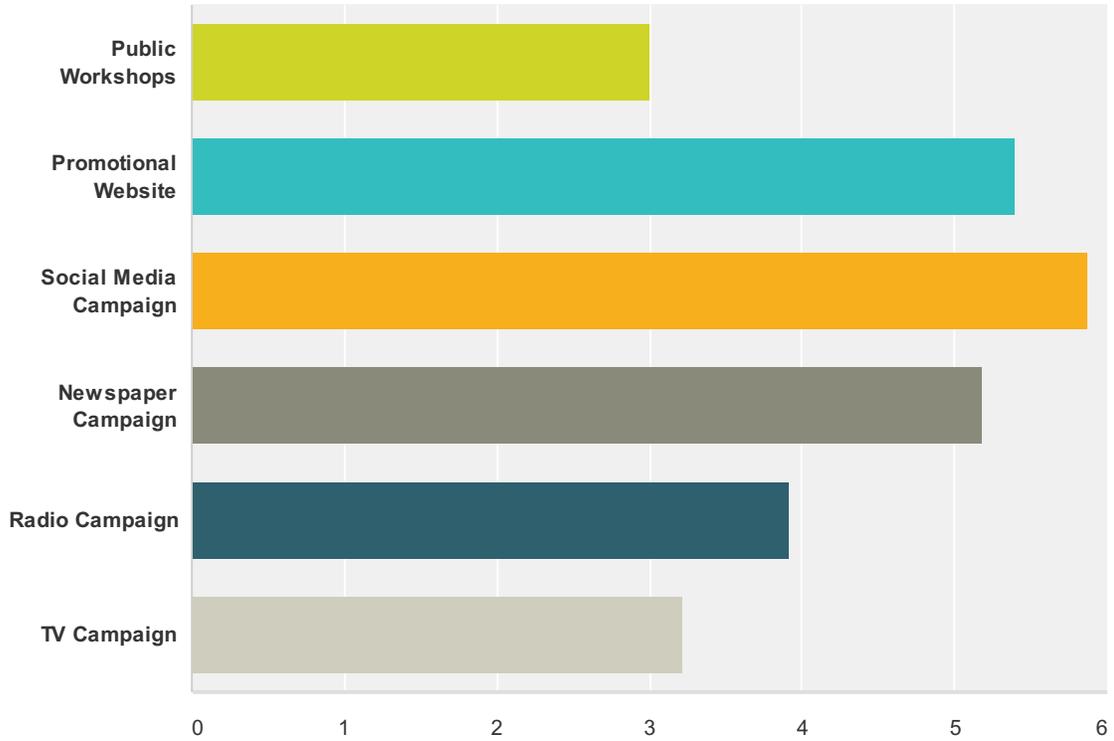
Answered: 409 Skipped: 130



	No Opinion	Do not Support	Low Support	Moderate Support	Strong Support	Total	Average Rating
(no label)	9.54% 39	7.09% 29	15.65% 64	38.14% 156	29.58% 121	409	5.72

Q33 What communication methods are the most effective to you? What would you be likely to encounter and pay attention to?

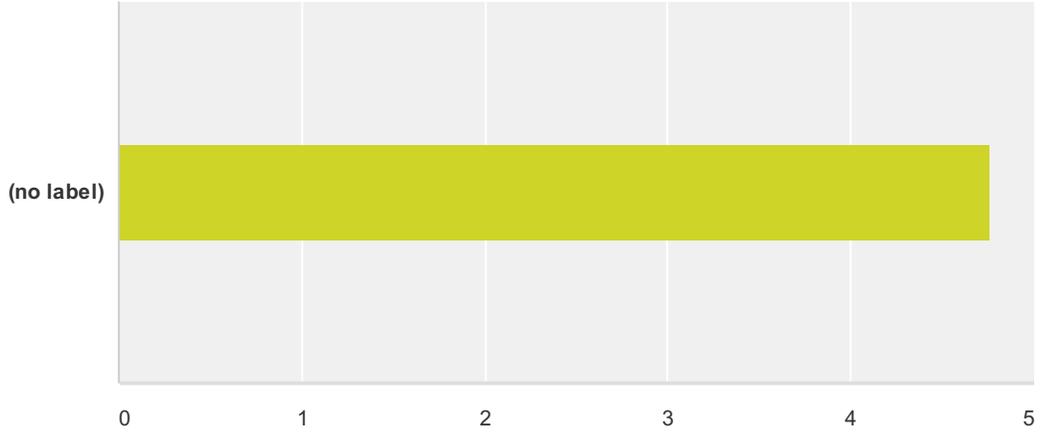
Answered: 413 Skipped: 126



	Don't Know	Least Effective	A Little Effective	Moderately Effective	Very Effective	Total	Average Rating
Public Workshops	13.10% 52	30.73% 122	24.18% 96	22.92% 91	9.07% 36	397	3.01
Promotional Website	8.29% 33	7.04% 28	21.86% 87	38.44% 153	24.37% 97	398	5.40
Social Media Campaign	8.66% 35	8.91% 36	14.85% 60	33.42% 135	34.16% 138	404	5.87
Newspaper Campaign	5.42% 22	13.55% 55	21.18% 86	35.96% 146	23.89% 97	406	5.18
Radio Campaign	10.70% 43	22.39% 90	24.38% 98	26.62% 107	15.92% 64	402	3.92
TV Campaign	10.18% 40	34.86% 137	20.87% 82	20.36% 80	13.74% 54	393	3.22

Q34 Do you support the Provincial Highway/Truck Route along Poleline Trail and Manson Avenue which will allow trucks to bypass Marine Avenue?

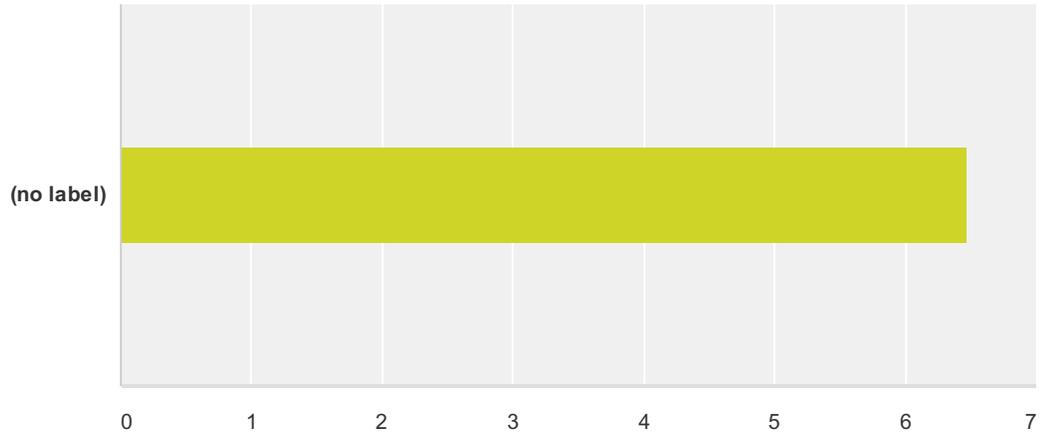
Answered: 416 Skipped: 123



	No Opinion	Do not Support	Low Support	Moderate Support	Strong Support	Total	Average Rating
(no label)	21.15% 88	12.02% 50	11.30% 47	28.37% 118	27.16% 113	416	4.76

Q35 Do you support the concept of a road from Powell River to Squamish?

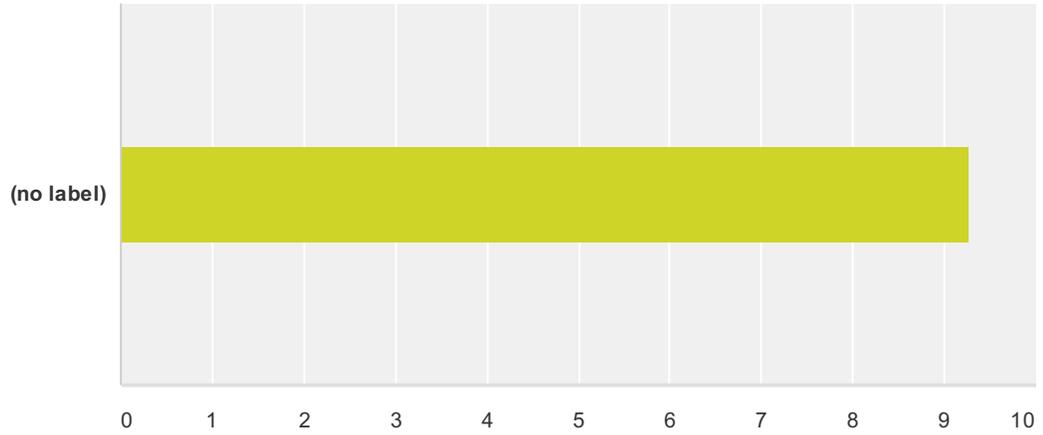
Answered: 421 Skipped: 118



	No Opinion	Do not Support	Low Support	Moderate Support	Strong Support	Total	Average Rating
(no label)	3.56% 15	20.67% 87	8.55% 36	12.83% 54	54.39% 229	421	6.47

Q36 Do you support the case that ferries should be treated as a part of the highway network and the majority of costs borne by the province?

Answered: 428 Skipped: 111



	No Opinion	Do not Support	Low Support	Moderate Support	Strong Support	Total	Average Rating
(no label)	1.17% 5	1.17% 5	3.04% 13	7.01% 30	87.62% 375	428	9.27

Q37 Do you support more flight destinations to and from Powell River Airport to support the economy. For example, flights to Fort McMurray.

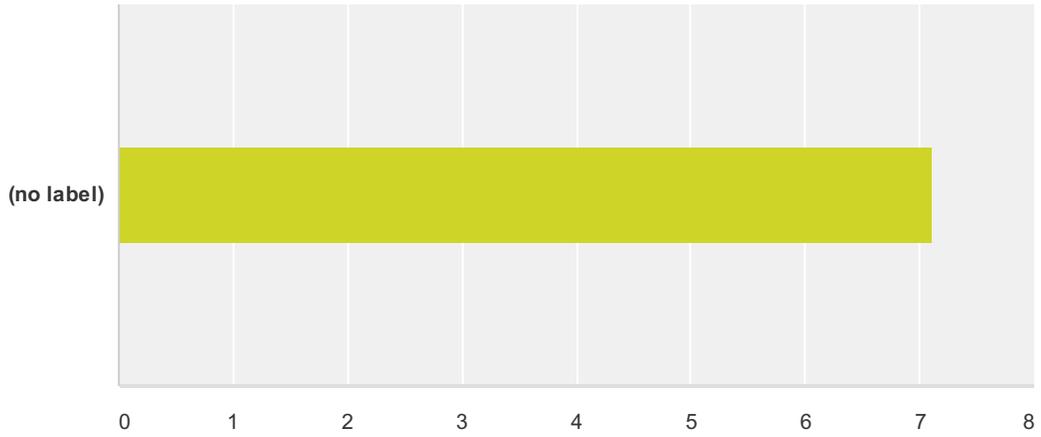
Answered: 420 Skipped: 119



	No Opinion	Do not Support	Low Support	Moderate Support	Strong Support	Total	Average Rating
(no label)	10% 42	7.62% 32	10.71% 45	27.62% 116	44.05% 185	420	6.38

Q38 Do you support the home porting of the Comox ferry in Powell River

Answered: 421 Skipped: 118



	No Opinion	Do not Support	Low Support	Moderate Support	Strong Support	Total	Average Rating
(no label)	13.06%	4.99%	5.94%	16.39%	59.62%	421	7.12
	55	21	25	69	251		

PRRD Regional Transportation Plan - Option Selection

Q39 Do you have any other options you feel should be included in the Regional Transportation Plan or any comments to make about the above options?

Answered: 152 Skipped: 387

#	Responses	Date
1	Bicycle lanes are essential everywhere, bus/transit service from rural areas to westview is also essential. I think all of the possibilities included in this survey could strengthen our community, enhance health and reduce pollution. online survey didn't work - why is that?	3/4/2014 9:17 AM
2	This service is much needed and necessary for the residents both north and south of Powell River and will only grow over time. Please keep these services up. Thank you very much.	3/4/2014 9:11 AM
3	Much appreciated and needed service, Thank you very much.	3/4/2014 9:04 AM
4	In view of recent ferry cutbacks on sailing it is imperative to co-ordinate scheduling of all modes of transit/land/air/water. I am strongly opposed to constructing or improving more bicycle paths in P.R. as other parts of regional district do not have any safe walking or bicycling allowances	3/4/2014 9:00 AM
5	I would like a bike/pedestrian corridor through town. It does not have to parallel existing routes, but should follow a contour as much as possible. Let the big trucks have the power line route. It is straight, avoids most residential areas.	1/30/2014 2:37 PM
6	Q13 Transportation Plan. That plan would not allow to connect with Malaspina Coach line to Van, leaves 8:05 AM? How does one line up lab appointments to vancouver hospitals or specialist appointments. Makes it hard for me under the Handicap Act pension i'm on to travel from Lund to Powell River, BC. Bike lanes also need improvement from Pryor Rd to Powell River, very crucial importance? Biking or cycling to Powell River from Lund is very scary and fear for the loss of lives due to the problem. I would cycle my bicycle providing a bike lane to Powell River and benefit from the exercise due to the solution. Bravo PRRD for bringing forth jobs and change well need, god speed.	1/30/2014 2:33 PM
7	When there are public meetings held north or south, they should be held during the day when there is a bus to get there. we don't get the costly wed paper or have online access. Thank You.	1/30/2014 2:18 PM
8	38. It wouldn't help jobs, people working on the ferry would transfer here. Realistically all these things would cost millions so it would be too much levy & people won't go for that. most of these things would cost a lot. Dislike the fact that everyone assumes all are using computers and therefore the ones that aren't don't see the results or progress.	1/30/2014 2:13 PM
9	writing hard to decipher: RCMP Should show more presence in order to catch folks. Triple cell phone texting penalties. Put the playground signs near the playground. The one up by the museum is to far up the hill and away from the real need... a thoughtfully prepared survey.	1/30/2014 2:05 PM
10	The road past shelter point park (High Road) should be widened as well If a transit system was on Texada, it would have to go up the High Road past Shelter Point Park as there are many people who live outside of Gillies Bay and Van Anda. Not everyone drives, as the population on the island is mostly older people, so transportation on Texada would be good. Transportation lining up with ferries would be even better.	1/30/2014 1:54 PM
11	Shared transit/public bus & school does not well for Texada students as ferry often late & kids need to have way to get to school on time I commuted to workin Powell River for 5 years and transit does not coordinate with ferry's to be an option to use to get to work Our neighbourhood has NO access to Powell River Radio or TV stations Advertise for us locally on Texada (Express Lines) as only saw notice in paper and validated on Texada Facebook site, most of us especially on west side have no access to Powell River radio and TV. Texada has some kind of service for people with medical appts who don't drive. Insurance is an issue for starting a volunteer driver program (+ time with changes to ferries) Changes to our ferry schedule in April is going to make it impossible for us to go to Vancouver or Vancouver island for only the day and no evenings in Powell River.	1/30/2014 1:48 PM
12	The restriction on vehicle traffic, if implemented, would be for the summer months only.	12/11/2013 11:48 PM

PRRD Regional Transportation Plan - Option Selection

- | | | |
|----|--|---------------------|
| 13 | We need posted speed limits on Malaspina Promenade on Savary Island; we need parking signage on Malaspina Promenade; people with cars should only park their cars on or in front of their own property on Savary; car population should be restricted during summer months on the island; mid island and Indian Point or water taxi service should be introduced to equitably redistribute traffic flow on the island rather than running all the traffic on and from the east end of the island which is unfair to the Malaspina Promenade community; visitors to the island should park on the mainland and use the watertaxi; since the majority of the property owners on the island are summer residents the will of the majority should be respected during the summer months. The majority of summer residents would prefer to see traffic restricted during July and August. | 12/10/2013 11:11 PM |
| 14 | Any survey regarding Savary Island should first ask how many months of the year the respondent lives on the island. As most Savary property owners are only seasonal, i.e. not full-time residents, any opinion affecting full-time residents is inappropriate. An ATV or golf cart may be fine for vacationers, but is not fine for full-time residents of a rural community, who have rural chores that require a vehicle, like gathering firewood for example. If this survey were to find that there is a majority of Savary respondents who favour ATVs for Savary (and keep in mind that seasonal residents will typically own a vehicle at their permanent off-island residence), any resulting decision to limit Savary to ATVs would make full-time living here impossible. This is just an example. All questions regarding Savary transportation and roads must take into account the consequences on full-time residents. We are not on vacation. | 12/10/2013 5:57 PM |
| 15 | Building a highway by land to the Lower Mainland through the mountains would be a gigantic waste of money. My approach to this problem is to fund a study of my own proposal to improve the Sunshine Coast route by building a high level bridge over Agamemnon Channel and a ferry terminal in Vanguard Bay. The terrain would make the new road construction quite low cost and the road distance is quite short. This would allow an hourly ferry service from Saltery Bay with a cheaper ferry only half the size of the existing one. John Dove Texada. johndove@telus.net | 12/10/2013 12:13 PM |
| 16 | We would like parking restrictions on Savary Island along Malaspina Promenade. People who bring cars to Savary should park them on their own property. Cars should be restricted in summer months to year round residents and business operators and the land taxi. Savary Island is not the city. We would also like a speed limit posted (15 kph) on Malaspina Promenade. The road is the path to the beach for all of Malaspina promenade. There are many children and dogs, and most people travel by bike or foot in summer. So it is inappropriate to have cars and trucks assuming right of way and barrelling down our street at 50 kph. Casual visits to the island by cars and trucks with no residency on the island should be banned. If every property owner on the island had 2 cars there would be 1600 cars on an island that is 6 KM long and 1/4 of a KM wide, made entirely of sand, and whose water comes from aquifers underground (all vulnerable to oil leaks in the ill kept collection of junk heaps that populates the island. The vast majority of Savary island property owners are summertime occupants, and they do not want 1600 cars and trucks ruining this fragile environment. The will of the majority should be respected in summer. There should be mid-island barge site, and a jetty for the water taxi on the west side of Indian Point (as there was in the 1920's). | 12/10/2013 11:18 AM |
| 17 | Better enforcement and very low speed limits on Savary Island. Removal and fines for abandoned vehicles. Ban on barge traffic on Savary during the summer. More transportation options in summer/high season between PR and Lund/SB. Airport shuttle to public transportation. | 12/9/2013 4:05 PM |
| 18 | With no personal vehicles on Savary. Does the PRRD planning on supplying a means of launching boats on Savary. What about combining a good barge ramp and a good boat ramp as there is at Indian Point. More attention needs to be paid to the road system on Savary. The present situation is hard on Emergency vehicles and possible seriously injured patients. Could this one day become a major law suit? Hang around I am sure it will happen. It is time we stop pissing around and kind of half ass fixing the roads. Do it right once. Cut your costs. | 12/9/2013 11:49 AM |
| 19 | The road on Savary island has become very busy and this increased traffic has made other modes of transportation dangerous. Walking and Bicycles have been the main transportaion on the island for over 50 years, this is the hereitage of the island, a more ecological way of getting around. I would suggest the vehicles on the island be limited to emergency, commercial and the current land taxi system. It would be awful to have a pedestrian accident on a remote island and wonder if the Police are able enforce the driving laws of BC, as I haven't ever seen them doing traffic regulation and enforcement on Savary Island. Regards. | 12/9/2013 10:45 AM |
| 20 | 1/ Prepare a bike path plan so the PRRD can access MOTI cost shared funds for bike lanes or paths. 2/ A bike lane or path connecting Duncan to Myrtle must be built ASAP. | 12/8/2013 5:06 PM |

PRRD Regional Transportation Plan - Option Selection

- 21 I believe the road condition on Savary Island is a disgrace. It strikes me as ironic the Gov't has the audacity to make me pay insurance premiums on my vehicle for the privilege of driving on their poor excuse for roads so I can destroy my vehicle. My only option is to drive bigger/stronger vehicles. The big trucks on Savary seem to last longer. I guess the longer wheel base rides over the pot holes better. I believe the roads need to be maintained with safety in mind. The needs of the fire department & first responders should be of utmost concern. I cannot help but think the time will come when there will be a huge law suit as a result of the poorly maintained roads. Of course, that's not a problem for the Gov't because win or lose...it's OUR money! Progress is inevitable & with only about 1/2 the lots on Savary developed, the potential for growth...meaning more people, more cottages, more building, more vehicles, more generators, more EVERYTHING, is huge. It's been so easy for MoT et al to take the easy way out, to listen to those wanting no progress because it is the easier & less expensive way out but the reality is Savary roads are not safe & those making decisions to not maintain those roads should be held accountable when the inevitable happens. 12/8/2013 10:21 AM
- 22 Create another vehicle/passenger access point on the west end of Savary Island. Either a dock, or a barge site on the West end or Mid-island. Severely restrict barge traffic during the summer months. 12/7/2013 8:37 PM
- 23 Savary island is a small island with a limited population most of the year. Too many people barge their cars & trucks there & use them for frivolous reasons, rather than adapting a healthy life style & walking, riding bikes, etc We should be promoting bikes & golf carts, vehicles with a very small imprint for such a small island. Similarly we should urge a significant levy on the barging of autos & trucks to the island, as these are the factors which damage the roads on the island. The users of these large vehicles should pay for their impact on the roads. The levy should be pooled for road maintenance. The barge hours should be restricted to hours that impact local residents in a more thoughtful, respectful way! 12/7/2013 4:37 PM
- 24 It's time for PRRD to pay attention to Savary Islands roads! 12/6/2013 10:13 AM
- 25 I am concerned about the ill-kept vehicles on Savary Island that are leaking oil onto the ground, and ultimately into our aquifer, contaminating our only source of drinking water. There are many unlicensed vehicles on the island, many of which are being driven with no current insurance. It's only a matter of time before one of those uninsured vehicles is involved in an accident with another vehicle, cyclist or pedestrian. I think that there needs to be more patrol, enforcement and impoundment of uninsured vehicles on the island. Abandoned vehicles are also a problem that needs to be dealt with. Perhaps a refundable fee should be charged on all vehicles coming to the island. When the vehicle is removed, the fee would be refunded. If the vehicle is abandoned, the fee would be used to pay to have the vehicle removed. 12/6/2013 8:41 AM
- 26 Savary Island traditionally has not and is not suited to extensive vehicular traffic. 12/6/2013 8:03 AM
- 27 Our ferries are our highway. If you say that they aren't, then build a real highway on land. 12/6/2013 12:25 AM
- 28 With regards to the roads on Savary, I am very concerned about the road conditions!, Malaspina (the street along the front) has significant and endless potholes, which make it impossible to travel on this road at even the slowest speeds without being constantly jarred. I have a chronic back condition which makes driving on this road extremely painful. It does not seem fair to be paying significant taxes and have so little attention given to one of the few services that we have on Savary!! 12/4/2013 1:44 PM
- 29 Downsize the massive transit vehicles that are currently in use; they are practically empty most of the time. 12/2/2013 5:49 PM
- 30 Thank you for creating this forum. I signed on to add my voice to the call for the BC Ferries to go back to being part of our highway system. Further isolation of our community will be terrible for our local economy. I was thrilled to see that a bike/walking space following but separated from the highway was on the list. I believe this would be a fantastic addition to Powell River's amenities. I drive the highway from Kelly Creek every day and would never ride my bike or walk along this road - it is extremely dangerous and I am surprised there are not more accidents. It is often difficult to see at dawn and dusk and people do not realize how hard they are to see if they are not wearing vis-vests or other high visibility gear. I would be great for rural people to have a safe route provided to get to town without burning fossil fuels plus I think we would get a lot more bike tourism with this addition. Tofino has an excellent example of one of these paths following their highway. 12/1/2013 3:14 PM
- 31 For the question about "where do I live?", Savary Island should have been one of the choices. I selected PR, but have a cabin on Savary, so the Savary and Lund questions are of particular importance to me. 11/28/2013 12:46 PM

PRRD Regional Transportation Plan - Option Selection

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| 32 | <p>The City of Powell River has the option of making their own road to riches. This would by-pass the problem BC Ferries has created. With a road to Squamish, we have a link to BC. A Third Crossing if you will. It is possible to go where they don't want you to go. Just dream it and it will happen.</p> <p>Peace</p> | 11/27/2013 4:38 PM |
| 33 | <p>The Regional Transportation Plan should always be viable and on budget. It should always appeal to the majority of persons who would use it. The facts are that the ferry system on the sunshine coast is the continuation of the main high way. There is not other way to get to Powell River by car and airlines are subject to fog and weather. The bus system would not work either if not for the high way. So it is imperative that the Ferry system be made more efficient for the benefit of Powell River.</p> | 11/27/2013 1:34 PM |
| 34 | <p>Ferry fares are my biggest concern, they limit the number of time we can visit our kids and grandkids and visa versa. The ferry planners seem to think the demand for ferry services are unaffected by cost. They wonder about declining ridership while they raise fares. At some point discretionary travel and tourist travel will be priced out of existence.</p> | 11/27/2013 1:10 PM |
| 35 | <p>On Savary Island, the intersection of Ocean View Lane and Townley Walk should be fixed. It is the main way to get to South Beach in the summer. The road is rutted, steep, and dangerous. Kids are using bikes. Many of them have headphones on. There are many pedestrians. Cars and trucks and land taxis have to speed up the hill to make the corner. Someone is going to be seriously hurt or killed.</p> | 11/27/2013 9:22 AM |
| 36 | <p>Have the PRRD prepare a Bicycle Network Plan so the PRRD can access the provincial Cycling Infrastructure Partnership Program</p> | 11/26/2013 9:25 PM |
| 37 | <p>Please solve the ferry issue that is happening right now..there has to be a solution and the People of powell river need the ferry system but still very unfair that the ppl in the interior don't have to pay to ride the ferry cause they say its part of the road system well what about Powell River don't we belong to the road system..things need to change and the government has to see this..</p> | 11/25/2013 6:15 AM |
| 38 | <p>Bring our ferry home. And treat them as part of our highway like they do in other places. Or give us a bridge!</p> | 11/24/2013 10:53 PM |
| 39 | <p>1. Several of the options mentioned are moot unless they integrate with the ferry service and considering the recent announcements of service cuts this is pretty ironic. 2. Having seen other options in other places in the world I think it deserves serious consideration to invest in a variety of scale. 40 passenger busses with one or two passengers makes the service inefficient and hard to justify. But there are smaller vehicles available, 10, 12, or 15 passenger vehicles which cost less to maintain, burn less fuel and take up less road space. These would be appropriate at different times of day and on some routes. 3. A third option that I have seen falls between taxis and busses. In various Departments of France there is a service called a TC or Taxi Commune. In the cases I saw this was most often a 5 or six passenger vehicle that was privately owned and operated by a licence driver. There was a map of the route painted on the door and the driver drove his route on an endless basis. He could pick up and drop off passengers anywhere on that route. At the time I am thinking of the price structure was as follows for a trip from Fort de France, the capitol of Martinique, to St. Pierre, a distance of about 30km: Taxi: \$20, about 30 minutes TC: \$2, about 45 minutes Bus: about 20cents, about 90 minutes. As you can see the prices were of two orders of magnitude. The TCs were well utilized and profitable, the busses were also well utilized and affordable, and the taxis were used when speed was required, to get to specific locations, or at off hours. This combination reduced the investment required by the public service and was of convenience and efficiency to the travelling public. I was advised by the gentleman from ISL that there is a reluctance to consider investing in vehicles that may sit idle part of the time and that have a shorter life expectancy than the common busses but I need to point out that the savings in fuel would contribute to the purchase and that I am not talking about domestic mini-vans. Toyota, GM and others make vehicles in a range of sizes and as they would individually not be used for huge mileage because of shared duty, the life expectancy would balance out.</p> | 11/24/2013 9:05 PM |
| 40 | <p>Interested in any options that would improve our ability to travel to and from the Lower Mainland and Vancouver Island.</p> | 11/24/2013 8:08 PM |
| 41 | <p>I think it is time that the Powell River Regional District act as a leader to move forward. Act as a leader and not as a spectator.</p> | 11/24/2013 8:07 PM |

PRRD Regional Transportation Plan - Option Selection

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| 42 | Cutbacks to evening ferry runs to Texada Island would have devastatingly negative social costs. Youngsters and adults would no longer be able to participate in after supper cultural, social, or sports activities. This would have a serious impact on the physical and mental health of Texada residents, particularly in the long dark winters. There are few activities on the island to engage teenagers, in particular. This is a vulnerable age for development - to cut off their opportunities to interact with their peers in social, music, sports, or school related projects would be nothing but irresponsible, at a price much, much higher than saving some budget dollars. | 11/24/2013 8:53 AM |
| 43 | I strongly feel that the PR to Comox ferry should be based in PR. The ferry is much more needed for PR residents than Van. Island residents. The ferry's priority should be to service the remote community, which in this case is PR. When the waters are rough, and the sailing "might be cancelled", they will sail back to Comox so the staff can go home and cancel the back to PR trip leaving many PR residents stranded. Also because the ferry "is there for the remote community of PR" it should also be the residences of its staff. Thus, creating jobs and tax dollars for PR. The ferries should most certainly be a part of BC Highways! Not even partly privately owned. Communities all over the coast have to put up with higher costs and fewer sailings only to pay for the BC Ferries executives' Enormous salaries and "golden handshakes"! It's appalling! Anyway, good job PRRD! Cheers, My Twocents | 11/23/2013 9:29 PM |
| 44 | Take a look at the Trans Canada Trail system. | 11/23/2013 9:50 AM |
| 45 | As the cost of widening highway shoulders for vulnerable users is so high I suggest targeting certain areas on the road to Blubber Bay to Van Anda first as following: coming from the ferry to Van Anda widen the shoulder coming up the lagoon hill just before Crescent Bay Road going to the ferry widen the shoulder from the bottom of the lagoon hill after Crescent Bay Road to the top of the Blubber Bay hill. Similarly from Van Anda to Gillies Bay target the areas where the vulnerable user is going up hill or around blind comers. | 11/22/2013 3:36 PM |
| 46 | Arrange for citizens living on islands in our regional district to attend meetings of the Powell River Regional District via electronic means as a substitute for travel. This will become especially critical if the ferry schedule changes to eliminate the two later sailings between Texada and Powell River, as proposed by BC Ferries. | 11/21/2013 8:35 AM |
| 47 | Contact me via phone To find out 604-414-3703 Ken Taylor | 11/20/2013 9:05 PM |
| 48 | Some of the options were difficult because one might agree but not use. Trying to choose socially responsible options that others need, use and value. Social media is a cheaper option than paid tv advertising; also, the message is usually forwarded or shared with many more people. . . | 11/19/2013 10:49 PM |
| 49 | I think our biggest concern right now is our ferry system and how isolated we are becoming from the rest of the province. I have family on Vancouver island and this ferry system if making it very difficult to visit with them. What about all our kids that travel for sports. If they cut our ferries these kids will have to pay for a hotel for the night, an expense that none of us can afford. This is affecting our town in so many ways, no one wants to come here because of the ferries and everything and everyone is suffering, its crazy. The government spend billions of dollars on the new Port Mann bridge in Vancouver that we had to help pay for and don't even benefit from. We need to keep our ferries affordable and convenient for residence and visitors. The highway doesn't end in Vancouver, it goes all the way to Lund!!!! | 11/19/2013 11:41 AM |
| 50 | Although I would not use a co-op car there are others in the community that would use it. But, it should be undertaken in the private sector or a society, not through our tax dollars. There should be a paved shoulder on the highway all the way to Lund. For promoting your ideas you should also use letters / flyers sent directly to people's homes as it is more effective than newspaper, radio, tv and usually better than social media. Thanks. | 11/19/2013 7:49 AM |
| 51 | leave malaspina promenade alone ...do not upgrade the roads along this strip or allow traffic or parking have the water taxi and barge pay a fee to use wharf or temporary barge site on Savary have a police presence to enforce traffic issues. remove derelict cars, fine cars with expired license plates this is summer destination that is being ruined because no one is paying proper attention and our tax dollars are rarely seen at use on the island - spending should be done in the same ratio as tax dollars between the various areas. (Taxes collected on Savary Island should be spent there). Eliminate barge use during summer months or restrict it to high tide and limited times and ENFORCE THIS. The beach is being ruined and so is the enjoyment of those living there who are constantly worried about their kids being run over, noise and dust pollution. This is a small island that is not and was never intended nor should it for heavy heavy traffic and city like roads. The roads should be in good enough condition for Emergency vehicles and should only allow land taxis, emergency cars and golf carts. | 11/17/2013 9:10 PM |

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52	I am very much in opposition to the idea of parking on the paved roadways from Larson road to the Lund Harbour and up Finn Bay road to the community park. As all levels of government advocate for a healthy life-style they must ensure the safety of people walking and biking on our roadways. Speeding in Lund is rampant and getting worse. The 30 km zone in front of the Lund Recreational Centre is largely ignored. Even by commercial and government vehicles. The preschool and Early Learning programs are thriving in Lund. We need to protect and set a good example for youngest citizens.	11/17/2013 7:08 PM
53	Road maintenance on Savary Island is severely below par, and below what is needed. It seems that there is collusion between MOT and Capilano roadways resulting in under and inadequate maintenance roads on Savary. Many years of experience with very poor road maintenance on Savary indicates some serious problems with the administration of the maintenance services, which necessarily includes upgrading of the road beds. The story that the number of vehicles using Savary roadways is so low that no action is necessary also points to maladministration. That fact is that the use of Savary roads is far higher than that recognized by MOT and the Regional District, and this situation needs to be discovered and recognized immediately by the responsible authorities.	11/17/2013 1:03 PM
54	I really feel as if the bus route should be earlier and later some days. On the weekends I feel it should be earlier, I know a lot of people including myself that work before 9 30 am on the weekend that have to find other arrangements or to take a taxi, which is very costly. On Sundays as well, the grocery stores and other areas do not close at 6, making it harder for people who take buses to get home. Since Sunday is a quieter day, why not have just one or two late buses, doesn't have to be every hour on the hour. Thank you for your time.	11/17/2013 12:16 PM
55	Protection of trails on Savary Island to avoid and reduce the need for walkers and cyclists to compete with trucks. Bike route established on the Island. MOT and PRRD should consult with the public on the Island as they have done in all other areas of the PRRD for this research. No meetings were held on Savary. In put was taken only from the ASIC, which purports to represent Savary Island but does not. Please ignore their dreams to pave the road!!	11/16/2013 3:44 PM
56	Although I live in the municipality and would not be a user of a rural commuter public bus system I support the idea and would not object to taxation to fund this. Also the same applies for widening road shoulders for cyclists and walkers north and south of town, I may not be a frequent user but think it is essential to improve safety for the people that are and would not mind paying towards this. The biggest issue for us is the ferry service, it should be in the transportation and highways budget and I support Gordon Wilson's proposal in that regard. The present system is unsustainable. I also think looking to the future, the single thing that will improve our economy and growth as a region is a road to the interior. The province is looking at relieving congestion in Vancouver and an alternative commercial route to Vancouver Island would be advantageous to many communities and companies. You are not going to get the Gov't involved in road funding if the only community that benefits is Powell River, there has to be a wider benefit that justifies the cost and an alternative route to Vancouver Island would do it. A road to Squamish may not necessarily be the answer, but a road out really needs to be taken seriously and explored as part of long term planning.	11/16/2013 9:30 AM
57	I am strongly in favour of a highway to join the squamish system. This would lower the demand on the ferry system and give us a route out any time of the day. We would not be held captive by the ferry system.	11/16/2013 7:56 AM
58	I don't like the idea of turning any part of the pole line into a road for motor vehicles. It is so nice to have a walking/cycling/horseback riding path like this and I'm afraid if we "upgrade" we'll end up with a road eventually, and lose our path. I would like to see the pole line trail preserved, with its attendant green space, and specifically designated for non-motor vehicle traffic.	11/16/2013 7:02 AM
59	Yes PLEASE mark schools, parks and crosswalks on the road surface in BIG letters Signs on the road side are not effective as on the road	11/15/2013 10:51 PM
60	As I am an avid cyclist that cycles year round I have numerous 'issues' with motorists, and think one of the most important concepts we can hammer into a motorist is to get them to ask themselves if they would overtake a cyclist with so little clearance if the rider was their loved one - child, spouse, etc. Police should be more diligent enforcing cyclists to wear helmets, use lights at night and stay off the sidewalks (as prescribed in municipal and provincial laws and regulations. Cyclists should be compelled to ride with traffic (right hand side of road). Inconsistency makes it confusing for motorists.	11/15/2013 7:01 PM
61	No	11/15/2013 3:38 PM

PRRD Regional Transportation Plan - Option Selection

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| 62 | <p>The idea of regular road access to the Squamish area is foolish...commercial transport drivers and others that travel by vehicle for reasons other than recreation/shopping, understand that the time/distance/cost per km of vehicle operation is too high for this to be sensible . A modified ferry schedule, that truly meets the real needs, not just the wants, will be complex, but very do-able. One on the things that I believe has been overlooked, and is so lacking, is a SAFE and ACCESSIBLE corridor for foot/bike traffic from the Cranberry area to Westview, Really? Sidewalks would be lovely, from Artaban street to the Complex, wide safe MARKED shoulders to push a stroller or ride a bike or walk with the kids. Yes, folks do want to ride/walk more, but I have never seen a city that is so completely pedestrian unfriendly. And cyclists and motorists hate each other because of lack of significant foresight by planners. It is time to develop and implement effective travel by foot and bike and stroller and bus between neighbourhoods, is a shame that there is no safe way for my grandkids to ride their bikes from Cranberry through Edgehill and then to Manson Park. The "bike lane" that is there...truly, is not acceptable. Communities such as Sechelt and Gibsons, with much smaller population, have really worked at bringing their neighbourhoods together, the positive impact on bodies and minds is impressive. Time for Powell River to start looking ahead. Cheers.</p> | 11/15/2013 2:33 PM |
| 63 | <p>I feel that more parking in Savary would just encourage more people to bring vehicles. I like the idea of ATV, golf cart, contractors vehicles and Taxi service being the only allowed vehicles. As a lifelong land owner of Indian pt. I have grown up to see the devastating effects of more and more cars arriving on the island to be abandoned. People also regularly drive without insurance, due to lack of enforcement on the island. The ferries are here to serve the residents of Powell River, they have little benefit to Comox Valley. We are an isolated community and we should have the ferry docked in Westview not Little River. I would definitely support a road through to Squamish. We are a town of 20,000+ people isolated, the more access to our community the better the economy will be. I would pay to use. We should work hard to become a flight destination, if we had direct flights to Edmonton, Calgary, and Ft mac, we would encourage young workers with high incomes to live in our community. We should have a Bike and running trails along our waterfront.</p> | 11/15/2013 1:15 PM |
| 64 | <p>I hope that this consultation process will result in something meaningful happening. Unlike earlier various local consultations which merely led to, well, nothing.</p> | 11/15/2013 12:11 PM |
| 65 | <p>Support a commuter boat option from westview harbor to sechelt to Bowen to Vancouver. \$50 fare perhaps possible?</p> | 11/15/2013 12:07 PM |
| 66 | <p>Savary Islands main road Vancouver Boulevard needs proper and regular maintenance. It is the main road and backbone of the island and the pot holes are insane when an ambulance needs to take a patient off the island. It needs regular gravel and attention year round. In its current state the work crews come over, grade it without putting gravel down and after the 1st rain it is back to pot holes. Savary island does not need restrictions on vehicles just better maintained roads for the taxes we pay. Thank You</p> | 11/15/2013 11:43 AM |
| 67 | <p>ORIGINALLY BC FERRIES WAS PART OF OUR HIGHWAY SYSTEM, IF YOU ARE GOING TO CHARGE US FOR USING "THIS PART OF THE ROAD", PROVIDE US WITH RESIDENT CARDS AND TAKE OUR FARES DOWN BY AT LEAST FIFTY PERCENT. IF OUR PROVINCE IS SO DESPERATE FOR MONIES, LET THEM CHARGE THE VISITORS! IT IS SO UNFAIR TO HOLD US HOSTAGES BECAUSE OF WHERE WE CHOOSE TO LIVE.</p> | 11/15/2013 11:04 AM |
| 68 | <p>Savary Island contributes at least 50% of total property taxes for area A but gets minimal road maintenance or repair and no support for parking regulations or enforcement. Property values and the associated taxes have jumped dramatically over the last few years as has the population but there has been no increase whatsoever in any services except for the RCMP presence on the August long weekend. It is totally unfair.</p> | 11/15/2013 10:41 AM |
| 69 | <p>It is unfortunate that you link strong support with use. As a senior, it is unlikely that I will be riding a bike but I strongly support the use of alternate lanes for bikes, skateboards and most especially for wheelchairs and motorized wheelchair scooters on all roadways. Parking on Joyce Avenue may be reconsidered . All homes have driveways and side streets and back alleys can accommodate parking.</p> | 11/15/2013 10:39 AM |
| 70 | <p>With all the technology and upgrades that Vancouver is doing with bridges why isn't it possible to conceive of a bridge or bridges to encompass an alternative roadway to Vancouver Island that can bypass the ferry system?</p> | 11/15/2013 10:17 AM |
| 71 | <p>Move Savary Island barge site to mid-island and restrict barging of vehicles to Savary Island to off-peak season.</p> | 11/15/2013 9:55 AM |
| 72 | <p>Another option for education is to use the mailed out tax bill! Also on Savary - use the newsletter. Just because I am unlikely to use something (this was used many times in your survey) doesn't mean I am against it. This is a flawed question when you tie the two together.</p> | 11/15/2013 8:47 AM |

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73	Build infrastructure, educate and wait and the ridership of bikes will go up. And that is a great thing for our populations health, both mentally and physically. Also, with our changing climate it is the only responsible thing to do. It will make Powell River a great place to live and a great place to visit. Our economy will have a net benefit in the long run for a small investment up front. Just look to Vancouver for inspiration.	11/15/2013 6:45 AM
74	I wish there was a bit more detail with some of the questions...may have changed my answer to a few. for example: where and how far away the extra parking would be in Lund....parking and getting to an event is an event in itself but parking in that same scenerio when trying to catch a water taxi or do other business is madness. Was this question meant to address this situation or simply to address "events" parking issues and roadway parking?	11/14/2013 11:28 PM
75	I have noticed walking along the ocean south of the beach gardens a lot of erosion in parts along the bank side. Below the road.Eventually if something is not done to re route traffic you may loose some of the main highway into Powell River :(11/14/2013 8:00 PM
76	Transit system should be carbon neutral (electric? fuel cell?), small buses, more frequent service and a larger number of routes - look to the Caribbean, South America for examples. Low support for education of vulnerable road users and vehicle drivers, because fundamentally the infrastructure should ensure they do not have to share the same road space - separate them. There should be free parking options in Lund - not just pay lots. If highway sides are the only way that can happen, it should be preserved. If there are options that involve a walk/shuttle then you could do away with it. Some of the road network in town and the core commercial areas should be devoid of vehicle traffic - either always, or at certain times (i.e. 10-2). Shuttles, transit, and rent/borrow-a-bike stations should be available. 20+ bicycles can park in the space of a single car - the argument that business will suffer without parking is a fallacy.	11/14/2013 12:03 PM
77	The road between Sanderson Road and the Gillies Bay store is very well used but is muddy and dangerous and there should be a sidewalk. This is the most important place for a sidewalk on Texada.	11/14/2013 8:48 AM
78	Besides a road link to the interior there should also be Rail freight and Pipelines. Powell River would become a Major trans shipment hub overnight. It is the perfect place for a deep sea port as it has plenty of space to expand. I can just imagine a dozen LARGE container ships anchored off Harwood Isl. waiting to offload as the docks a full already with constant action 24/7. That would rejuvenate Powell River. On a smaller scale Powell River could benefit from a boat yard for maintenance/storage of private and commercial boats. This would complement the new harbour facility and there is space at the south harbour. Storage of boats is \$\$\$BIG\$\$\$ business at a Jack's boat yard in Lund.	11/13/2013 10:24 PM
79	Wish the cost of the ferries would be less expensive. Wish the last ferry leaving Comox would be later. We need to reduce 1 ferry trip a day, so it would be more financially beneficial.	11/13/2013 10:21 PM
80	Handi-dart be available outside the municipality	11/13/2013 9:35 PM
81	I would not have my kids using the same bus as the current "clientele" uses. I have driven bus here I know what goes on. Would you want your kid gong to grade 2 sitting on the same seats knowing that used needles and condoms have been stuffed between them? Also, school buses are ergonomically designed with smaller riders in mind, kids are safer in a bus with a padded seat back closer to them rather than a hard plastic one further away. School buses are purpose built for a reason. I feel very strongly about this and I would be very vocal if I felt that we were going to phase out school buses on some routes in the Powell River area.	11/12/2013 3:12 PM
82	More transportation options for low income families: increased bus service to north and south of town. A paved trail from Saltery to Lund? It's called a "road". "Share the Road" is a familiar sign. Any licensed driver should be aware of pedestrians/bicycles/motorcycles sharing the road; signage may be more effective and cost effective than ad campaigns. Ferries should be cheaper for residents than tourists- but don't price it out of the market and discourage tourism.	11/12/2013 1:30 PM
83	I would like to see a spot of land offered to mountain bikers to build and maintain bike jumps. BMX and Skateboarders have the skatepark. Dirt Jumping is a sport that many kids and adults would be able to do, and having a legal place to do it would help keep them from going out and building illegal jumps in the forest.	11/11/2013 11:34 AM
84	Ferry should be free or they should build a road.	11/11/2013 10:48 AM

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- 85 A bike share program in Powell River like the Bixi bike service in Montreal would work very well for Texada residents making the option of taking the bus to the ferry then using the bike share for various errands in town a real usable transportation method. Also would work for tourists waiting for the ferry to ride to businesses farther than walking distance from terminal I feel strongly that wide shoulders or bike lanes are more effective at encouraging daily use of bikes rather than cars than a dedicated paved trail paralleling an existing route. I feel strongly that a dedicated paved bike trail would be very effective in encouraging daily use of bikes on route were there is no parallel existing route. For example, the power line route should have a paved section for bikes. I feel strongly that making the use of cars more difficult through less parking due to a bike lane and low 30 km speed limits is a good way to encourage the use of bicycles as transportation and will not have a negative impact on local business as it is easy on a bike to stop and use services along a route. Installing signs that indicate that bicycles should be given a one meter minimum clearance by passing cars is a more effective sign than the existing share the road sign. These signs are popular in Europe. There should be no charge for bicycles on BC Ferries over a pedestrian fare. 11/11/2013 9:10 AM
- 86 The ferry is our highway as much as the government and private partners may not agree. We do not receive the same service as those in the interior that have a highway plus a free ferry. The government is worried about overpopulation in the lower mainland but are not willing to help those that are willing to go and live and work in the Powell River area, instead they make it impossible to live and work here. 11/11/2013 9:01 AM
- 87 We need bike lanes or wider roads, and education for bike riders, so many are on the wrong side of the road, not visible, or on sidewalks. Ferries need to be made affordable, should not be a company with a bottom line, these are part of the highways. Families should be able to take their children out of town, camping etc. prices for vehicles towing a trailer are criminal 11/10/2013 9:56 PM
- 88 Powell River is an "isolated" community & it has always been my understanding that BC Ferries was apart of our Highways, so I really struggle with the idea of the ferry being berthed overnight in Little River, especially when I thought it was put in place to service the people of our community?! The other ferry is berthed overnight in Saltery Bay! it only makes common sense that the 1st run begin from the Westview Ferry terminal in order to make out-of-town medical daytrips a lot easier. There are only two ways out of Powell River by water or air...you would think that after all these years that the "Ministry of Transportation" would be working with our community & making our Lives a lot more easier!!! whatever happened to "Residential Rates" on these Ferries? 11/10/2013 1:58 PM
- 89 Collaborating with Handi Dart to offer more efficient service to seniors and people with disabilities waiting for pickup and drop off. Educating public agencies, (hospital, doctor's offices, etc.) of how Handi Dart works, their telephone number and how public agency staff can facilitate a smooth connection for seniors and people with disabilities by being courteous in using their office telephones to call Handi Dart for vulnerable clients using their offices. At this point in time many public facilities do not appear to think this is part of their job description and have been known to tell the vulnerable person to use a pay phone and call themselves, which is not always a feasible option when dealing with mobility and memory issues. More compassion all around is required for the growing population of seniors in Powell River. I notice nothing has been mentioned about sidewalk safety for seniors and people with disabilities, using mobility scooters. Make it illegal for young people to roller blade, skate board on the roads, no helmets, no testing, how can they get away with this...perhaps when someone is killed the issue will be addressed in a sensible manner. Far more emphasis has been placed on bicycle riders rights and bringing in tourists for hiking, etc. If taxes are to rise to pay for these improvements then the tax payers require their sidewalks, pavements, better bus and ferry coordination before we start catering to people who may, or may NOT visit the area. 11/10/2013 10:50 AM
- 90 The Upper Coast should lobby Victoria for a more realistic land route from Langdale to Squamish and forget the idea of a road from PR to Squamish. One ferry ride away from the lower mainland would be ideal. 11/10/2013 1:28 AM
- 91 It is a bit duplicitous to use the term vulnerable road users when it is pretty clear what is primarily meant is bike riders. Trying to cloak that using a more vague term is a bit underhanded and can only be seen as a way to try to garner more support for bike lanes without being honest about it. I do not support an increase in taxes that would no doubt accompany any of these proposals especially since many of these proposals would only be of any benefit to a small minority and which also refer to already underused public transit. 11/9/2013 9:27 PM
- 92 A daily bussing to and from the complex for kids free to keep them busy and taken care of during the day and after school and on weekends 11/9/2013 10:29 AM

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93	Advertising for the public meetings is ONLY in wednesday paper!!! Wednesday paper is NOT delivered outside the municiple limits. Internet access is VERY limited outside the municiple limits! There is a strong impression that the opinions of those outside the municiple limits is NOT being solicited!! Pave the roads! The roads on Texada Island are a joke! King street, Maple street desperatly need paving! Maintenance of roads has reached the point that weeds are growing into the middle of the street in cracks of pavement!!	11/9/2013 8:25 AM
94	Texada residents shoud have an option on weekends to go from Texada to Comox. Morning and evening runs on Saturday and Sunday	11/9/2013 8:25 AM
95	Could we have a high barrier put along Marine Ave on the water side coming from Willingdon Beach to Abbotsford street. Neither side is paved and people walking, pushing prams, biking on that stretch of road (on the water side) are scary things to deal. Not only for the driver but also for the walker, pusher and biker. We also need a barrier on Wildwood Hill where the water main came up. That corner is just plain scary.	11/8/2013 9:58 PM
96	I think it needs to be taken into consideration that Powell River is becoming a retirement community and future transportation plans need to keep this in consideration.	11/8/2013 8:49 PM
97	Dont waste money on stupid educational campaigns when you can't even get people in to work	11/8/2013 5:05 PM
98	A large number of the questions which asked on funding got a low support because I feel that the roads themselves are in very poor conditions and need to be better maintained. Also that our basic highway is broken by a ferry in which some sort of discount should be made available for full-time residents.	11/8/2013 3:36 PM
99	I believe, albeit expensive, that a road to Squamish would be an amazing alternative to the ferry. Not only would it provide a way out during times of emergency (ex. tsunami), it would make it a lot easier for people to come and go. It would increase tourism and make the exchange of goods easier and more cost effective in the long run.	11/8/2013 2:54 PM
100	There was a question in this survey about bus sharing for school and public transportation - I disagree with this idea as, unfortunately, many public bus users have health, hygiene or other issues that school aged children should not have to be exposed to if that can be avoided. The question asked if I agreed/disagreed but did not ask why and I felt it was important to provide my reason behind my choice. Widening the road shoulder on Padgett Road was a smart decision. The roads are too narrow and many people ride horses and bikes, or walk along those roads. Having wider roads in other areas of Powell River would, hopefully, increase the safety of non-motorized road users. I also feel it would benefit older people who use motorized scooters. Often those users are very much on the road and impede traffic. Finally, I strongly agree that the BC Ferry should be treated as part of our highway system and the majority of the costs should be borne by the Province. One may argue that we choose to live here and that we know we have to take a ferry to leave town, and while I do not mind paying a moderate fare to ride the ferry, the costs as they are now are outrageous! We only have to pay to ride the ferry one way on most other routes, but we have to pay to ride both ways on the Comox/Powell River ferry. Why is that? I believe that the cost of riding the ferry has greatly impacted my decision not to visit Vancouver Island, the Peninsula and Vancouver on numerous occasions, just as I believe that the costs of riding the ferry has probably impacted the tourism industry in Powell River. Having to pay the fares that we do now have a very large impact on, for example, a family of four wanting to take a trip, even for a weekend.	11/8/2013 12:57 PM
101	It would be nice if BC ferries would sinc up the routes between Powell and Horseshoe Bay. It makes no sense to not be able to sail from Powell and have to wait two hours for the next ferry to Horseshoe Bay. Wide paved shoulders everywhere just make sense and should be mandatory.	11/8/2013 11:48 AM
102	I support the addition of more bike lanes created by removing on street parking so cycling for transportation is a viable option in Powell River. Good ideas on city cycling www.copenhagenize.com/	11/8/2013 12:29 AM
103	There is a definite need for cheaper ways in and out of Powell River. We are Land/Waterlocked and depend on air and ferry services to leave Powell River for vacations, business and medical appointments. There needs to be a more cost effective way of helping Powell Riverites travel.	11/7/2013 3:16 PM
104	The ferries are part of our highway. Some of us were born and raised in Powell River, so it is not a matter of option that we live here. If we can't get reduced fares on the ferries then how about going back to a commuter card that would give us 12 free trips a year for medical and related reasons. Then we could pay after that. Seems like a real good option to me :)	11/7/2013 12:41 PM
105	I would like to ensure horseback riders right to ride all public trails and roadways. Thank you	11/7/2013 12:28 PM

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106	I may not use the wider shoulders for anything but recreational riding but as a driver it makes it much safer for me when cyclists have room to ride and I can safely pass them. I would like to see a safe crossing on Myrtle Creek on the power line west of Myrtle Road that facilitates pedestrians, cyclists and equine traffic. This would provide safe access and alleviate potentially fatal accidents on this dangerous stretch of highway.	11/7/2013 10:36 AM
107	a road that goes to sqamish would be a great idea it would help this community to grow increase jobs and tourism this community needs it bad ! it would be my number one goal. this town is dependent on government and the ferries are just becoming more and more of an expense the future of this town depends on it .I see more and more young people saying they want to move away from this town if there was a road this community would grow and they would stay there just so many reasons please make the choice to make the road for all of us	11/7/2013 9:49 AM
108	When the widening and paving of Manson Ave from Cranberry to Edgehill area was done, BA put in temporary markers for the center line. They put them "off centre", which allowed a very nice WIDE section on one side for bikes and walkers. When the final lines were painted in, they were put dead centre, which created two NARROW pseudo lanes on either side. These are ridiculously narrow when you have to share the road with bike riders. At the bare minimum, white lines should have been painted to show where the lanes are. Bike riders need to be educated on the driving rules of the road. It is my understanding that they are not supposed to ride two or three abreast, but they routinely do. Vehicles are crossing the centre line to get around them. They need to remember that they are responsible for signaling just as much as the vehicles are, and TO BE VISIBLE! Pedestrians need to start using the sidewalks. I work on a street with a beautiful sidewalk on one side, and a gravel boulevard on the other with a lot of driveways. People walk down the road on the gravel side!!!! In the fog and the dusk! Yes, I get that you are supposed to walk toward traffic, but if there is a sidewalk, with street lights on that side, would that not make more sense? I would also like to see the section of Marine, from Duncan to Alberni turned into a north bound lane only, with angle parking on both sides. Willingdon should be a south bound from Albernie to Wharf. This would eliminate the issue on Willingdon with extremely narrow road lanes. It would force traffic to go that route which would be good for the businesses down there. The perpetual parking issues along Marine would be solved since angle parking creates more space. The narrowness of Marine would also be eliminated. It would remove some of the traffic congestion from a retail section of the road, thereby making it more business friendly. A signal light needs to be put in at the Duncan and Manson intersection. That is an accident waiting to happen. At the very least, flashing yellow to go up, and triggers for the north/south along Manson to change it to red. The police need to start nailing drivers for not signaling, for stopping in the centre of the road to figure out where they are going, then doddering along at 25km an hour. They need to enforce people who have their stupid dogs on their laps when they are DRIVING!!!!!! Transit buses that transverse the small residential roads should be smaller. For example, they take up the whole street on Church, and need to cut the corners onto Manson. This is a hazard to people walking (no sidewalks), and for drivers coming the other way. The buses appear to be basically empty each time I see them. It makes no financial or business sense to have a large bus on these routes. Go smaller, go electric, save money, save the air, save the life of someone coming the other direction.	11/7/2013 8:55 AM
109	Thank you for surveying the people of Powell River. I found it a little difficult to complete because as I went through the survey I wondered where funding would come from for some of the initiatives. Without knowing what impact it has on us tax payers, or without additional information in order to form an opinion, it does make a difference to my responses.	11/7/2013 6:09 AM
110	Ferry schedules from PR to Van. To Line up so the waits are min.	11/6/2013 10:16 PM
111	As a former student of Brooks Secondary School, I commuted by bicycle frequently. I found the traffic on the hill between Willington Beach and Townsite to be quite dangerous and intimidating, even to an experienced cyclist like myself. I often took a longer route from Westview to the pole line access by the Recreational Complex, and then along the pole line to the new track. This was a good way to stay away from traffic, but the pole line often flooded forcing me to either ride the dangerous hill or to find other means of getting to school, such as driving. A paved pathway from the Complex to the new track would be a huge improvement to the city. Not only for students riding/walking to school from Westview and Cranberry, but also to users of the Complex and the elderly to easily connect the Complex to the new track facility.	11/6/2013 6:53 PM
112	Texada needs more service . I love riding the bus, but the system needs improving.	11/6/2013 5:40 PM
113	Think these are great ideas and am so ... happy someone is asking them and asking for feedback!	11/6/2013 5:29 PM

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| 114 | <p>Anything to get people out of their cars and using transit or other transportation is good. Currently using transit to get from anywhere on Texada to Powell River is near impossible. Nothing to get to Blubber Bay except on Thursdays. Very poor transit connections on the PR side. Bicycle riding to Blubber Bay is very dangerous due to no shoulders and twisty roads. Ditto mopeds or other small scooters - no shoulders and very limited places for cars to pass. Pipeline right of way blocked by rock barriers which make even walking hard. Network of ATV trails to Blubber Bay thoughtfully provided by the ATV club stop at the BB Quarry lands due to trespass and liability issues. Etc., Etc.</p> | 11/6/2013 1:36 PM |
| 115 | <p>It is imperative that there is frequent public transit available that drives right into the Rec Centre and to the hospital. A shopper bus that goes to the mall and down to Marine. It could just loop every 15 minutes. These buses could be smaller commuter buses. They could also be used on the other routes and could run more frequently. The current public transportation service is deplorable! The bus schedules do not even indicate WHERE the actual bus stops are OR which way the bus is going. Have I mentioned the WAIT to connect to another once an hour bus.....let's get GREEN. More people would ride the bus if it ran more often.</p> | 11/6/2013 11:34 AM |
| 116 | <p>An explanation of the different transit levies was missing and as a result I was not willing to choose anything others than 'no opinion'. There are some questions on here that frighten me - I seriously hope that the Reg Dist isn't actually considering wasting large sums of money money on things like electric car charging stations, etc. Costly technology like App development. While I support tourism, I do not feel that Apps are necessary. Tech is costly and there are better things to spend money on. Safe use of highways and roads is number one. I would like the PRRD to keep in mind that we are a small community with little congestion. Bike and walking paths are a necessity in urban areas due to traffic volume and congestion. In PR, we have wide open sidewalks and lots of room. Let's remember where we live, and not be in a hurry to waste money trying to look like somewhere we're not.</p> | 11/6/2013 8:21 AM |
| 117 | <p>I would also like to see a learning curve for all the seniors riding scooters. They do what they want when they want because they don't have to follow the rules anymore. Some of them could cause an accident and if they get killed it will be the car drivers fault even though the scooter shot out in front of them. It is scary watching them on the streets.</p> | 11/5/2013 11:03 PM |
| 118 | <p>The Ferry system is a part of our highway. The government should support us more in subsidization or at least allow us to write our ferry fares off on our taxes up to a certain amount.</p> | 11/5/2013 9:33 PM |
| 119 | <p>The cost of the ferries is an absolute joke. I saw my family more often when I lived Edmonton, because it was cheaper for me to travel between Edmonton and Vancouver than it is for me to travel between Powell River and Vancouver. It's completely absurd that the only way IN AND OUT of this place is on the ferries and the cost is too high for most people to make it a regular thing. It creates a situation of isolation, no wonder this town can't hold onto medical professionals, or it's younger people.</p> | 11/5/2013 9:23 PM |
| 120 | <p>One thing, I used to travel to the island from Powell River often. Since the ferry fares have gone up drastically in the past 10 yrs I can no longer afford to go visit my children on the island. I basically do not travel any more because the cost of the ferries and gas for my vehicle has made it unpractical for my financial status. I love the improvements made at the powell river ferry terminal I just wish I could afford to use them! thank you</p> | 11/5/2013 8:37 PM |
| 121 | <p>Ferries are our highway and should be treated as such.</p> | 11/5/2013 8:15 PM |
| 122 | <p>For the safety of our people, we need road access to the rest of the province.</p> | 11/5/2013 8:12 PM |
| 123 | <p>Powell River functions exactly like a Gulf Island, despite being part of the mainland; therefore, we should have a ferry service that serves us just like the Gulf Islands - with the ferry's port being located on the "island" of Powell River. This way, we wouldn't have to have an apartment on the Island every time we get laid off or can't find work. We could commute to work in Courtenay via public transit, or even to Nanaimo or Campbell River. I'm sick of sleeping in my car while the next morning the first ferry goes over to Powell half empty.</p> | 11/5/2013 7:45 PM |
| 124 | <p>I would not like to see money wasted on a road plan to Squamish..not feasible if speak with experienced road builders who have worked in the mountains behind PR for decades. Can you not explore a bridge and roads to replace saltery bay ferry. Winter weather will allow travel here all year as opposed to mountain passes. Also we must focus on decreasing ferry costs..lived here all my life, love it, but am feeling increasingly trapped and we have above average incomes. I can only imagine how lower income families must be coping.</p> | 11/5/2013 7:23 PM |
| 125 | <p>ferry should dock in pr theres a better chance of geting employment on the island and were stuck here we should get out of pr for free like all other places people on low income are prevented from travel they live here like prisoners</p> | 11/5/2013 7:22 PM |

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126	Bc ferries increased fares is a growing concern to powell rivers economy's future, and the future of our children. The cost of living in s land locked community is becoming to great.	11/5/2013 6:40 PM
127	Signage and education about passing equestrians on the road.	11/5/2013 6:25 PM
128	Why are there 350 managers in the ferries office in victoria. Why is there bonuses given to ferries when it is shown they need help running a losing business. Normal business you get a hand shake not a bonus. Make our ferries a part of the highways there are free ferries in the interior and they have a road they can access to get somewhere here we are held hostage. Make the first ferry leave 15 min early and we can make the connecting 620 everyone is already awake. If you had lower fares more people would visit and go on trips from here. Ferries wakeup and smell the coffee the way you are running doesnt work now does it. The saying is if there is no change there is no change. Im a business person that has to use the ferries and as a paying user ur way and no highway doesnt work.	11/5/2013 6:12 PM
129	More pull outs along highway 101. bus service to and from the Saltery Bay ferry	11/5/2013 6:02 PM
130	.	11/5/2013 5:31 PM
131	BC ferries are our highway!!!! How do we get that through their heads??? It should not be a "For Profit" business	11/5/2013 5:06 PM
132	Treat the Sunshine Coast Trail as part of the transportation system and offer funding.	11/5/2013 4:38 PM
133	I'd like to see the Manson connector finished to allow for increased traffic demands to Westview Elementary. That way access to the school from the back would be feasible and reduce the traffic on Joyce.	11/5/2013 4:32 PM
134	As a Lund resident...There should be NO parking along side of the Hwy101. Savary Island, Hernando Is., Bliss Landing, and nearby locations should have their own parking lots or support the local parking lots. When we go to Vancouver - our parking fees are about \$20./day We ARE NOT a parking lot village - we have our own resort and quaint place in which we live and desire to be PROUD of. We should not have to be abused by non residents. Please give strong consideration to Lund.	11/5/2013 4:29 PM
135	Please do something about open burning and wood stove smoke. Every day someone is illegally burning and no one is monitoring it. Why do we have 2 months of burning within city limits when we are trying to encourage people to bike and walk ? Environment Canada states that a wood stove burning for 8 hours is equivalent to driving a car 1800 km. Who's protecting the people of Powel River ? NO ONE !!	11/5/2013 4:26 PM
136	A HWY101 bypass route through the cut line would be preferred for trucks, however we I think we should encourage tourists to enter the city via Marine and NOT take the truck route (signage). Creating a bike trail from Saltery bay to Lund will put the Regional District on the global map of best places to cycle tour. The Sunshine Coast Trail is already world-famous, which makes the selling of a bike trail relatively easy.	11/5/2013 4:21 PM
137	Having lived here for 61 years, I can't believe the Ferry Corp is considering replacing the existing ferry to Comox with an open deck model. Wind speed and swell height is greater at this end of Georgia Strait. I'm sure they wouldn't consider open deck ferries out of Horseshoe bay or Tsawwassen.	11/5/2013 3:53 PM
138	In regards to extra flights to other destinations this should include Edmonton since this is the main portal to connect to other northern AB communities that provide employment to many individuals in Powell River...such as Grande Prairie, Dawson Creek etc etc...not all Northern workers work in Fort McMurray	11/5/2013 3:41 PM
139	We are going to have a road here & other industries here one way or the other and the sooner the better. Its time some people in this town quit trying to keep PR in the dark ages. If they don't like progress than they shouldn't have moved here to start with. Its no wonder all the kids are moving away. Bom in Powell River	11/5/2013 2:54 PM
140	The current escalating ferry costs will probably force us to move away from Powell River when I retire in two years. We would like to stay here but we also like to travel by car, so it will likely become cheaper to live elsewhere where we can go visit family and friends without paying the constantly rising ferry costs. When we originally moved here, that was not an issue as the costs were reasonable. A reliable, frequent bus service between Lund and Powell River would likely enable us to sell (or at least use much less) one of our two cars.	11/5/2013 2:21 PM

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141	I don't like the wording. I often support something, whether or not I will use it or it will affect me. If it benefits others, I'm in favour of it. It's not always about what benefits me, but our community and society as a whole.	11/5/2013 2:18 PM
142	The ferry cost and schedule between Texada and Powell river. Texada shouldn't be the ones losing because of the short falls and the ill preparedness of bc ferries. Getting the kids to and from school, keep the stores stocked and gas station full should be the number one priority not the pension of the bc ferrys CEO.	11/5/2013 2:16 PM
143	Golf carts or any other non licenced & insured vehicles have no place on the roads of Powell River nor any other road in B.C. These vehicles are for walking assistance and legally only allowed to be driven on the sidewalks where walking is safe. Unless the city is willing to take over liability for these vehicles and cover any costs incurred from any accidents that are caused by the untrained operators of these vehicles that cannot maintain posted speeds. I for one will make sure that any accidents caused by these vehicles the drivers will be sued to the point they will be penniless for the rest of their lives.	11/5/2013 2:05 PM
144	I feel the trouble and the length of the time it takes to get to Powell River from other places, and the constant cancellation of ferries is seriously unreasonable when we are connected to the mainland and the only thing stopping people to access our community and other communities is a road is crazy. I moved to this community over 15 years ago and fell in love with the place but as I am aging and each year it is getting much more difficult to get away when needed or for any emergency is seriously making think about moving away as I know many other people in this community are contemplating. It would bring more revenue and tourist to a much needed economy here, Since I have lived here I have been watching this community slowly getting less accomodating while other community grow I see Powell River stuggling. Its time for change and Powell River be brought into the world and not left in the dust.	11/5/2013 1:48 PM
145	Be wArey of opening up the Manson connector, kids use it as a party place, or to race dirt bikes, race tabs and drive recklessly in trucks at night, you are only asking for a disaster if you open it up just for trucks. It would have to be paved, made into. Proper rode. Please don't change it. Unless paved anything small work you do and money you spend will be destoryed by teens. The ferries are our bigger issue.	11/5/2013 1:46 PM
146	It would be helpful for seniors if the Handy dart came south even once a week. Seniors would be able to stay in their own homes longer if they had access to town for shopping and appointments. I think the idea of shared school busses and public transportation is brilliant.	11/5/2013 1:44 PM
147	Just throwing this out there – but in a trip to Virginia last year we had a chance to try out one of their bicycle / walking trails called the old dominion trail. Which was basically 45miles of old railway line pulled out and replaced with a paved path. It was a great walk and an even better biking route, it connected three towns together, and it was common to see people biking to work etc, all coming off the trail. It was basically the pole line, with pavement. http://www.wodfriends.org/ has some more information about it. Paving the trail would also help get rid of the noise pollution and speed coming from people using the pole line for dirt bikes etc.. We have a massive amount of trails already available for atvs and dirtbikes just off duck lake road or at any of the other points of entry into the logging roads.	11/5/2013 1:26 PM
148	For people in Powell River, there needs to be some type of discount or something on the BC Ferries. They are pretty much our only means out of the town and to the town. With the rates so high and the times so awkward, it makes it really difficult to not only travel out of the town, but have tourists come to us. There is very little chance for us to grow due to the current system. Especially if we want other people to see how great our town is.	11/5/2013 1:18 PM
149	I think that when it comes to ferry travel, if there are going to be no other changes possible, the residents of Powell River should be given resident cards which would allow us free travel one way. It's a compromise. Ferries lose money when no one rides them. With this option, more people would ride them.	11/5/2013 12:53 PM
150	I would like to convert to an electric automobile but charging stations in town would not influence that decision. Affordability, reliability and distance range would affect my decision; I would want to be able to charge at home and be able to go wherever I wanted in the area and return without needing a recharge.	11/5/2013 11:35 AM
151	Improve the roads on Savary Island!	11/5/2013 9:49 AM

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152

Thank you for a substantial and thoughtful survey. It is clear that the Regional District has listened to the recommendations from the preliminary round of meetings. I hope that many, if not all, of these good ideas can be implemented. I suggest an opt-in district-wide mailing list, possibly with category preferences, so people can sign up for informational mailings of interest to them as an additional way to communicate with the residents of the district. This was not an listed as a communication option, and for people who are comfortable with electronic media, but not social media users, it might be a preferred alternative.

11/4/2013 7:04 PM

Scores per category n/a n/a 0 3 6 10 n/a n/a 0 3 6 10

Option Number	Option Description	All Responses								City							
		Skipped	No Opinion	Do Not Support	Low Support	Moderate Support	Strong Support	Overall Support	Average Score	Skipped	No Opinion	Do Not Support	Low Support	Moderate Support	Strong Support	Overall Support	Average Score
1	Wide shoulders at Willingdon Hill	112	87	37	51	94	158	303	5.4	49	24	23	31	59	110	200	6.3
2	Wide shoulders Townsite to Willingdon	110	81	37	49	103	159	311	5.5	43	19	25	29	67	113	209	6.4
3	Wide shoulders Wildwood Hill	118	83	34	52	99	153	304	5.4	50	22	23	30	65	106	201	6.3
4	Wide shoulders Wildwood Hill to Tla'amin	119	94	53	77	77	119	273	4.5	53	32	35	55	46	75	176	4.9
5	Wide shoulders North of Tla'amin	120	93	60	72	72	122	266	4.5	56	30	40	52	46	72	170	4.8
6	Wide shoulders Padgett Road	105	92	34	56	92	160	308	5.3	42	30	23	40	63	98	201	5.8
7	Wide shoulders Blubber Bay to Van Anda	109	178	69	62	63	58	183	2.7	47	102	49	32	45	21	98	2.3
8	Wide shoulders Van Anda to Gillies Bay	115	177	68	60	63	56	179	2.6	47	101	49	35	42	22	99	2.3
9	Wide shoulders Gillies Bay to Shelter Point Park	118	175	64	58	55	69	182	2.8	47	102	49	35	41	22	98	2.3
10	Upgrade Poleline trail	111	57	46	59	112	154	325	5.6	50	12	28	33	65	108	206	6.4
11	Sidewalks on Lang Creek Bridge	106	96	45	79	104	109	292	4.5	44	37	29	53	78	55	186	4.7
12	Segregated Trail North of City	108	78	77	73	88	115	276	4.4	48	32	49	38	60	69	167	4.7
13	Segregated Trail in the City	136	69	65	51	85	133	269	4.9	63	27	39	23	52	92	167	5.6
14	Segregated Trail south fo the City	130	75	72	59	81	122	262	4.6	61	31	44	34	54	72	160	4.9
15	Trail Signage	106	33	24	53	142	181	376	6.5	46	9	16	29	85	111	225	6.8
16	Paper Trail Map	114	39	62	62	117	145	324	5.5	53	11	41	32	71	88	191	5.8
17	Online Trail Map	109	30	29	56	115	200	371	6.6	46	9	17	24	76	124	224	7.1
18	GPS Enabled Phone App	130	46	53	64	104	142	310	5.5	57	12	30	34	75	88	197	6.0
19	Active Transportation Levy	102	28	107	69	136	97	302	4.6	44	10	63	43	79	57	179	4.7
20	Shared School and Piublic Transportation	115	52	43	55	141	133	329	5.5	52	19	25	33	93	74	200	5.7
21	Commuter bus service North of City	116	114	42	83	103	81	267	4.0	51	55	27	48	67	48	163	4.2
22	Commuter bus service South of City	119	119	44	78	93	86	257	3.9	53	59	29	46	56	53	155	4.1
23	Commuter bus service to Texada	126	134	71	68	73	67	208	3.2	58	76	45	41	43	33	117	3.0
24	Improved non-commuter bus service North of City	127	111	62	81	83	75	239	3.6	54	61	40	54	46	41	141	3.5
25	Improved non-commuter bus service South of City	130	117	59	86	71	76	233	3.5	56	64	39	55	40	42	137	3.4
26	Improved non-commuter bus service to Texada	130	135	76	70	62	66	198	3.0	56	76	53	47	31	33	111	2.7
27	Internal Texada transit service	116	176	64	59	67	57	183	2.7	52	100	41	40	38	25	103	2.5
28	Earlier transit to meet first ferries	114	80	56	64	120	105	289	4.6	51	40	32	41	72	60	173	4.7
29	Later transit service	115	77	45	57	123	122	302	5.0	53	38	25	33	76	71	180	5.2
30	Upgrade of bus stops with shelter and paved area	113	75	66	86	121	78	285	4.1	51	42	37	53	73	40	166	4.1
31	Transit Levy	116	49	108	85	110	71	266	3.8	50	22	70	48	68	38	154	3.8
32	Removal of Parking on Highway in Lund	110	86	183	60	46	54	160	2.3	53	34	107	41	32	29	102	2.5
33	Restriction of parking Lund to short-term only	105	87	94	55	119	79	253	3.8	53	37	45	37	79	45	161	4.3
34	Park and Ride from City to Lund	106	81	95	67	101	89	257	3.9	53	34	49	41	66	53	160	4.3
35	Keep Existing Road on Savary	118	223	63	32	37	66	135	2.3	62	134	33	16	21	30	67	2.0
36	Upgrade Savary to Gravel Road	110	220	70	41	38	60	139	2.2	59	135	41	22	19	20	61	1.6
37	Upgrade Savary to Ashphalt	124	217	143	19	14	22	55	0.9	64	132	73	11	5	11	27	0.7
38	Extension of parking on Savary	97	235	112	38	28	29	95	1.3	53	147	50	20	16	10	46	1.1
39	Restriction of vehicles on Savary to ATV's, etc	96	212	58	18	48	107	173	3.2	53	131	28	7	30	47	84	2.8
40	Intorduction of Electric Vehicle Charging	116	69	104	95	129	26	250	3.1	51	31	60	58	80	16	154	3.3
41	Ride Share	114	75	76	89	105	80	274	4.0	52	30	47	59	60	48	167	4.2
42	Car Share Co-op	117	92	112	97	69	52	218	2.9	54	39	67	63	43	30	136	3.1
43	Driver Education	125	45	49	58	102	160	320	5.8	57	19	31	34	62	93	189	5.9
44	Vulnerable Road User Education	126	40	37	45	100	191	336	6.4	58	16	22	25	60	115	200	6.7
45	Active Travel/Health Benefits	127	48	55	68	116	125	309	5.2	58	26	34	42	68	68	178	5.1
46	Transit Education	130	39	29	64	156	121	341	5.7	59	19	17	45	91	65	201	5.6
47	Communication - workshops	142	52	122	96	91	36	223	3.0	65	30	77	57	49	18	124	2.8
48	Communication - promotional website	141	33	28	87	153	97	337	5.4	63	19	17	42	90	65	197	5.6
49	Communication - social media	135	35	36	60	135	138	333	5.9	61	17	12	30	80	96	206	6.5
50	Communication - newspaper	133	22	55	86	146	97	329	5.2	59	11	32	49	84	61	194	5.3
51	Communication - radio	137	43	90	98	107	64	269	3.9	62	22	55	54	66	37	157	4.0
52	Communication - TV	146	40	137	82	80	54	216	3.2	64	22	82	49	49	30	128	3.2
53	Provincial Highway Poleline/Manson	123	88	50	47	118	113	278	4.8	56	28	35	30	75	72	177	5.3
54	Road from Powell River to Squamish	118	15	87	36	54	229	319	6.5	57	3	50	19	29	138	186	6.7
55	Ferries treated as part of Highway System	112	5	5	13	30	374	417	9.3	53	1	2	5	9	226	240	9.6
56	More flight options	119	42	32	45	116	185	346	6.4	54	13	17	22	70	120	212	7.0
57	Home porting of Comox Ferry in PR	118	55	21	25	69	251	345	7.1	57	21	5	11	32	170	213	8.1

Scores per category

n/a n/a 0 3 6 10

n/a n/a 0 3 6 10

Option Number	Option Description	Tla'amin								Area A							
		Skipped	No Opinion	Do Not Support	Low Support	Moderate Support	Strong Support	Overall Support	Average Score	Skipped	No Opinion	Do Not Support	Low Support	Moderate Support	Strong Support	Overall Support	Average Score
1	Wide shoulders at Willingdon Hill	0	0	0	0	2	3	5	8.4	44	28	6	4	9	14	27	3.4
2	Wide shoulders Townsite to Willingdon	0	0	0	0	1	4	5	9.2	45	27	6	5	8	14	27	3.4
3	Wide shoulders Wildwood Hill	1	0	0	0	0	4	4	10.0	45	26	5	4	9	16	29	3.8
4	Wide shoulders Wildwood Hill to Tla'amin	0	0	0	0	0	5	5	10.0	44	22	6	2	12	19	33	4.4
5	Wide shoulders North of Tla'amin	0	0	0	1	0	4	5	8.6	42	23	7	2	8	23	33	4.5
6	Wide shoulders Padgett Road	0	0	0	1	2	2	5	7.0	43	37	6	6	7	6	19	1.9
7	Wide shoulders Blubber Bay to Van Anda	0	2	0	3	0	0	3	1.8	43	44	9	6	1	2	9	0.7
8	Wide shoulders Van Anda to Gillies Bay	2	2	0	1	0	0	1	1.0	42	44	9	7	1	2	10	0.7
9	Wide shoulders Gillies Bay to Shelter Point Park	2	2	0	1	0	0	1	1.0	42	43	9	7	2	2	11	0.8
10	Upgrade Poleline trail	0	0	0	0	2	3	5	8.4	45	26	10	10	8	6	24	2.3
11	Sidewalks on Lang Creek Bridge	1	1	0	1	1	1	3	4.8	43	30	10	8	5	9	22	2.3
12	Segregated Trail North of City	0	1	0	0	1	3	4	7.2	41	17	17	8	6	16	30	3.4
13	Segregated Trail in the City	2	1	0	0	0	2	2	6.7	44	17	14	8	11	11	30	3.3
14	Segregated Trail south fo the City	2	1	0	0	0	2	2	6.7	43	18	17	9	7	11	27	2.9
15	Trail Signage	0	0	0	0	1	4	5	9.2	42	15	4	7	19	18	44	5.0
16	Paper Trail Map	0	0	0	1	2	2	5	7.0	42	15	12	11	11	14	36	3.8
17	Online Trail Map	1	0	0	0	0	4	4	10.0	41	15	7	12	12	18	42	4.5
18	GPS Enabled Phone App	1	0	0	0	0	4	4	10.0	44	19	11	9	9	13	31	3.5
19	Active Transportation Levy	0	0	0	0	1	4	5	9.2	40	13	18	11	19	4	34	2.9
20	Shared School and Piublic Transportation	0	0	1	0	1	3	4	7.2	44	22	7	5	16	11	32	3.6
21	Commuter bus service North of City	0	0	0	1	1	3	5	7.8	42	19	6	10	15	13	38	4.0
22	Commuter bus service South of City	0	1	0	3	0	1	4	3.8	45	31	8	12	5	4	21	1.8
23	Commuter bus service to Texada	0	2	1	2	0	0	2	1.2	45	31	12	11	2	4	17	1.4
24	Improved non-commuter bus service North of City	0	0	0	0	1	4	5	9.2	43	17	10	7	17	11	35	3.8
25	Improved non-commuter bus service South of City	1	1	0	2	0	1	3	4.0	48	28	11	10	4	4	18	1.6
26	Improved non-commuter bus service to Texada	1	2	0	2	0	0	2	1.5	49	29	13	7	3	4	14	1.4
27	Internal Texada transit service	0	1	0	2	0	2	4	5.2	45	41	12	3	4	0	7	0.6
28	Earlier transit to meet first ferries	0	0	0	0	1	4	5	9.2	44	20	15	6	14	6	26	2.7
29	Later transit service	0	0	0	0	1	4	5	9.2	45	22	13	5	17	3	25	2.5
30	Upgrade of bus stops with shelter and paved area	0	0	0	1	0	4	5	8.6	44	20	15	10	9	7	26	2.5
31	Transit Levy	2	0	0	0	0	3	3	10.0	45	17	17	7	15	4	26	2.5
32	Removal of Parking on Highway in Lund	0	0	1	2	1	1	4	4.4	33	3	40	6	4	19	29	3.2
33	Restriction of parking Lund to short-term only	0	0	0	3	2	0	5	4.2	31	4	30	7	12	21	40	4.1
34	Park and Ride from City to Lund	0	0	0	1	2	2	5	7.0	31	6	28	13	14	13	40	3.4
35	Keep Existing Road on Savary	0	2	0	2	1	0	3	2.4	32	8	24	5	10	26	41	4.6
36	Upgrade Savary to Gravel Road	0	2	0	0	2	1	3	4.4	27	7	20	7	9	35	51	5.4
37	Upgrade Savary to Ashphalt	0	1	0	1	2	1	4	5.0	34	8	49	1	5	8	14	1.6
38	Extension of parking on Savary	1	2	0	1	1	0	2	2.3	24	7	41	6	9	18	33	3.1
39	Restriction of vehicles on Savary to ATV's, etc	0	2	0	0	2	1	3	4.4	22	7	22	5	8	41	54	5.7
40	Intorduction of Electric Vehicle Charging	0	1	0	2	2	0	4	3.6	44	22	16	10	9	4	23	2.0
41	Ride Share	0	0	0	0	3	2	5	7.6	41	25	10	9	14	6	29	2.7
42	Car Share Co-op	0	0	0	0	2	3	5	8.4	42	27	16	10	7	3	20	1.6
43	Driver Education	1	1	0	0	0	3	3	7.5	46	16	9	5	12	17	34	4.4
44	Vulnerable Road User Education	1	1	0	0	0	3	3	7.5	46	15	7	6	11	20	37	4.8
45	Active Travel/Health Benefits	1	0	0	0	1	3	4	9.0	47	14	11	4	16	13	33	4.1
46	Transit Education	1	0	0	0	0	4	4	10.0	48	10	7	2	22	16	40	5.2
47	Communication - workshops	1	0	0	2	1	1	4	5.5	48	10	21	10	10	6	26	2.6
48	Communication - promotional website	1	0	0	0	1	3	4	9.0	49	9	4	14	21	8	43	4.4
49	Communication - social media	1	0	0	1	1	2	4	7.3	50	10	7	10	17	11	38	4.4
50	Communication - newspaper	1	0	0	0	0	4	4	10.0	48	7	9	11	19	11	41	4.5
51	Communication - radio	1	0	0	0	0	4	4	10.0	50	9	12	12	15	7	34	3.6
52	Communication - TV	1	0	0	0	0	4	4	10.0	53	10	16	11	6	9	26	3.1
53	Provincial Highway Poleline/Manson	0	0	0	0	3	2	5	7.6	45	26	6	8	11	9	28	3.0
54	Road from Powell River to Squamish	0	0	0	0	1	4	5	9.2	41	6	10	6	11	31	48	6.2
55	Ferries treated as part of Highway System	0	0	0	0	1	4	5	9.2	39	3	2	7	9	45	61	8.0
56	More flight options	0	0	0	0	2	3	5	8.4	44	18	5	9	16	13	38	4.1
57	Home porting of Comox Ferry in PR	0	0	1	0	2	2	4	6.4	41	23	4	3	16	18	37	4.5

Scores per category

n/a n/a 0 3 6 10

n/a n/a 0 3 6 10

Option Number	Option Description	Area B								Area C							
		Skipped	No Opinion	Do Not Support	Low Support	Moderate Support	Strong Support	Overall Support	Average Score	Skipped	No Opinion	Do Not Support	Low Support	Moderate Support	Strong Support	Overall Support	Average Score
1	Wide shoulders at Willingdon Hill	5	2	1	6	9	9	24	6.0	4	8	2	7	7	15	29	5.5
2	Wide shoulders Townsite to Willingdon	5	2	0	7	10	8	25	6.0	6	8	2	5	10	12	27	5.3
3	Wide shoulders Wildwood Hill	5	3	2	8	7	7	22	5.0	6	7	0	8	10	12	30	5.5
4	Wide shoulders Wildwood Hill to Tla'amin	5	4	5	10	4	4	18	3.5	6	9	2	8	8	10	26	4.6
5	Wide shoulders North of Tla'amin	5	4	4	9	4	6	19	4.1	5	9	3	7	8	11	26	4.7
6	Wide shoulders Padgett Road	6	0	0	1	4	21	26	9.1	4	1	1	1	10	26	37	8.3
7	Wide shoulders Blubber Bay to Van Anda	5	11	2	10	3	1	14	2.1	4	16	4	4	7	8	19	3.4
8	Wide shoulders Van Anda to Gillies Bay	6	11	2	10	2	1	13	2.0	7	15	4	2	8	7	17	3.4
9	Wide shoulders Gillies Bay to Shelter Point Park	6	11	1	10	3	1	14	2.2	9	15	4	3	4	8	15	3.3
10	Upgrade Poleline trail	4	1	2	4	11	10	25	6.4	2	5	3	3	15	15	33	6.1
11	Sidewalks on Lang Creek Bridge	5	5	2	7	5	8	20	4.9	3	1	2	1	8	28	37	8.3
12	Segregated Trail North of City	5	3	5	9	4	6	19	4.1	4	5	2	6	13	13	32	5.8
13	Segregated Trail in the City	7	2	4	6	5	8	19	5.1	9	5	2	2	12	13	27	6.1
14	Segregated Trail south fo the City	7	2	4	3	7	9	19	5.6	6	3	3	1	10	20	31	7.1
15	Trail Signage	5	1	3	4	7	12	23	6.4	4	0	0	6	11	22	39	7.8
16	Paper Trail Map	6	2	2	5	9	8	22	5.7	3	2	1	7	12	18	37	6.8
17	Online Trail Map	6	2	0	5	9	10	24	6.5	5	1	2	4	6	25	35	7.8
18	GPS Enabled Phone App	7	2	2	7	5	9	21	5.6	8	5	3	7	7	13	27	5.5
19	Active Transportation Levy	5	0	6	7	8	6	21	4.8	2	1	9	2	16	13	31	5.7
20	Shared School and Piublic Transportation	6	1	6	5	6	8	19	5.0	3	2	3	4	13	18	35	6.8
21	Commuter bus service North of City	5	6	6	8	4	3	15	2.9	7	12	1	7	7	9	23	4.3
22	Commuter bus service South of City	5	3	5	5	10	4	19	4.3	4	3	0	3	14	19	36	7.3
23	Commuter bus service to Texada	5	6	9	5	3	4	12	2.7	9	14	1	5	8	6	19	3.6
24	Improved non-commuter bus service North of City	5	5	6	7	6	3	16	3.2	8	14	2	2	7	10	19	4.2
25	Improved non-commuter bus service South of City	5	4	5	5	8	5	18	4.2	3	6	0	3	13	18	34	6.7
26	Improved non-commuter bus service to Texada	5	9	7	6	3	2	11	2.1	9	17	1	4	5	7	16	3.3
27	Internal Texada transit service	5	11	8	6	1	1	8	1.3	5	21	2	1	8	6	15	2.9
28	Earlier transit to meet first ferries	6	4	5	5	7	5	17	4.1	4	10	2	4	7	16	27	5.5
29	Later transit service	5	2	4	6	9	6	21	4.9	2	6	1	6	9	19	34	6.4
30	Upgrade of bus stops with shelter and paved area	5	2	6	5	10	4	19	4.3	3	7	3	4	13	13	30	5.5
31	Transit Levy	5	3	8	9	2	5	16	3.3	3	3	6	10	10	11	31	5.0
32	Removal of Parking on Highway in Lund	5	8	14	1	2	2	5	1.3	5	16	12	5	4	1	10	1.3
33	Restriction of parking Lund to short-term only	5	5	8	5	7	2	14	2.9	5	14	6	1	12	5	18	3.3
34	Park and Ride from City to Lund	6	4	9	3	5	5	13	3.4	5	13	4	4	6	11	21	4.2
35	Keep Existing Road on Savary	8	13	3	4	3	1	8	1.7	5	30	1	2	1	4	7	1.4
36	Upgrade Savary to Gravel Road	8	11	2	8	2	1	11	1.9	5	29	4	1	3	1	5	0.8
37	Upgrade Savary to Ashphalt	9	12	7	3	1	0	4	0.7	5	29	6	1	1	1	3	0.5
38	Extension of parking on Savary	6	13	7	5	1	0	6	0.8	4	28	8	2	0	1	3	0.4
39	Restriction of vehicles on Savary to ATV's, etc	7	9	5	3	4	4	11	2.9	5	26	1	0	2	9	11	2.7
40	Intorduction of Electric Vehicle Charging	7	2	11	3	9	0	12	2.5	5	6	3	6	20	3	29	4.4
41	Ride Share	6	2	7	9	6	2	17	3.2	5	8	4	6	10	10	26	4.7
42	Car Share Co-op	6	4	12	8	2	0	10	1.4	5	11	8	6	7	6	19	3.2
43	Driver Education	6	1	2	6	9	8	23	5.8	5	4	4	3	10	17	30	6.3
44	Vulnerable Road User Education	6	1	1	5	10	9	24	6.3	5	3	3	2	8	22	32	7.2
45	Active Travel/Health Benefits	6	2	4	8	7	5	20	4.5	5	2	3	7	10	16	33	6.3
46	Transit Education	7	1	0	10	12	2	24	4.9	5	5	2	4	12	15	31	6.2
47	Communication - workshops	8	1	9	6	8	0	14	2.8	8	7	9	6	11	2	19	3.0
48	Communication - promotional website	9	1	0	8	10	4	22	5.4	7	2	3	7	13	11	31	5.8
49	Communication - social media	7	1	5	4	8	7	19	5.2	6	3	4	7	9	14	30	5.8
50	Communication - newspaper	7	1	3	6	10	5	21	5.1	7	2	5	7	14	8	29	5.1
51	Communication - radio	7	2	4	8	6	5	19	4.4	7	3	8	9	8	8	25	4.3
52	Communication - TV	9	2	8	6	4	3	13	3.1	8	3	12	6	10	4	20	3.4
53	Provincial Highway Poleline/Manson	7	3	5	2	5	10	17	5.4	4	13	2	4	12	8	24	4.2
54	Road from Powell River to Squamish	6	0	4	4	3	15	22	6.9	4	1	12	3	3	20	26	5.8
55	Ferries treated as part of Highway System	6	0	0	1	4	21	26	9.1	4	0	0	0	3	36	39	9.7
56	More flight options	6	1	3	4	5	13	22	6.6	4	2	3	4	10	20	34	7.0
57	Home porting of Comox Ferry in PR	6	0	1	3	8	14	25	7.6	4	3	0	2	5	29	36	8.4

Scores per category

n/a n/a 0 3 6 10

n/a n/a 0 3 6 10

Option Number	Option Description	Area D								Area E							
		Skipped	No Opinion	Do Not Support	Low Support	Moderate Support	Strong Support	Overall Support	Average Score	Skipped	No Opinion	Do Not Support	Low Support	Moderate Support	Strong Support	Overall Support	Average Score
1	Wide shoulders at Willingdon Hill	10	24	5	3	8	7	18	2.7	0	1	0	0	0	0	0	0.0
2	Wide shoulders Townsite to Willingdon	11	24	4	3	7	8	18	2.8	0	1	0	0	0	0	0	0.0
3	Wide shoulders Wildwood Hill	11	24	4	2	8	8	18	2.9	0	1	0	0	0	0	0	0.0
4	Wide shoulders Wildwood Hill to Tla'amin	11	26	5	2	7	6	15	2.3	0	1	0	0	0	0	0	0.0
5	Wide shoulders North of Tla'amin	12	26	6	1	6	6	13	2.2	0	1	0	0	0	0	0	0.0
6	Wide shoulders Padgett Road	10	23	4	7	6	7	20	2.7	0	1	0	0	0	0	0	0.0
7	Wide shoulders Blubber Bay to Van Anda	10	2	5	7	7	26	40	6.9	0	1	0	0	0	0	0	0.0
8	Wide shoulders Van Anda to Gillies Bay	11	3	4	5	10	24	39	6.8	0	1	0	0	0	0	0	0.0
9	Wide shoulders Gillies Bay to Shelter Point Park	12	1	1	2	5	36	43	8.8	0	1	0	0	0	0	0	0.0
10	Upgrade Poleline trail	10	12	3	9	11	12	32	4.5	0	1	0	0	0	0	0	0.0
11	Sidewalks on Lang Creek Bridge	10	21	2	9	7	8	24	3.2	0	1	0	0	0	0	0	0.0
12	Segregated Trail North of City	10	19	4	12	4	8	24	3.0	0	1	0	0	0	0	0	0.0
13	Segregated Trail in the City	11	16	6	12	5	7	24	3.0	0	1	0	0	0	0	0	0.0
14	Segregated Trail south fo the City	11	19	4	12	3	8	23	2.9	0	1	0	0	0	0	0	0.0
15	Trail Signage	9	7	1	7	19	14	40	5.7	0	1	0	0	0	0	0	0.0
16	Paper Trail Map	10	8	6	6	12	15	33	5.1	0	1	0	0	0	0	0	0.0
17	Online Trail Map	10	2	3	11	12	19	42	6.3	0	1	0	0	0	0	0	0.0
18	GPS Enabled Phone App	13	7	7	7	8	15	30	5.0	0	1	0	0	0	0	0	0.0
19	Active Transportation Levy	11	3	11	6	13	13	32	4.9	0	1	0	0	0	0	0	0.0
20	Shared School and Piublic Transportation	10	7	1	8	12	19	39	6.1	0	1	0	0	0	0	0	0.0
21	Commuter bus service North of City	11	21	2	9	9	5	23	2.8	0	1	0	0	0	0	0	0.0
22	Commuter bus service South of City	12	21	2	9	8	5	22	2.8	0	1	0	0	0	0	0	0.0
23	Commuter bus service to Texada	9	4	3	4	17	20	41	6.5	0	1	0	0	0	0	0	0.0
24	Improved non-commuter bus service North of City	17	13	4	11	6	6	23	3.2	0	1	0	0	0	0	0	0.0
25	Improved non-commuter bus service South of City	17	13	4	11	6	6	23	3.2	0	1	0	0	0	0	0	0.0
26	Improved non-commuter bus service to Texada	10	1	2	4	20	20	44	7.1	0	1	0	0	0	0	0	0.0
27	Internal Texada transit service	9	1	1	7	16	23	46	7.2	0	1	0	0	0	0	0	0.0
28	Earlier transit to meet first ferries	9	5	2	8	19	14	41	5.8	0	1	0	0	0	0	0	0.0
29	Later transit service	10	8	2	7	11	19	37	5.9	0	1	0	0	0	0	0	0.0
30	Upgrade of bus stops with shelter and paved area	10	3	5	13	16	10	39	5.0	0	1	0	0	0	0	0	0.0
31	Transit Levy	11	4	7	11	14	10	35	4.7	0	0	0	0	1	0	1	6.0
32	Removal of Parking on Highway in Lund	14	25	9	4	3	2	9	1.2	0	0	0	1	0	0	1	3.0
33	Restriction of parking Lund to short-term only	11	27	5	2	7	5	14	2.1	0	0	0	0	0	1	1	10.0
34	Park and Ride from City to Lund	11	24	5	5	8	4	17	2.2	0	0	0	0	0	1	1	10.0
35	Keep Existing Road on Savary	11	36	2	3	1	4	8	1.2	0	0	0	0	0	1	1	10.0
36	Upgrade Savary to Gravel Road	11	36	3	2	3	2	7	1.0	0	0	0	1	0	0	1	3.0
37	Upgrade Savary to Ashphalt	12	35	7	2	0	1	3	0.4	0	0	1	0	0	0	0	0.0
38	Extension of parking on Savary	9	38	5	4	1	0	5	0.4	0	0	1	0	0	0	0	0.0
39	Restriction of vehicles on Savary to ATV's, etc	9	37	2	3	2	4	9	1.3	0	0	0	0	0	1	1	10.0
40	Intorduction of Electric Vehicle Charging	9	6	14	16	9	3	28	2.8	0	1	0	0	0	0	0	0.0
41	Ride Share	10	10	8	6	12	11	29	4.3	0	0	0	0	0	1	1	10.0
42	Car Share Co-op	10	10	9	10	8	10	28	3.8	0	1	0	0	0	0	0	0.0
43	Driver Education	10	4	3	10	9	21	40	6.3	0	0	0	0	0	1	1	10.0
44	Vulnerable Road User Education	10	4	4	7	11	21	39	6.3	0	0	0	0	0	1	1	10.0
45	Active Travel/Health Benefits	10	4	3	7	14	19	40	6.3	0	0	0	0	0	1	1	10.0
46	Transit Education	10	4	3	3	19	18	40	6.4	0	0	0	0	0	1	1	10.0
47	Communication - workshops	12	4	6	15	11	9	35	4.5	0	0	0	0	1	0	1	6.0
48	Communication - promotional website	12	2	4	16	18	5	39	4.6	0	0	0	0	0	1	1	10.0
49	Communication - social media	10	4	8	7	20	8	35	4.7	0	0	0	1	0	0	1	3.0
50	Communication - newspaper	11	1	6	12	19	8	39	5.0	0	0	0	1	0	0	1	3.0
51	Communication - radio	10	6	11	15	12	3	30	3.1	0	1	0	0	0	0	0	0.0
52	Communication - TV	11	3	19	9	11	4	24	2.9	0	0	0	1	0	0	1	3.0
53	Provincial Highway Poleline/Manson	11	17	2	3	12	12	27	4.4	0	1	0	0	0	0	0	0.0
54	Road from Powell River to Squamish	10	5	10	4	7	21	32	5.6	0	0	1	0	0	0	0	0.0
55	Ferries treated as part of Highway System	10	1	0	0	4	42	46	9.4	0	0	1	0	0	0	0	0.0
56	More flight options	11	7	4	6	13	16	35	5.6	0	1	0	0	0	0	0	0.0
57	Home porting of Comox Ferry in PR	10	7	10	6	6	18	30	5.0	0	1	0	0	0	0	0	0.0



Appendix F

Option Evaluation Tables



Powell River Regional District - Regional Transportation Plan - Option Evaluation

	Consultation		Safety	Sustainability				Timeline	Financial										
	Working Group Score	Public Score	Does this option improve safety for any users?	Sustainability Principle #1 - Does this option result in extraction of material from the earths crust?	Sustainability Principle #2 - Does this option create pollutants or GHG's?	Sustainability Principle #3 - Does this option avoid destruction of the natural environment?	Sustainability Principle #4 - Does this option enable people to meet their daily needs?	Will this option take a long time to implement?	Construction or Implementation Cost	Maintenance Cost to PRRD	Supports Economy of PRRD								
				Weighting															
				40%		5%	20%						5%	30%					
20%	20%	5%	5%	5%	5%	5%	5%	20%	5%	5%	100%								

Option	Category	Description	Distance /Units	Cost per km/unit	Design Cost	Cost to Implement	Annual Maintenance Cost	Option Category Scoring											Final Score
44	Active Travel	Vulnerable Road User Education	-	-	\$0	\$5,000	\$5,000	10	6.4	8	10	10	10	10	9	10	5	5	8.6
19	Active Travel	Active Transportation Levy	-	-	\$0	\$0	\$0	10	4.6	2	10	10	10	10	10	10	10	10	8.5
17	Active Travel	Online Trail Map	-	-	\$10,000	\$0	\$1,000	10	6.6	1	10	10	10	6	10	10	9	6	8.4
18	Active Travel	GPS Enabled Phone App	-	-	\$0	\$0	\$1,000	10	5.5	1	10	10	10	6	8	10	9	6	8.1
16	Active Travel	Paper Trail Map	-	-	\$10,000	\$10,000	\$1,000	10	5.5	1	9	10	9	6	10	10	9	5	8.1
45	Active Travel	Active Travel/Health Benefits	-	-	\$0	\$5,000	\$5,000	10	5.2	0	10	10	10	10	9	10	5	5	8.0
15	Active Travel	Trail Signage	50	\$750	\$10,000	\$37,500	\$7,500	8	6.5	2	9	10	9	6	8	10	4	6	7.6
1	Active Travel	Wide shoulders at Willingdon Hill to Alberni Rd	1.00	\$310,000	\$31,000	\$310,000	\$0	10	5.4	8	5	8	8	5	10	7	10	6	7.5
3	Active Travel	Wide shoulders Wildwood Hill (Bridge to Chilco Ave)	1.00	\$310,000	\$31,000	\$310,000	\$0	10	5.4	8	5	8	8	5	10	7	10	6	7.5
6	Active Travel	Wide shoulders Padgett Road (Myrtle Creek - Duncan)	0.75	\$385,000	\$28,875	\$288,750	\$0	10	5.3	8	5	8	8	5	10	7	10	6	7.5
2	Active Travel	Wide shoulders Townsite (Powell River Bridge) to Willingdon Hill	4.00	\$310,000	\$124,000	\$1,240,000	\$0	10	5.5	8	5	8	8	5	9	4	10	6	6.9
11	Active Travel	Sidewalks on Lang Creek Bridge (Separate Wood Structure)	2	\$100,000	\$20,000	\$200,000	\$2,000	5	4.5	10	5	8	8	5	10	9	9	6	6.8
6.1	Active Travel	Wide shoulders Padgett Road South of Existing)	3.5	\$285,000	\$99,750	\$997,500	\$0	10	5.3	8	5	8	8	5	6	4	10	6	6.7
4	Active Travel	Wide shoulders Wildwood Hill (King Ave) to Tla'amin (Salish Drive North)	4.40	\$310,000	\$136,400	\$1,364,000	\$0	10	4.5	8	5	8	8	5	8	3	10	6	6.4
9	Active Travel	Wide shoulders Gillies Bay to Shelter Point Park	3.4	\$285,000	\$96,900	\$969,000	\$0	10	2.8	8	5	8	8	5	9	4	10	6	6.3
12.1	Active Travel	Segregated Trail Tla'amin to Wildwood	4.4	\$250,000	\$110,000	\$1,100,000	\$4,400	10	4.7	10	6	10	2	6	8	2	10	6	6.2
5	Active Travel	Wide shoulders North of Tla'amin	14.00	\$310,000	\$434,000	\$4,340,000	\$0	8	4.5	8	5	8	8	5	5	2	10	6	5.7
7	Active Travel	Wide shoulders Blubber Bay to Van Anda	8.4	\$285,000	\$239,400	\$2,394,000	\$0	9	2.7	8	5	8	8	5	5	2	10	6	5.5
8	Active Travel	Wide shoulders Van Anada to Gillies Bay	11.5	\$285,000	\$327,750	\$3,277,500	\$0	9	2.6	8	5	8	8	5	5	2	10	6	5.5
10	Active Travel	Upgrade Poleline trail (Hwy 101 near Powell River Bridge to Hwy 101 Near Roberts Rd)	23	\$80,000	\$184,000	\$1,840,000	\$23,000	2	5.6	2	5	8	8	5	6	3	10	6	4.6
13	Active Travel	Segregated Trail in the City (Manson and Poleline)	10	\$250,000	\$250,000	\$2,500,000	\$10,000	2	4.9	10	6	10	2	6	4	2	10	8	4.6
12	Active Travel	Segregated Trail North of Tla'amin	14	\$250,000	\$350,000	\$3,500,000	\$14,000	2	4.4	10	6	10	2	6	2	2	10	8	4.4
14	Active Travel	Segregated Trail south to the City	27	\$250,000	\$675,000	\$6,750,000	\$27,000	2	4.6	10	6	10	2	6	2	0	10	8	4.0

Powell River Regional District - Regional Transportation Plan - Option Evaluation

	Consultation		Safety	Sustainability				Timeline	Financial			100%			
	Working Group Score	Public Score	Does this option improve safety for any users?	Sustainability Principle #1 - Does this option result in extraction of material from the earth's crust?	Sustainability Principle #2 - Does this option create pollutants or GHG's?	Sustainability Principle #3 - Does this option avoid destruction of the natural environment?	Sustainability Principle #4 - Does this option enable people to meet their daily needs?	Will this option take a long time to implement?	Construction or Implementation Cost	Maintenance Cost to PRRD	Supports Economy of PRRD				
				Weighting											
				40%		5%	20%						5%	30%	
20%	20%	5%	5%	5%	5%	5%	20%	5%	5%						

Option	Category	Description	Distance /Units	Cost per km/unit	Design Cost	Cost to Implement	Maintenance Cost	Option Category Scoring											Final Score
57	Transit	Home porting of Comox Ferry in PR	-	-	-	-	-	10	7.1	0	10	10	10	10	7	10	10	8	8.7
46	Transit	Transit Education	-	-	-	-	-	10	5.7	0	10	10	10	10	9	10	5	5	8.1
20	Transit	Shared School and Piublic Transportation	-	-	-	-	-	10	5.5	0	10	10	10	10	7	10	0	8	7.9
56	Transit	More flight options	-	-	-	-	-	10	6.4	0	5	1	10	10	5	10	10	10	7.8
29.2	Transit	Use of other community buses	-	-	-	-	-	10	5.0	0	10	10	10	10	7	10	0	6	7.7
28	Transit	Earlier transit to meet first ferries	-	-	-	-	-	10	4.6	0	10	8	10	10	7	10	0	8	7.6
21	Transit	Commuter bus service North of City	-	-	-	-	-	10	4.0	0	10	8	10	10	7	10	0	8	7.5
22	Transit	Commuter bus service South of City	-	-	-	-	-	10	3.9	0	10	8	10	10	7	10	0	8	7.4
23	Transit	Commuter bus service to Texada	-	-	-	-	-	10	3.2	0	10	8	10	10	7	10	0	8	7.3
29.1	Transit	Passenger Ferry to Van Anda	-	-	-	-	-	10	5.0	0	4	4	10	10	7	10	0	8	7.2
27	Transit	Internal Texada transit service	-	-	-	-	-	10	2.7	0	10	8	10	10	7	10	0	4	7.0
29	Transit	Later transit service	-	-	-	-	-	5	5.0	0	10	8	10	10	7	10	0	8	6.7
24	Transit	Improved non-commuter bus service North of City	-	-	-	-	-	6	3.6	0	10	8	10	10	7	10	0	6	6.5
55	Transit	Ferries treated as part of Highway System	-	-	-	-	-	10	9.3	0	10	10	10	10	2	0	0	10	6.5
25	Transit	Improved non-commuter bus service South of City	-	-	-	-	-	6	3.5	0	10	8	10	10	7	10	0	6	6.5
26	Transit	Improved non-commuter bus service to Texada	-	-	-	-	-	6	3.0	0	10	8	10	10	7	10	0	6	6.4
30	Transit	Upgrade of bus stops with shelter and paved area	1	\$40,000	\$4,000.0	\$40,000	\$4,000.0	10	4.1	2	5	10	9	5	7	5	8	4	6.3
31	Transit	Transit Levy	-	-	-	-	-	0	3.8	0	10	10	10	10	5	10	10	10	6.0
55.1	Transit	Alternative ferry docks and new road to reduce costs and travel time	-	-	-	-	-	10	5.0	2	5	5	0	8	2	1	0	5	4.6

Powell River Regional District - Regional Transportation Plan - Option Evaluation

	Consultation		Safety	Sustainability				Timeline	Financial			100%
	Working Group Score	Public Score	Does this option improve safety for any users?	Sustainability Principle #1 - Does this option result in extraction of material from the earth's crust?	Sustainability Principle #2 - Does this option create pollutants or GHG's?	Sustainability Principle #3 - Does this option avoid destruction of the natural environment?	Sustainability Principle #4 - Does this option enable people to meet their daily needs?	Will this option take a long time to implement?	Construction or Implementation Cost	Maintenance Cost to PRRD	Supports Economy of PRRD	
	Weighting											
	40%		5%	20%				5%	30%			
20%	20%	5%	5%	5%	5%	5%	5%	20%	5%	5%		

Option	Category	Description	Distance /Units	Cost per km/unit	Design Cost	Cost to Implement	Maintenance Cost	Option Category Scoring											Final Score
43	Road Network	Driver Education				\$5,000	\$5,000	10	5.8	8	10	10	10	10	9	10	5	5	8.5
41	Road Network	Ride Share						10	4.0	0	10	10	10	10	9	10	10	5	8.0
42	Road Network	Car Share Co-op						10	2.9	0	10	10	10	10	7	10	10	5	7.7
40	Road Network	Intorduction of Electric Vehicle Charging	1	\$20,000		\$20,000		10	3.1	0	10	10	10	5	7	10	10	4	7.4
39	Road Network	Restriction of vehicles on Savary to ATV's, etc						10	3.2	0	10	8	10	5	7	10	10	4	7.3
32.1	Road Network	Further widen shoulder to allow safer parking	0.25	\$500,000	\$12,500.0	\$125,000		8	5.0	10	5	5	2	10	7	8	10	8	7.1
35	Road Network	Keep Existing Road on Savary						10	2.3	0	10	10	10	5	10	10	0	4	6.9
32	Road Network	Removal of Parking on Highway in Lund						2	2.3	8	10	10	8	1	10	10	10	4	5.9
53	Road Network	Provincial Highway Poleline/Manson						10	4.8	5	5	8	8	5	2	2	8	8	5.8
32.2	Road Network	Alternative parking location in lund/shuttle bus						10	3.9	0	8	5	2	10	5	5	0	8	5.7
34	Road Network	Park and Ride from City to Lund						2	3.9	0	10	10	10	5	5	10	0	4	5.4
33	Road Network	Restriction of parking in Lund to short-term only						10	3.8	0	10	10	8	1	7	0	8	4	5.2
54	Road Network	Road from Powell River to Squamish	160			>\$500,000,000		10	6.5	0	0	0	0	10	0	0	0	10	4.3
54.1	Road Network	Road between Port Mellon and Lower Sunshine Coast	40			>\$100,000,000		10	6.0	0	0	0	0	10	0	0	0	10	4.2
36	Road Network	Upgrade Savary to Gravel Road (Vancouver Blvd Only)	7	\$670,000		\$4,690,000		8	2.2	1	5	9	5	6	5	2	0	4	4.2
38	Road Network	Extension of parking on Savary						0	1.3	0	8	8	2	7	5	7	7	4	3.7
37	Road Network	Upgrade Savary to Ashphalt (Vancouver Blvd Only)	7	\$1,000,000		\$7,000,000		0	0.9	2	1	8	1	7	5	2	1	4	2.0



Appendix G

Cost Estimates

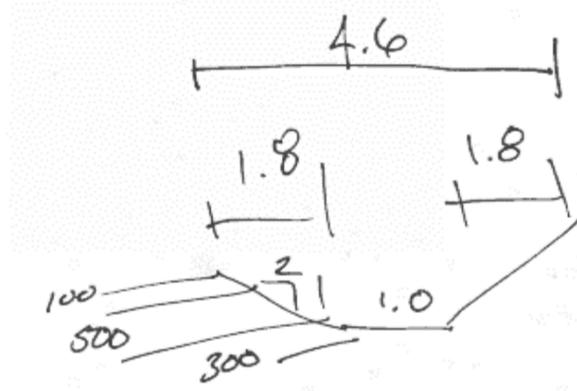


Project: 31047 Powell River Planning Options

Option: Shoulder Widening

- all dimensions in m

Pavement Structure	Lane Width	Length	Ditch Width (2:1 slope at grade)
0.1 Asphalt	1.8	1000	4.6
0.2 WGB			
0.3 SGSB			



Items	Unit	Unit Rate	Quantity	Extended Amount
Clearing and Grubbing	Square Metre	\$ 1.00	6400	\$ 6,400.00
Stripping	Cubic Metre	\$ 12.00	1920	\$ 23,040.00
Ditch and Shoulder Excavation	Cubic Metre	\$ 20.00	3600	\$ 72,000.00
Subgrade Prep	Square Metre	\$ 2.00		\$ -
WGB	Cubic Metre	\$ 50.00	360	\$ 18,000.00
SGSB	Cubic Metre	\$ 50.00	540	\$ 27,000.00
Asphalt	Tonne	\$ 150.00	441	\$ 66,150.00
Pavement Markings	Metre	\$ 1.50	1000	\$ 1,500.00
Revegetation Seeding	Square Metre	\$ 1.00	4600	\$ 4,600.00
Sub-Total				\$ 218,690.00
40% Contingency				\$ 87,476.00
Total Approximate Construction Cost				\$ 306,166.00

Approx. Design Cost (10% Construction Cost)	\$ 30,616.60
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Construction Cost Comparisons

MOTI/City Powell River Shoulder Widening	\$ 250,000.00 per km
Hwy 101 Sechelt Shoulder Widening (Phase 2)	\$ 505,476 per km (drainage removed)

Project: 31047 Powell River Planning Options

Option: Bus Stop Pad/Shelter Upgrade

- all dimensions in m

Pavement Structure	Pad Width	Pad Length
0.05 Asphalt		2 5
0.3 WGB	Clearing Width	Clearing Length
SGSB	3	7

Items	Unit	Unit Rate	Quantity	Extended Amount
Clearing and Grubbing	Square Metre	\$ 15.00	21	\$ 315.00
Stripping	Cubic Metre	\$ 20.00	21	\$ 420.00
Ditch and Shoulder Excavation	Cubic Metre	\$ 100.00	3.5	\$ 350.00
Subgrade Prep	Square Metre	\$ 20.00	10	\$ 200.00
WGB	Cubic Metre	\$ 100.00	3	\$ 300.00
SGSB	Cubic Metre	\$ 50.00		\$ -
Asphalt	Tonne	\$ 300.00	1.225	\$ 367.50
Asphalt Curb	Metre	\$ 20.00	14	\$ 280.00
Pavement Markings	Metre	\$ 1.50		\$ -
Revegetation Seeding	Square Metre	\$ 10.00	11	\$ 110.00
Bus Shelter	Each	\$ 22,000.00	1	\$ 22,000.00
Bench and Trash Receptacle	Each	\$ 3,000.00	1	\$ 3,000.00
Sub-Total				\$ 27,342.50
40% Contingency				\$ 10,937.00
Total Approximate Construction Cost				\$ 38,279.50

*McCallum Park and Ride Costs

*McCallum Park and Ride Costs

Approx. Design Cost (10% Construction Cost)	\$ 3,827.95
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Project: 31047 Powell River Planning Options

Option: Signs

2011 MOT Historical Cost Sunshine Coast (One Post) 16400MJ2011.xlsx	\$	600.00	per sign for 9 signs
USE	\$	750.00	custom one post signs approx. 100

Total Approximate Construction Cost	\$	75,000.00
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Approx. Design Cost	\$	10,000.00
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Project: 31047 Powell River Planning Options

Option: Poleline Trail

- all dimensions in m

Pavement Structure	Lane Width	Length	Ditch Width (2:1 slope at grade)
0 Asphalt	3	1000	4.6
0.3 WGB			
0 SGSB			

Items	Unit	Unit Rate	Quantity	Extended Amount
Clearing and Grubbing	Square Metre	\$ 1.00	2000	\$ 2,000.00
Stripping	Cubic Metre	\$ 12.00	0	\$ -
Ditch and Shoulder Excavation	Cubic Metre	\$ 20.00	0	\$ -
Subgrade Prep	Square Metre	\$ 2.00	3000	\$ 6,000.00
WGB	Cubic Metre	\$ 50.00	900	\$ 45,000.00
SGSB	Cubic Metre	\$ 50.00	0	\$ -
Asphalt	Tonne	\$ 150.00	0	\$ -
Pavement Markings	Metre	\$ 1.50	0	\$ -
Revegetation Seeding	Square Metre	\$ 1.00	2000	\$ 2,000.00
Sub-Total				\$ 55,000.00
40% Contingency				\$ 22,000.00
Total Approximate Construction Cost				\$ 77,000.00
Approx Design Cost (10% Construction Cost)				\$ 7,700.00

Assumptions

- Clear and Grub 1 metre on either side of the trail
- Reseeding 1 metre on either side of the trail
- No excavation required
- Assume grade and resurface of existing trail

Project: 31047 Powell River Planning Options

Option: Segregated Path

- all dimensions in m

Pavement Structure Lane Width Length Ditch Width (2:1 slope at grade)
0 Asphalt 3 1000 N/A
0.3 WGB
0 SGSB

Items	Unit	Unit Rate	Quantity	Extended Amount
Clearing and Grubbing	Square Metre	\$ 1.00	2000	\$ 2,000.00
Stripping	Cubic Metre	\$ 12.00	900	\$ 10,800.00
Ditch and Shoulder Excavation	Cubic Metre	\$ 20.00	1500	\$ 30,000.00
Subgrade Prep	Square Metre	\$ 2.00	0	\$ -
WGB	Cubic Metre	\$ 50.00	900	\$ 45,000.00
SGSB	Cubic Metre	\$ 50.00	0	\$ -
Asphalt	Tonne	\$ 150.00	0	\$ -
Pavement Markings	Metre	\$ 1.50	0	\$ -
Revegetation Seeding	Square Metre	\$ 1.00	2000	\$ 2,000.00
Sub-Total				\$ 89,800.00
40% Contingency				\$ 35,920.00
Total Approximate Construction Cost				\$ 125,720.00
Approx Design Cost (10% Construction Cost)				\$ 12,572.00

Assumptions

Clear and Grub 1 metre on either side of the trail

Reseeding 1 metre on either side of the trail

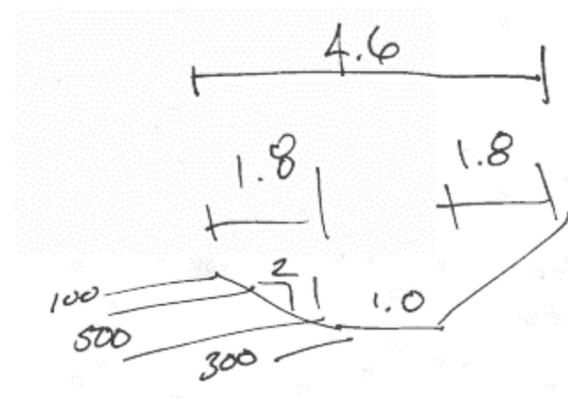
Assume full build of trail required

Project: 31047 Powell River Planning Options

Option: Savory Road Upgrade - No Asphalt

- all dimensions in m

Pavement Structure Lane Width Length Ditch Width (2:1 slope at grade)
 0 Asphalt 6.6 1000 4.6
 0.225 WGB
 0.3 SGSB



Items	Unit	Unit Rate	Quantity	Extended Amount
Clearing and Grubbing	Square Metre	\$ 1.00	15800	\$ 15,800.00
Stripping	Cubic Metre	\$ 12.00	4740	\$ 56,880.00
Ditch and Shoulder Excavation	Cubic Metre	\$ 20.00	8085	\$ 161,700.00
Subgrade Prep	Square Metre	\$ 2.00		\$ -
WGB	Cubic Metre	\$ 50.00	1485	\$ 74,250.00
SGSB	Cubic Metre	\$ 50.00	1980	\$ 99,000.00
Asphalt	Tonne	\$ 150.00	0	\$ -
Pavement Markings	Metre	\$ 1.50	0	\$ -
Revegetation Seeding	Square Metre	\$ 1.00	9200	\$ 9,200.00

Sub-Total \$ 416,830.00

60% Contingency \$ 250,098.00

Total Approximate Construction Cost \$ 666,928.00 \$ 4,668,496.00

Approx Design Cost (10% Construction Cost) \$ 66,692.80

Assumptions

Includes ditch excavation for both sides

Assumes full width construction and excavation

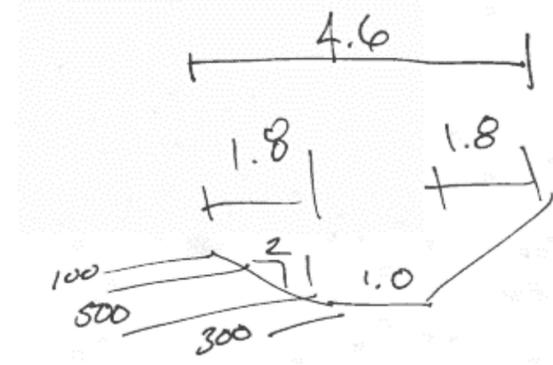
Revegetation seeding the ditches

Project: 31047 Powell River Planning Options

Option: Savory Road Upgrade - Asphalt

- all dimensions in m

Pavement Structure	Lane Width	Length	Ditch Width (2:1 slope at grade)
0.075 Asphalt	6.6	1000	4.6
0.225 WGB			
0.3 SGSB			



Items	Unit	Unit Rate	Quantity	Extended Amount
Clearing and Grubbing	Square Metre	\$ 1.00	15800	\$ 15,800.00
Stripping	Cubic Metre	\$ 12.00	4740	\$ 56,880.00
Ditch and Shoulder Excavation	Cubic Metre	\$ 20.00	9000	\$ 180,000.00
Subgrade Prep	Square Metre	\$ 2.00		\$ -
WGB	Cubic Metre	\$ 50.00	1485	\$ 74,250.00
SGSB	Cubic Metre	\$ 50.00	1980	\$ 99,000.00
Asphalt	Tonne	\$ 150.00	1212.75	\$ 181,912.50
Pavement Markings	Metre	\$ 1.50	3000	\$ 4,500.00
Revegetation Seeding	Square Metre	\$ 1.00	9200	\$ 9,200.00

Sub-Total \$ 621,542.50

60% Contingency \$ 372,925.50

Total Approximate Construction Cost \$ 994,468.00 \$ 6,961,276.00

Approx Design Cost (10% Construction Cost) \$ 99,446.80

Assumptions

Includes ditch excavation for both sides

Assumes full width construction and excavation

Revegetation seeding the ditches

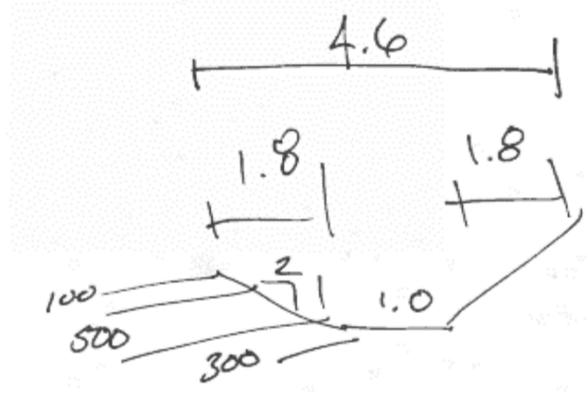
Includes centreline and fog lines

Project: 31047 Powell River Planning Options

Option: Parking Lane

- all dimensions in m

Pavement Structure	Lane Width	Length	Ditch Width (2:1 slope at grade)
0.1 Asphalt	3.5	1000	4.6
0.2 WGB			
0.3 SGSB			



Items	Unit	Unit Rate	Quantity	Extended Amount
Clearing and Grubbing	Square Metre	\$ 1.00	8100	\$ 8,100.00
Stripping	Cubic Metre	\$ 12.00	2430	\$ 29,160.00
Ditch and Shoulder Excavation	Cubic Metre	\$ 20.00	4620	\$ 92,400.00
Subgrade Prep	Square Metre	\$ 2.00		\$ -
WGB	Cubic Metre	\$ 50.00	700	\$ 35,018.00
SGSB	Cubic Metre	\$ 50.00	1051	\$ 52,527.00
Asphalt	Tonne	\$ 150.00	858	\$ 128,625.00
Pavement Markings	Metre	\$ 1.50	1000	\$ 1,500.00
Revegetation Seeding	Square Metre	\$ 1.00	4600	\$ 4,600.00
Sub-Total				\$ 351,930.00
40% Contingency				\$ 140,772.00
Total Approximate Construction Cost				\$ 492,702.00

Approx Design Cost (10% Construction Cost)	\$ 49,270.20
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Assumptions

- Includes ditch excavation for one side
- Assumes full construction of lane and excavation
- Revegetation seeding the ditch