

City of Port Alberni

Active Transportation Plan

Final Report



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systems



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1.0 Introduction

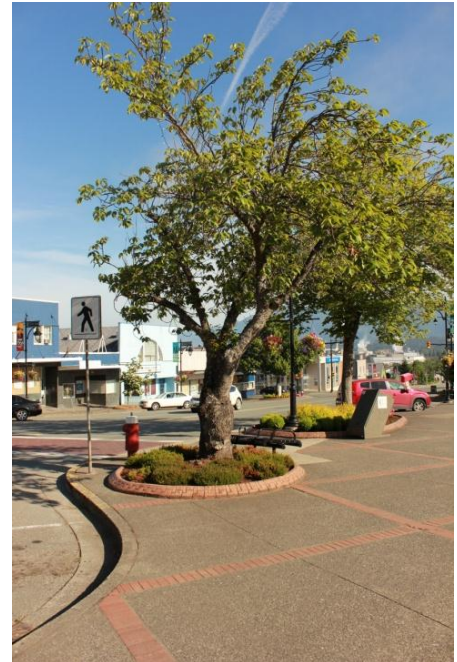
The City of Port Alberni is a vibrant community of nearly 18,000 residents located at the head of the Alberni Inlet on central Vancouver Island. The City is strategically located along Highway 4 in the Alberni-Clayoquot Regional District (ACRD) between Parksville to the east and Ucluelet and Tofino to the west. The City is defined by its geography, as it is located at the heart of the Alberni Inlet and adjacent to Somass River. In addition, the layout of the community is defined by the many hills, creeks and ravines that cut through the City and create natural barriers and amenities for residents travelling throughout the community. According to the 2011 National Household Survey 9% of all trips to work in Port Alberni are made by either walking or cycling. 7.7% of commute trips are made by walking and 1.3% by cycling. This combined active transportation mode share is equal to the provincial average.

The City prepared a Bicycle Route Proposal in 1983 which documents the basis for a bicycle route system that would satisfy both the utilitarian and recreational needs of cyclists in Port Alberni. The Bicycle Route Proposal outlines three overarching goals for cycling in Port Alberni: provide pleasant and functional cycling routes which will increase cyclist safety, establish cycling routes to meet both the recreational and utilitarian needs, and establish cycling as a viable, alternative method of transportation. Most recently, the City's Official Community Plan (2007) includes a number of policies supporting walking and cycling. The Plan documents the City's support for developing a comprehensive system of pedestrian and bicycle corridors that serve to link neighbourhoods, community services and amenities. These documents illustrate the City's goal of promoting and increasing active transportation mode share.

Since the release of the 1983 Bicycle Route Proposal, the City has developed an off-street pathway network but has yet to develop a complementary on-street bicycle network. Additionally, the City has not prepared a plan for pedestrians. There are a number of challenges for walking and cycling in the City including, but not limited to:

- Topography
- Major barriers such as Highway 4 as well as the presence of creeks and ravines;
- Lack of on-street bicycle facilities; and
- Difficult connections within and between several neighbourhoods.

Recently there has been a renewed public interest in cycling in Port Alberni with a petition submitted for safer bicycle routes and requests for facilities such as bicycle racks. Citizens have been meeting with the Mayor and City staff to discuss their concerns. Furthermore, Council has had an initial discussion regarding the potential for designated bike lanes on main roads in the



City. The City has recognized the need to make walking and cycling safe and attractive transportation choices for people of all ages and abilities, for both commuting and recreational purposes. As a result, this report is a comprehensive Active Transportation Plan, which builds on the 1983 Bicycle Route Proposal, to further promote walking and cycling throughout the community.

History and Land Use Development

The City of Port Alberni is located in a region that is rich in resource-based industry and has a long historic connection with the natural environment. The Hupacasath and Tseshaht First Nations have territory within the City of Port Alberni. European settlement of Port Alberni began in the early 1800's and soon grew quickly due to the forestry industry and the unique geographical location of the City, recognized for its port facilities. This period also saw the development of the first sawmills on the City's waterfront. The City of Port Alberni, as it is now, was originally two individual towns. The Town of Port Alberni (incorporated in 1912) and the Town of Alberni (incorporated 1913). The downtown centres of the two towns were referred to as Northport (Alberni) and Southport (Port Alberni).



The City of Port Alberni as it is today was formed in 1967 when the two towns amalgamated. This amalgamation continues to have an impact on the land use patterns seen within the City. The amalgamation resulted in the creation of one City with two distinct downtown cores. This distinction between the two town centres is intensified by the segregation that is a result of the geography and topography in the area. In addition, the development along Alberni Highway has built out commercial activity away from the downtown. Larger scale commercial retail is located in the Johnston Commercial Area in the north eastern segment of the City. This development provides convenient services to residents and visitors travelling along the highway. However, the highway location enables visitors to bypass most of the City and the downtown core. The large number of commercial areas found throughout the City does have a positive impact on travel distance. Within the City the majority of residents are within an 800 metre travel distance from some form of commercial activity. This 800 metre travel distance is an approximate 10-minute walk and outlines the potential opportunities and viability of walking and cycling as alternative travel options.



With an existing network of pedestrian and cycling off-street trails, sidewalks, parks, a variety of commercial activity, and world renowned natural attractions, the City of Port Alberni offers spectacular opportunities for residents and visitors to walk and bicycle for transportation or recreational purposes. The rich network of forest trails and waterfront opportunities associated with the City of Port Alberni's geography in conjunction with the favourable climate has the ability to attract visitors from all over the region and province.

With the Bicycle Route Proposal having been developed in 1983 there is a need for an updated active transportation vision for the

community. This Active Transportation Plan will guide the plans and investment in walking and cycling facilities and support strategies over the next 25 years and beyond. The vision in the Active Transportation Plan must be supported by the strategies and actions of the City of Port Alberni. These strategies are aimed at improving active transportation corridors and increasing network connectivity in the community, the region, and with the extensive trail network. The report will also identify opportunities and outline plans for providing support facilities, programs and policies to further encourage walking and cycling in Port Alberni. Further, the Active Transportation Plan will outline an investment strategy with short, medium and long term priorities. While ensuring that existing and future walking and cycling facilities are safe, enjoyable and accessible for Port Alberni residents and visitors alike.

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

1.1 Study Process

The Active Transportation Plan has been developed over a three phase process, as summarized below:

- **Phase 1: Inventory, Assessment and Setting Future Direction.** This study phase was designed to develop a detailed understanding of the City's existing active transportation facilities. This phase provided a definition of the opportunities and challenges facing the transportation system currently and in the future. This phase also involved reviewing relevant policies and documents that influenced active transportation activity in the City of Port Alberni. This phase was intended to chart the course for the future of walking and cycling in Port Alberni. This was done by establishing the goals and objectives for the Active Transportation Plan and by developing a future network plan for active transportation as well as supportive policies and standards.
- **Phase 2: Implementation Strategy.** The purpose of this phase was to develop an affordable and manageable strategy for implementing the Active Transportation Plan in the City of Port Alberni. This phase took the recommendations outlined in Phase 1 and created a strategy that identified priorities based on short, medium, and long-term timeframes.
- **Phase 3: Reporting.** This phase brought together the components identified in the previous phases and formed the Active Transportation Plan. The Plan ultimately describes the City's desired direction for encouraging walking, cycling and other non-motorized modes of transportation among residents and visitors.

This document addresses all phases of this study process. The document begins with a review of the existing active transportation conditions and provides a detailed inventory and assessment of the pedestrian and cycling facilities. It later goes on to present the results of Phase 2 and 3 of the project. This includes a vision and supporting goals for the future of the active transportation network in Port Alberni, as well as more specific strategies and actions to help the City achieve its goals. The purpose of the final section of this document is to present an implementation

strategy for the Active Transportation Plan, which includes cost estimates, priorities, and a phasing approach.

1.2 Communications and Consultation

The Active Transportation Plan was developed based on input from the public and key stakeholders, using a range of communications and consultation approaches as shown and described below. A summary of the feedback from these events and the survey are provided in **Appendix A**.

- **Site Visits** to observe existing walking and cycling facilities.
- **Stakeholder meeting.** A meeting was conducted on June 4th 2013 and was made up of representatives from a variety of interests. The individuals included representatives from the City of Port Alberni, the RCMP, cycling enthusiasts, and staff from the Regional District of Alberni-Clayoquot.
- **Public Event.** A public input event was held on July 20, 2013. Boards were on display at the Port Alberni Farmers Market where residents had the opportunity to find out more about the plan, the study process, and provide input regarding the proposed Plan and identify any issues and opportunities they identified.
- **Survey.** A survey was developed and made accessible on SurveyMonkey during the months of June and July 2013. The survey was used to obtain input on existing conditions, issues and opportunities as well as preliminary Plan directions. Surveys were available on-line and hard copies were also available at City Hall and the Public Event. Approximately 40 responses were received.

2.0 Setting the Context

This section provides an outline of the planning context for the Active Transportation Plan. This section is designed to describe why the City of Port Alberni wishes to promote walking and cycling and discusses some of the current conditions and influences that relate to transportation and more specifically cycling and walking.

2.1 Why Promote Walking and Cycling

With an extensive network of trails, sidewalks, wide roads, parks, and natural and heritage attractions the City of Port Alberni offers excellent opportunities for residents and visitors to walk and bicycle for transportation and recreation. The exceptional outdoor opportunities associated with the trails and routes that wind through the scenic landscape of Port Alberni include forested areas, waterfront views, historic character, and the proximity to industrial activity. These unique features have the potential to create a pedestrian and cycling network that provides connections to all these amenities and allows pedestrians and cyclists to travel through the city with ease in a safe, connected and accessible network.

Despite these appealing characteristics, there are also a number of natural and physical barriers that can have an impact on walking and cycling in Port Alberni. There is also room for improvement to support and encourage people of all ages and abilities to walk and cycle by ensuring these modes are safe, convenient, and competitive travel options. Communities throughout the world, including the City of Port Alberni, have recognized that increasing walking and cycling mode share will result in a more balanced transportation system that has many benefits. The benefits to supporting an active walking and cycling culture in Port Alberni include:

- **Economic benefits.** Local economic development is a major priority of the City, and a pedestrian- and bicycle-friendly community can contribute to the development of a healthy and diverse local economy in Port Alberni. As a result of its extensive trail network and natural environment people travel to Port Alberni to walk and ride their bicycles for leisure, recreation and sport. A pedestrian- and bicycle-friendly community and atmosphere can attract more visitors to the City who will in turn be patrons of Port Alberni's services and amenities.
- **Quality of life.** A pedestrian- and bicycle-friendly community can encourage a more livable and enjoyable place to be, with a stronger sense of place and freedom of mobility. Communities that support walking and cycling can also contribute to safer streets and improved social interactions.
- **Health.** Walking and cycling are effective conduits for supporting mental and physical health and building a healthier and happier community. The World Health Organization has identified physical inactivity as one of the main leading risk factors for global mortality, and as an underlying factor for many chronic diseases.
- **Decreased costs.** Constructing pedestrian and bicycle facilities are typically cheaper per kilometre than the cost to construct many road infrastructure projects. In turn, residents receive an easy and convenient travel option and decreased congestion, roads experience

less wear and tear, and the City's budget can benefit from a financially sustainable transportation solution.

- **Environmental quality.** Walking and cycling have many environmental benefits, as they can reduce vehicle trips, congestion, air pollution, and can help to reduce greenhouse gas emissions. This can also help in the City's efforts towards climate change mitigation. Environmental sustainability is a priority of the City, and supporting cycling can protect and improve Port Alberni's natural environment. Specific information regarding the City's Greenhouse Gas Emissions is provided in Appendix B.

2.2 Community Context

The City of Port Alberni is a vibrant unique municipality of just under 18,000 residents, located at the head of the Alberni Inlet on central Vancouver Island, approximately 48 kilometres from Barclay Sound. The City has a rich industrial history which continues to this day, based around resource industries, including forestry and fishing. The City offers a deep sea port with direct access to the Pacific Ocean despite being a City located in central Vancouver Island. This geographical location has allowed the city to function as a hub and service centre for the large Alberni-Clayoquot Regional District and communities in Barkley Sound located on the Pacific west coast. The unique mix of industry, history, geography, and eco-tourism opportunities continues to attract visitors to the region.



Port Alberni is a City surrounded by natural beauty and spectacular geography, including a number of fresh water lakes and stunning forests that define its local character and economic development. The City is one of three incorporated areas in the Regional District. The population of the Regional District including the City of Port Alberni is approximately 30,000 residents within a land area of 6597 km². Port Alberni is home to nearly 60% of all residents in the region. The City of Port Alberni covers approximately 20 km² of land area and as mentioned above, it plays a key role for the region. Highway 4 provides the primary access into the region. The City has a

prominent road system that facilitates the movement of people and goods locally and regionally, and is critical to local economic development. BC Transit runs bus service throughout the City.

With substantial road infrastructure and corridors, the City also recognizes the importance of developing a multi-modal and sustainable transportation system. The City has sought improvement opportunities for transit and active transportation in the past, including the 1983 Bicycle Route Proposal and current waterfront plans focusing on providing access and links for pedestrians and cyclists.

This section summarizes key demographics, land use, and transportation characteristics that influence the direction of the Active Transportation Plan.



2.2.1 Demographics

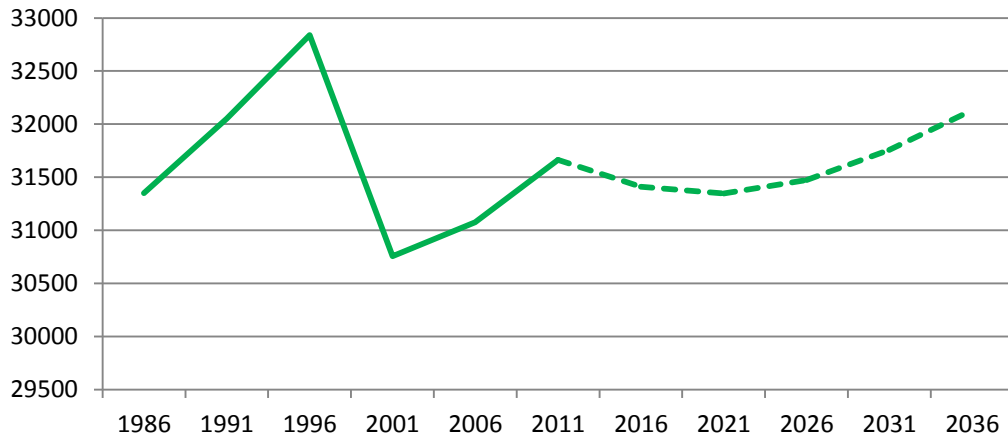
Demographics play a significant role in influencing transportation choices and travel patterns. This section summarizes key demographic characteristics of Port Alberni residents.

- **A gently growing region.** Population growth in Port Alberni and the ACRD are heavily influenced by economic trends. The City's economy is driven by resource based industry and as a result population level tends to fluctuate in relationship to economic prosperity. However, in recent years and future trends see an overall increase in population. The projected population for the Regional District is outlined below in **Figure 1**.

Figure 1

Population Projections for Alberni-Clayoquot Regional District

Source: Statistics Canada

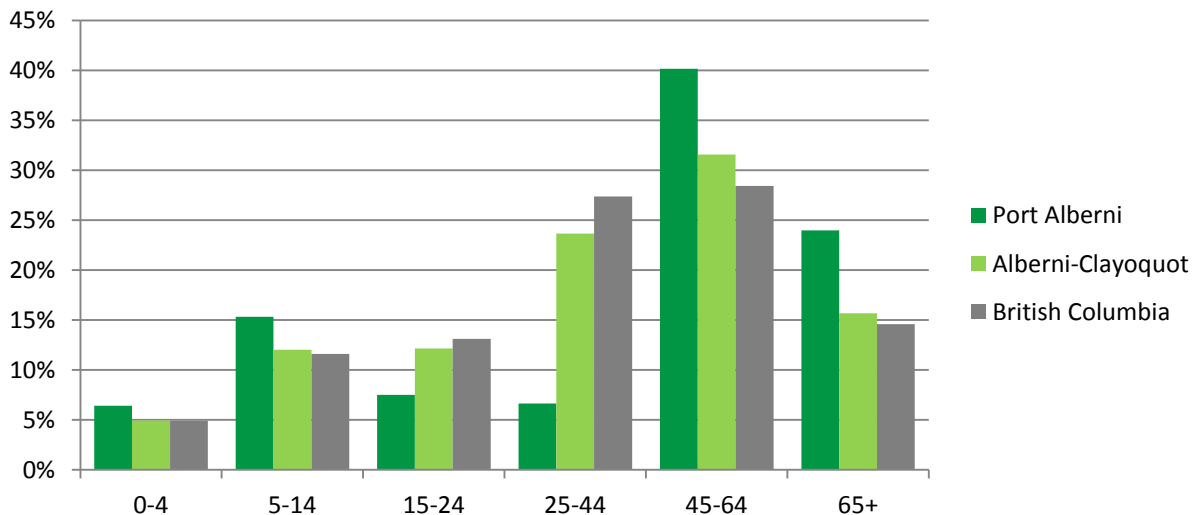


- **An aging population.** Approximately 24% of the City's residents are currently aged 65 and older, with an additional 40% of Port Alberni's residents in their pre-retirement years (45-64 years old). The majority of the residents in Port Alberni are over the age of 45. These percentages are considerably larger than the Provincial and Regional District averages. As the population ages, travel behaviour will change considerably. Seniors and older residents tend to create new and varied transportation needs for the City. For example, seniors tend to be more reliant on non-automobile transportation such as walking, cycling and transit as compared to people in the labour force. Seniors also require accessible, safe, and well-connected transit and active transportation infrastructure to move freely around their communities without a vehicle.

Figure 2

Current Population by Age Group

Source: Regional Transportation Model



- **A young community.** As seen in **Figure 2**, Port Alberni has a significant population of residents that are over the age of 45. The city also has a fairly significant youth population of 30% under the age of 24. The percentage of residents within the age 0-4 and 5-14 are higher than the Provincial and Regional District averages. This segment of the population is particularly important to focus on for travel demand as youth often do not have access to automobiles and are reliant upon transit, walking, cycling and carpooling. By attracting youth to sustainable modes of transportation early in their lives, there is a considerable opportunity to continue these trends into adulthood, although the declining share of the youth population may present challenges in the future.



- **Industry.** Port Alberni has a history rich in resource based industry. There are three major industrial sites currently in operation today including the Catalyst Paper Mill site. The City is also a major port for the region and a hub of economic and industrial activity. This however, results in a waterfront that has considerable industrial activity that for security, safety, and practical issues results in some areas that are not accessible to pedestrians and cyclists. The evidence of the City's industry can also be seen on the roads, as large logging trucks travel along many of the City Streets. The industry is a major contributor to Port Alberni's economy and played a significant role in its history and future.

2.2.2 Land Use

The most significant factor affecting how people travel is the proximity of where people live to where they work, shop and play. The type, scale and mixture of land uses along with the densities of those uses, will largely determine how far, and consequently what mode of transportation, individuals use to get to their destinations. The closer people are to their desired destination, the more opportunities there are for them to walk, cycle, or take transit. Key land uses that act significant trip generators for pedestrians and cyclists are shown in **Figure 3** and described in further detail below.



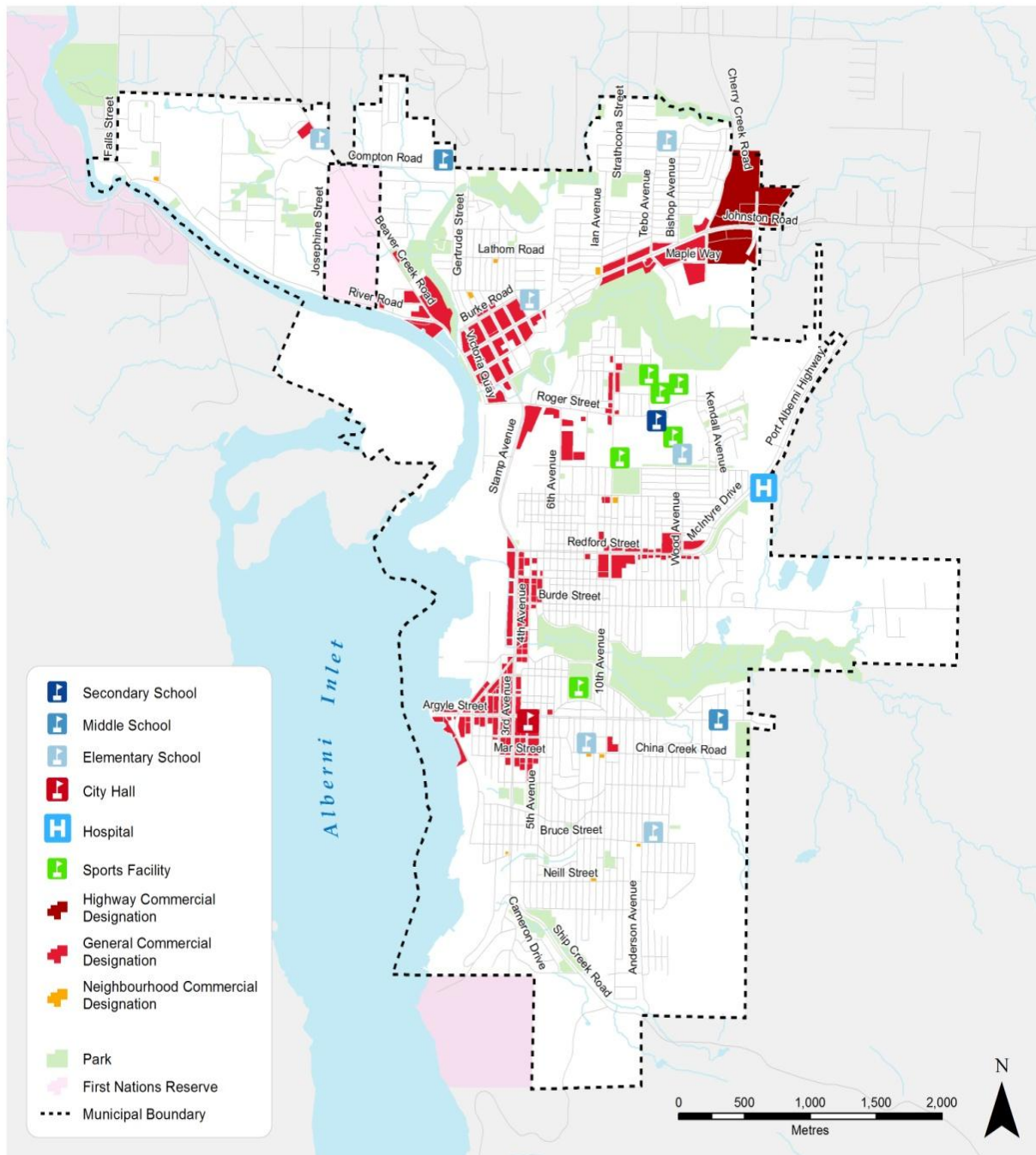
- **Community Size.** Port Alberni is a relatively small municipality, with a total land area of approximately 20km². The City has a population density of 897.9 persons per square kilometre.
- **Commercial areas.** There are several major commercial areas in Port Alberni, which is quite unique for a City of this size. Part of the reason this is the fact that Port Alberni is an amalgamation of two separate cities. The city centres associated with Alberni (Northport)

and Port Alberni (Southport) make up two of the City's commercial areas. There is large scale commercial activity along Highway 4/Johnston Road (Johnston Commercial Area) which includes the Pacific Rim Shopping Centre. A concentration of commercial activity is also located along Redford Street (Redford Commercial Area). With four major commercial areas plus smaller scale commercial developments throughout the City the majority of residents are located within 800m (10 minute walk) of some type of commercial activity.

- **Community facilities.** The important cultural and civic facilities in Port Alberni are located in various areas throughout the City. There is a concentration of sport facilities, including an aquatic centre, and schools located in the area known as Echo Park located along Rogers Street and 10th Avenue. Other facilities such as schools, the hospital and the City Hall are located throughout the City in various locations. Port Alberni also hosts the majority of sport facilities in the Region.
- **Other key employment areas.** Although much of the employment within the City is located in the commercial areas and other community facilities noted above, other key employment areas throughout the City include Industrial lands located along the waterfront, Alberni Harbour Quay, and large scale commercial activity along Johnson Road near the outer boundary of the City.



Figure 3
Key Active Transportation Generators



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- **Schools.** There are nine public schools in Port Alberni, including six elementary schools, 2 middle schools, and one secondary school found in a variety of neighbourhoods in the City. There are also two post-secondary institutions. The schools located in the City of Port Alberni are:

- Maquinna Elementary
- Eighth Avenue Elementary
- Wood Elementary
- Alberni Elementary
- John Howitt Elementary
- Gill Elementary
- Eric J. Dunn Middle School
- AW Neill Middle School
- Alberni District Secondary
- North Island College



- **Parks.** Port Alberni is home to 45 parks and numerous recreational opportunities, including Echo Park, Paper Mill Dam Parks, Dry Creek Park, Gyro Recreation Park, Kaleidoscope Park, 11th Avenue Park, and Blair Park.

2.2.3 Roads and Trails

The City generally has very wide roads that connect to an extensive network of City and

Regional trails. Another defining characteristic of the road and trail system is the hilly topography of Port Alberni.

- **Wide Roads.** The City of Port Alberni is characterized as having wide roads. These roads create both opportunities and challenges for pedestrians and cyclists. The wide roads allow for spacious lanes and a separation of vehicles from cyclists and pedestrians. There is a significant amount of on street parking which creates a buffer for pedestrians. The wide roads also offer great opportunities for on road bike lanes and buffers for cyclists, and provide space for additional pedestrian infrastructure such as curb extensions and pedestrian islands. The wide roads however can create issues for both pedestrians and cyclists. Some of these issues include long crosswalks, which can take time to cross and can make it difficult for vehicles to see pedestrians. The wide roads also provide additional space that vehicles may use to pass others illegally on the right. They can also make it difficult for pedestrians and cyclists to see past parked cars or stopped vehicles.



- **City and Regional Trail Network.** The City has exceptional access to the region through an extensive trail network. The trail network in and around the City and Region include routes along dykes, creeks, ravines and provides access to many of the recreational amenities throughout the Regional District. Some of the trails are contained within Port Alberni, and the regional connectors have access points and trailheads located within the City. Some of the most popular City trails include: Rogers Creek Nature Trail, Kitsuksis Dike Walking Path, Ship Creek Trail, Maquinna Trail, Grieve Park Trail, Wallace Street Trail, and Maplehurst Trails. Some of the most popular regional trails that have trail heads in Port Alberni include the Log Train Trail and the Alberni Inlet Trail. This project is not looking specifically at these trails however, providing well marked and accessible connections to these trails is an important aspect of this Plan.
- **Topography.** Port Alberni has some steep slopes that can have a significant impact on both walking and cycling. A number of locations have slopes that are greater than 8%, which can make walking and cycling difficult, and act as a deterrent. Some of the steepest areas of the City include the Southport Commercial Area and the 10th Ave crossing of Dry Creek. More detail on the topography of the city is provided in **Appendix B**.

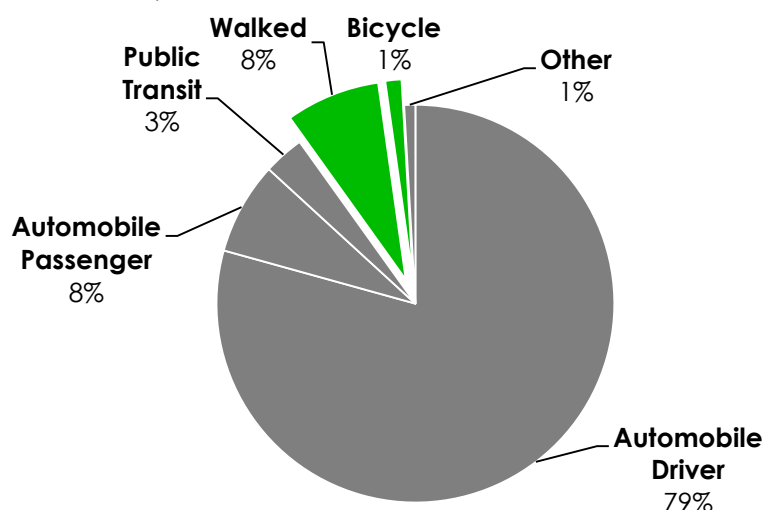
2.2.4 Travel Patterns

- **Mode Share of Commute Trips.** According to the 2011 National Household Survey, walking and cycling together account for approximately 9% of all trips to work in 2011 (8% walking and 1% cycling trips), as shown in **Figure 4**. The majority of commuter trips in the City are made by car, as 87% of Port Alberni residents use a car to get to work either as a driver or as a passenger. This mode share is relatively average when compared to other communities located in Central and Southern Vancouver Island. Communities with significantly more walking and cycling are Sidney and Duncan (approximately 15% of all trips to work) and Tofino and Victoria (approximately 33-35% of all trips to work). More detailed graphs and information regarding mode trips and green house gas emissions can be seen in **Appendix C**.

Figure 4

Mode Share of Commute Trips (2011)

Source: National Household Survey



- **Commute Distance.** Most people will make the decision to walk or cycle if the commute distance is short. In Port Alberni 82% of the trips in the City are 5 kilometres or less and based on findings from the 2011 National Household Survey the medium commuting duration is 10.3 minutes.

2.3 Policy Context

There are a number of relevant plans and strategies that have been developed locally and throughout the region that provide direction on active transportation throughout Port Alberni. The City's active transportation policies and objectives as well as its broader aspirations are contained within many local policy documents which strongly influence transportation movements within and beyond municipal boundaries. In addition, several senior government initiatives provide guidance on regional directions for planning and development of pedestrian and cycling facilities. This section provides an outline of the important policies, plans, and strategies that can help shape the direction of Port Alberni's Active Transportation Plan at both the local and regional and provincial level.

2.3.1 Local Directions

The City has developed several overarching plans and strategies that guide local planning and development activities, and which provide direction on the integration of walking and cycling within the transportation landscape. In particular, three documents provide the overarching framework for the Active Transportation Plan, including the City's Official Community Plan, Corporate Strategic Plan, and the Port Alberni Bicycle Route Proposal. Each are summarized below, in addition to other planning documents developed by the City.

Official Community Plan (2007) is the City's key policy document that is the vision for growth and development throughout the City of Port Alberni. The OCP is a long-range blue-print for decisions made relating to: residential, commercial, and industrial development; the provision and maintenance of parks and recreation amenities; the natural environment; transportation infrastructure and the orderly provision of utilities. The goals and objectives of the Port Alberni Official Community Plan and the future vision (20 years) are outlined below:

- To Support and promote growth patterns that are economically, socially, and environmentally sustainable through efficient land use and development.
- Enhance the economic and social vitality of key areas that can boost the pedestrian experience, stimulates social activity, generates a distinctive experience, and promotes tourism.
- Encourage diversification and promote development of the industrial sector in order to achieve a more stable employment base.
- To protect significant natural ecosystems, habitat, green space linkages, and environmentally sensitive areas, and promote stewardship of these valuable resources.
- Maintaining the environmental quality of the community by providing alternative transportation options, relying less on automobile travel and encouraging community choices that minimize impact on the environment.

- Ensure a range of housing choices and ensure that neighbourhoods are safe, walkable, and well connected by a variety of transportation networks, including pedestrian and bicycle corridors.
- Maintain and enhance where possible the existing inventory of parks, trails, open space, and recreational facilities within the community
- Ensure services are available to promote a vibrant, healthy, united, sage and liveable community.
- Preserve and showcase the rich history and culture of Port Alberni.



To support this vision the Official Community Plan outlines policies in nine key areas: Natural Environment, Parks and Open Space, Community, Residential, Commercial, Industrial, General Economic Development, Home-Based Business, Transportation, and Servicing. When looking specifically at transportation, walking, cycling, and transit are considered important components to the transportation system, as a result the Official Community Plan outlines several key goals and policies that would enhance and expand the City's active transportation network, including:

- Supporting the development of a comprehensive connected system of pedestrian and bicycle corridors that serve to link neighbourhoods, community services and amenities.
- Bicycle corridors shall be developed as:
 - On-road routes through dedicated bicycle lanes or shared automobile/bicycle lanes; and
 - Off-road routes utilizing the primary trail network
- Pedestrian corridors shall include:
 - Sidewalks;
 - Pathways; and
 - Multiple-use trails.
- Providing end of trip facilities including bike parking.
- New developments shall provide connectivity to the existing network of bicycle and pedestrian corridors when physically possible.

Corporate Strategic Plan (2012 - 2016) provides a plan for future policy and resource decisions. The Strategic Plan outlines a mission to *enhance the quality of life of residents and taxpayers by creating a vibrant waterfront community*. The Strategic Plan focuses on a 'Four Pillars' approach recognizing the need for balance between social, environmental economic and cultural perspectives. Transportation is addressed in this plan in a number of ways as it can be a part of all 'Four Pillars', some of the specific objectives related to transportation include:

- Providing sustainable transportation corridors
 - Investigate additional Roger Creek crossing
 - Develop waterfront Industrial Road
 - Investigate additional East Bypass Ring Road

- Provide and sustain needed municipal infrastructure for now and future
 - Implement a sustainable road maintenance program
- Ensure high quality of life through the promotion of active living
 - Draft and implement a Trails and Bikeways Network Master Plan
 - Jointly develop a Master Plan with ACRD and stakeholder input
 - Develop mapping, brochures, signage promoting trails and bikeways
 - Undertake or support others on trail development projects especially those that increase interconnectivity of existing trails
 - Plan and install street improvements, signage and laning that promotes safe cycling routes on City streets

Port Alberni Community Assessment: Taking Action for Community Sustainability Planning (2008).

This report was prepared for the City of Port Alberni to assess the community's readiness to engage in long-term sustainability planning. Through working with the City of Port Alberni and community stakeholders recommendations emerged for the City to focus on long term sustainable planning. Some of the key findings specific to transportation included:

- Expand the trail network in Alberni Valley for tourists and locals
- More trails and outdoor activities
- Improved/integrated transportation network
- More people walking, using bikes, and public transportation
- Reduce reliance on traditional transportation

Port Alberni Environmental Sustainability Progress Report and Plan (2007-2012). This report is a progress report of the City of Port Alberni's commitment in a variety of ways to move toward a more environmentally sustainable community. The focus for transportation is on promoting sustainable transportation. Making recommendations to facilitate public education workshops/engagement in areas directly related to the provision of city services in reference to sustainable transportation.

Age Friendly Report (2013). This report was funded by an Age Friendly grant from the Province of British Columbia. The study process includes focus groups and a survey to identify how age friendly the community of Port Alberni is. In the initial consultation, stakeholders discussed the importance of transportation. Participants voiced the need for more infrastructure and education related to outdoor trails, including benches, connections to services, signage and trail maps. The discussion also noted the need for infrastructure and education for seniors who use mobility scooters.

Waterfront North Study (In progress). This Plan is currently in process and is a study of Port Alberni's Waterfront North Area. The plan focuses on providing a guide to improving access to the waterfront area. The Plan assists in creating policies and prioritizing realistic short, medium, and long-term actions for land use and development. The waterfront study is looking at increasing pedestrian facilities along River Road.

Port Alberni Uptown and Waterfront Redevelopment (2007). This Plan provides strategic recommendations to move forward the implementation of the Shoreline Master Plan and provide direction for the revitalization of Argyle Street and 3rd Avenue in the Uptown area. The

objectives for this report are the same as those identified in the Shoreline Master Plan Review that was undertaken in 2000. Goals identified in this report are noted below. Each of the goals was addressed in terms of a low level of investment and a high level investment. The goals related to active transportation include:

- Improve linkage between waterfront and uptown, up and down Argyle;
- Showcase environmental sustainability;
- Improve appearance and function of 3rd Avenue retail district;
- Improve land use and social conditions of 3rd Avenue retail district;
- East pedestrian crossing of Harbour Road at Argyle;
- Plan redevelopment of the Water Street Wharf/Esso Property area to improve public waterfront access and address economic development;
- Identify redevelopment and waterfront access potential for Plywood Site;
- Allow gradual redevelopment of the Harbour Quay and Fisherman's Harbour area; and,
- Increase waterfront public access.



Strategic Sign Plan (2004). The Strategic Sign Plan is intended to inform both visitors and residents of the different districts within the City. It focuses on identifying and key features within the City and making them well marked and easy to find by everyone. Key destinations identified include Harbour Quay, the historic steam train, and the First Nations Cultural Centre.

Port Alberni Bicycle Route Proposal (1983). In 1983 the City of Port Alberni developed a bicycle route proposal. The purpose of the plan was to outline a bicycle network for the City of Port Alberni that would satisfy the utilitarian and recreational needs of cyclists. The plan identified some goals which included:

- Providing pleasant and functional cycling routes which will increase the safety of cyclists within the City of Port Alberni.
- Establishing cycling routes to meet both the recreational and utilitarian needs of cyclists in Port Alberni.
- Establishing cycling as a viable, alternative method of transportation.

The objectives outlined in the document regarding bikeway development were:

- To serve cyclists commuting to and from various centres in Port Alberni.
- To provide interconnecting links between major and minor routes to create a network serving the entire community.
- To establish design standards compatible to other communities in BC.
- To be compatible with other land uses.
- To establish a policy for the provision of bicycle support facilities (e.g. Parking)

- To utilize rights-of-way whenever possible

The Plan also identifies some long term strategies which include providing public education on bike safety, information on cycle routes, actively encouraging cycling as a form of everyday transport, and encouraging the city to pass policies concerning bicycle legislation. The proposed network identifies Class I (Bike path or bike trail), Class II (bike lanes), and Class III (bike routes) facilities located for the most part along the City's arterial roads.

Key concepts of the plan aim to provide:

- Direct links to key areas
- Accessible routes, close to residential areas (1/2 mile)
- Avoid heavily congested areas (use Angus, Fourth, Montrose and Second Street as detours)
- Different classes of bikeways (Bike path, Bike lanes, Bike routes)
- Signage and markings
- Safety and education programs

2.3.2 External Directions

- **Regional Parks and Trails Policy Report (2008).** This report outlines the current role of regional parks and trails within the ACRD and future direction and vision for the existing and future regional parks and trails. It is identified that the parks and trails are already playing an important role in the lives of residents and visitors and this role has the potential to grow. The report focuses on providing an approach for moving forwards which recommends:
 - Completing an overall plan/vision for regional parks and trails – starting with taking inventory of existing services;
 - Establishing long-term prioritized objectives;
 - Determining the best administration strategy – Regional District vs. Non profit; and,
 - Financing.
- **Climate Action Plan (2008).** The Provincial Government has developed several plans and strategies to encourage alternatives to the single occupant vehicle and reduce greenhouse gas emissions. The Provincial Climate Action Plan sets targets for British Columbia to reduce its GHG emissions by 33% from 2007 levels by 2020 and by 50% by 2050
- **Climate Action Charter (2007).** The Province of British Columbia developed the Climate Action Charter with the Union of BC Municipalities (UBCM) in 2007. Today, almost all of the municipalities in the Province – including Port Alberni– have signed the Charter with a pledge to be carbon neutral by 2012. By signing the Climate Action Charter, local governments commit to measuring and reporting on their community's GHG emissions profile and working to create compact, more energy efficient communities.
- **Alberni Valley Trails Planning Study (2006).** This study was conducted by the Friends of the Log Train Trail Society, a volunteer organization based in the Alberni Valley. The report notes that to date there has been no formal, overall planning for trail development throughout the Alberni Region.

3.0 Existing Conditions

This section describes the existing features of the walking and cycling environment in Port Alberni, including infrastructure, bylaw requirements, safety aspects, topography and land uses that shape walking and cycling in and around the community. Also included are residents' feedback and input on common walking and cycling issues and opportunities within the community. An assessment of the current walking and cycling environment in Port Alberni can provide a good picture of where the City is, and next steps for moving forward with the Active Transportation Plan.

3.1 Walking

Walking is a part of every trip that is made, whether it is made by car, public transit, or bicycle. The pedestrian environment plays a significant role in impacting the frequency of walking trips of residents. If suitable conditions exist within a community – such as having a complete, connected sidewalk network and major destinations nearby to where people live – walking can also be a convenient alternative to the automobile for almost all short trips.

Pedestrian Generators. There are key areas of the community that are significant hubs of pedestrian activity, including the Northport and Southport Commercial areas, Johnston Commercial Area, and Redford Commercial Area. There is also a number of park and recreational facilities particularly Echo Park, located in the central part of Port Alberni, where there is a concentration of sporting and education facilities. Schools, elementary, middle, secondary, and post secondary, are also found throughout the City and are considered generators for pedestrian activity.

Pedestrian Walksheds. Due to the fact that the City of Port Alberni has commercial activity located throughout the City, most residents are within walking distance of commercial uses and



Figure 5
Commercial Walksheds (Five- and Ten-Minute Walking Distance)



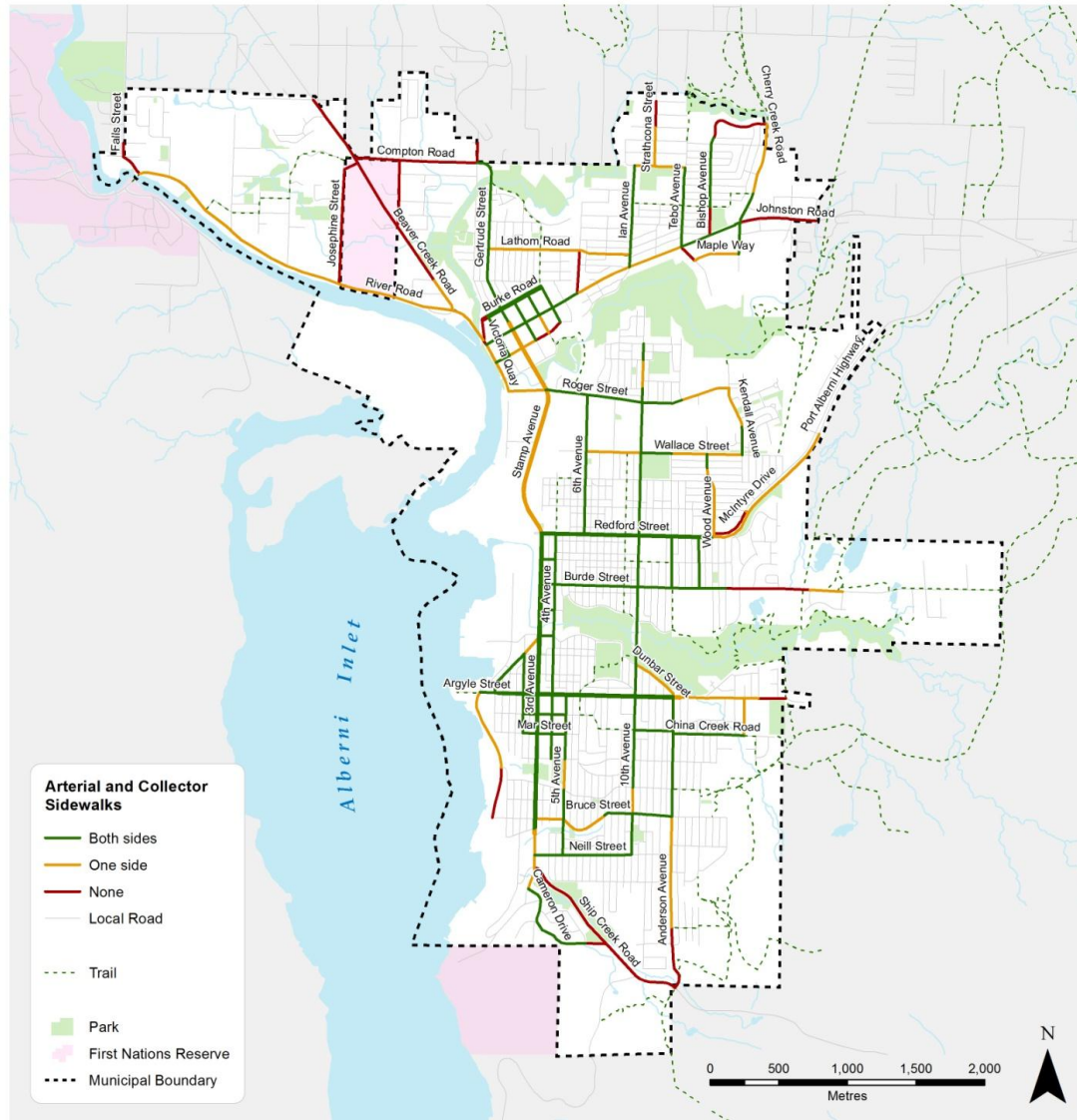
3.1.1 Existing Pedestrian Facilities

Sidewalks and Crossings. Figure 6 identifies the number of sidewalks on the arterial and collector roads in Port Alberni. The map identifies that the majority of collector and arterial roads in Port Alberni have sidewalks on both sides of the road. The commercial core and the major pedestrian routes provide a well connected, safe, and accessible pedestrian network. There are, however, some areas where there are gaps in the network. For example, Anderson Road, 5th Avenue, Bruce Street, 10th Avenue, Kendall Avenue, Johnston Road and Bishop Avenue have areas where there are gaps in the network and the connectivity of the sidewalks is limited by these deficiencies.

There are a number of the local roads that surround the schools and parks in Port Alberni have only one or no sidewalks. The Echo Park area, which is a hub of recreational activity and a significant pedestrian generator would benefit from having a continuous and complete pedestrian network. It is recommended that roads around schools, parks and recreational facilities have sidewalks on at least one side of the street. In most cases the streets in the City of Port Alberni do follow these standards, however there are still opportunities to improve and expand the pedestrian network.



Figure 6
Sidewalks Deficiencies (Arterial and Collector Roads Only)



Many local roads (45%) in Port Alberni do not have sidewalks on either side of the street, 26% have sidewalks on one side and 29% have a sidewalk on both sides of the street. The percentage distribution based on road classification can be seen in **Figure 7**.

Figure 7
Percentage of Sidewalk in Port Alberni

Sidewalks	Arterial	Collector	Local
0 Sidewalks	11%	17%	45%
1 Sidewalk	33%	25%	26%
2 Sidewalks	56%	57%	29%

The City of Port Alberni has approximately 230 crosswalks located mainly on the City's arterial and collector roads. The locations of the 13 traffic signal controlled crossings and their pedestrian features are provided in **Appendix D**.



Pedestrian Safety. A total of 6 collisions involving motor vehicles and pedestrians were reported to ICBC from 2008 to 2012, excluding collisions in parking lots as shown in **Figure 8**. All of the collisions resulted in a pedestrian injury, with no reported fatalities.

Figure 8
Pedestrian Collision Locations

Location	Number of pedestrian collisions
Redford Street & 10 th Avenue	3
Rogers Street & Stamp Avenue	2
Highway 4 & Gertrude Street	1

Traffic Calming. Port Alberni has traffic calming measures in place in a few key areas of the City. Curb extensions are located at select intersections along 3rd Avenue and Argyle Street. In addition, there are a number of 30 km/hr zones found mostly on roads adjacent to schools and parks. These features serve to reduce speeds, discourage high volumes of traffic, and minimize conflicts between different road users.

Accessibility in City of Port Alberni, like in other Vancouver Island communities, is a concern as we see aging populations it is anticipated that there will be an increase in residents with mobility issues. Providing a safe and accessible pedestrian network is imperative to increasing the number of walking trips by individuals with mobility issues. Pedestrian features such as curb let downs and wide sidewalks clear of obstructions can aid in facilitating walking trips for individuals with mobility issues. The City of Port Alberni does have a significant number of curb let downs,

however, many are older designs that could be improved upon, and there are still intersections without let downs.

Scooters. As heard through public consultation, the use of scooters in Port Alberni is a common occurrence. Some of the concerns and suggestions regarding scooters include, scooter education, concerns with visibility on the road and in parking lots, scooter lanes, and sharing the sidewalk with other pedestrians.

Trail Network. The trail network in the City of Port Alberni and the Regional District consists of pathways and trails for both pedestrians and cyclists. Providing better integration of the trail network with existing pedestrian infrastructure would help create a more connected network. Also, providing information at trail heads about the distance of the trail, the elevation gain, level of cell phone service would help improve the already popular trail network.

Barriers. There are several geographical features which act as barriers for pedestrians, including:

- **Development Patterns.** The evidence of the amalgamation of the two towns is still apparent today when looking at land use and development patterns in Port Alberni. The amalgamation of two towns resulted in a number of key commercial areas found throughout the City instead of in one downtown core. This allows for a number of different key destinations being located throughout the City, but has also resulted in a very spread out land use pattern.
- **Ravines,** particularly Dry Creek and Rogers Creek ravines have limited number of crossings, which can make for a much longer travel distance than as the crow flies. The limited number of crossings also, as mentioned creates bottlenecks at key locations.
 - **Bridges**
 - Victoria Quay/Roger Creek
 - Gertrude Street/Roger Creek
 - Gertrude Street/Kitsuksis creek
 - 3rd Avenue/Dry Creek
 - 4th Avenue/Dry Creek
 - **Pedestrian Bridges**
 - Dry Creek – Log Train Trail
 - Kitsuksis Dyke near Stirling Field
 - Kitsuksis Dyke near Spencer Park
 - Helen Street
 - Roger Creek Park

3.1.2 Key Issues and Opportunities

Key issues and opportunities have been identified from input received through the public consultation process. Many residents stated that they enjoy walking along the trails throughout the City, the scenery, and the relatively quiet streets. Respondents were also asked to identify key walking issues, more detailed information on the public consultation process and findings can be found in Appendix A. Some of the key themes identified are summarized below:

- **Bottlenecks and limited direct routes** are a result of the geography of the City. There are a limited number of north south running streets that run through the City. This creates heavy volumes of travel for all modes at certain locations. Some of these locations include 10th Avenue, Stamp Avenue, River Road, and Gertrude Street, and on the bridges;
- **Topography** can act as a significant barrier for walking. Steep hills can create safety concerns and result in a more strenuous commute. There are a number of areas throughout the City that have slopes greater than 8%;
- **Lack of sidewalks and pedestrian infrastructure** make for a fragmented walking network and an unpleasant walking experience. Places identified where walking infrastructure was lacking, inaccessible, very narrow, or unsafe included Beaver Creek Road, Dry Creek, River Road, Johnson Road, 3rd Avenue and Johnston Commercial Area;
- **More Pedestrian amenities** including access to public washrooms, benches and trash bins;
- **Trails** were identified as a positive aspect of the pedestrian network, however, connections to the City's pedestrian network, wayfinding, signage, and trail safety were identified as barriers to trail use. Creating links and easy access from the town was identified as a key opportunity; and
- **Busy crossings** at Rogers Street and Stamp Avenue, Beaver Creek Road, River Road, and Gertrude Street act as a barrier and can be a concern for pedestrians in Port Alberni.



Based on feedback from the community survey and public consultation, residents indicated that walking and the pedestrian environment in Port Alberni could be improved by providing the following:

- **Wayfinding and signage** for pedestrians and cyclists would provide better direction to navigate through the City and access trails and pedestrian routes.
- **More sidewalks**, wider sidewalks and more shoulder facilities to allow for safer separation between cars, cyclists and pedestrians and provide better pedestrian connections throughout the network.
- **Accessibility and safety considerations**, such as curb let-downs, curb extensions, paved routes, pedestrian refuge islands and separate facilities for scooters.

- **Additional pedestrian routes** over the bottlenecked crossings would provide more options for pedestrians and cyclists to navigate the City and avoid high traffic volume and speed locations.
- **Pedestrian amenities** such as garbage bins and dog bags. Other amenities such as benches and water fountains are particularly important in areas of steep topography because they provide places to rest, provide breaks in the trip and offer places to stop and enjoy the views associated with hilly topography.

3.2 Cycling

Cycling in Port Alberni is growing in popularity for both residents and visitors. Developing a safe and strategic bicycle network along with support from education, communication and promotional programs is an important way to support healthy lifestyles. Both this Plan and the City recognize the positive environmental impact of cycling and support it as a viable and attractive mode of transportation. With appropriate facilities, cycling can be time-competitive with both automobiles and transit, particularly over short-to-moderate distances during peak travel periods.

3.2.1 Existing Bicycle Facilities

Existing Bicycle Network. The City's existing on-street bicycle network is currently limited to shared use lanes. The route runs mainly along arterial and collector roads in Port Alberni. The City has installed some signage to indicate to drivers to share the road with cyclists however, the extent of the cycling infrastructure, including bike parking, in Port Alberni is limited. However, the City's off-street bicycle network provides numerous regional trails and pathways that are utilized by cyclists of all abilities.

Regional Integration. As noted through the public consultation process, there are frequent cycling trips that extend beyond Port Alberni's borders. As a result, it is critical to ensure seamless connections to destinations throughout the region. In most cases the routes cyclists use include the trail network or the Pacific Rim/Alberni Highway (Highway 4) which is maintained by the Province of British Columbia Ministry of Transportation. Some of the concerns with cycling on these routes include, debris on the highway shoulder, the rumble strip makes it difficult for cyclists to cross, and safety concerns with sharing the road with fast moving vehicles. Some key roads of concern identified include: Johnson Road when entering and exiting the City, River Road, and Beaver Creek Road.

Difficult and a Limited Number of Crossings. As noted in the previous section, travelling north/south through the City can be very challenging and can act as a barrier for cyclists. The crossings over Rogers Creek have been identified as a particularly dangerous, difficult, and inaccessible route for cyclists. The bridge crossings are narrow, there is potential conflict with heavy traffic volumes, and the limited number of crossings requires cyclists to bike down a hill only to have to climb it again once on the other side.

Signage and Wayfinding. Currently there is limited signage designating bicycle paths. Signage would benefit both cyclists and motorists by clearly identifying shared routes and reiterating that cyclists are valued road users. It would identify the location of bike routes of all road users and make it easier for new or inexperienced cyclists to efficiently find their way through the City and to key destinations. Providing direct links through the City and to some of the major trail heads would help make cycling in Port Alberni more accessible for residents and visitors.

Bicycle-Transit Integration. All buses in Port Alberni are equipped with bicycle racks on the front of busses, with a limit of two bicycles per bus.

Bicycle Parking and End of Trip Facilities. The City of Port Alberni currently has a limited number of parking and end-of-trip facilities. There are a few located at a specific destinations but they are not well known or clearly marked. The City is currently updating its Zoning Bylaw it has the opportunity to add bicycle parking as a requirement of new developments.

Cyclist Safety. There has been some concern in recent years of the safety of cyclists in Port Alberni. Some of the concerns could be addressed by providing better driver and cyclist education.

3.2.2 Key Issues and Opportunities

Through discussion with City of Port Alberni residents a number of cycling issues and opportunities were identified. In regards to cycling, many respondents stated that there were a variety of aspects they enjoyed about cycling in Port Alberni, including the regional trails, the wide streets, and the proximity to a variety of destinations. Respondents were also asked to identify key cycling issues in the community, and the key themes are summarized below (more detailed survey results are found in **Appendix A**):



- **More bicycle lanes and routes** to improve the ease of moving around the community by bicycle with marked lanes and signage;
- **Additional crossings and bottlenecks** were recognized as an issue for cyclists. The existing crossings are narrow and have high traffic volumes. Often cyclists have to ride on sidewalks to cross the bridges safely. The lack of crossings force cyclists to navigate more hills;
- **Conflict** between cyclists and other users, including pedestrians and motorists. Motorists yelling at cyclists, conflict on roads and on sidewalks;
- **End of the trip facilities** are lacking within the City, there are a very limited number of bicycle parking facilities, bike lockers, restrooms etc.;
- **Lack of connections and linkages** within the City and to the trails found throughout the Region. Focusing on providing cyclists and pedestrians access the trails heads easily and without an automobile is an important component of this plan; and,
- **Debris on shoulders** was also identified as an issue for cyclists, particularly along the major routes into and out of the City.

Based on feedback from the survey and public consultation activities, residents indicated that cycling in Port Alberni could be improved by providing the following:

- **Bicycle lanes**, including separated and marked bike lanes;
- **Bicycle parking** at key community destinations, currently the City has a very limited number of parking facilities;
- **Education** programs and information for both cyclists and drivers;
- **Alternative routes** and crossings, identifying some possible alternate crossings to avoid bottlenecked areas; and,
- **Better integration with the trail network** would make access easier to the trails found throughout the City and Region.

4.0 Vision and Goals

The City recognizes the need for a balanced approach to transportation, and that a multi-modal and sustainable transportation system is important to providing better mobility options for residents and visitors alike. The Active Transportation Plan is intended to be an effective tool to support this vision for sustainable transportation and in turn healthier residents. The Active Transportation Plan provides a framework for making walking and cycling safe, convenient, comfortable, and accessible modes of transportation in Port Alberni.



As Port Alberni is a small city with relatively easy access to key destinations, the focus of this plan is on promoting and encouraging walking and cycling as a form of transportation for short distance trips. However, it is also important that the plan focuses on providing access to the off-street network of trails as they are popular for residents and visitors alike. The Active Transportation Plan delivers strategies that provide a comprehensive package of solutions to promote walking and cycling, including

network plans, funding options, programming, and education initiatives. The approach of the Plan was inspired and directed by feedback, comments, and input received from City staff, the community stakeholders, and Port Alberni residents.

This section outlines a visioning direction for the Active Transportation Plan, which has been developed based on feedback received from the community and which builds on the direction from other City documents, including the City's Official Community Plan. The proposed vision and goals will help shape the overall direction for the Active Transportation Plan and serve as the basis from which improvement strategies and actions were identified.

Vision

Port Alberni is a City that is vibrant, rich in history, with unprecedented access to nature and beautiful scenery. It is sustainable and prides itself on providing a comprehensive, safe, connected, and accessible walking and cycling network that encourages active transportation and provides access to the region's trail and recreation amenities.

Goals

In support of this vision, the Active Transportation Plan outlines four goals:

Goal 1: More walking and cycling trips

Goal 2: Better connected and efficient network

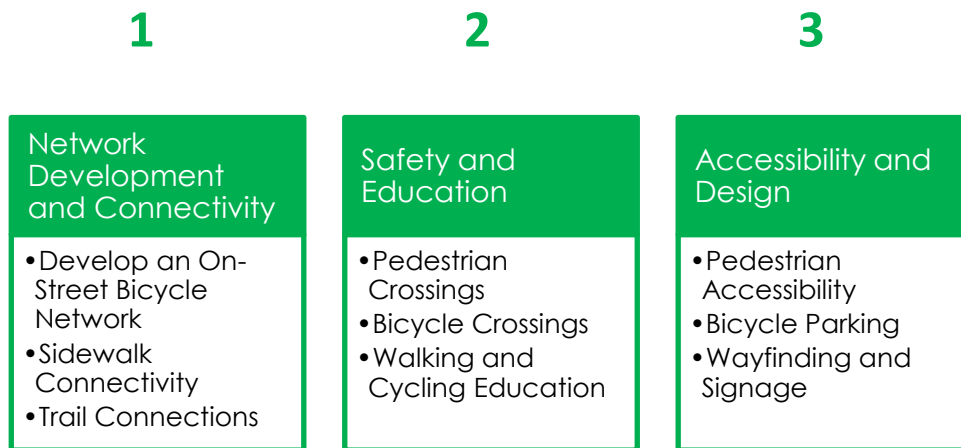
Goal 3: Provide better access to regional trails

Goal 4: Safer walking and cycling

5.0 Strategies and Actions

This section provides a range of more specific strategies to promote walking and cycling in Port Alberni. These are organized into the following three key action areas. There are a number of more specific strategies under each of these three action areas. The strategies of the Plan are intended to guide the City of Port Alberni's planning and capital investment decisions which support the greater use of walking and cycling.

The strategies in this section have been organized into three key action areas as shown below:



Some of the strategies listed are relevant only for cycling, while others apply only to pedestrians and some apply to both. Which group they apply to is outlined in the title of the strategy if it does not specify then it is both.

Action Area 1: Network Development and Connectivity

Expanding and enhancing the walking and cycling network is a fundamental part of making walking and cycling a convenient and attractive travel option in Port Alberni. The on-street network includes the sidewalks and some designated share the road routes around different areas of Port Alberni. The off street network for pedestrians and cyclists includes an extensive network of trails that are a popular attraction for residents and visitors alike. The existing walking network provides good coverage, and the existing infrastructure including, the dyke and regional trail systems and the scenic views create a very positive experience for most residents. Nonetheless, there are still notable gaps in the walking network including fragmented sidewalks, limited accessibility features, and pedestrian amenities that can sometimes make for difficult or inconvenient conditions. As mentioned the off street network of cycling facilities in Port Alberni is extensive. However, the on-street cycling network in Port Alberni is quite limited. By providing a more integrated and connected network of on-street facilities the City can significantly improve the ease of moving around the community by bicycle.

Strategy 1.1: Develop an On-Street Bicycle Network

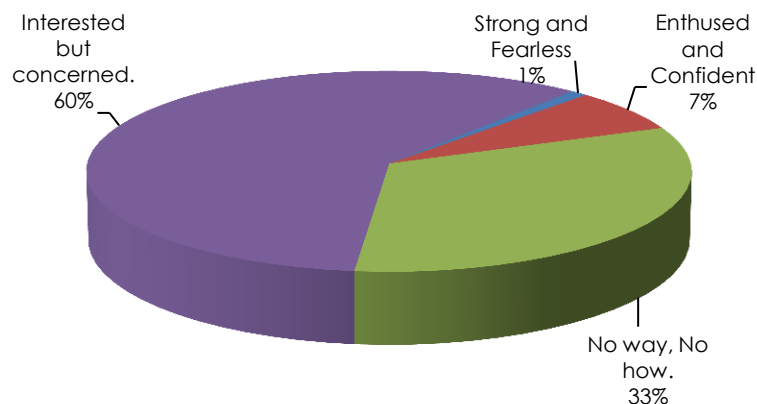
The City of Port Alberni should plan the bicycle network and target infrastructure where there is the greatest opportunity to provide facilities that will produce safe, direct, and comfortable routes and conditions for all cyclists not dependent on skill or ability level. This will provide the best opportunity to increase the number of cyclists and cycling trips within the City.

As a starting point in thinking about how to plan for bicycle networks, the City of Portland, Oregon conducted research to characterize cyclists and potential cyclists, and the typical distribution of these cyclist types in a community, as shown in **Figure 9**.

This research provides an applicable guide for any community designing and developing a bicycle network, with the following categories as a guide:

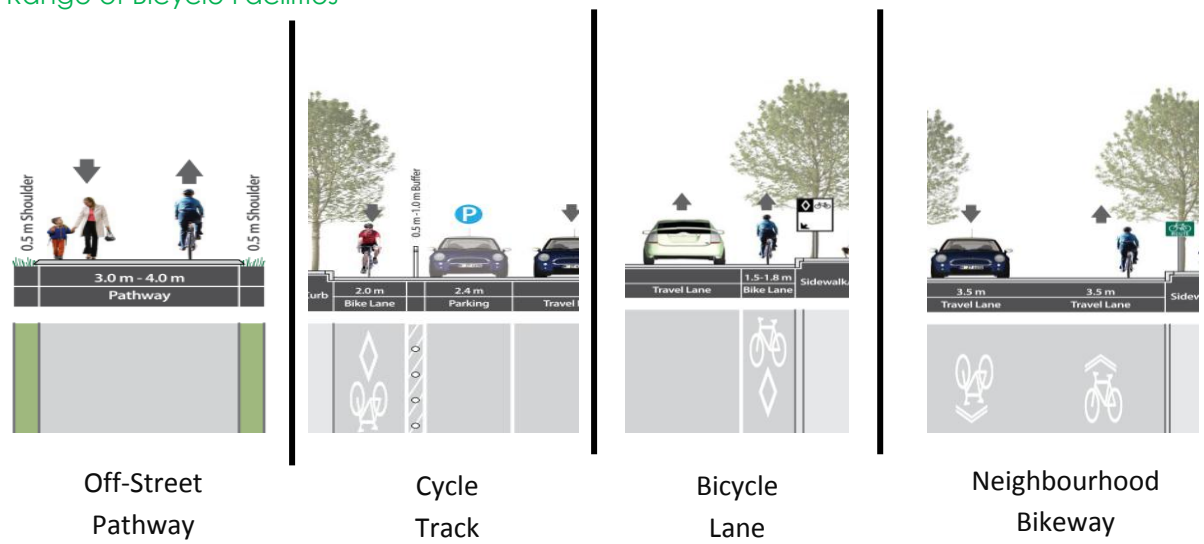
- Strong and the fearless. Those that are highly committed to cycling are already cycling regularly, and will likely cycle regardless of available infrastructure.
- Enthused and Confident. Those that have a high interest in cycling, are confident in their cycling abilities, and will make efforts to cycle as long as reasonable facilities are provided.
- No way, No how. A wide cross-section of individuals who are unlikely to cycle and are not interested in cycling for a variety of reasons including age, health, disability, or other circumstances.
- Interested but concerned. A wide cross-section of individuals who have an interest in cycling as part of their regular travel needs, but have significant concerns (typically related to safety or convenience) that limits their desire and commitment to cycling.

Figure 9
Target Market for Cycling (Portland, OR)



There are a range of different types of bicycle facilities that can be applied in various contexts. For the purposes of the City of Port Alberni's plan, four types of on-street and off-street bicycle facilities can be considered throughout the City, as summarized below and illustrated in **Figure 10**. These facilities are grouped into primary and secondary route facilities to reflect the Bicycle Network Plan included below and in **Appendix E**.

Figure 10
Range of Bicycle Facilities



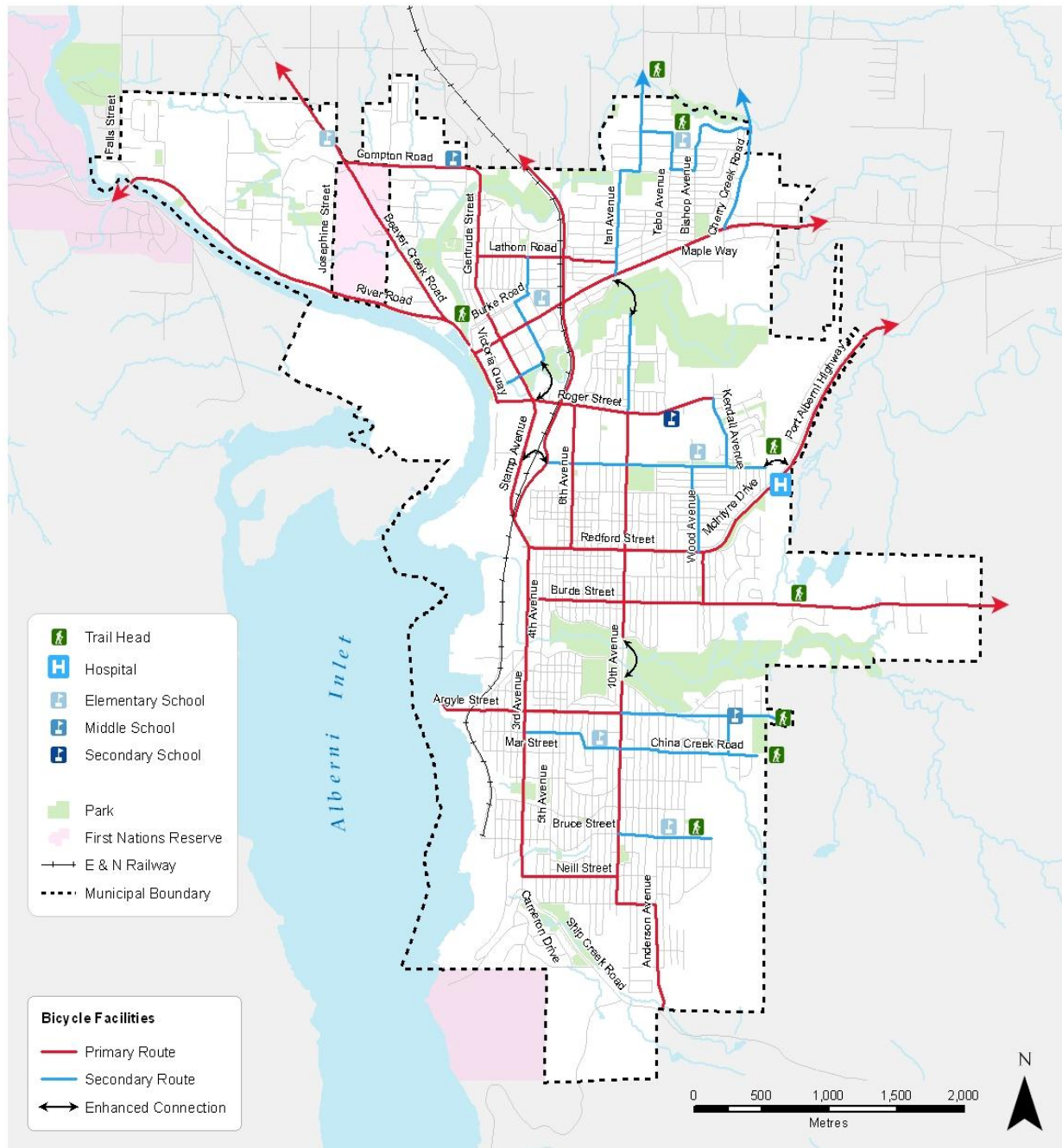
Primary Route Facilities

- **Off-Street Pathways** are physically separated from motor vehicles and provide sufficient width and supporting facilities to be used by cyclists, pedestrians, and other non-motorized users. Off-street pathways can have paved (i.e. asphalt) or unpaved surfaces, however, paved surfaces provide the greatest level of accessibility. They are also called multi-use paths, as they are used by cyclists, pedestrians and other non-motorized users.
- **Cycle Tracks** are physically separated from motor vehicle travel lanes but are located within the road right-of-way.
- **Bicycle Lanes** are separate lanes that are designated exclusively for bicycle travel and also include pavement markings. Protected or buffered bike lanes provide additional separation between cyclist and vehicle traffic through the use of a painted on-street buffer, using parked cars, or installing bollards or posts.

Secondary Route Facilities

- **Neighbourhood Bikeways** are routes on streets with low vehicle speeds and volumes, which include a range of treatments ranging from relatively basic facilities consisting of signage and pavement markings to bikeways with varying degrees of traffic calming implemented to improve safety for cyclists and other road users.

Figure 11
Proposed On-Street Bicycle Network (Primary and Secondary Routes)



Strategy 1.2: Increase Sidewalk Connectivity

Port Alberni already has a fairly extensive network of sidewalks throughout the City the majority of streets have sidewalks on one or more sides of the street. This includes the majority of arterial, collector and local roads. However, the City does have a number of areas where there are gaps in the network or where block to block the number of sidewalks varies. This can require unnecessary crossings and can create problems for people with mobility challenges. Also, areas that tend to create pedestrian trips such as, schools, recreational centres, and parks would ideally have sidewalks on both sides of the street, this is not the case of all locations in Port Alberni. The City does not currently have specific guidelines for sidewalk coverage. However, based on precedent from other cities, Port Alberni will work to ensure full sidewalk coverage based on the following criteria:

- Sidewalks on both sides of all urban collector and arterial roads; and
- Sidewalks on both sides of urban local roads that are on routes to schools, parks, commercial areas, regional trails, other community facilities, and bus stops.

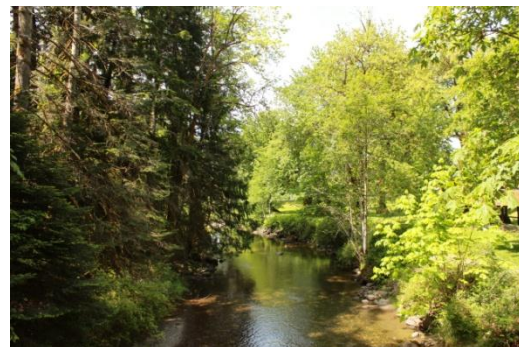


Strategy 1.3: Regional Trail Connections

The City of Port Alberni is surrounded by an abundance of natural resources and recreational opportunities. The trail network in and around the City and region include routes along dykes, creeks, ravines and provide access to many of the recreational amenities throughout the Regional District including lakes and Provincial Parks. These off street trails are used by pedestrians and cyclists alike. In order to truly utilize these facilities the trail systems needs to be better integrated with the City's pedestrian and cycling network. This can be done by providing clear, well established access points, signage, and direct pedestrian and cycling route through the City to the trail heads. By integrating the City's on street active transportation network with the off-street network of regional trails it will make the trails more accessible and promote using alternative methods of transportation to access the trails.

The City of Port Alberni will work to provide better connections to the trail network by:

- Providing sidewalk coverage and cycling facilities on routes that access trail heads.
- Look into creating better access and pedestrian and cycling facilities to the City's waterfront, particularly along River Road;



- Wayfinding and signage that identify routes to access points to major trails throughout the City.
- Information regarding the trail, distance, route at trail heads.

Action Area 2: Safety and Education

Safety, both real and perceived, is important in attracting more people to walk and cycle in Port Alberni. As vulnerable road users, pedestrians and bicyclists are subject to a higher level of risk, and a lack of perceived safety can effectively discourage walking and cycling. The prevalence of automobiles and automobile-oriented street design can feel threatening to more vulnerable road users, and the perceived walkability and bikeability of an area becomes inherently linked to safety. In fact, no matter the extent of the networks, if people do not feel safe using the community's sidewalks, trails, or bicycle facilities to get to their destination, then they will likely choose their car. This is why a safe walking and cycling environment is important, in addition to that of comfort and convenience. Safety was addressed by a number of residents in Port Alberni in reference to both cycling and walking.

The main factors Port Alberni residents attributed to making them feel uncomfortable and unsafe were crosswalks, traffic volumes, logging trucks, noise, and pollution. Bicyclists also feel vulnerable on roads with high traffic volumes and speeds. Cyclists in Port Alberni also expressed concerns over the lack of bicycle facilities, conflicts with other road users, unsafe crossings, and bottlenecks at bridge crossings. To overcome these concerns, there are a number of engineering and education strategies that can improve pedestrian and cyclist safety in Port Alberni.

Strategy 2.1 Pedestrian Crossings

The City of Port Alberni currently has 13 signalized intersections along Johnston Road, 3rd Avenue, Stamp Avenue, Redford Street, and Roger Street. The pedestrian crossing features at these intersections vary, but typically include a combination of pedestrian-activated pushbuttons, pedestrian countdown timers, and audible pedestrian signals. To improve pedestrian safety and accessibility at each of these intersections, all signalized intersections should have consistent treatments and be retrofitted to include pedestrian pushbuttons, pedestrian countdown timers, audible pedestrian signals, and other features.

In addition to the signalized intersections, there are a number of pedestrian facility improvements the city should consider:

- **More pedestrian crossings.** A majority of crosswalks are currently located in the Southport area of Port Alberni.
- **Ensuring all intersections between collector and arterial roads have marked pedestrian crosswalks at all legs of the intersection.** In particular, consider the crossings at Redford Street, Johnston Road, Argyle and Wallace Street.
- **Installing curb extensions.** Curb extensions have multiple benefits in reducing pedestrian crossing times, increasing pedestrian visibility and providing a traffic calming effect. All

which are particularly important in Port Alberni due to the large width of most streets. It is recommended that the City continue providing curb extensions on key corridors, such as those that are on routes to school. With curb extensions, additional consideration should be given to cyclists navigation and visibility on the roadway when curb extensions are in place.

- **Incorporate curb letdowns.** Curb letdowns at all intersection approaches ensure the intersection is fully accessible for a range of users.
- **Improve unsignalized pedestrian crossings with a pedestrian-activated signal.** This would be particularly useful along wide arterial streets that can be difficult to cross, such as Argyle Street, Johnston Road, and 3rd Avenue.

Strategy 2.2 Bicycle Street and Bridge Crossings

While cyclists tend to cross in many of the same intersections as pedestrians, there are fewer cyclist crossing features currently available. When designing on-road bicycle routes, intersections are key areas that need particular design attention. It is essential that all road users at an intersection recognize their space on the road through line painting and symbols, such as sharrows, or green paint at intersections and areas where there is the potential for conflict between cyclists and vehicles

Bottlenecking at 10th Avenue, 4th Avenue, and Gertrude Street were identified as major safety concerns for cyclists. The narrow culvert/bridge crossings leave cyclists torn between biking on the sidewalk or travel the narrow crossing on the road with the high traffic volumes. Both options present their own dangers and create an uncomfortable and unappealing environment for cyclists. The City will explore addressing safety concerns at these areas through future consideration of an alternative cyclist and pedestrian crossing over Rogers Creek. The City will be widening the bridge and adding a pedestrian crossing at Gertrude Street bridge over Kitsukis creek in the near future. Further research and consideration of an off street path that follows the E&N Railroad should be explored.



Strategy 2.3 Walking and Cycling Education

Providing walking and cycling infrastructure and facilities is a great step in promoting active transportation, however, it is often not enough. Programs, educational material, and reference information must also be in place to encourage people to walk and cycle in Port Alberni.

Education is considered a 'soft' measure for promoting walking and cycling, as it involves no engineered features or design mechanisms, but involves promoting awareness and informational material about walking and cycling. Providing documents that offer up to date information on local walking and cycling networks (such as trail maps that show recommended

routes and facilities), and programs that teach road safety and cycling skills. By spreading information and awareness about walking and cycling in the community, the City can use cost-effective education initiatives to enable people to feel more safe and comfortable using active modes to get around, while encouraging increased use of pedestrian and cycling facilities. There are a number of education and awareness programs and initiatives that the City can develop, including supporting cycling skills programs, safe routes to schools program, and events such as Bike to Work Week and Bike Month. To do so, the City should continue to identify opportunities to collaborate with appropriate agencies and organizations to promote education and awareness around walking and cycling.

Key areas to focus:

- Ensure that all residents including motorists, pedestrians, and cyclists have the skills, knowledge, confidence and support they need to use the road safely.
- Work with cycling groups and organizations in the City.
- Develop education and awareness programs and initiatives.
- Actively market and promote the active transportation facilities, policies and programs in the City.
- Develop a Bicycle User Map for the City that shows bicycle facilities, regional trail heads, key destinations, transit routes, bicycle parking, and bicycle shops.
- Develop a webpage that focuses on pedestrian and cycling facilities in Port Alberni.
- Develop mobility scooter education and awareness. This is a program that could be delivered through the local seniors' centre or other recreational facilities.

Action Area 3: Accessibility and Design

Neighbourhood design can play a key role in influencing walkability and bikeability of an area. The accessibility, design and function of a street can influence who and how people are able to access the space and can limit who uses the space. There are many ways in which the City can promote universal accessibility and designs that promote walking and cycling for people of all ages and abilities. This section describes some specific strategies that can be implemented to make communities universally accessible, particularly around key destinations and pedestrian and cycling generators. By ensuring that the community is designed to be accessible for seniors, scooters, children, parents with strollers, people with disabilities, cyclists and transit users, the overall experience and level of walkability and bikability will be improved for all residents and visitors.



Strategy 3.1 Pedestrian Accessibility

It is important that the pedestrian network and environment in Port Alberni be accessible and usable by a large cross section of people, including people with disabilities, individuals using scooters, seniors, and parents with children. The design of the walking environment should include accessibility features to accommodate the unique needs of these groups, and to provide better pedestrian circulation for everyone.

One of the clear areas of opportunity in Port Alberni is to ensure that all the signalized intersections have accessible crossing features. There are a number of features that can be added to the pedestrian environment and intersections in particular, that can increase accessibility and the overall appeal and walkability of the City. Some of the features that can make pedestrian crossings safer and accessible include: accessible pedestrian signals, traffic islands, let downs, curb ramps, tactile surfaces and warning strips, and directional guiding strips. This strategy also includes keeping sidewalks well maintained, free of cracks, tree roots, and standing puddles also create an environment more accessible and appealing to pedestrians and other users of the environment.

Providing an accessible pedestrian network is particularly important for scooter users in Port Alberni. Based on feedback scooters are often riding on the road with traffic rather than on sidewalks with pedestrians. Providing sidewalks that are wider, accessible and clear of obstructions would provide enough room for pedestrians and scooter users to share the pedestrian network and would keep scooter users safe and off of the road.

Strategy 3.2 Bicycle Parking

Every cycling trip requires that the bicycle be parked at the end of the trip. In many cases, this means locking the bicycle on the street where there is the potential it could be stolen. The fear of theft or vandalism is a significant deterrent to cycling. Therefore, providing safe and secure on-street parking at key locations throughout the City is a significant means of encouraging cycling in conjunction with developing a comprehensive network of bicycle facilities. The design of the bicycle parking can also be used as form of public art or civic branding, as can be seen in the images below.



Providing facilities for bicycle parking are relatively inexpensive and can be seen as a positive “quick win.” The development of the facilities can also be fun and innovative. This can be done by holding design completions, encouraging the use of creative materials, and personal touches. Additional and/or improved bicycle parking is recommended in key areas of Port Alberni, such as:

- **Key commercial areas**, including Pacific Rim Shopping Centre, locations within the Redford commercial area, and in the commercial areas in both Northport and Southport. It would also be beneficial to provide bicycle parking at the hotels throughout the City.
- **Key cultural and civic facilities** on Rogers Street including Bob Dailey Stadium and numerous sporting fields. At City Hall, and the Alberni Harbour Quay.
- **Schools**, including Maquinna Elementary, Eighth Avenue Elementary, Wood Elementary, Alberni Elementary, John Howitt Elementary, Gill Elementary, Eric J. Dunn Middle School, AW Neill Middle School, Alberni District Secondary and North Island College. Racks already exist at several schools, but would benefit from replacement to a new design type and or more capacity;
- **Parks**, including Paper Mill Dam Park, River Bend Park, Echo Park, Dry Creek Park, Gyro Recreation Park, Kaleidoscope Park, 11th Avenue Park, and Blair Park.
- **Trailheads.**

The bicycle parking locations described above includes locations within both the public and private realm. For locations within public space, the City should work to implement bicycle parking where possible within the road right-of-way. Furthermore the City should continue to provide facilities for their own employees for showering and getting changed in addition to increasing the amount of bicycle parking. In addition to providing facilities for its employees, this also demonstrates leadership on behalf of the City and will help encourage others in the community to follow suit.

For bicycle parking within the private realm there are other cities on Vancouver Island that have added bicycle parking requirements for new buildings, building additions, and expansions to the City's Zoning Bylaw. The City of Port Alberni currently does not have these requirements. However, further discussion is encouraged regarding implementing these requirements into the Zoning Bylaw.

Strategy 3.3 Wayfinding and Signage

One of the easiest and effective ways to support pedestrian and bicycle friendly design is by providing wayfinding information for



users of the sidewalk, trail, and bicycle network. Wayfinding should be simple, easy to read, intuitive, and provide pedestrians and cyclists with a level of confidence that they are travelling the most efficient and accessible route. The City of Port Alberni already has effective wayfinding for motor vehicles, and could benefit from providing signage that is on the smaller pedestrian and cyclist scale. Providing signage throughout the City will ensure that people are aware of key destinations, local and regional trailheads, paths, and bike lanes options. Enhanced wayfinding and signage can include several types of information, including:

- **Route** signs that indicate which streets are designated bicycle routes through the use of bicycle route signs and bicycle symbols on street name signs. Supplementary tabs can be installed below bicycle route signs to indicate major destinations.
- **Wayfinding** signs can indicate directions to key destinations, as well travel distance and estimated walking and cycling time.
- **Educational** signs provide information for cyclists and motorists regarding appropriate use of bicycle facilities, such as "Share the Road" signs and "Yield To..." signs.

Wayfinding can also be beneficial for indicating where bicycle parking facilities are located in both the public and private realm. This could include providing information about the location of bicycle parking racks on the City's website, and also by providing signage to bicycle parking facilities.

6.0 Implementation Strategy

The previous section provided an updated active transportation vision for the City of Port Alberni along with a comprehensive package of strategies and action items that will allow for the City to achieve this vision. The information provided in this section is an implementation and phasing strategy identifying the capital project priorities over the short term (0 to 5 years), medium term (5 to 10 years), and the long term (10 years and beyond). The details of this phasing plan are found in **Appendix F**.

The recommended capital improvements are grouped by Action Area and Strategy. The implementation will be funded through current budget allocations at the municipal level. By identifying projects, Port Alberni has the ability to integrate cycling and pedestrian facilities into road paving, line painting and other ongoing road maintenance operations. Wherever possible, the City should work with other agencies and levels of governments to establish cost sharing agreements or to seek grant opportunities in order to off-set total project costs. The identification of priority active transportation facilities allows the City of Port Alberni and its partners to apply for grants, including the Bike BC- Cycling Infrastructure Partnership Program and gas tax funds.

Action Area 1: Network Development and Connectivity

Strategy 1.1: Develop an On-Street Bicycle Network

An on-street bicycle network map has been developed based on destinations, direct routes, connecting key parts of the city and ease of travel. The proposed On-Street Bicycle Network is provided in **Appendix E**. It is made up of primary and secondary routes that will be developed and built over a 10 year period.

Primary routes are direct routes with higher levels and speeds of car traffic. Therefore, those routes are suitable for cycle lanes on both sides of the street or a separated multi-use pathway, where land exists. Effective signage is also important.

Secondary routes are on quieter streets where it is more comfortable for bikes and cars to share land space. They include connections from primary routes to school and other significant destination. Overtime, these routes will be developed using sharrows, traffic calming features and signage.

New bicycle facilities can typically cost between \$15,000 to \$300,000 per kilometre depending on the number of signs, torch-on symbols or road widening requirements. These costs can be minimized through integrating the projects into ongoing road maintenance and renewal.

Priorities were established based on creating a well connected network and developing key designated bicycle corridors within the City of Port Alberni. Short Term priorities, provided in **Figure 12**, are assigned to facilities that will provide direct routes to key destinations within the City and allow cyclists to travel through the City efficiently. Medium-term priorities were assigned

to proposed bicycle facilities that will expand on the short-term priorities and provide more linkages to key destinations within the City, including commercial areas, town centres and parks and schools. Longer-term priorities are assigned to bicycle routes that will provide access in and around residential areas of the City and provide more regional access.

Figure 12
Summary of Short-Term Bicycle Improvements

Roadway	From	To	Distance (km)
Johnston Rd	Victoria Quay	John St	2.60
Roger St	Victoria Quay	Kendall Ave	1.63
3rd Ave	Cameron St	Redford St	3.08
10th Ave	Scott St	Roger St	3.50
Argyle St	Harbour Quay	10th Ave	1.28

Strategy 1.2: Increase Sidewalk Connectivity

Port Alberni will work to ensure full sidewalk coverage based on the following criteria:

- Sidewalks on both sides of all urban collector and arterial roads;
- Sidewalks on both sides of urban local roads that are on routes to schools, parks, commercial areas, regional trails, other community facilities, and bus stops.

Based on recent construction pricing, a sidewalk is estimated to cost \$200.00 per metre (approximately 125m²). The goal of this plan is to provide sidewalk coverage on both sides of all urban collector and arterial roads and sidewalks on both sides of urban local roads that are on routes to schools, parks, commercial areas, regional trails, other community facilities and bus stops. To make these improvements a significant investment is required, and will need to be implemented over an extended period of time. Priorities have been established based primarily upon providing new facilities to areas of high demand, including those areas that have the potential or already experience high levels of pedestrian volumes. Another key consideration of the prioritization was created a connected pedestrian network that provided access to a number of destinations including the numerous recreational amenities found in the City of Port Alberni.

Priority roads to increase sidewalk connectivity identified include:

- 10th Avenue;
- Anderson Avenue; and,
- Beaver Creek Road.

The sidewalk improvements on these roads have been identified as short-term priorities and are summarized below in **Figure 13**.

Figure 13

Summary of Short-Term Sidewalk Improvements

Roadway	From	To	Distance (m)
Anderson Ave	Ship Creek Rd	Comox St	918
Anderson Ave	Comox St	Bruce St	679
10th Ave	Bruce St	Melrose St	194
Beaver Creek Rd	River Rd	Pierce Rd	3591

Strategy 1.3: Regional Trail Connections

As mentioned throughout the report, the people of Port Alberni highly valued the regional trails for both walking and cycling. To improve regional trail connections it is important for the City of Port Alberni to work internally between the Engineering and Parks and Recreation Departments, as well as externally with the Alberni-Clayoquot Regional District.

To enhance regional trail connections, the City should incorporate trails into the mapping of the on-street walking and cycling facilities and provide signs to direct people to trail heads. The City should work with the Parks Department and ACRD to provide uniformity in signage.

Action Area 2: Safety and Education

Strategy 2.1 Signalized Pedestrian Crossings

To improve pedestrian safety and accessibility at each of these intersections, all signalized intersections should have consistent treatments and be retrofitted to include pedestrian pushbuttons, pedestrian countdown timers, audible pedestrian signals, and other features described in **Figure 14**.

According to current estimates, Pedestrian Countdown Timers cost approximately \$500 each, while Audible Pedestrian Signals are approximately \$940 each. The unit cost of a Pedestrian Push Button system is \$5,000 each.

Figure 14**Pedestrian Crossing Improvements to Signalized Intersections**

Intersection Location	Pedestrian Crossing Features		
	<i>Pedestrian Push Button</i>	<i>Pedestrian Countdown Timers</i>	<i>Audible Pedestrian Signals</i>
1. Argyle St & 3 rd Avenue	Existing	Recommended	Existing
2. Napier St & 3 rd Avenue	Existing	Recommended	Recommended
3. Stamp Avenue and Roger Street	Existing	Recommended	Existing
4. Redford St & Stamp Avenue	Existing	Recommended	Existing
5. 10 th Avenue and Redford Street	Existing	Existing (N-S Redford) E-W 10 th Avenue Recommended	Existing
6. 10 th Avenue and Wallace Street	Existing	Recommended	Existing
7. 10 th Avenue and Roger Street	Existing	Recommended	Existing
8. Johnston Road & River Road	Existing	Recommended	Recommended
9. Johnston Road & Gertrude Street	Existing	All directions	Recommended
10. Johnston Road & Helen Street	Existing (N-S Johnston Road) E-W Helen Street Recommended	Existing (N-S Johnston Road) E-W Helen Street Recommended	Recommended
11. Johnston Road & Tebo Avenue	Existing	Recommended	Recommended
12. Johnston Road & Cherry Creek Road	Existing	Recommended	Recommended
13. Johnston Road & Broughton Street	Existing	Recommended	Recommended

Strategy 2.2 Bicycle Street and Bridge Crossings

It is essential that the City pay particular attention to intersections and bridge crossings when implementing the bicycle network. An initial implementation step is providing special treatment for the section at the 10th Avenue dip. As the road is too narrow to provide a full bike lane, it is recommended that coloured pavement markings be implemented to indicate the potential conflict zone between bicycles and vehicles.

The City of Port Alberni recognizes the challenge of ensuring sufficient road space for all road users on the many bridges within the city. The City is working to identify unique solutions for each bridge, and in the long term should ensure that any bridge repair or replacements provides additional space for cyclists and pedestrians to cross safely and comfortably.

Strategy 2.3 Walking and Cycling Education

In addition to the implementation of hard infrastructure, there are many opportunities to educate and celebrate active transportation in the community.

Bike to Work Week. From the consultation, there was interest in the City hosting an event like Bike to Work Week, which is held province-wide in May and June of each year. This could be held in partnership with bicycle groups, the RCMP, schools and local businesses. During Bike to Work Week other cities host celebration stations, car vs. bike races, and commuter competitions between organizations. It is suggested that this event be held with the opening of a new bike facility in the City.

Bicycle User Map. The second education tool is the creation of a Bicycle User Map. This easy to read (and print) map would show bicycle facilities, regional trail heads, key destinations, transit routes, bicycle parking, and bicycle shops. It is recommended that this map be developed once key components of the bicycle network are implemented. In the future, specialized maps for heritage or cultural tours could also be created for both cycling and walking.

Scooter Education. Thirdly, an important education initiative would be scooter education. This could be held by the local seniors centre to provide important information about the legal requirements for scooter driving. There could be an opportunity for joint implementation with the outcomes of the Age Friendly Report.

Action Area 3: Accessibility and Design

Strategy 3.1 Pedestrian Accessibility

To improve pedestrian accessibility, there are three key implementation strategies that the City should implement.

Wider Sidewalks. First, street design standards in the City's servicing bylaw should be updated to provide wider sidewalks to accommodate scooters and ascribe other accessibility features, including lighting and benches.

Sidewalk Maintenance Policy. Secondly, the City should adopt a sidewalk maintenance policy. This policy would include standards for inspection, identifying defects and obstacles, and prioritizing repairs. Many other municipalities have implemented sidewalk maintenance policies. As well, the Municipal Insurance Association may be able assist with questions of liability related to sidewalk maintenance.

Strategy 3.2 Bicycle Parking

There are three implementation strategies to increase bicycle parking in Port Alberni: Bicycle parking at municipal and community facilities, updating the Zoning Bylaw, and partnering with businesses.

The first is to install bicycle parking at all municipal and community facilities. The Farmer's Market has been identified as a priority community facility for bicycle parking. The second strategy is to update the City's Zoning Bylaw to include requirements for bike parking in new developments, especially multi-family and commercial developments. The final strategy is to partner with local businesses to install bicycle parking. This usually involves a cost sharing approach where the municipality and business both contribute to the cost of a bicycle rack that is installed outside of a specific business.

Strategy 3.3 Wayfinding and Signage

In the short term, wayfinding and signage for pedestrian is an important strategy to direct locals and tourists to recreation trails, commercial and service destinations, and tourist attractions. In the long term, wayfinding and signage should also be developed for cyclists as the bicycle network is built.

Summary

The City of Port Alberni has a great opportunity to encourage more cycling and walking in the city with some key improvements in infrastructure and programming. Through the current City budget, partnership with regional and community organizations, and grant funding, strong investments can be made in the short and long-term.

Appendix A- Public Consultation

Stakeholder Meeting

Date: June 5, 2013

Location: City of Port Alberni City Hall

Attendees:

Name	Title	Organization
Guy Cicon	Engineering	City of Port Alberni
Linda Scobbie	Engineering Technologist	City of Port Alberni
Scott Kenny	Director, Parks and Recreation	City of Port Alberni
Jake Martens	Executive Assistant	City of Port Alberni
Bill Brown		
Pat Dahlquist	School Trustee	School District #70 and Advisory Traffic Committee
Bill Collette	Executive Director	Chamber of Commerce
John Mayba		
Dave Gilbert		
Mike Ing	Manager of Planning and Development	Alberni-Clayoquot Regional District
Mike Coady	Staff Sgt.	RCMP
Penny Cote	Electoral Area Director- Area D	Alberni-Clayoquot Regional District
Scott Smith	City Planner	City of Port Alberni
Randy	Street Superintendent	City of Port Alberni

Context

- Growing cycling culture – more involvement
- 2 main advocacy groups similar interests but divided
- Wide roadways
- Character of the city- North and South Port

Specific Areas of Concern

- Johnson Road (corridor) Highway 4 commercial and residential
- Roger and Gertrude is unsafe for pedestrians (high speeds, right turns)
- Gertrude – Spencer Park Bridge is getting pontoons to add 4metre to each side
- Gertrude street bridge – adding independent bridges, widen bridge and sidewalk
- Beaver Creek – narrow and high traffic volumes – telephone poles line the street
- Beaver Creek and Crompton Road
- Crompton road is wider now
- Ministry owns Highway 4 and Johnson Road
- 3rd Avenue make it single lane with bike lanes
- 10th Avenue dip- narrow roadway, industrial traffic
- Marine and Beaver Creek and Highway to Tofino (River Road)
- 10th and Dunbar going north on 10th – cars don't see cyclists or underestimate how fast cyclists are travelling
- 3rd Avenue and Dunbar – Right turn only - Traffic island – positioning of the stop sign
- 3rd and Argyle- Runs into a 4-way stop overnight and Sundays- pedestrians don't know what to do
- Beaver Creek Road
- Highway along Sproat Lake
- Hector Road is a good connector – no hills, nice route to the lake, scenic and not hilly but it is not in great condition (pot holes)
- Ministry of Transportation not adding bike lanes and sidewalks – debris on shoulder/Hwy rumble strips mixed opinion
- Rogers and Stamp
- Beaver and River Road
- Kingsway and 3rd
- Stamp Ave
- Bridges in general
- Hospital to town- lack of shoulder
- Connection between Quay and Maritime- need sidewalk
- Opportunity Areas
 - Johnson Road
 - 3rd Avenue
 - 10th Street
 - River Road

Linkages and Connections

- Arterial vs. collector vs. local
- Show and identify key linkages make it easier to get around and take advantage of the network of trails. Making them more accessible and easy to access from different parts of the City. Make it easy to walk and cycle directly to the trails rather than having to drive to them. Make active transportation part of the entire journey.
- Connections to the west coast

Destinations

- There is a lot of potential
- Places to park bikes
- Connections and linkages between the two points
- Waterfront
- Farmers Market
- Schools
- Aquatic Centre
- People are interested in seeing industry (i.e. Squamish)

Bridges

- Gertude/Compton Rd
 - Upgrades next year (\$250,000)
 - Repave, pedestrian sidewalks on the outside
- 10th Ave (Future)
 - Suspension bridge
- 21st Ave (Future)
 - Stantec completed alignment study
- Gertrude
 - Road
 - Pedestrian footbridge
 - Trestle bridge (steam train)
- Stamp
 - Putting pontoons on outside of bridge
- Kitsecis
- Roger Creek- 10th Ave

End of the Route Facilities

- Bike parking lacking, there is a limited number
- Potential for City/business joint effort for bike parking
- Bike parking in the bylaw – not currently
- Program to sponsor bike racks – competition
- Victoria Quay
- Memorial Bike Racks
- Art welders/Wood workers
- Park and Ride (bikes)
- Washrooms

Trail Network

- Already an extensive network, groundwork is already there
- Log train trail/Alberni Inlet Trail
- Linkages out of the City– River Road
- Spruce Lake
- Show and identify linkages and connections

- Connections between trails and urban areas – easier for pedestrians to access some of the trails are quite steep and harder for cyclists to navigate
- Potential conflict for all users
- Safety concerns – better lighting
- Dyke is great for beginners, it is a comfortable place to cycle
- The trail network is a positive
- Walking trails on east side of the City
- Stakeholders noted that they would cycle the trails more if they could bike there easier – better connections
- Long train trail – better signage
- If people knew how to get there they would use it more
- Sprout Lake – OCP mentions a connecting trail
- Link the regional trails with the City
- International Trails day – ACRD wants to like link their trails better with the City
- Spine Trail

Rogers Creek Crossing

- Pedestrian and cycling bridge
- Some people want to make it a vehicle crossing
- Very steep ravines will make planning and design difficult – might be too steep for cyclists anyway
- 21st Avenue alignment – believe that the OCP shows a map with a road crossing Rogers Creek – OCP has a proposed bypass over Rogers creek – not the 21st Ave crossing though
- Rogers Creek is a bottle neck
- Bridge in front of the mill
- North/South connection
- Currently creates bottlenecks
- Bridge from Tebo to Ian? - Hanging suspension bridge
- Train Tracks Twin Trestle
- A path that takes you down and then back up – very steep, too steep for cyclists
- Pave beside the train tracks, use the walking bridge

Safety Concerns

- Signalized intersections/ bike not able to activate the signal – stuck waiting
- Option for bike push buttons
- Drivers in Port Alberni are not friendly for cyclists
- Drivers yelling at cyclists to use the sidewalk instead of the road
- Sharing the road with logging trucks
- Improve safety Anderson dip and narrowing across the hospital
- A line on the road makes a difference i.e.. Bike lane would go a long way

Pedestrians

- Better delineation of space benefits all users

- Scooter and seniors (age friendly workshop)
 - Linkages
 - Trail maps and signs
 - Maps and priority trails
 - Scooter lanes
 - Better access to malls – currently they are not very accessible
 - Senior population is average but is growing
- Scooters and e-bikes, where do they go? Road or Sidewalk?
- Increasing number of seniors
- Scooters on sidewalks vs. the road
- Very wide streets – there should be room for everyone
- Scooter education workshop
- Walking/peds and safe crossings – education campaign every fall, every year
- Wheelchairs and scooters – wheelchair access – new sidewalks have curb let downs – many don't (old ones) and those that do, they are not in good condition
- A lot of streets without sidewalks or sidewalks on only one side
- Bruce to Mainland
- Arterial – sidewalks are on both sides
- Collectors and locals – sidewalks on at least one side
- Redford/Johnston/etc (Have sidewalks?)
- Walking pedestrian lights – flashing lights - Like them
- Size of the community makes it hard to travel across the City
- Crossing the wide roads- need longer crossing time (for seniors, walking with kids)
- Pacific Rim Mall – think about how people can walk there, what if people decide to walk (it is difficult to get through the parking lot)
- Gaps in the sidewalk
- 5th Avenue sidewalk on only one side
- Walking access to the waterfront
- Dyke has been very useful, creates a healthy lifestyle
- Stamp Ave and River Road only have sidewalks on one side
- Leaving the Quay to get to the Marine Museum
- Access to get around – Scooters
- Map where seniors live
- Banners and flowers make walking more enjoyable

Transit

- The transit system is heavily relied on – bikes and pedestrians are becoming increasingly important
- Ranked the 4th highest in usage for all of British Columbia
- People are using alternative means of transportation already in Port Alberni

OCP & Planning Policies

- Currently working on updating their zoning bylaw
- Land use – increasing density (secondary suites and reducing residential lot sizes)
- Subdivision Bylaw – provide linkages through the subdivisions

- Incorporate the map of the planned bicycle network into the OCP
- Waterfront North Study underway- proposal for promenade along River Rd

Like/Dislike - Cyclists

- Feel safer riding on the road as opposed to the sidewalk
- Blurring the places for cyclists and pedestrians
- Bike lanes would go a long way and make a big difference
- Equal parts engineering and education
- Other cyclists can be worse than drivers – need more education
- Make sure that drivers have cyclists in mind – they are part of the community – not a deterrent
- Think about people who are not as willing
- Lanes – line respect
- Green lanes particularly at the tight spots

Other

- City cycling is still looked down upon, lower income or people that don't have a drivers license
- There are bottle necks throughout the City where there is no alternative for cyclists and pedestrians
- Pinch points – no other way to avoid them - Bridges
- Bridges have limited width of the sidewalk
- Waterfront North Study – Left side will be a promenade – pedestrian/bike walkway
- No truck route yet, proposed
- Maintenance/drops/dips in the road
- Education and mapping
- Argyle and 3rd turns into a flashing light on weekends and evenings
- Age-friendly study is underway and session was held on transportation

Implementation

- Cost effective
- Baby steps
- Staged approach
- Start with low cost measures
 - Mapping
 - Signage – share the road sign along *Stamp Avenue* already make a big difference
 - Painting- including coloured lanes at conflict zones
 - Clearly identifying linkages and connections
- Painted lanes can make a big difference, affordable increase confidence, creates an area that is designed for the cyclists, cars see it as a separate lane, they are not permitted in
- Focus on a few key areas incrementally – key main projects identified by Guy
 - Stamp Avenue

- 3rd
 - 10th
 - Anderson
- About making affordable, quick changes to get the momentum going
- Speak to funding in the report – being ready and prepared for the grant
- Planning for all ages and abilities
- Need for monitoring (especially during first implementation)
- Education campaign- drivers, cyclists- get ICBC and RCMP involved
- Bike to Work Week- education, infrastructure unveiling, high profile event
- Grants
 - Provide list of possible grants- ICBC, health, economic development, outdoor recreation



Community Survey and Results

Community Survey

Thank you for your interest in the City of Port Alberni Active Transportation Plan! The Active Transportation Plan will guide the development of the City's pedestrian and cycling networks over the next 25 years and beyond. We would appreciate if you took the time to complete this short survey by **July 15, 2013**.

- Complete the survey online at: www.surveymonkey.com/s/PortAlberniwalkbike
- Drop off or mail completed surveys to:
Guy Cicon
City of Port Alberni
4850 Argyle Street Port Alberni, BC V9Y 1V8

Part 1: Walking

1. Are you a resident or a property owner within the City of Port Alberni?

- ☐ Yes
- ☐ No
- ☐ If yes, please enter your 6 digit postal code: _____

2. What do you like the most about walking in Port Alberni?

3. What do you like least about walking in Port Alberni?

4. How would you describe the level of accessibility when travelling through Port Alberni? Particularly, if you are travelling by scooter, wheelchair, or pushing a stroller. Ex. Number of curb ramps, uneven pavement and obstructions restricting movement.

- ☐ Very accessible
- ☐ Somewhat accessible
- ☐ Not accessible



5. What do you think is most important for improving the walking environment? Please rank these items from 1 through 5, with 1 being the most important to 5 being the least important.

	Most Important				Least Important
More sidewalks	1	2	3	4	5
Pedestrian-controlled intersections	1	2	3	4	5
Trails and pathways	1	2	3	4	5
Benches and places to sit	1	2	3	4	5
Promote safe routes to school	1	2	3	4	5
Other	1	2	3	4	5

Please specify other:

Part 2: Cycling

6. What do you like the most about cycling in Port Alberni?

7. What do you like the least about cycling in Port Alberni?

8. What do you think is the most important for improving the cycling environment? Please rank these items from 1 through 5, with 1 being the most important to 5 being the least important.

	Most Important				Least Important
Bicycle lanes	1	2	3	4	5
Separated bicycle lanes	1	2	3	4	5
Trails and pathways	1	2	3	4	5
More bicycle parking	1	2	3	4	5



Provide cycling education	1	2	3	4	5
Better bicycle-transit integration	1	2	3	4	5
Other	1	2	3	4	5

Please specify other:

Part 3: Tell us about yourself

9. What is the main purpose for most of your walking and cycling trips? (Please check all that apply)

	Walking	Cycling
Commute to work	<input type="checkbox"/>	<input type="checkbox"/>
Go to school	<input type="checkbox"/>	<input type="checkbox"/>
Shopping and errands	<input type="checkbox"/>	<input type="checkbox"/>
Recreation and leisure	<input type="checkbox"/>	<input type="checkbox"/>
Exercise	<input type="checkbox"/>	<input type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>

Please specify other:

10. If you do not currently walk or cycle, what improvements would you like to see in the community that would encourage you to walk or cycle more?

11. How old are you?

- ☐ 14 or under
 ☐ 25 – 34
 ☐ 45 – 54
 ☐ 65 or over
- ☐ 15 – 24
 ☐ 35 – 44
 ☐ 55 – 64

12. What is your gender

- ☐ Male
 ☐ Female



13. Do you have any other comments about walking or cycling in Port Alberni?

Thank you for completing this survey

Survey Results Summary

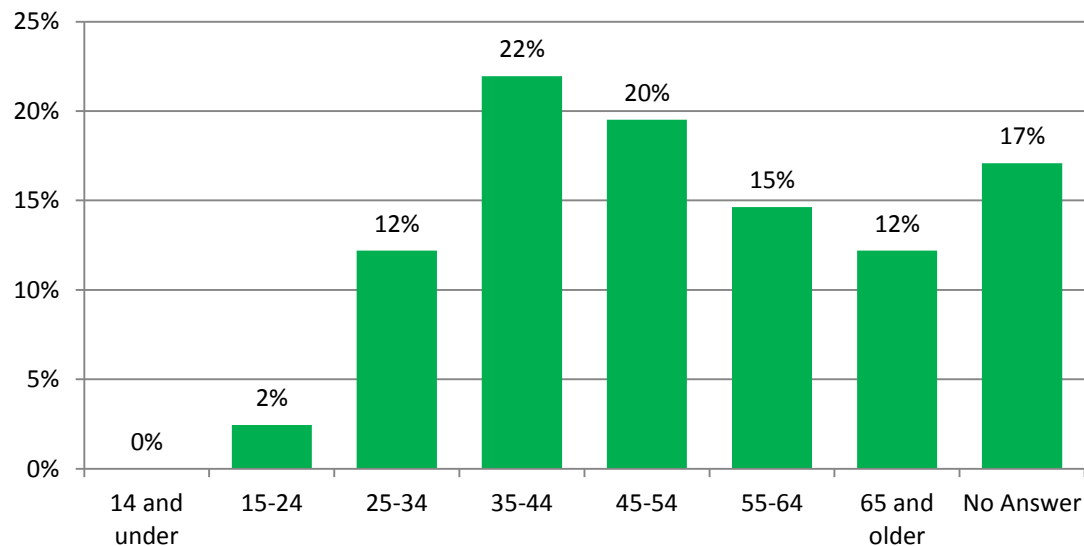
1. Survey Respondent Characteristics

This section summarizes characteristics of the survey respondents. In total, 42 survey responses were received. Out of all the respondents 37% were female, compared to approximately 46% male (the remaining 17% of survey respondents did not indicate gender).

1.1 Age of Respondents

As shown in **Figure 1**, the majority of survey respondents (22%) are between 35-44 years of age. This is followed by residents between the ages of 45-54 (20%). Respondents over the age of 65 years old made up 12% of the respondents. However, respondents 15-24 years of age make up only 2% of the respondents.

Figure 1: Survey Respondents by Age



2. Survey Respondent Issues and Opportunities

At the open house and through the online survey, respondents were asked to indicate which aspects of Port Alberni's cycling and pedestrian network they think should be considered the highest priority in the Active Transportation Plan. This section summarizes the opportunities with the pedestrian and cycling environments respondents.

3.1 Walking

3.1.1 Like the most about walking

Respondents were asked what aspects they liked the most walking in Port Alberni. Some of the overarching themes that emerged throughout the responses are summarized below:

- Good environment for pedestrians
 - Scenery and views of mountains and water
 - Great climate
 - Fresh air

- Low traffic volumes
 - There is not too much traffic
- Pedestrian facilities and network
 - Areas where there are new, wider sidewalks
- Location and proximity to destinations
 - Most destinations are conveniently located
 - Easily accessible
- Trails and off street facilities
 - Access natural areas and green spaces
 - Extensive walkways and trails
 - Off street facilities away from traffic

3.1.2 Like the least about walking

Respondents were asked what aspects they liked the least walking in Port Alberni. Some of the overreaching themes that emerged throughout the responses are summarized below:

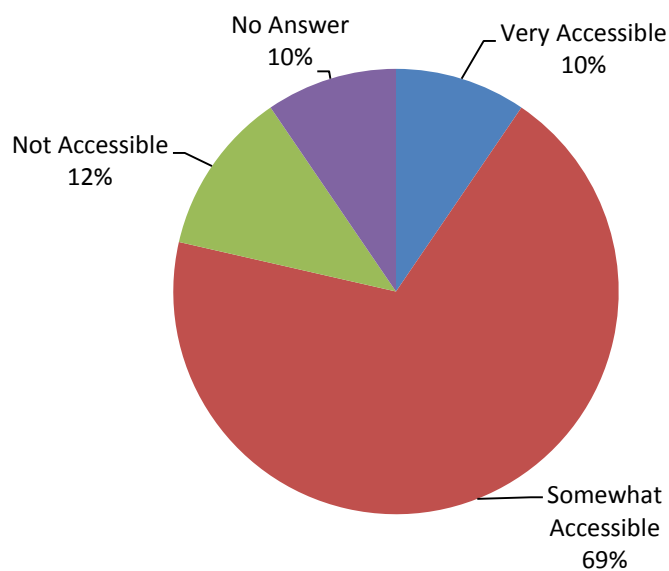
- Other vehicles
 - Dangerous intersections
 - Vehicle drivers not noticing pedestrians
 - Truck routes
- Poor pedestrian facilities
 - Maintenance
 - Lack of sidewalks
 - Uneven surfaces
 - Crosswalks and accessibility
- Connectivity
 - Access to the waterfront
 - Crossing at Rogers Creek
- Safety
 - Personal safety travelling through the City
 - Lighting
- Hills
 - Steep hills make walking in the City difficult

3.1.3 Accessibility

Survey respondents were also asked about the level of accessibility in their City. The question posed to survey respondents was ‘how would you describe the level of accessibility when travelling through Port Alberni? Particularly, if you are travelling by scooter, wheelchair or pushing a stroller. As seen in

Figure 2 results show that the majority (69%) of survey respondents find the neighbourhood *somewhat accessible*, 12% indicated it was *not accessible*, 10% of the respondents said the City was *very accessible* and provided *no answer* respectively.

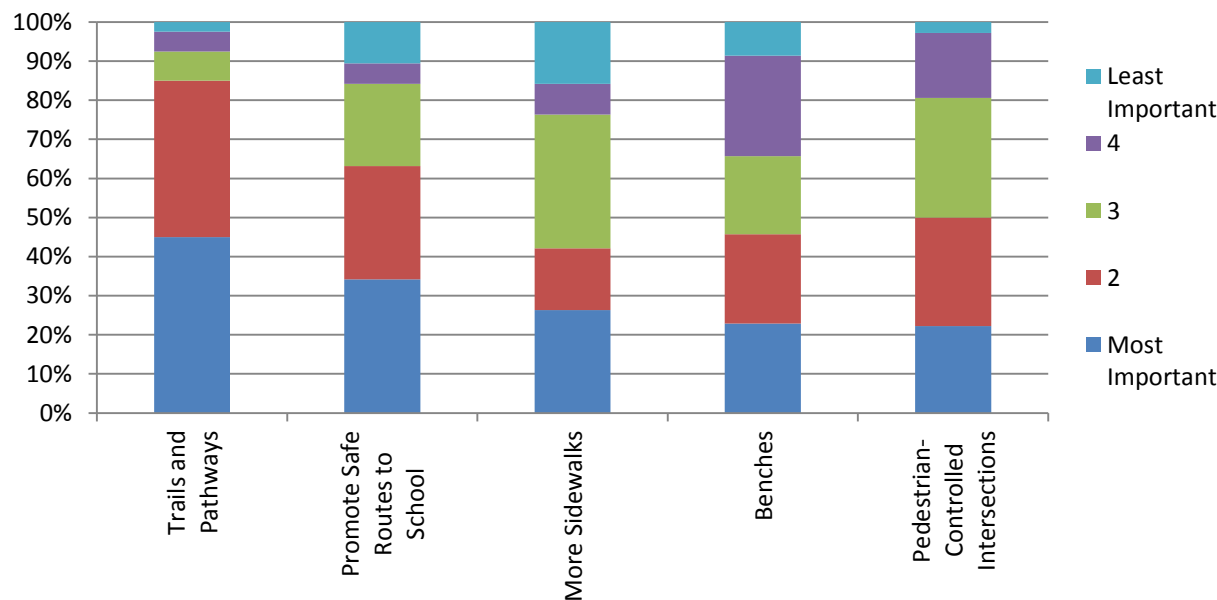
Figure 2: Community Accessibility



3.1.4 Most Important Improvement

Survey respondents were asked what they think is most important for improving the walking environment. Based on survey responses Trails and pathways and promoting safe routes to school were identified as the most important improvements to the walking environment. The least important were the implementation of benches and increasing the number of sidewalks.

Figure 3: Most Important Pedestrian Improvement



3.2 Cycling

3.2.1 Like the most about cycling

- Wide Roads
 - The wide streets make the commute feel safe
- Low Traffic Volumes
- Nice Cycling Environment
 - Good weather
 - Destinations are close
 - Scenery and views
- Off Street Facilities
 - Trails and paths away from traffic

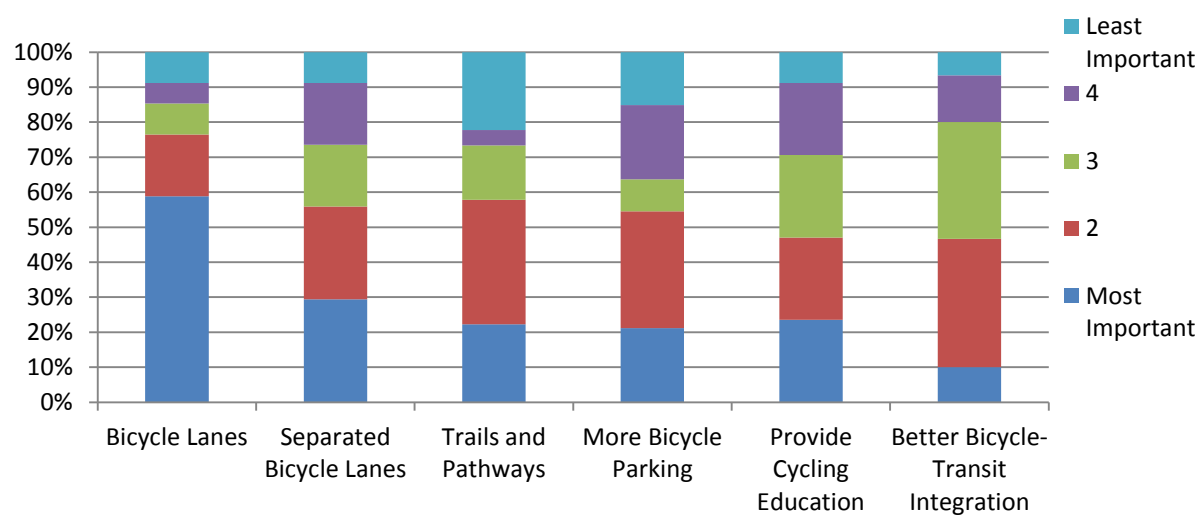
3.2.2 Like the least about cycling

- Traffic and other road users
 - Conflict and education between motorists and cyclists
 - Large trucks/truck routes
- Lack of cycling facilities
 - Bicycle lanes
 - Bicycle parking
- Hills

3.2.3 Most Important Improvement

Survey respondents were asked what is the most important for assisting in improving the cycling environment. Overwhelmingly bicycle lanes were seen as the most important improvement to survey respondents followed by separated bicycle lanes, and trails and pathways. However, all of the survey options were considered quite important by survey respondents.

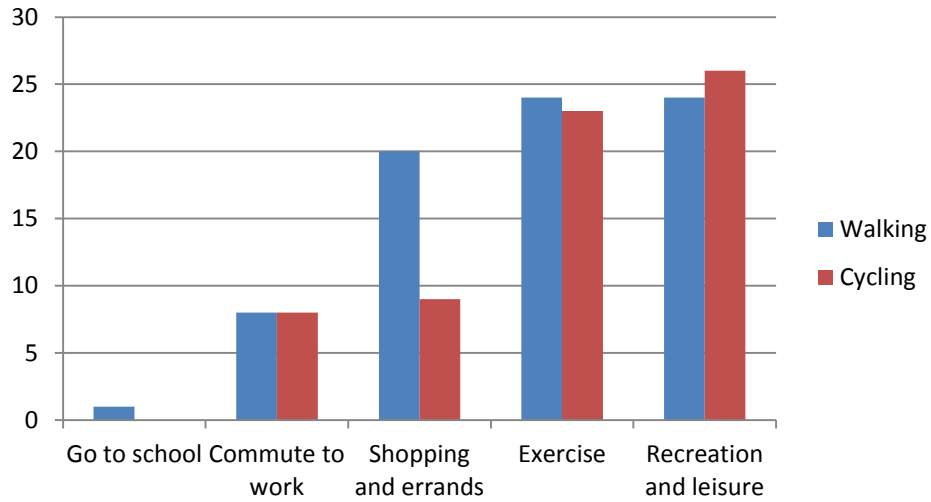
Figure 4: Most Important Cycling Improvement



4.0 Trip Purpose

The survey was used to gather information regarding trip purpose and mode choice. Survey respondents were asked what was the purpose of most their walking and cycling trips. Recreation, leisure, and exercise were the most common cycling and pedestrian trip purposes.

Figure 5: Trip Purpose by Travel Mode



Detailed Survey Results

The below summary is of the responses received from the online survey.

Walking

Survey respondents were asked about the current issues and opportunities within the walking network in Port Alberni. Survey respondents were asked what they liked the least and the most about walking in Port Alberni. Detailed responses are provided below. For the most part, comments are provided verbatim but have been grouped to identify themes.

1.1 *Like the most about walking in Port Alberni*

1.1.1 Nice Pedestrian Environment

- The sights
- Friendly people, scenery
- I like seeing residential gardens
- interesting neighbourhood
- Fresh air, social aspect of meeting other people out for a walk, seeing the sights
- Fresh air, nice scenery, gentle exercise
- Temperate climate, we get to enjoy the outdoor air and exercise
- Good exercise and fresh air
- I like the mostly friendly people that I see and that where I walk I feel safe
- Green surroundings, beautiful mountains, scenery.
- Proximity to the water and views of the mountain.
- Easy weather for walking year round.

1.1.2 Low Traffic volumes

- Not too much traffic
- You don't have to re-park or park your car
- Wide streets, quieter (relatively) traffic.
- The scenery
- Scenery

1.1.3 Pedestrian Facilities and Network

- Good sidewalks
- The sidewalks are good.
- Areas with wider new sidewalks
- Most of the sidewalks are clean and well maintained.
- Sidewalks are generally generous enough.

1.1.4 Location and Proximity to Destinations

- You can get most anywhere if you're on either side of north /south port
- Most things are close

- Close proximity to sights and services.
- Easy access to all parts of town, sidewalks and lights are pedestrian-friendly
- You can walk pretty much anywhere in the community
- Everything is close.
- Easy access

1.1.5 Trails and Off Street Facilities

- Lovely walkways and trails
- Connection to natural areas
- Greenspaces like the dyke.
- Lots of trails to get you to places without always having to walk on streets. Many of our streets are also lit by streetlamps which I like.
- Many great walking trails, varied terrain, many trees
- The well kept trails and easy access to nature.
- Excellent trails surrounding Port Alberni Township.
- There are some designated walking paths away from traffic.
- Well developed trails

1.1.6 Other

- I don't walk in town very much
- The hills are good exercise
- Limited in walking due to age/disability but get out with little dog at least once a day. Use the quay and the dike for ease with my walker since both are relatively smooth and level. Enjoy getting outside, so many people say "hello" or even stop and chat - especially other dog owners.
- I only walk a few blocks at a time. Due to chronic pain and fatigue, I cannot walk fast enough or long enough to get health benefits of walking. I ride my bike for exercise instead.

1.2 Like the least about walking in Port Alberni

1.2.1 Other Vehicles

- Peoples driving habits
- Harbour Quay vehicle traffic west of the railway tracks should be limited Thursday to Sunday evenings during the summer to enable pedestrians to enjoy the shops, restaurants and music.
- Stamp and Roger is dangerous as nobody stops turning right onto Stamp from Roger.
- Industrial traffic on all our roads
- Misinformed traffic
- In town, it is very dangerous. I have nearly been hit by vehicles many times.

1.2.2 Poor Pedestrian Facilities

- Need broken pavement on roadways and side walks

- It is near impossible to safely walk at Pacific Rim Center - a walk from WalMart to the Post Office is very difficult.
- Lack of sidewalks in certain neighbourhoods
- Too few seats for resting (I am 69), some traffic lights do not leave much time for pedestrian crossing
- Un-kept neighbourhoods
- The crappy sidewalks
- Rough ground areas, crossing streets
- Some sidewalks for the handicapped are in dire need of repair The doctor's offices and Clinic Pharmacy on 9yj Ave is dangerous! try walking with a walker in all the ruts and uneven sidewalk. Totally needs a complete redo before someone falls and breaks something they are recovering from. A lawsuit waiting to happen for sure. Pretty poor being by a doctor's office, pharmacy and a physiotherapist office.
- Crosswalks on busy streets (Johnston) that motorists don't stop for or don't wait for the pedestrians to clear the crosswalk.
- Worst thing is the terrible condition of many of our sidewalks and walkways. I am capable of walking right now but I fear for a future when I have to use our sidewalks with mobility aids etc. and have to negotiate all the uneven narrow cracked walkways and paths that are very difficult for people with disabilities.
- Dangerous positioning of crosswalks, lack of thru-ways between sides of town.
- Wide streets/traffic

1.2.3 Connectivity

- You need to go all away Round via highway or Johnson to get to south/north port
- No sidewalks next to river
- spread out nature of the city which has 3 or 4 'downtowns', lack of access to our waterfront
- No access to the beach or waterfront trails - all waterfront access is heavily built up
- Lack of waterfront walkways
- The town is to spread out to make walking a choice in many cases. Increase the density of the City to make walking easier.
- The lack of areas to walk around the various waterfronts.

1.2.4 Safety

- The downtown has too many sketchy looking people roaming around. It does not appear safe.
- The downtown neighborhoods are dirty, and there are too many sketchy people
- At night not many lights
- The short cut below the tracks by Roger creek has the "bums" there and it is scary.
- Some bad neighbourhoods, some areas are not suitable for walking
- Insidious characters

1.2.5 Hills

- Hills

- The hills
- Too many hills in uptown area makes it too difficult to walk very much.
- Well the hills are steep but you can't change the topography
- Lots of hills

1.2.6 Other

- There is nothing to walk to its just boring and there is nothing new to see
- All the rain in the winter.
- Nasty little dogs off-leash and lack of public washrooms
- Smoke from wood stoves
- Would prefer to walk/run on asphalt, not concrete. Easier on the body. Would prefer pathways through areas instead of having to walk on the sidewalk right beside the streets. Too much exhaust when you're trying to walk/run.
- Nothing (x2)
- Rain
- Big logging trucks
- Not much

2.0 Cycling

Survey participants were asked about the current issues and opportunities within the cycling network in Port Alberni. Survey respondents were asked what they liked the least and the most about cycling in Port Alberni. Detailed responses are provided below. For the most part, comments are provided verbatim but have been grouped to identify themes.

2.1 *Like the most about cycling in Port Alberni*

2.1.1 Wide Roads

- Wide roads, lots of routes to choose from
- wide roads
- The wide streets and most of the drivers are great!....and I commute by bike every work day, no matter what the weather for the last 9 years.
- Wide streets that feel reasonably safe.
- Wide streets
- Wide streets
- Roads are mostly wide enough to ride safely away from cars.
- We have wide streets
- The wide roads

2.1.2 Low Traffic Volumes

- Lack of traffic
- low volume of traffic

2.1.3 Nice Cycling Environment

- You can take back roads safely

- The variety of terrain in a relatively small area.
- Great views.
- Good exercise and good way to commute to work
- Weather makes cycling possible all year long, interesting hills and curved streets, connection to natural areas and trails
- Compact city, easy to get around, nice scenery
- Streets are generally quiet. wide streets, lots to see
- Fresh air and exercise
- Fantastic views and encounters with wild life in certain parts of the city
- Everything is close.

2.1.4 Off Street Facilities

- flat roads/trails
- There are a few areas where cyclists can be isolated from traffic.

2.1.5 None

- N/A
- N/a
- do not cycle
- Not much at all...there isn't really anywhere I feel safe to cycle but I guess the flat areas in Northport are the most inviting.
- I don't cycle in Port Alberni.
- I don't do it

2.1.6 Other

- Easy, environmentally-friendly means of commuting, fresh air and exercise, convenience of everything for running errands by bike
- The weather

2.2 Like least about cycling in Port Alberni

2.2.1 Traffic and Other Road Users

- Traffic
- Inattentive Drivers
- Traffic is dangerous. Cars do not respect cyclists. Especially the large truck traffic. Maersk trucks and logging trucks particularly.
- Sometimes the traffic is aggressive and won't share the road
- Attitudes of many drivers which feel cyclists should get out of their way
- Traffic is sometimes scary. Not paying attention.
- Bad drivers not paying attention or following the rules of the road, such as signaling before turning, make biking on the road not very safe. I have been nearly hit several times by bad drivers, so now I ride on sidewalks where ever the roads are not safe, such as Stamp Avenue.
- Motorists do not seem to understand or care about the right of cyclists to share a lane.

- Inconsiderate drivers squeezing you off the road, or yelling at you to get on the sidewalk
- Lack of awareness from drivers, lack of roads that run across town consistently.
- The crazy drivers who don't pay attention to cyclists/pedestrians.
- Traffic
- Logging trucks

2.2.2 Road Maintenance

- Pot holes

2.2.3 Lack of Cycling Facilities

- No bike lanes on Redford Street/ Johnston/ River Road to Sproat Lake
- The 4 dangerous spots in town--the bridge by the Barkley, the dip, Bedford connector (although you did a good job fixing it) and the turn at Roger and Stamp. You have also done a good job with the "share the road" signs but I feel that these areas could use them. Also some commercial drivers are pretty much the only drivers I have ever had a problem with in my 9 years of daily commuting. Very seldomly have I ever had a problem with the general public.
- lack of bike lanes on even our widest streets and no way to bike along the waterfront
- very few places to lock up a bike in key spots like uptown, athletic hall, bob daily stadium, some dangerous intersections, some key corridors have narrow lanes, bridges are narrow
- Lack of generally a long waterfront pathway to enjoy the sights. We would even transport bikes with a car carrier to a spot where we could get a nice 1/2 hour ride done.
- No safe, dedicated bike paths or lanes. No good bike paths along Alberni Inlet, harbour or River Road. Vancouver's sea wall is a world class biking and roller blading route that attracts tourists specifically for that purpose. Industry has hogged all the best water front land in Port Alberni, making the beautiful views off limits to citizens. We need some way to reclaim access to the entire water front for walkers, bikers, roller bladers, etc.
- Lack of bike racks throughout the city; many of the current bike racks are difficult to lock a bike to.
- Riding on streets and not feeling safe. Although we have wide streets a simple painted bike lane would increase my feeling of safety and security and would probably assist drivers with moving by bicycles and feeling safe while doing so. This town is also very spread out making distances sometimes challenging. Many people also see no value in investing in bike infrastructure but have no problem with the City spending money on public transportation. I see the two as being closely linked and think biking would be utilized more if people felt safe. Please invest a small amount of money to paint some bike lane lines.
- No bike paths. No bike lanes.
- One of the main roads across town has no provision for cycling (Stamp Ave) and you are forced to ride on the sidewalk for safety.
- dangerous, narrow roads when cycling in traffic, rules not enforced (i.e.: wearing helmets, cycling on the right side of the road, not cycling on sidewalks)
- There are some intersections where cycling access is problematic. There are times when it would be great to have "level" access between upper North and South Port.

- No bike routes.
- Some roads (Stamp Ave) have no bike paths

2.2.4 Hills

- I no longer cycle due to poor balance and the hilly terrain.
- Hills (x2)
- The hills are nasty!

2.2.5 Other Cyclists

- Not all bike riders obey traffic laws and/or ride irresponsibly
- Sometimes cyclists aren't paying attention. Both cyclists and motorists need education and awareness.

2.2.6 Other

- Do not cycle
- N/a
- Nothing

3.0 Walking and Cycling encouragement

Survey participants were asked about what could be done in Port Alberni to encourage and increase frequency of walking and cycling activity. Detailed responses are provided below. For the most part, comments are provided verbatim but have been grouped to identify themes.

3.0.1 More Facilities

- in the rural areas designated walk/cycle paths beside the main roads. In the city the roads are wide enough and the traffic light enough that dedicated bike lanes are unnecessary, but maintenance of road ways and sidewalks is lacking, pot holes and cracked pavement can make both unpleasant, and icy sidewalks in winter will keep the less able bodied inside.
- More bike lanes and police enforcement of bike lanes to protect cyclists.
- Maybe with signs reminding drivers that cyclists have a right to be on the road too or at best, widen these areas.
- Bike lanes on all of our wide streets and a plan to address problem areas in the future
- Only reason I do not currently bike to work is there is no secure bike storage or facilities for changing/showering within the building. City could work with businesses/organizations to promote healthy commuting options.
- Bike lanes

3.0.2 Network Connectivity

- Link to south and north port

3.0.3 Accessibility

- Easier access for walkers and wheelchairs

3.0.5 Other

- I do so depending on physical capabilities
- It is fine the way it is
- NA

4.0 Additional Comments - Walking and cycling

Respondents were asked to provide any additional comments regarding walking and cycling in Port Alberni. Detailed responses are provided below. For the most part, comments are provided verbatim but have been grouped to identify themes.

4.0.1 Education

- I would like to see more driver education about people walking and cycling in town. Drivers are not always as aware as they should be.
- I think education for motorists is important about sharing the road with cyclists. Also need to educate pedestrians that wearing all black at night in the rain makes them invisible.
- Vehicles don't consider the safety of cyclists or pedestrians in this town. This needs to be dealt with asap via bike lanes & education before more deaths occur.

4.0.2 Enforcement

- Traffic laws need to be enforced... what happened to mandatory helmets?

4.0.3 Facilities

- Thanks for the survey...Bike lanes on Beaver Creek Road / River Road / Etc. would be a good idea. Publicizing the bike lanes could draw more people Uptown.
- This is a great city to cycle commute in as it has ridiculously wide streets, but there are some critical areas that I think stop people from doing it, although, it seems that more and more people are put there biking and walking and it is great to see!
- Please just paint some lines for bike lanes - I believe strongly it will assist with making cycling safer in this town and promote increased use by all ages.
- Make cycling access and safety priorities not just for residents but for visitors. If there was a safe bike path all along River Road that made connecting to other parts of the water front safe and easy there would be far more residents walking, strolling, biking, and roller blading in the city. It would also be a great tourist draw, encouraging visitors to spend more time in town by going on bike tours.
- Would like to see more places to park a bicycle securely and more places to sit down.
- The funneling of all pedestrian traffic through downtown Port Alberni seems to be a shame when there is beautiful waterways that could be strolled by if some sort of board walk could be developed that stretches from Harbour Quay to Victoria Quay.
- cycling lanes would be greatly appreciated for the safety of all cyclists, pedestrians and drivers

4.0.4 Support Programs

- it should be encouraged to support a healthy and active community, Port Alberni should catch up with what other Vancouver Island communities have done in relation to cycling
- Miss being able to do it more often. Glad to see encouragement.

4.0.5 Accessibility

- Handicapped accessible

4.0.6 Other

- Improvement of walking/cycling environments in the city should not be considered as a stand-alone problem; for example, spending money to create bike lanes won't make the city itself more accessible, because the most heavily trafficked and important areas of town are inherently dangerous for biking (ie. on steep hills, located along highways). Any effort put towards trying to improve the city's walking/cycling environment needs to be considered as part of a larger plan that includes improving recreation and tourism opportunities.
- It is easy to get around
- Cycling lanes are a waste of money, we have some of the widest roads around and maybe 20 commuters

Farmer's Market

The City and consultants hosted a booth at the Farmers Market at Harbour Quay on July 20, 2013. The booth was a successful public consultation event as over 60 people viewed the boards, asked questions and gave feedback on walking and cycling in Port Alberni.

The booth was made up of five display boards. These boards covered the topics of:

- Project overview;
- Profile of Port Alberni;
- Issues and opportunities for walking and cycling;
- Walking- sidewalk map and additional facilities; and
- Cycling- proposed network map and additional facilities.

Members of the public were encouraged to respond to the information by posting notes on the boards with their feedback on strategies, routes, intersections and facilities. After the event the boards were placed in City Hall to allow more people to view them and respond.

Overall, the feedback received at the booth was very positive. Many people noted how they appreciated that this study was being completed and that it was important step for the town. A number of questions were asked about implementation, including some skepticism that the study would produce results.

A summary of the issues raised include:

Strategies

Walking	Walking & Cycling	Cycling
<ul style="list-style-type: none">• Washrooms• Walking tours<ul style="list-style-type: none">◦ Map◦ History of Port Alberni• Skateboards• Scooters	<ul style="list-style-type: none">• Education of all road users• Printable, easy to read cycling and walking routes and trails• More bus service (x2)• Circle Routes	<ul style="list-style-type: none">• Bike education• Links to trails• Enjoy riding on the Dyke• Map of cycling routes

Walking- Routes and Facilities

- Access to trails
- Maintenance
- Accessibility for scooters
- Covered bus stops
- Education about correct use of road
- Speed too fast
- Benches on trails
- There needs to be a crosswalk near the Attic (next intersection from Buy-Low)
- Pacific Rim Shop – Centre Sidewalks – make it safe for pedestrians

- Bridge across Roger Creek to fairgrounds
- Scooter/bike lane
- Not an easy walk along the waterfront from Beaver Creek towards downtown Port Alberni
- A way to walk from Victoria Quay to Argyle Street
- Access to Papermill Dam Park
- River Road needs better facilities for pedestrians (promenade)
- Connect River Road and Stamp Avenue with path
- Walkway/sidewalk on both sides of Stamp Avenue
- Garbage Cans
- Pedestrian only around the Quay make people park further up Argyle
- Doggy bags on trails and walkways
- Signage and maps especially to trails

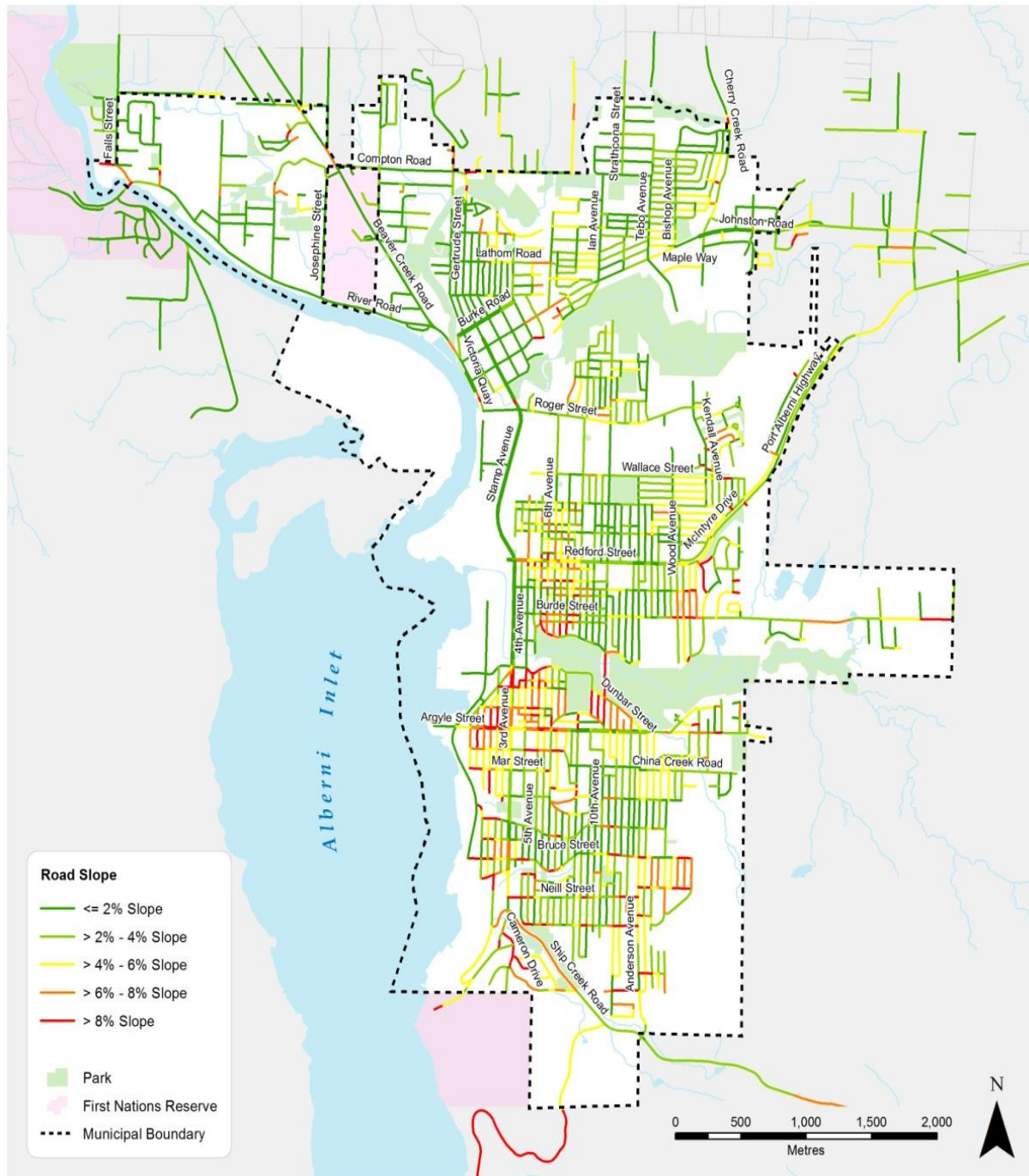
Cycling- Proposed Network and Facilities

- Access to Spout Lake – similar to Ucluelet
- Beaver Creek Road – Needs a bike lane (x2)
- Trucks on 3rd Avenue – noise, pollution and speed
- River Road bike path – tourist draw
- Washrooms at Bob Daly Stadium (x2)
- Enhanced pavement markings
- Bike racks (x4)
- 3rd Avenue parking – large cars parking far out into the road, forcing cyclists too far out into the street
- Stamp and Redford is dangerous
- Difficult to get people to go uphill to 6th Street – regarding our 6th Street crossing – more of a preference for a connection on Stamp Avenue
- Stamp Avenue – the flat connection, important but a challenge
- Dangerous: Stamp Avenue – 10th Avenue gully so I ride on sidewalks
- Industrial Traffic (3rd Avenue)
- Port Alberni Highway shoulder is narrow and feels unsafe
- 10th and Dunbar intersection – paint or caution signs
- Hills!
- Bike share
- Harbour Quay
 - Permanent special farm theme
 - Bike valet for farmers market
- Kevin's bicycle rack is great!
- Cyclists need to use a bell when passing pedestrians
- Signs on road to show where cyclists should be

Appendix B - Topography

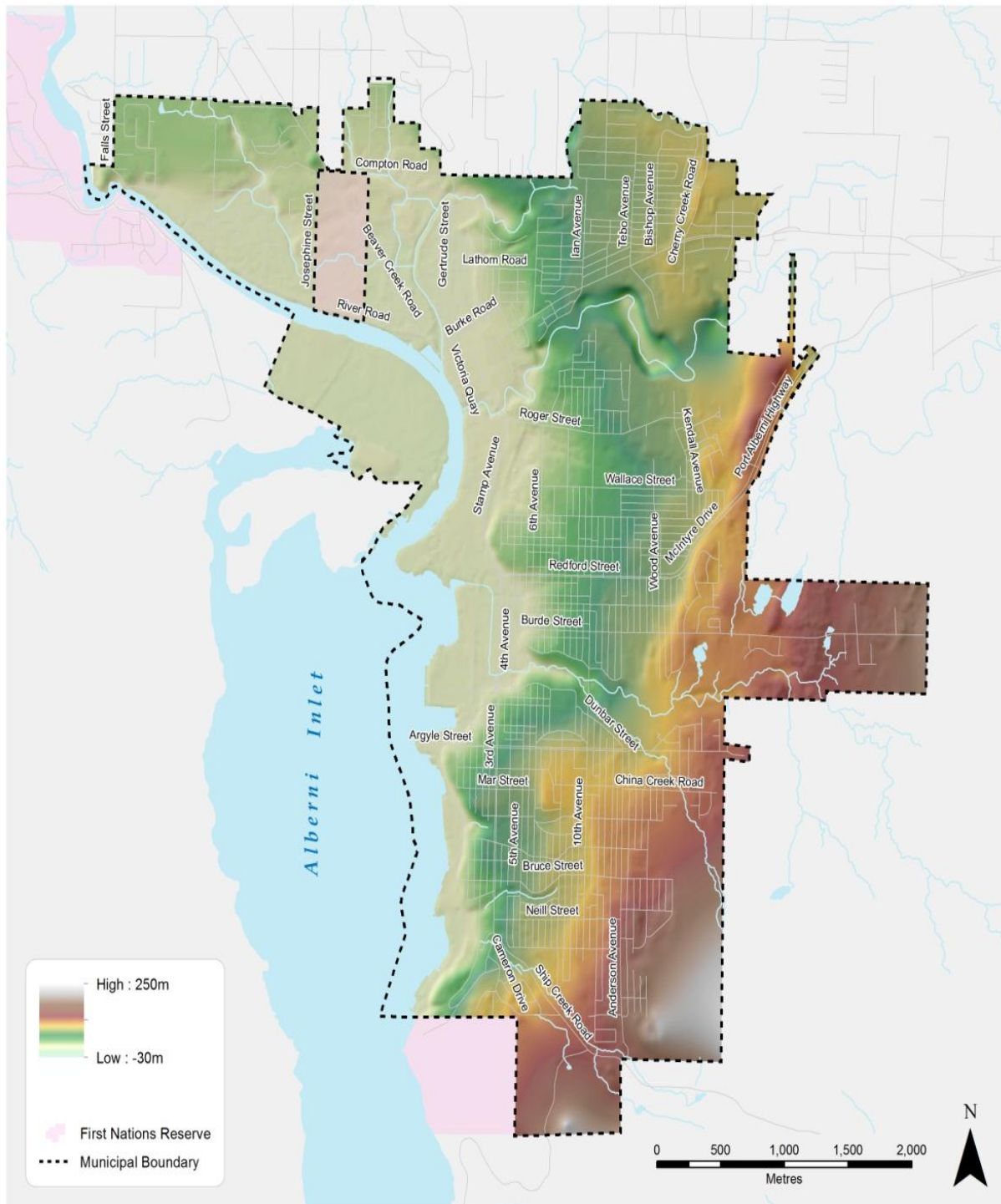
Topography can have a significant impact on the pedestrian and cycling experience and has been found to impact cycling and walking frequency particularly when discussing travel for transportation purposes. The slope of a street can have a dramatic affect on the visual appearance of the street and the neighbourhood as a whole. Streets with small or no hills are considered, by most, to be easier to walk and cycle than steeper hills. Gentle hills and slight changes in topography can create pleasant views and a visually interesting streetscape. However, hills which are too steep that make cycling and walking difficult or uncomfortable for major population groups would be considered too steep and create a difficult active transportation environment. The topography of Port Alberni, as represented in **Figures 1 and 2**, is quite steep and can have a significant impact on both walking and cycling. In a number of locations is greater than 8% which can make walking and cycling difficult, or at least act as an added barrier or deterrent to walking. Some of the steepest areas in the City include the Southport Commercial Area and the 10th Avenue crossing of Dry Creek.

Figure B1
Percent of Slope by Street Segment



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Figure B2
Topographic Elevations



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Appendix C- Greenhouse Gas Emissions

One of the key reasons to promote cycling and walking is because neither mode generates greenhouse gas (GHG) emissions. This is important because, similar to most communities in British Columbia and elsewhere, transportation is responsible for over half (58%) of the City's GHG emissions, as shown in **Figure 1**. As shown in **Figure 2**, this is lower than many other communities throughout central and south Island.

Figure C1

GHG Emissions by Sector (2010)

Source: 2013 Community Energy and Emissions Inventory

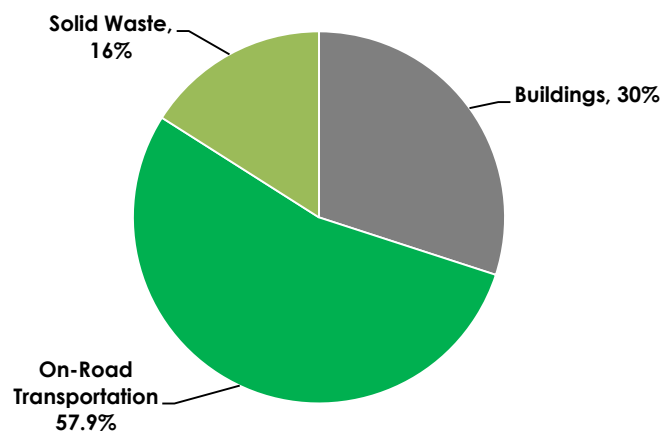
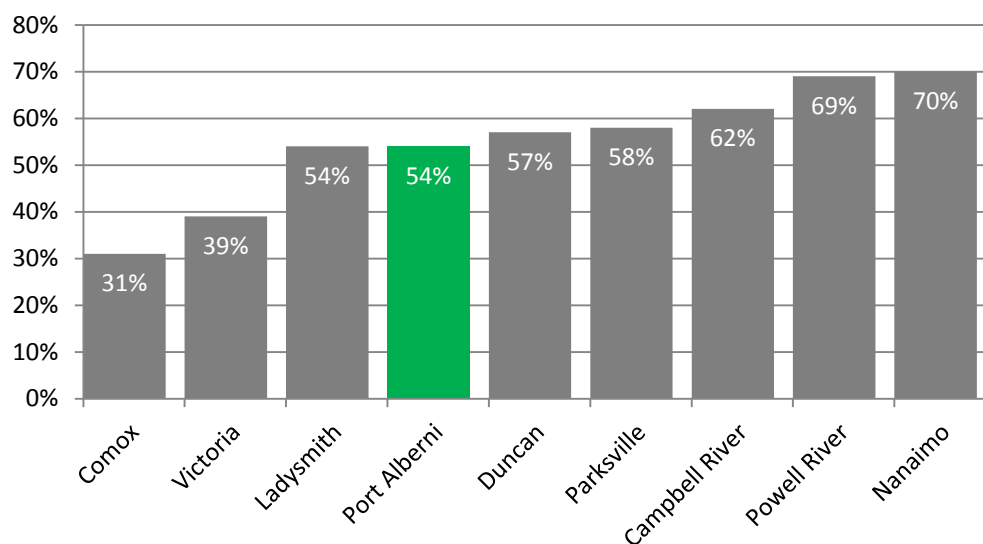


Figure C2

Proportion of On-Road Transportation GHG Emissions in Vancouver Island Communities (2010)

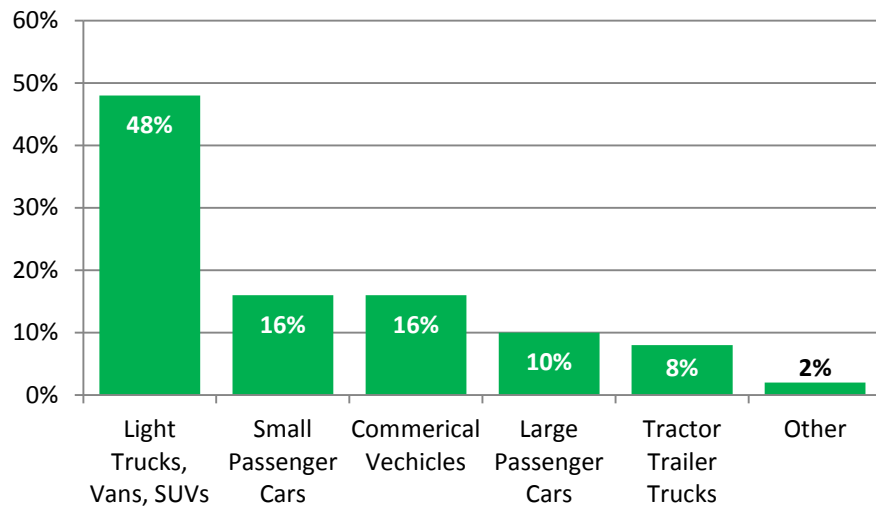
Source: 2013 Community Energy and Emissions Inventory



In addition, nearly three-quarters (74%) of transportation-related GHG emissions are emitted from passenger cars, light trucks, vans, and SUVs, as shown in **Figure 3**. As such, the Active Transportation Plan presents an important opportunity for the City of Port Alberni to encourage more people to walk and cycle as a means to reducing community-wide emissions.

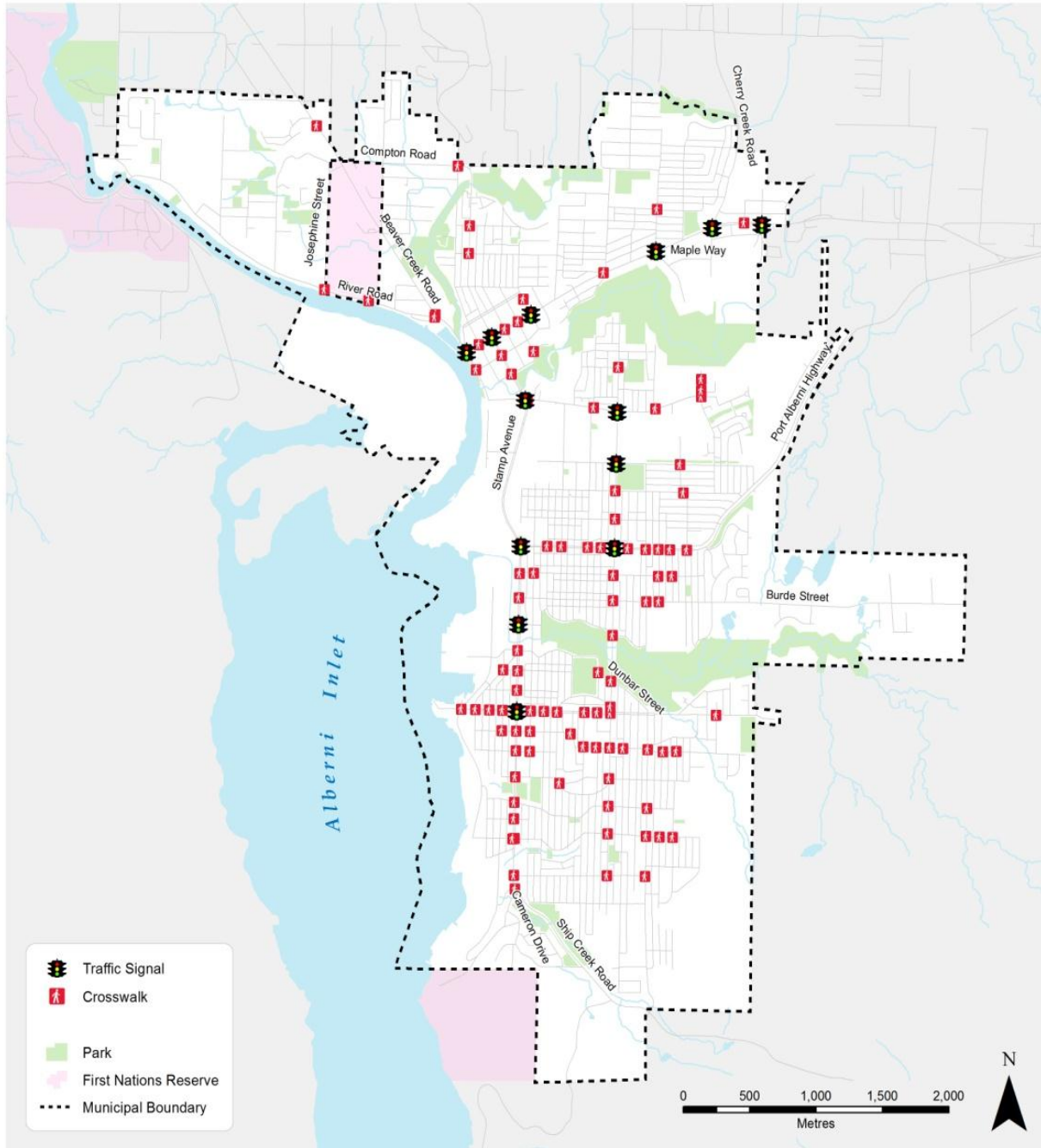
Figure C3
Transportation-Related GHG Emissions in Port Alberni (2010)

Source: 2012 Community Energy and Emissions Inventory



Appendix D- Pedestrian Crossings

Figure D1
Existing Pedestrian Infrastructure



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Figure D2

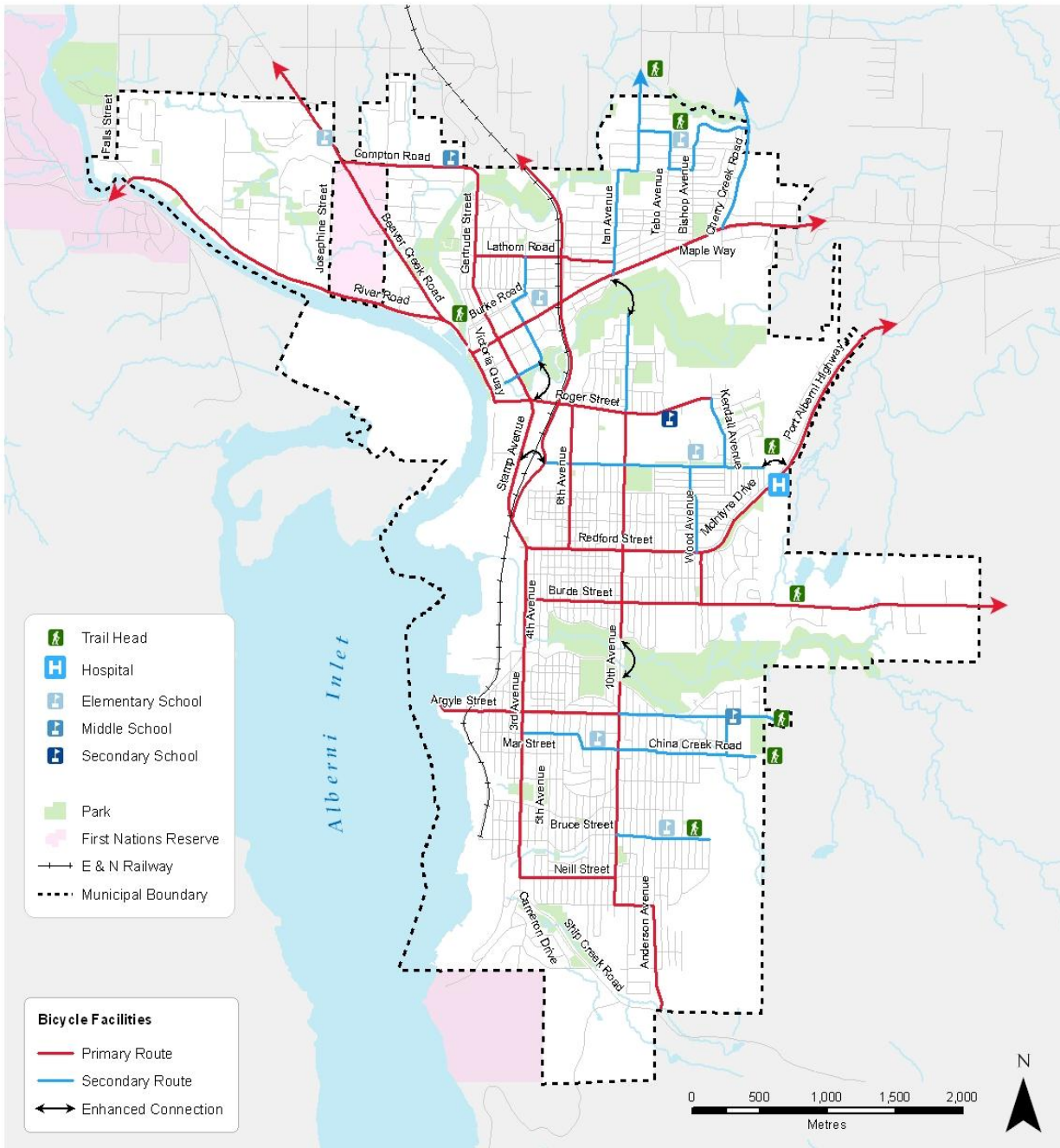
City of Port Alberni Pedestrian Crossing Features

Intersection Location	Pedestrian Crossing Features			
	<i>Pedestrian Push Button</i>	<i>Pedestrian Countdown Timers</i>	<i>Audible Pedestrian Signals</i>	<i>Any Other Features</i>
1. Argyle St & 3 rd Ave	All directions	N/A	All crosswalks	Curb Extensions
2. Napier St & 3 rd Ave	All directions	N/A	N/A	Curb Extension
3. Redford St & Stamp Ave	All directions	N/A	All directions	N/A
4. 10th Avenue and Redford Street	All directions	Across Redford	Across Redford	N/A
5. 10th Avenue and Wallace Street	All directions	N/A	All directions	N/A
6. 10th Avenue and Roger Street	All directions	N/A	All directions	N/A
7. Stamp Avenue and Roger Street	2 way crossing only	N/A	All directions	N/A
8. Alberni Highway & River Road	All directions	N/A	N/A	N/A
9. Alberni Highway & Gertrude St	All directions	All directions	N/A	N/A
10. Alberni Highway & Helen St	Only across Alberni Hwy	Only across Alberni Hwy	N/A	N/A
11. Alberni Highway & Tebo Avenue	3 way crossing only	N/A	N/A	N/A
12. Alberni Highway & Cherry Creek Road	All directions	N/A	N/A	N/A
13. Alberni Highway & Broughton Street	All directions	N/A	N/A	N/A

Appendix E- On-Street Bicycle Network

Figure E1

Proposed On-Street Bicycle Network (Primary and Secondary Routes)



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Appendix F- Detailed Phasing of Infrastructure Improvements



Figure F1
Detailed Bicycle Improvements

Roadway	From	To	Facility Type	Improvement Type	Distance (km)	Priority
River Rd	Falls St	Burke Rd	Primary	Bicycle Lane (widening req)	2.97	Long-Term
Beaver Ck	River Rd	Pierce Rd	Primary	Bicycle Lane	1.86	Long-Term
Compton Rd	Beaver Ck Rd	Gertrude St	Primary	Bicycle Lane	1.02	Medium-Term
Gertrude St	Roger St	Compton Rd	Primary	Bicycle Lane	1.72	Medium-Term
Johnston Rd	Victoria Quay	John St	Primary	Bicycle Lane	2.60	Short-Term
Lathom Rd	Gertrude St	Ian Ave	Primary	Bicycle Lane	1.05	Medium-Term
Adelaide St	Pemberton Rd	Johnston Rd	Primary	Bicycle Lane	0.25	Long-Term
Victoria Quay	Roger St	Burke Rd	Primary	Bicycle Lane (widening req)	0.55	Long-Term
Roger St	Victoria Quay	Kendall Ave	Primary	Bicycle Lane	1.63	Short-Term
Stamp Ave (west side)	R.R. X-ING	Roger St	Primary	Bicycle Lane (widening req)	1.09	Long-Term
Redford St	(W) E.O.P.	San Mateo Dr	Primary	Bicycle Lane	1.47	Medium-Term
Port Alberni Hwy	San Mateo Dr	Easterly	Primary	Bicycle Lane	1.90	Medium-Term
3rd Ave	Cameron St	Redford St	Primary	Bicycle Lane	3.08	Short-Term
Neill St	3rd Ave	10th Ave	Primary	Bicycle Lane	0.71	Medium-Term
Scott St	10th Ave	Anderson Ave	Primary	Bicycle Lane	0.23	Long-Term
Anderson Ave	Ship Creek Rd	Scott St (E)	Primary	Bicycle Lane	0.86	Long-Term
E&N Rail Trail	Stamp Ave	City Boarder	Primary	Multi- Use Path	2.75	Long-Term
10th Ave	Roger St	Northrly	Secondary	Local Bikeway	0.70	Medium-Term
10th Ave	Scott St	Roger St	Primary	Bicycle Lane	3.50	Short-Term
Bruce St	10th Ave	17th Ave	Secondary	Local Bikeway	0.69	Medium-Term
Angus St	3rd Ave	7th Ave	Secondary	Local Bikeway	0.42	Long-Term
7th Ave	China Creek Rd	Angus St	Secondary	Local Bikeway	0.10	Long-Term
Argyle St	(W) E.O.P.	10th Ave	Primary	Bicycle Lane	1.28	Short-Term
Argyle St	11th Ave	Easterly	Secondary	Local Bikeway	1.44	Medium-Term
China Creek Rd	7th Ave	(E) E.O.P.	Secondary	Local Bikeway	1.29	Long-Term
18th Ave	China Creek Rd	Argyle St	Secondary	Local Bikeway	0.27	Long-Term
Burde St	3rd Ave	21st Ave	Secondary	Local Bikeway	1.78	Long-Term
17th Ave	Burde St	Redford St	Secondary	Local Bikeway	0.38	Long-Term
Wood Ave	Redford St	Maitland St	Secondary	Local Bikeway	0.41	Long-Term
6th Ave	Redford St	Roger St	Secondary	Local Bikeway	1.02	Medium-Term
Kendall Ave	Maitland St	Huff Dr	Secondary	Local Bikeway	0.54	Long-Term
Wallace St	(W) E.O.P.	21st Ave	Secondary	Local Bikeway	1.64	Long-Term
Ian Ave	Johnston Rd	Compton Rd	Secondary	Local Bikeway	0.76	Long-Term

Roadway	From	To	Facility Type	Improvement Type	Distance (km)	Priority
Compton Rd	Ian Ave	Strathcona St	Secondary	Local Bikeway	0.15	Long-Term
Strathcona St	Compton Rd	Shaughnessy St	Secondary	Local Bikeway	0.28	Long-Term
Shaughnessy St	Strathcona St	Tebo Ave	Secondary	Local Bikeway	0.24	Long-Term
Tebo Ave	Cedar St	Shaughnessy St	Secondary	Local Bikeway	0.18	Long-Term
Morgan Cres (N)	Tebo Ave	Bishop Ave	Secondary	Local Bikeway	0.17	Long-Term
Bishop Ave	Morgan Cr (N)	Cherry Cr Rd	Secondary	Local Bikeway	0.59	Long-Term
Cherry Creek Rd	Johnston Rd	Bishop Cr	Secondary	Local Bikeway	0.77	Medium-Term
Southgate Rd	Victoria Quay	Merrifield St	Secondary	Local Bikeway	0.95	Medium-Term
Helen St	Burke Rd	Lathom Rd	Secondary	Local Bikeway	0.27	Medium-Term
Burke Rd	Helen St	Adelaide St	Secondary	Local Bikeway	0.12	Medium-Term
Adelaide St	Pemberton Rd	Arrowsmith Rd	Secondary	Local Bikeway	0.52	Medium-Term
Pemberton Rd	Adelaide St	Cul-de-sac	Secondary	Local Bikeway	0.15	Medium-Term
Total					46.33	



Figure F2
Detailed Sidewalk Improvements

Roadway	From	To	1 or 2 Sides Needed	Distance (m)	Priority
River Rd	Falls St	Burke Rd	1	2968	Long-Term
Beaver Creek Rd	River Rd	Heaslip Rd	1	135	Short-Term
Beaver Creek Rd	Heaslip Rd	Pierce Rd	2	3456	Short-Term
Johnston Rd	Leslie Ave	Tebo Ave	1	836	Medium-Term
Victoria Quay	Roger St	Burke Rd	1	547	Medium-Term
Roger St	Victoria Quay	Stamp Ave	1	276	Medium-Term
Roger St	Anderson Ave	Kendall Ave	1	441	Medium-Term
Stamp Ave (east & west side)	Redford St	R.R.X-ING	1	1094	Long-Term
Redford St	15th Ave	San Mateo Dr	1	263	Medium-Term
Port Alberni Hwy	San Mateo Dr	Easterly	1	1904	Medium-Term
3rd Ave	Ship Creek Rd	South St	1	480	Medium-Term
Anderson Ave	Ship Creek Rd	Comox St	2	918	Short-Term
Anderson Ave	Comox St	Bruce St	1	679	Short-Term
Ship Creek Rd	3rd Ave	Anderson Ave	2	2834	Long-Term
Cherry Creek Road	Michigan Rd	Bishop Cr	1	521	Long-Term
Compton Rd	Beaver Creek Rd	Gertrude St	2	2038	Medium-Term
Lathom Rd	Gertrude St	Ian Ave	1	1045	Long-Term
Argyle St	Anderson Ave	17th Ave	1	383	Medium-Term
Argyle St	17th Ave	Easterly	2	1214	Medium-Term
McIntyre Dr	Wood Ave	Morton Ave	2	630	Medium-Term
3rd Ave	Cameron Ave	Ship Creek Rd	1	118	Long-Term
Cameron Dr	3rd Ave	Mallory Dr	1	45	Long-Term
Cameron Dr	Hamilton Dr	Ship Creek Rd	2	308	Long-Term
Bruce St	4th Ave	9th Ave	1	565	Long-Term
5th Ave	Bruce St	Montrose St	1	449	Medium-Term
18th Ave	China Creek Rd	Argyle st	1	270	Medium-Term
10th Ave	Bruce St	Melrose St	1	194	Short-Term
10th Ave	Dogwood St	Rosewood St	1	216	Short-Term
Burde St	17th Ave	Bracken Ln	2	1236	Long-Term
Burde St	Bracken Ln	Ilkeston Rd	1	651	Long-Term
Wood Ave	Redford St	Exton St	1	520	Long-Term
Kendall Ave	King St	Huff Dr	1	332	Medium-Term
Wallace St	(W) E.O.P.	10TH AVE	1	598	Medium-Term
Wallace St	Anderson Ave	Kendall Ave	1	521	Medium-Term
Josephine St	River Rd	Beaver Creek Rd	2	1878	Long-Term



Roadway	From	To	1 or 2 Sides Needed	Distance (m)	Priority
Indian Ave	Beaver Creek Rd	Compton Rd	2	994	Long-Term
Leslie Ave	Johnston Rd	Lathom Rd	2	616	Long-Term
Compton Rd	Ian Ave	Tebo Ave	1	370	Medium-Term
Strathcona St	Compton Rd	Marpole St	1	191	Long-Term
Strathcona St	Marpole St	Shaughnessy St	2	184	Long-Term
Bishop Ave	Johnston Rd	Craig Rd	2	456	Medium-Term
Bishop Cres	Haslam Dr	Cherry Cr Rd	2	200	Medium-Term
Southgate Rd	Margaret St	Elizabeth St	1	221	Medium-Term
Southgate Rd	Elizabeth St	Helen St	2	452	Medium-Term
Adelaide St	Southgate Rd	Johnston Rd	1	151	Medium-Term
Kingsway Ave	Strathern St	3rd Ave	1	164	Medium-Term
Maple Way	Tebo Ave	Cherry Cr Rd	1	319	Long-Term
Tebo Ave	Maple Way	Johnston Rd	2	133	Long-Term
Arrowsmith Rd	HELEN ST	E & N RAILWAY	2	234	Medium-Term
Vimy	Roger St	(N) E.O.P.	2	256	Long-Term
Maitland St	10th Ave	Anderson Ave	1	227	Long-Term
7th Ave	Strathern St	Dunbar St	1	114	Long-Term
North Crescent	7th Ave	9th Ave	1	202	Long-Term
McNaughton Ave	Argyle St	Frank St	2	368	Long-Term
China Creek Rd	8th Ave	10th Ave	1	204	Long-Term
Bruce St	Anderson Ave	15th Ave	1	200	Long-Term
BRUCE ST	15th Ave	17TH AVE	2	400	Long-Term
15th Ave	Bruce St	Melrose St	1	200	Long-Term
			Total	37419	



Figure F3
Detailed Pedestrian Improvements

Intersection	Improvement
1. Argyle St & 3 rd Avenue	Pedestrian Countdown Timers (all)
2. Napier St & 3 rd Avenue	Pedestrian Countdown Timers (all)
	Audible Pedestrian Signals
3. Stamp Avenue and Roger Street	Pedestrian Countdown Timers (all)
4. Redford St & Stamp Avenue	Pedestrian Countdown Timers (all)
5. 10th Avenue and Redford Street	Pedestrian Countdown Timers (E/W 10th Avenue)
6. 10th Avenue and Wallace Street	Pedestrian Countdown Timers (all)
7. 10th Avenue and Roger Street	Pedestrian Countdown Timers (all)
8. Johnston Road & River Road	Pedestrian Countdown Timers (all)
	Audible Pedestrian Signals
9. Johnston Road & Gertrude Street	Audible Pedestrian Signals
10. Johnston Road & Helen Street	Pedestrian Countdown Timers (all)
	Audible Pedestrian Signals
	Pedestrian Pushbutton
11. Johnston Road & Tebo Avenue	Pedestrian Countdown Timers (all)
	Audible Pedestrian Signals
12. Johnston Road & Cherry Creek Road	Pedestrian Countdown Timers (all)
	Audible Pedestrian Signals
13. Johnston Road & Broughton Street	Pedestrian Countdown Timers (all)
	Audible Pedestrian Signals