Review of the Port Alberni Active Transportation Plan

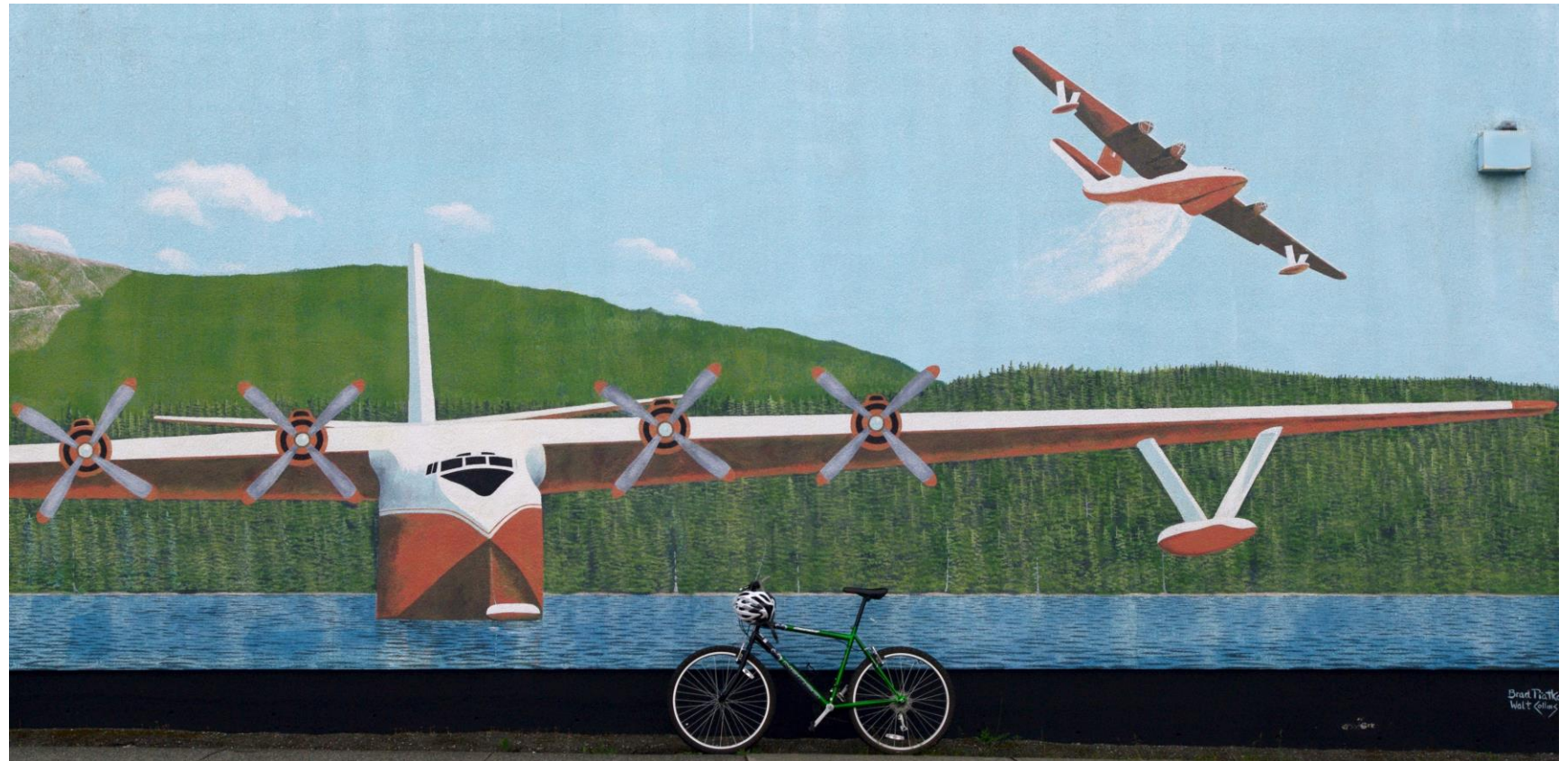## Presentation to Port Alberni City Council

September 18, 2017

Sarah Thomas

Principal, ECOllaborate Now

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Presentation Overview

- **ATP goals & action areas**

- **Review ATP strategies**
  - Successes
  - Gaps
  - Recommendations & Best Practices

*Bike to Work Week 2017*
(Photo: PJ Bell)

Active Transportation Plan (2014)

- **Goals**
  1. More walking and cycling trips
  2. Better connected and efficient network
  3. Provide better access to regional trails
  4. Safer walking and cycling

- **Action Areas**
  1. Network Development and Connectivity
  2. Safety and Education
  3. Accessibility and Design

City of Port Alberni
Active Transportation Plan
Final Report
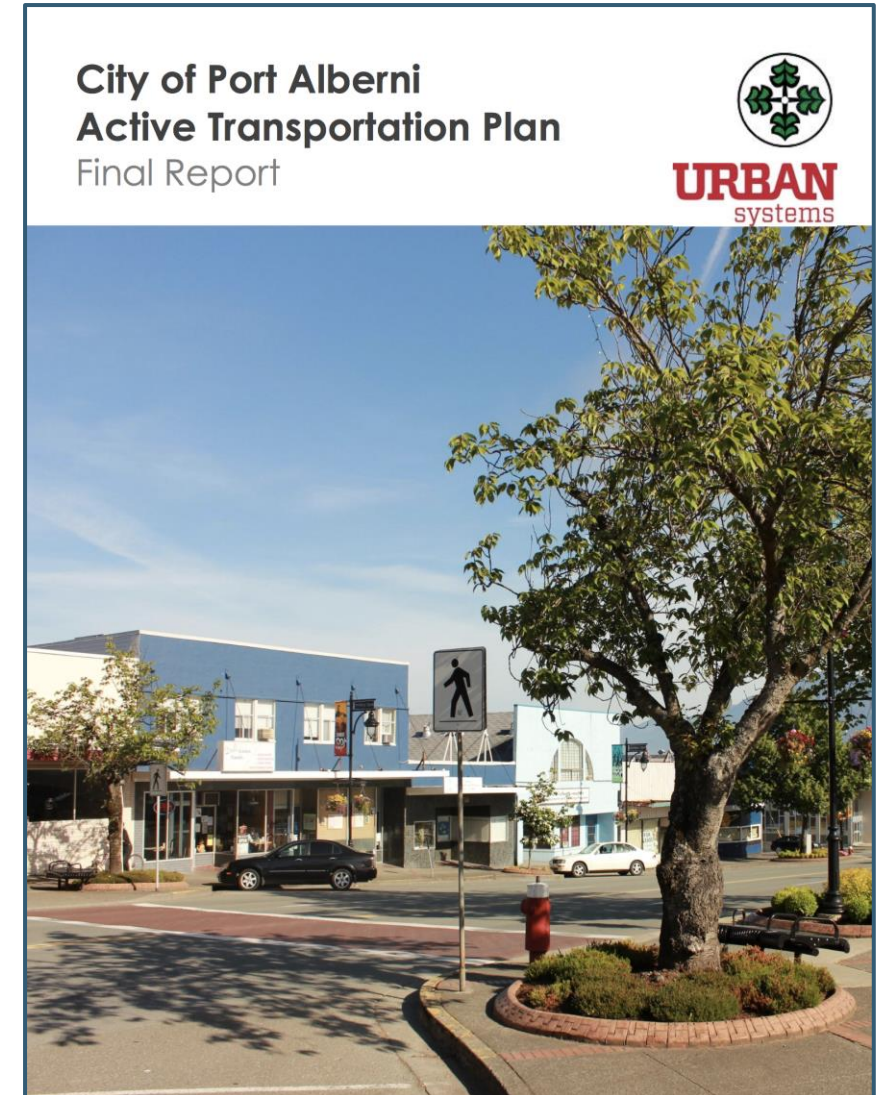
Network Development and Connectivity

- **Strategy 1.1**
  - Develop an On-Street Bicycle Network

- **Strategy 1.2**
  - Increase Sidewalk Connectivity
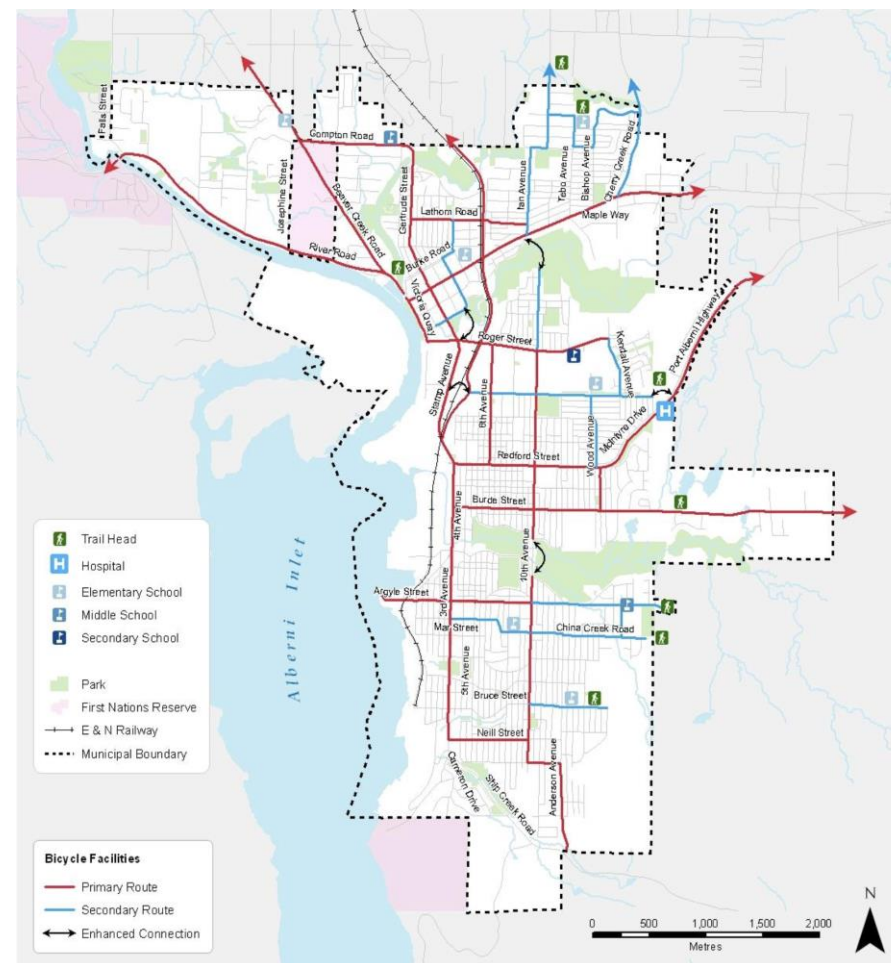
- **Strategy 1.3**
  - Regional Trail Connections

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Strategy 1.1 Develop an On-Street Bicycle Network

- **ATP Actions**
  - 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.
  - For the purposes of the City of Port Alberni's plan, four types of on-street and off-street bicycle facilities can be considered:
    - *Primary Route Facilities*: off-street pathways, cycle tracks, and bicycle lanes
    - *Secondary Route Facilities*: neighbourhood bikeways
  - Proposed on-street bicycle network map has been developed based on destinations, direct routes, connecting key parts of the city and ease of travel. It will be built out over a 10-year period (by 2024).

Strategy 1.1 Develop an On-Street Bicycle Network

- **Successes**
  - Bicycle network growing, with a number of routes fully or partially completed
  - $100,000 in BikeBC funding confirmed for Stamp Ave. multi-use pathway

- **Gaps**
  - Many routes incomplete, including "short-term priority" routes
  - In some locations, bike routes were completed as "secondary route facilities" (sharrows) whereas ATP called for "primary route facilities" (bike lanes, cycle tracks, or off-street pathways)

Sarah Thomas

Strategy 1.1 Develop an On-Street Bicycle Network

- **Recommendations**

  1. Undertake public consultation regarding existing cycling infrastructure to assess strengths, weaknesses, and opportunities for future investment

  2. Continue adding cycling facilities as funding becomes available, following best practices and prioritizing the short- and medium-term routes identified in the ATP

  3. All bike routes designated as "primary route facilities" in the ATP that are currently marked only with sharrows should be upgraded to bike lanes, cycle tracks, or off-street pathways. Only those routes designated in the ATP as "secondary route facilities" should be marked with sharrows.

Existing Cycling Network


Additions Required for Completion

Strategy 1.1 Develop an On-Street Bicycle Network

- **Recommendations**

  4. As budgeted for in the *2017 Capital Projects Budget*, create a phased implementation plan for installing All Ages and Abilities (AAA) cycling facilities. This implementation plan should be tied in with the ATP in order to maximize each plan's benefit.

  5. Conduct pilot projects to test AAA facility types and locations, following the example of successful pilot projects in other municipalities

     - *Example pilot: Install temporary AAA protected bike lane along Roger St. from Gertrude St. to North Island College during Bike to Work Week in 2018*

  6. Decrease speed limit to 30km/h along designated cycling routes and in areas of heavy or at-risk pedestrian traffic
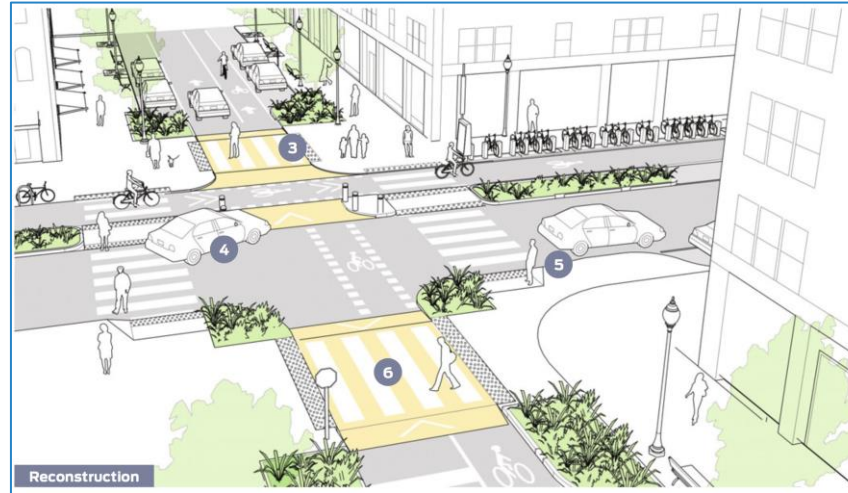
Lower Speeds Reduce Risk
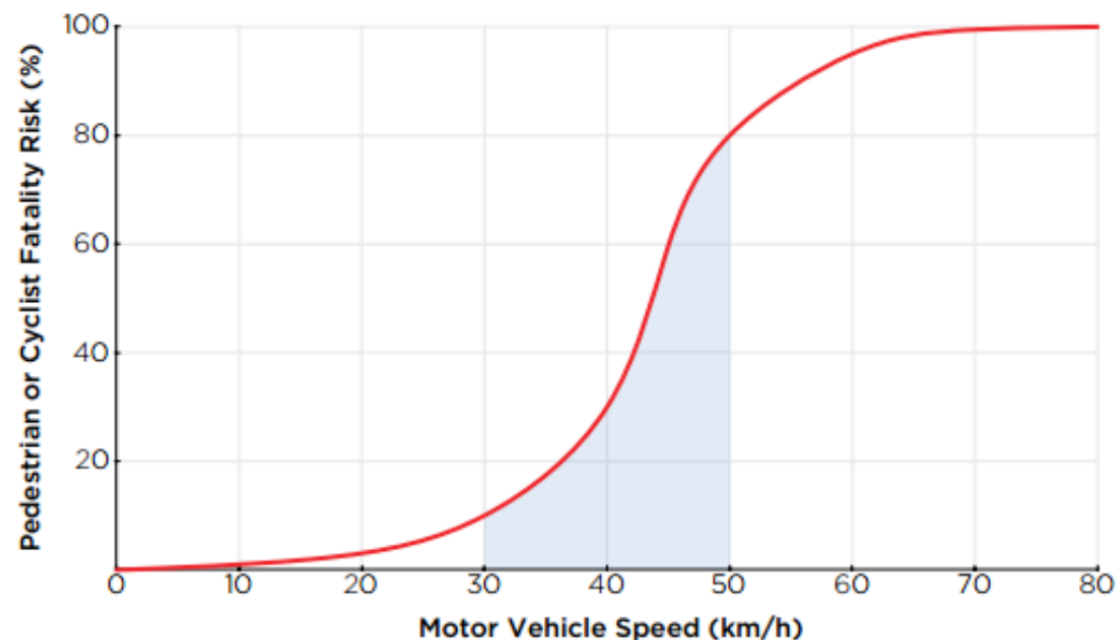
Source: Based on data from VicRoads,Australia. Found in Victorian Auditor-General's Office

City of Vancouver Transportation Design Guidelines: All Ages and Abilities Cycling Routes

Safety and Education

- **Strategy 2.1**
  - Pedestrian Crossings

- **Strategy 2.2**
  - Bicycle Street and Bridge Crossings

- **Strategy 2.3**
  - Walking and Cycling Education

NACTO Urban Street Design Guide (above); Sarah Thomas (below)

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Strategy 2.3 Walking and Cycling Education

- **ATP Actions**
  - 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. Goal is 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.*

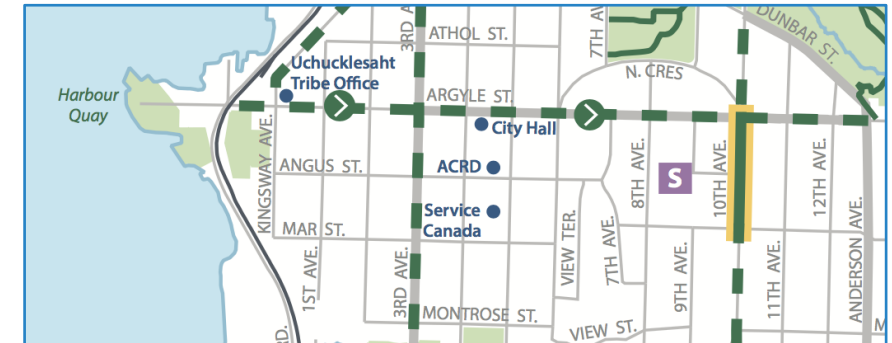# Strategy 2.3 Walking and Cycling Education

- **Successes**
  - Bike to Work Week & other cycling events
  - Adult bike skills course in Parks and Rec guide
  - Wheely Fun Alberni: Bike to School Education Pilot Project
  - Cycling Map
  - Active Transportation Website

- **Gaps**
  - Consistent funding and support for existing programs
  - Bike theft
  - Hazard mapping
  - Walking & mobility scooter education and awareness
    - *Current status of this action is outside the scope of this analysis*

Strategy 2.3 Walking and Cycling Education

- **Recommendations**
  1. Continue to support and work alongside Cycle Alberni and other groups interested in promoting Active Transportation
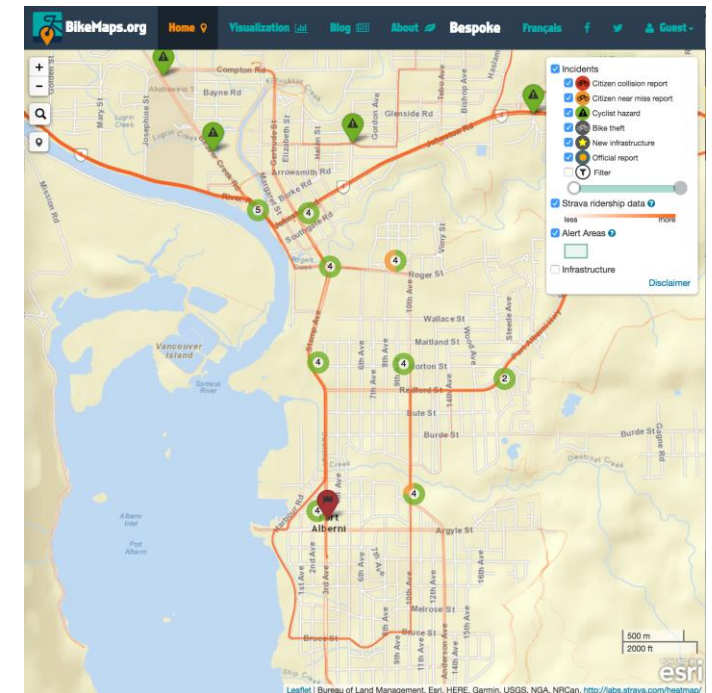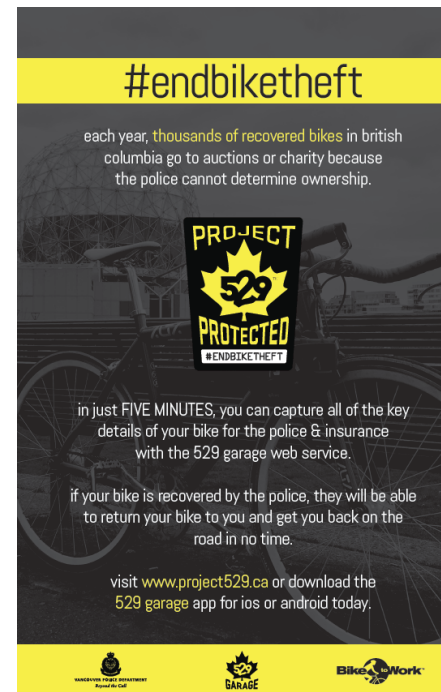   - *Provide consistent funding and consider taking municipal ownership of certain events/initiatives*
  2. Work with Cycle Alberni to update the Port Alberni Cycle Map as required
  3. Work with the RCMP to create or adopt a stolen bicycle registry
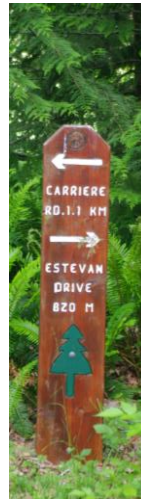   - *E.g. Project 529*
  4. Encourage the use of www.BikeMaps.org to map hazards and utilize the data to repair/update infrastructure
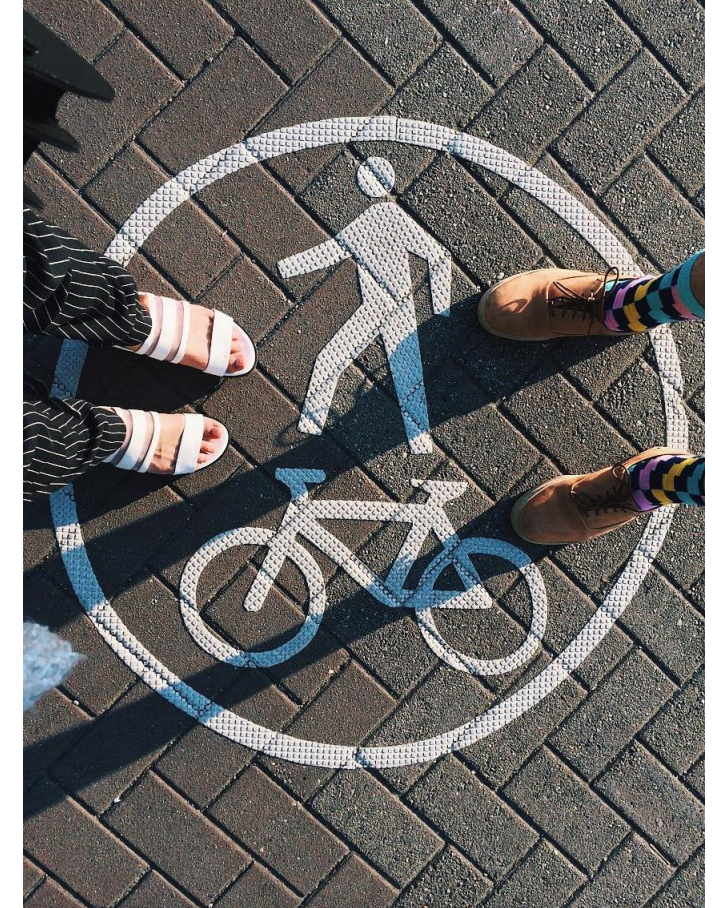
Accessibility and Design

- **Strategy 3.1**
  - Pedestrian Accessibility

- **Strategy 3.2**
  - Bicycle Parking

- **Strategy 3.3**
  - Wayfinding and Signage

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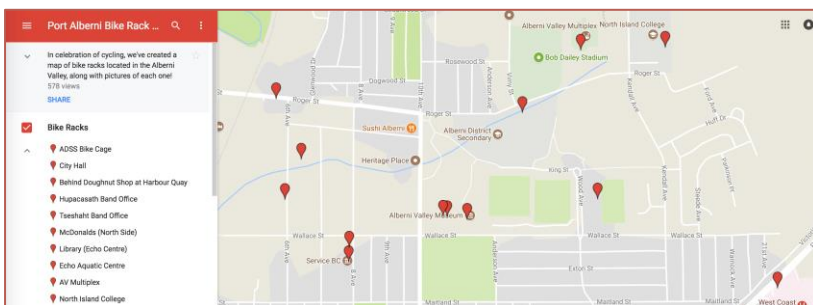PJ Bell

Strategy 3.2 Bicycle Parking

- **Successes**
  - Bylaw No. 4856 (Adopted Nov 10, 2014)
    - *Requires all new commercial and multifamily residential developments include bike parking*
  - Bike Rack Map
    - www.avtransitiontown.org/cycle-alberni/bike-rack-map
  - YPAV Community Bike Rack project
    - www.ypalbernivalley.ca/holloway-rd/

*YPAV with the new bike racks
(Photo: AV News)*

Strategy 3.3 Wayfinding and Signage

- **Gaps**
  - Cycling routes need to be better identified with signage and road markings
  - Trails are inconsistently signed and there is no wayfinding in the city to lead people to the trails
    - *Local community groups have taken the initiative to make signs for some of the trails, laying a framework that can be further developed*

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Strategy 3.3 Wayfinding and Signage

- **Recommendations**

1. Create a wayfinding and signage strategy to ensure full coverage and consistency across all cycling and pedestrian routes, including trails

2. Give logical names to common pedestrian and cycling routes and then brand signage and maps using these names

3. Accompany signage with pavement markings in order to ease wayfinding, indicate shared and separated spaces, and draw motorists' attention to the cyclists

NACTO Urban Bikeway Design Guide

Sharrow   *Bike Lane*

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Additional Recommendations

1. Continue Active Transportation Data Collection

2. Take ownership over funding and active transportation initiatives

3. The City should adopt specific targets (with set timelines) for cycling and walking mode share

Bike Counts

20 volunteers
2 days (April 2 & 6)
7-9am & 3-6pm
381 cycle trips
703 pedestrian trips

Statistics from 2016 Bike Counts in Port Alberni (Cycle Alberni)

Final Thoughts

- **Congratulations! & Thank you!**

- **…we look forward to the next phases of implementation**

PJ Bell

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