Electoral Area D

Active Transportation Network Plan

Strathcona
REGIONAL DISTRICT

bunt & associates

Corporate Authorization

bunt & associates

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1. INTRODUCTION

This document is an Active Transportation Network Plan (ATNP) prepared for the Strathcona Regional District (SRD) Electoral Area D (Area D). The following section introduces active transportation and the vision for how this ATNP will benefit the community.

1.1 WHAT IS ACTIVE TRANSPORTATION?

Active transportation encompasses all human-powered modes of transport, primarily cycling and walking, as well as skateboarding, scooters, and wheelchairs. Technological advancements have brought new options, such as pedal-assist and electric bicycles, scooters, and skateboards, collectively referred to as micro-mobility. These devices increase access to active transportation for more people.

Active transportation is most effective when supported by physical infrastructure, such as sidewalks, trails, and bike lanes, as well as amenities like wayfinding signs, bicycle storage facilities, and water fountains. These are examples of active transportation facilities that, together, form the community's active transportation network.

Benefits of Active Transportation

An active transportation network is a foundational aspect of any community, offering the most universal and commonly used connections to community facilities, services, recreational areas, cultural venues, businesses, family, and friends.

A well-connected active transportation network provides safer and more accessible travel options. All community members, especially children, people with disabilities, and the elderly, benefit from the enhanced mobility this network provides.

Active transportation can enhance several aspects of a community, such as health, the environment, safety, equity, and the economy. These aspects are expanded on in the next page.

Health

Physical activity improves both physical and mental well-being. Active transportation is both an affordable and accessible way to add exercise to a daily routine and increase face-to-face social interaction.

Environment

Reducing vehicle trips, traffic congestion, noise pollution, and greenhouse gas emissions helps to protect the land and its resources for future generations. Active transportation also improves access to the natural environment by low-impact means.

Safety

Increasing awareness and visibility of active transportation users improves community safety and comfort.

Society

Better transportation options improve equity by providing alternatives to those who may not have access to a vehicle.

Economy

Improved access provides more opportunities for businesses to engage with those outside the community and offers better options for community members to access employment and other resources.

1.2 ACTIVE TRANSPORTATION NETWORK PLAN

An Active Transportation Network Plan (ATNP) guides the future development of active transportation infrastructure and supports amenities, services, and programs. A successful and inclusive ATNP establishes a framework and an action plan to meet the needs and requirements of the broadest possible range of potential users.

Typically, ATNPs recommend new or improved active transportation infrastructure for the short term (1-10 years) and/or medium term (10-20 years), organizing these into a project list. The identified projects differ in scale, construction timelines, costs, and locations, and are prioritized based on various factors. This project list guides resource allocation for upcoming or planned infrastructure improvements. ATNPs also outline best practices for active transportation design, used alongside the project list to determine where and what types of projects to pursue.

1.3 PLAN PROCESS

Strathcona Regional District Electoral Area D's ATNP was developed over five phases, beginning in Summer 2025 with an in-depth review of existing conditions and a first round of community input. The intent of embedding engagement at the heart of the ATNP is to match Area D's active transportation future with community needs.

1.3.1 PROJECT PROCESS

Phase 1 – Start-up, Inventory, and Analysis

The ATNP development process began with a review of background information. The project team met with SRD staff to gain insight into existing conditions and active transportation goals, including a tour of the electoral area's transportation network. The team then created maps of the existing active transportation network.

Phase 2 – Community Engagement Round 1

Building on the first phase, the project team brought early insights and questions to the community through a first round of engagement. This included meetings with interest groups, an in-person public open house, a pop-up event, and an online public survey. These sessions introduced the project, gathered input on community values and priorities, and identified active transportation challenges and opportunities.

Phase 3 – Draft Active Transportation Network Plan

This phase involved developing the draft Active Transportation Network Plan, including a recommended network map, priority projects, improvement strategies, and active transportation design guidelines.

Phase 4 – Community Engagement Round 2

The fourth phase consisted of a second round of community engagement to confirm that the draft ATNP aligned with community expectations. This round included an online survey and interest-holder workshops.

Phase 5 – Final Active Transportation Network Plan

In the final phase, the ATNP was refined in response to feedback on the draft plan. The recommended projects and accompanying report were then finalized. The ATNP includes identifying a "shovel-ready" phase so the SRD can pursue future grant funding opportunities. Costing and design work for the shovel-ready project were completed as part of this process to expedite its implementation.

1.3.2 FUNDING THE ATNP

This ATNP is funded by the SRD, the Province of BC, and the Government of Canada through the Active Transportation Network Plan Grant and the Community Works Fund (i.e., the gas tax fund).

BC ATNP Grant Programs

The BC Active Transportation Infrastructure Grant Program provides two grant options: the *Active Transportation Network Planning Grant* (ATNPG) and the *Active Transportation Infrastructure Grant* (ATIG)[1]. The ATNPG funds safe, accessible active transportation planning for communities with under 25,000 people, covering 50% of costs up to $50,000. The ATIG covers 80% of costs for up to two "shovel-ready" projects identified by an ATNP. This ATNP was funded by the ATNPG; however, both the ATNPG and the ATIG programs have since been placed on hold.

Community Works (Gas Tax) Fund

The *Community Works Fund* (CWF)[1], also known as the Gas Tax Fund, allocates funding to local governments based on a per capita formula. Each local government receives funds proportional to its population. The funds can be used for eligible projects, including the rehabilitation of local roads, bridges, cycling lanes, sidewalks, pedestrian pathways, and hiking trails (i.e., active transportation infrastructure).

[1] Government of British Columbia. "B.C. Active Transportation Infrastructure Grants Program", Government of British Columbia, Victoria, BC, Canada, 2025. [Online]. Available: https://www2.gov.bc.ca/gov/content/transportation/funding-engagement-permits/funding-grants/active-transportation-infrastructure-grants

1.3.3 INTEGRATION

This ATNP has been prepared in conjunction with other local planning initiatives and will be integrated with a Parks and Trails Plan for Area D. The key documents are summarized below.

2023-2027 Strategic Plan (2023)

The Strategic Plan outlines the vision, values, and strategic priorities to guide governance in the SRD. The Plan has three focus areas: Community Well-Being, Climate Resiliency, and Good Governance. Within these areas are the sub-goals of being a community-driven local government that supports community health and affordable living, builds relationships with First Nations communities, and adapts to the challenges of a changing climate.

Official Community Plan – Electoral Area D (2023)

The Official Community Plan (OCP) outlines the vision, values, and planning strategies to guide the future development of Electoral Area D. The OCP outlines six objectives for Electoral Area D's transportation, which include encouraging active modes of transportation, promoting public transit use, and reducing the number of vehicle trips.

Strathcona Accessibility Plan (2023)

The Strathcona Accessibility Plan outlines the principles and framework guiding the development of future accessibility standards. Some of the framework sections have direct ties to active transportation, including consideration for transportation, the built environment, procurement, and community health.

Regional Recreation Services Feasibility Study (2024)

The Regional Recreation Services Feasibility Study examined opportunities to provide community recreation services through partnerships and collaboration with other recreation providers in the SRD. The study included a simple inventory of recreation infrastructure, including indoor and outdoor facilities across the regional district. The study also included community engagement to better understand community recreation use patterns, barriers to recreation, and perceived needs.

Ministry of Transportation and Transit Highway 19A Corridor Study (Ongoing)

The Ministry of Transportation and Transit is currently preparing a Highway 19A corridor study, with the main objective of identifying a potential new pedestrian crossing in Area D. This study is in a preliminary stage; however, there will likely be opportunities for coordination between this ATNP and the MoTT study.

1.4 GOALS & OBJECTIVES

This ATNP offers both prompt and long-term benefits for Area D by enhancing safety, promoting physical health, supporting clean-energy transport, and improving overall connectivity. Below are the elements that the future active transportation network will look to embody.

1. Safe

Encourage community members to engage in physical and social activities.

Maintain, enhance, and expand existing infrastructure.

Explore opportunities for safety improvements such as separation from vehicle traffic and improved visibility.

2. Available

Establish networks and infrastructures that support a broad range of transportation options (including walking, biking, skateboarding, jogging and running, and micro-mobility)

3. Accessible

Enhance transportation options for the elderly, individuals with mobility challenges, and those who have limited access to motorized vehicles.

4. Community-Specific

Consider the community's needs and layout, improving connectivity through Area D to key destinations and popular recreational spots.

5. Sustainable

Reduce congestion, air and noise pollution, energy use, and greenhouse gas emissions by adopting active transportation options.

1.5 USING THIS DOCUMENT

This ATNP can serve as a guide for creating a safer, more connected active transportation network in Area D, ensuring that each project is feasible and strategically planned to meet the community's unique needs. This ATNP should be reviewed and updated periodically as the community continues to change. By treating this ATNP as a living document, the SRD can react to new priorities, best practices, and emerging technologies.

2. COMMUNITY PROFILE

Understanding the key characteristics of the study area is the first step towards a community-specific plan. This section outlines the land uses and economic functions that influence the community's transportation choices and travel patterns. Also presented are the challenges and opportunities associated with the community's transportation network.

2.1 LOCAL CONTEXT

Strathcona Regional District Electoral Area D is an approximately 1,500 square kilometre[2] area near the geographic centre of Vancouver Island. Area D is in the traditional territory of the Homalco, K'ómoks, Mowachaht/Muchalaht, We Wai Kai, and We Wai Kum First Nations. The boundary of Area D includes a significant portion of Strathcona Provincial Park, including Buttle Lake and Upper Campbell Lake, as well as a series of communities along the east coast of the island. **Exhibit 2.1** illustrates the boundary of Electoral Area D.

Though Area D stretches to Strathcona Provincial Park in the west, the majority of the area's residents live in the unincorporated coastal communities of Oyster River, Stories Beach, and Shelter Point. These three communities are the focus of this ATNP. Residents of these communities enjoy the area's tranquillity, beaches, and mild climate, all while living a short drive away from the conveniences and employment opportunities of Campbell River. Area D is also a draw for beachgoers and adventure tourists, especially during the summer.

The area's trails and pathways connect residents and visitors to the natural environment, with popular walking and hiking trails. Bus stops along the old island highway provide transit connections to Campbell River and Courtenay.

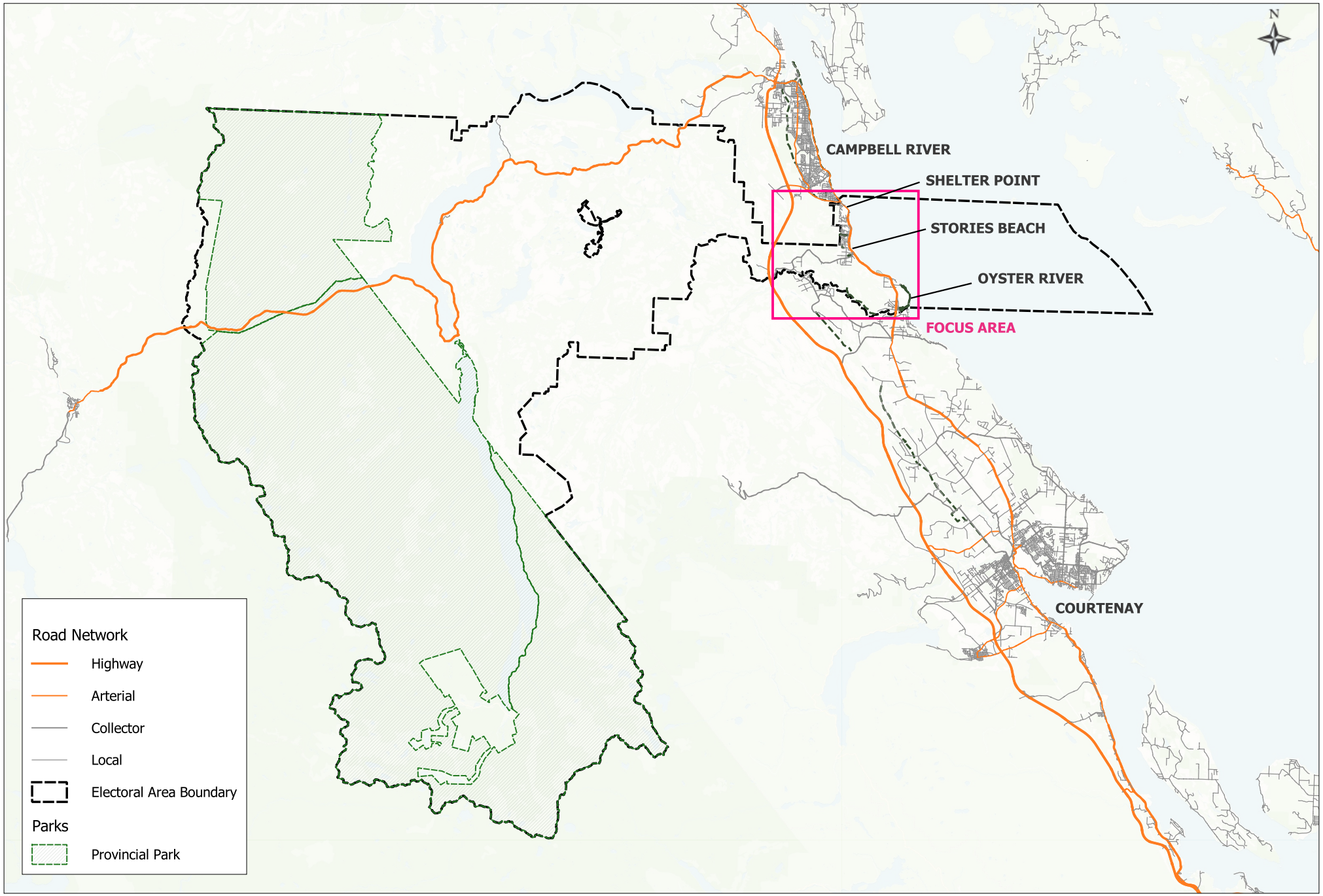
2.2 LAND USE

Land use is an important factor in determining which types of residents and visitors will use active transportation facilities and where they will want to go.

Land use in Area D is characterized by quiet, low-density neighbourhoods in a rural setting. The three communities of Shelter Point, Stories Beach, and Oyster River are mostly residential, with vacation properties and small businesses distributed throughout. Heading inland, there are large sections of rural resource lands as well as a significant portion of Strathcona Provincial Park.

[2] Statistics Canada. "Focus on Geography Series, 2021 Census of Population, Strathcona D (Oyster Bay – Buttle Lake)" www12.statcan.gc.ca

EXHIBIT 2.1: ELECTORAL AREA D BOUNDARY AND STUDY AREA



2.3 KEY DESTINATIONS

There are many key destinations that community members frequently visit for business, social, health, cultural, and recreational purposes. A short description of each destination is provided below. The locations of each destination are shown in Exhibit 3.1 (Section 3.1).

Ocean Grove Elementary

Ocean Grove Elementary is the only school with active enrollment in Area D and is in Shelter Point, on McLelan Road. The school has an enrollment of roughly 330 students, from kindergarten to grade 5. The catchment area for Ocean Grove Elementary school includes all three coastal communities in Area D, as well as the "Ocean Grove" neighbourhood in the City of Campbell River. Therefore, there are students travelling to the school from outside the Area D jurisdiction. The site also features playgrounds, sports courts, and playing fields. The fields and indoor facilities can be booked for public use outside school hours.

Oyster River Commercial Area

The commercial area in Oyster River represents Area D's only concentration of commercial services. Businesses include a grocery store, a liquor store, a pharmacy, a medical clinic, and a café/restaurant. The commercial area is an important hub for residents of Area D and the communities of Saratoga Beach and Black Creek, just south of Oyster River within CVRD jurisdiction.

Beaches and Oceanfront Resorts

Electoral Area D's beaches and coastlines are valued outdoor recreation amenities and a core component of the region's identity. Beaches and ocean access are also central to the area's tourism industry, with Area D being home to several resorts and accommodations, clustered primarily along the Old Island Highway.

SRD Parks

The SRD operates eight established parks within Area D and owns four undeveloped parcels designated for park use. The most prominent of these are Hagel Park, Maple Park, Mitlenatch Park, Oyster River Nature Park, and Oyster Bay Shoreline Protection Park.

BC Provincial Parks

Strathcona and Strathcona-Westmin Provincial Parks occupy nearly 56% of Area D's total land area. The parks feature numerous outdoor amenities, including hiking trails, frontcountry and backcountry camping, rock-climbing crags, lakes, motorized and non-motorized boating, interpretive sites, and day-use areas.

Campgrounds

There are several campgrounds in Area D, including: Miller Creek Recreation Site, Long Point Recreation Site, Gooseneck Lake, Willington Point, Wokas Lake, and Upper Campbell Reservoir Campground. All are located outside the three coastal communities.

2.4 CLIMATE AND WEATHER

The eastern coast of Vancouver Island experiences a coastal rainforest climate with mild temperatures. In Campbell River, the nearest location with Canadian Climate Normals (1991-2020) data[3], the daily average temperature ranged from approximately 5 to 14 degrees Celsius throughout the year. While these temperatures are mild, the area often experiences high winds and humidity due to its proximity to the Pacific Ocean, which makes the temperatures feel colder. Heavy rainfall is also frequent along this portion of the coast, averaging 1,294 mm annually[2].

This climate presents both benefits and challenges for active transportation use. Mild temperatures and a low likelihood of snowfall enable many people to engage in active transportation year-round, provided they have appropriate clothing and equipment. However, frequent rain and high winds may discourage active transportation.

2.5 GEOGRAPHY

Geography impacts the constructability and usability of active transportation facilities. The geography of Area D is varied and rugged, featuring forested hills, lakes, rivers, mountains, and ocean coastline. On the eastern coast, where the communities of Shelter Point, Stories Beach, and Oyster River are located, there are ocean beaches and low-lying coastal areas. This coastal geography is well-suited to active transportation, as it is both easier to construct and use active transportation infrastructure on flat terrain. The western part of Area D extends into Strathcona Provincial Park, a rugged mountain wilderness that includes the highest peaks on Vancouver Island. This terrain offers rewarding journeys and views but presents barriers to accessibility.

Area D is rich in water features, including the Oyster River, which marks the southern boundary of the eastern half of Area D; the river has two crossings into the Oyster River community, both lacking active transportation facilities. To the west are many lakes, such as Buttle Lake and Upper Campbell Lake, both popular for camping and recreation.

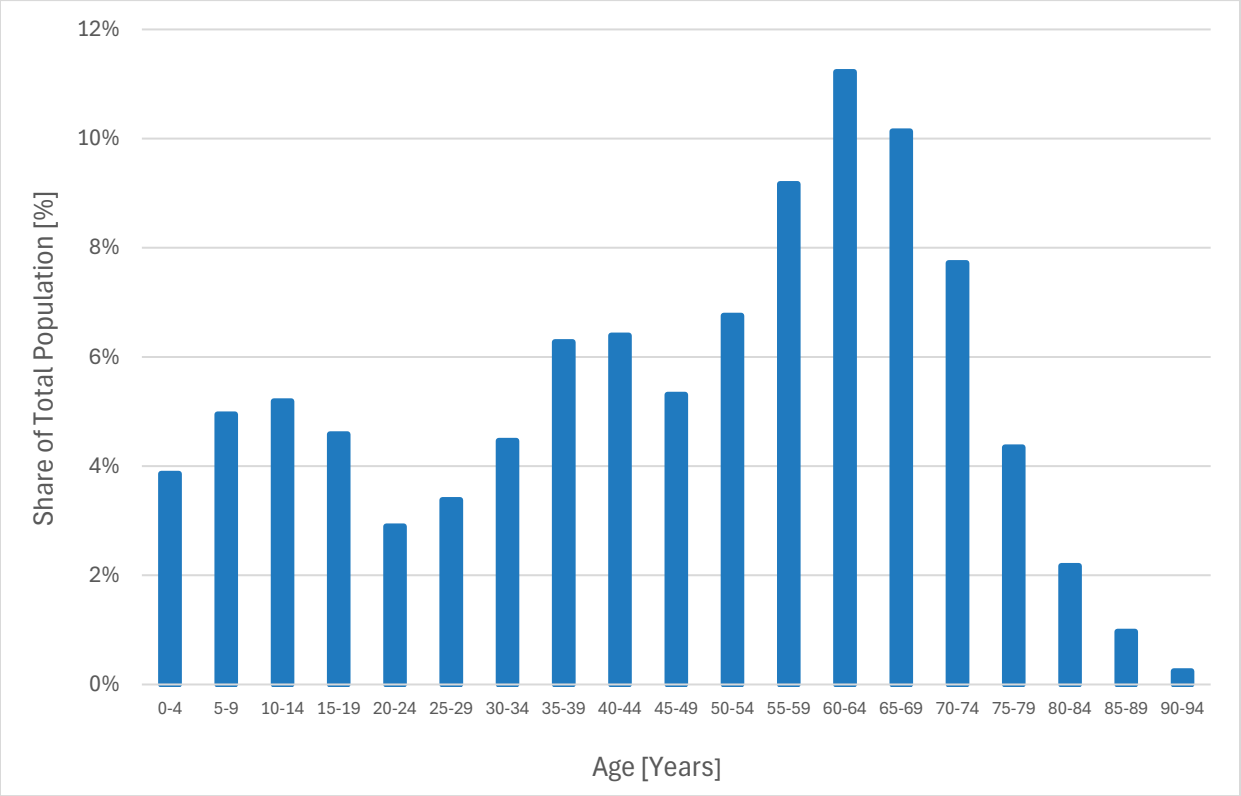
[3] Government of Canada, "Canadian Climate Normals 1991-2020 Station Data" Government of Canada, Ottawa, ON, Canada, 2024. Accessed: December 11, 2025. [Online]

2.6 DEMOGRAPHICS

Demographics significantly influence transportation choices and travel patterns. Key characteristics for developing this ATNP are based on Statistics Canada 2021 Census data and information from the 2022 SRD Electoral Areas Housing Needs Report.

Area D is home to 4,315 residents (2021), representing approximately 9% of the District's total population. Area D has seen population growth of approximately 4% since 2016, marking a slower growth rate than both the SRD as a whole and British Columbia (both at 8%). Projections completed for the 2022 Electoral Areas Housing Needs Report for Electoral Area D indicate a population growth of approximately 11% by 2031. **Figure 2.1** presents a breakdown of the Area D population by age category as of the 2021 Census.

Figure 2.1: Area D Population – Proportion by Age (2021)



Source: Statistics Canada, 2021 Census of Population

According to the 2021 Census, about 39% of Area D residents are under 30; this group is more likely to walk or cycle to schools, jobs, and services. Conversely, approximately 45% of residents are 55 or older and are more likely to rely on private vehicles and mobility devices (e.g., electric mobility scooters, etc.). However, residents 55 and older are also likely to use active transportation recreationally, such as bicycle touring, which is a popular activity in Area D. Based on the age breakdown, the future active transportation network should include both local-serving, functional connections and regional, recreational connections. All with a focus on safe, low-intensity routes.

2.7 TRAVEL PATTERNS

Statistics Canada[1] collected data on key travel metrics in 2021. Approximately 3% of all commuting trips in Area D are made by active modes, with 2% by walking and 1% by cycling. This active mode split is significantly lower than the provincial average (11%). Furthermore, only 1% of trips are made by transit. Together, the low use of active modes and transit demonstrates a key deficiency in sustainable transportation. Some potential reasons for this are discussed in Section 2.8 below.

2.8 CHALLENGES & OPPORTUNITIES

Highway 19A "Old Island Highway"

Highway 19A, also known as Old Island Highway, is the only continuous road through all three coastal communities in Area D. As such, despite its high traffic volumes and speeds, it is currently the only option for both vehicle and active transportation travel between communities. Cyclists travelling on Highway 19A must ride on paved shoulders, without physical separation from vehicle traffic, and there are no sidewalks for pedestrians and mobility devices. It is also a provincial highway under the jurisdiction of the Ministry of Transportation and Transit (MoTT). As a highway and goods movement corridor, it is not desirable to reduce the speed limit below 80 km/h or to introduce traffic calming measures, as these actions would impede vehicle travel efficiency.

Several key destinations in Area D, such as the Stories Beach Access, Oyster Bay Shoreline Protection Park, and Oyster River Nature Park, are on the east side of the highway. Yet most residents live on the west side. Despite residents' desire to access these destinations, there are no active transportation crossings of Highway 19A in Area D. Without a designated crossing, the onus is on the active transportation user to judge a safe gap in vehicle traffic. The highway also features transit stops for both travel directions. Transit riders who board or alight on one side of the highway and are heading to or coming from the other side also have no dedicated crossing and are exposed to vehicle traffic.

The importance of Highway 19A as a key vehicle route and an active transportation route, despite its lack of active transportation facilities and safe crossings, makes it a significant challenge for planning efforts. The ATNP will need to include projects that address these challenges by either improving the highway or providing alternative routes for active transportation users.

Neighbourhood Connectivity

The three communities of Shelter Point, Stories Beach, and Oyster River have no roads connecting them other than Highway 19A. This means that those wishing to travel to other communities must go to the highway, travel along it for a significant duration, then re-enter the local road network of the community they are visiting. As discussed above, Highway 19A is hazardous for active transportation with high speeds and a lack of facilities. The possibility of new connections between neighbourhoods can be explored in the ATNP.

The Oyster River

The Oyster River separates Area D from the Comox Valley Regional District (CVRD). There are two bridges across the river in Area D, both in the community of Oyster River. The first is the Highway 19A bridge, which has a sidewalk on its east side. The second is the Regent Road bridge, which has no active

transportation facilities. Both bridges are used for active transportation, especially by cycling. Providing a dedicated facility on one or both bridges will be an opportunity to be considered in the ATNP.

The CVRD is in the process of planning and constructing the “One Spot Trail”, envisioned as a continuous multi-use trail from the City of Courtenay to the Oyster River. Three sections of the trail have already been completed, including a section just south of the Oyster River near Macauley Road. As the One Spot Trail continues to expand, there may be an opportunity to extend it into Area D, providing a continuous multi-use trail between Area D’s coastal communities and the City of Courtenay. To do this, a new river crossing would need to be established where the future SRD and CVRD sections of the trail are expected to meet.

Multi-Jurisdiction Planning

The Strathcona Regional District has jurisdiction in Area D. However, MoTT has jurisdiction over the roads in Area D. MoTT typically permits non-vertical measures, such as paint markings, on its roads so long as they do not impact existing road maintenance practices. Higher-order improvements, such as multi-use paths, can be considered within the road right-of-way by requesting a License of Occupation from the Ministry.

The City of Campbell River has jurisdiction north of Area D’s coastal communities, specifically north of Jubilee Parkway. The Comox Valley Regional District has jurisdiction to the south, specifically south of the Oyster River. Although these neighbouring areas have different governance, the ATNP will recommend projects that extend beyond the Area D boundary. This is based on community needs; for example, most of Ocean Grove Community School's catchment area is in the City of Campbell River and will therefore benefit from a cross-jurisdiction connection.

Any projects in the ATNP that cross jurisdictional boundaries or are within MoTT right-of-way will require coordination with their respective governments. While implementing cross-jurisdictional projects can be more difficult due to the additional coordination required, they also offer opportunities for additional funding and support, as multiple jurisdictions can advocate and apply for funding for the same project.

3. EXISTING TRANSPORTATION NETWORK

This section presents the existing transportation network of Electoral Area D and its surrounding areas. Establishing a baseline of infrastructure, key destinations, and road safety is an essential step in identifying active transportation gaps, deficiencies, and opportunities.

3.1 SITE VISIT

A site visit was conducted on June 18, 2025, to document transportation conditions. An SRD staff member provided guidance on local transportation activities and relevant opportunities and constraints for active transportation facilities, including community concerns. The main objective was to capture observations and photographs for the ATNP development. Team members noted the following categories of findings:

- Active transportation infrastructure;
- Trails and parks;
- Road conditions, widths, paint markings, and geometry;
- Traffic operations, signage, signalization, and intersection geometry;
- Types of vehicles and active mode users;
- Vehicle and active mode user behaviour;
- Signage;
- Transit infrastructure;
- Transportation amenities (e.g., bike racks, water stations, parking areas, maps, etc.);
- Key destinations; and,
- Potential safety issues.

The site tour revealed key issues and opportunities concerning active transportation in the communities. Team and SRD staff members also discussed potential design measures and strategies that could enhance the safety, functionality, and accessibility of the transportation network, both within the communities and in relation to CVRD and Campbell River. **Figure 3.1** presents photos of the project team on the site visit.

Figure 3.1: Walking Tour of Area D and Surrounding Areas – Pictured: Seawave Park (Left) and Campbell River Greenways Loop (Right)

The project team confirmed the existing transportation network using observations and information gathered during the site visit. The team then mapped the roads, trails, bus stops, parks, key destinations, and other features using GIS software. **Exhibits 3.1** to **3.3** provide the existing conditions maps, which illustrate the existing transportation network within and around the coastal communities.

EXHIBIT 3.1: EXISTING TRANSPORTATION NETWORK (SHELTER POINT, STORIES BEACH)

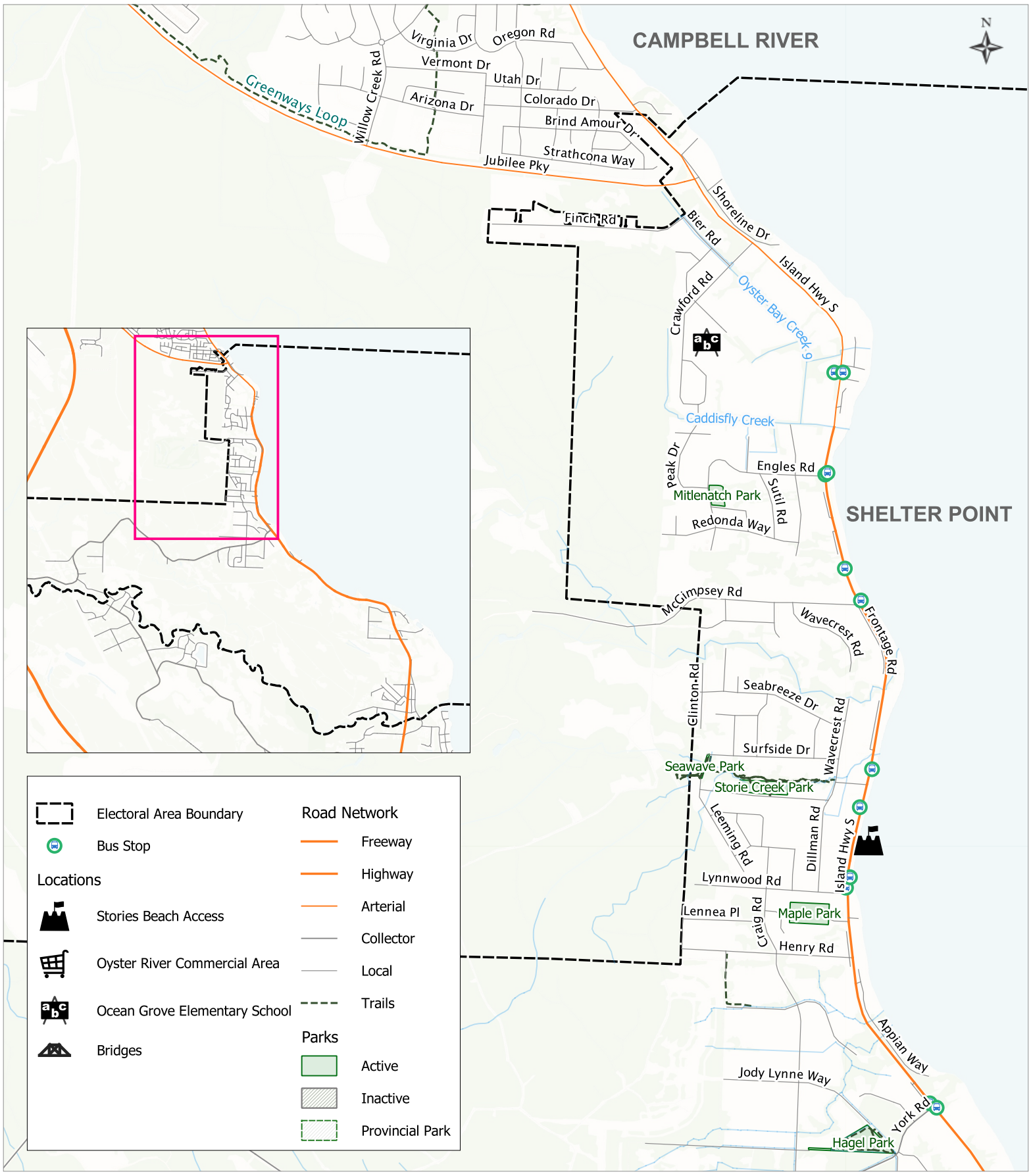


EXHIBIT 3.2: EXISTING TRANSPORTATION NETWORK (OYSTER RIVER)

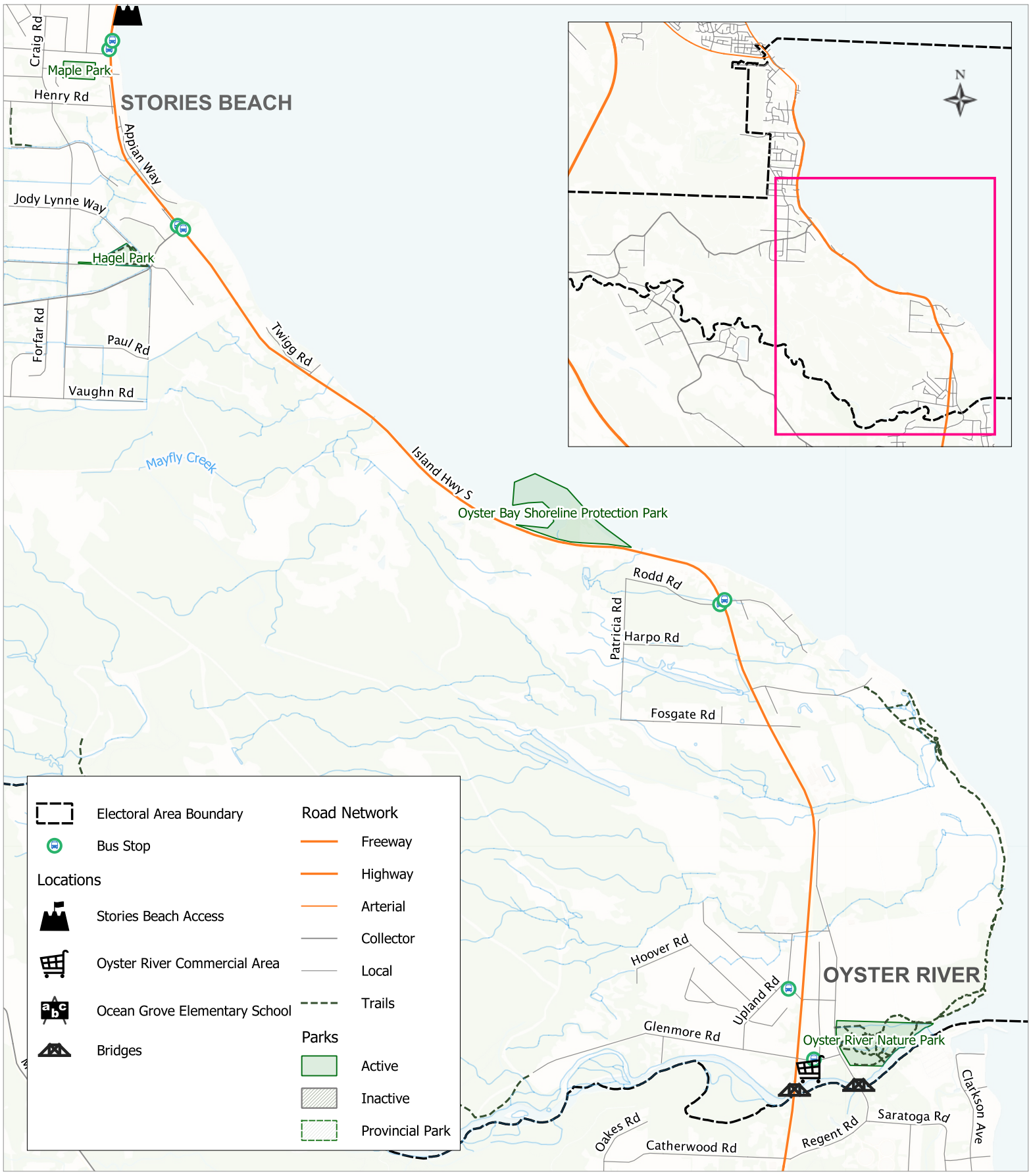
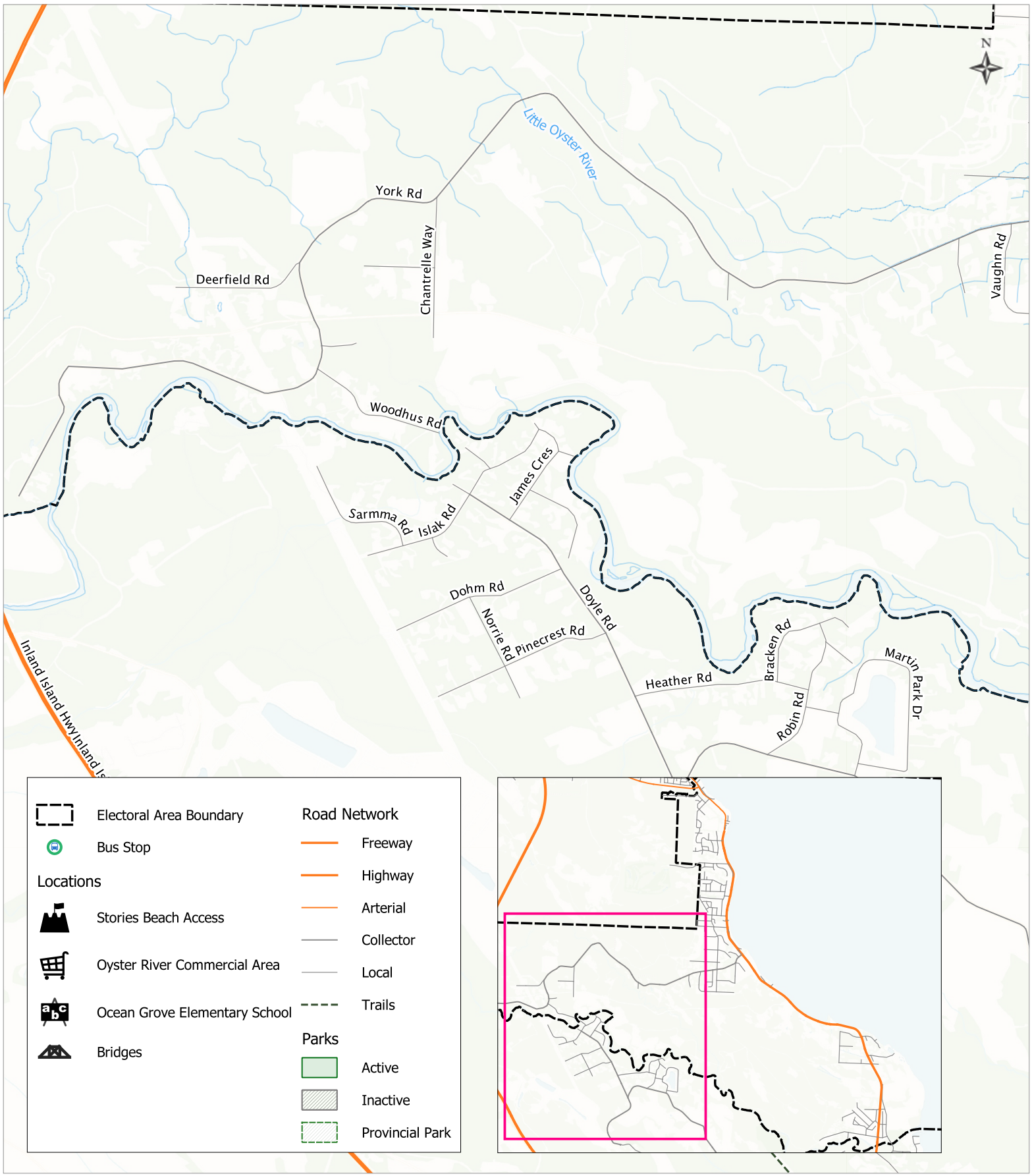


EXHIBIT 3.3: EXISTING TRANSPORTATION NETWORK (WEST OYSTER RIVER)



3.2 ROAD NETWORK

Area D's coastal communities are connected by Highway 19A, which is the only road that is considered an arterial or higher. The remaining roads in Shelter Point, Stories Beach, and Oyster River are all low-volume collector or local roads. These lower-order roads are primarily used to access residential properties. Some of the relevant roads to the ATNP are discussed below.

Highway 19A

A key connection through the coastal communities, Highway 19A is a coastal highway that connects Area D to Campbell River to the north and Courtenay to the south. It passes through Shelter Point, Stories Beach, and Oyster Bay. The highway is paved with one lane in each direction and features paved shoulders. Highway 19A serves as the Area's only transit corridor.

Jubilee Parkway

Serving as a principal arterial road, Jubilee Parkway runs along the north boundary of Area D. It is paved with one lane in each direction and includes paved shoulders. Jubilee Parkway connects to Highway 19A at its eastern terminus and extends west to Campbell River Airport. Jubilee Parkway is in City of Campbell River jurisdiction.

Crawford Road

Extending from Highway 19A into Shelter Point, this collector road routes through the community. It is paved with one lane in each direction and features informal gravel shoulders. The road also provides access to Ocean Grove Elementary School and features pedestrian crosswalks at McLelan Road and on the west side of the school property.

McGimpsey Road

A local connection through the Shelter Point community, McGimpsey Road connects residents to the coast and to Storey Creek Golf Club. It is paved with one lane in each direction.

York Road

York Road is approximately 9 kilometres long and provides access to properties along the Oyster River. It is a paved route with one lane in each direction, with informal gravel shoulders in some sections.

Lynwood Road

This local road in Stories Beach connects to residential areas and nearby hiking trails. It is paved with no centreline or shoulders.

Regent Road

Regent Road is a collector road that provides access to the Oyster River Commercial Area and Oyster River Nature Park, as well as residential properties. One of the two river crossings in Oyster River is the Regent Road Bridge. Regent Road serves as an important off-highway connection through the Oyster River and Saratoga Beach communities in the CVRD. It is paved with one lane in each direction and features informal dirt shoulders.

3.3 WALKING & CYCLING FACILITIES

The Area D active transportation network is summarized below. Overall, the network has minimal active transportation infrastructure, leaving significant gaps for active travel modes.

3.3.1 WALKING FACILITIES

Sidewalks and Paths

The only sidewalk within Area D is on McLelan Road, next to Ocean Grove Elementary School. Many roads in Area D feature paved, gravel, or dirt shoulders but lack formal sidewalks. Area D also features numerous paths and trails, which serve as walking connections within neighbourhoods and to key destinations such as parks.

Trails

Electoral Area D has an expansive trail network, including the Pub to Pub/Salmon Point Trail, which connects Oyster River Nature Park to Oyster River Trails Park, and the Hagel Greenway, which provides a short off-street gravel path between Henry Road and Nigel Crescent. More detail on Area D's trail network is included in the Parks and Trails Master Plan, prepared in conjunction with this ATNP.

Crosswalks

There are two crosswalks in Area D, one at Crawford Road & McLelan Avenue and another on Crawford Road at the west access to Ocean Grove Elementary School. Both crossings feature zebra crosswalk markings and school crossing signs. There are also two notable crossings on Jubilee Parkway, just north of Area D in the City of Campbell River: at Willow Creek Road and at Highway 19A. Both are signalized intersections with pedestrian crossings on the north and west legs. Despite the signalized pedestrian crossing at Jubilee Parkway and Willow Creek, the Roadway does not currently feature formal active transportation facilities on either side.

3.3.2 CYCLING FACILITIES

There are no formal cycling facilities in Area D. Cyclists must either ride on the street or use paved shoulders when available. Despite this, cyclists are known to travel through Area D, especially for recreation. Cyclists travel along Highway 19A in the paved shoulders as part of regional touring routes along the coast, and between Courtenay and Campbell River. One such route is the “Tree to Sea”, an informal touring route that goes along York Road and Highway 19A before turning onto Salmon Point Road, the Jack Hames Trail, and the Fishermen’s Trail, finally leaving Area D via Regent Road. Residents also cycle locally in Area D communities. Ocean Grove Elementary School students have been on short bicycle trips to Hagel Park in the last year.

3.4 TRAFFIC CALMING

Traffic calming is the use of physical design and other measures (e.g., speed humps, curb extensions, narrowed lanes, etc.) to slow vehicles and discourage dangerous driving behaviour. There are no formal traffic calming measures in Area D. Vertical measures, such as speed humps, are generally not compatible with MoTT road maintenance practices and are therefore avoided in this ATNP. However, signs (e.g., wayfinding, warning, and advisory signs) and other off-street measures can be recommended.

3.5 COLLISION DATA

ICBC statistics (publicly available online[4]) were reviewed to examine trends in road collisions in the study area. **Exhibits 3.4** to **3.6** present maps showing the locations of collisions in Area D from January 2020 to December 2024 (five years of data). ‘Property Damage Only’ collisions (no injury) are shown in purple, and ‘Casualty’ collisions (injury involved) are shown in orange. The project team reviewed the collision maps to identify patterns in collision activity, especially casualty collisions. Active transportation routes

[4] ICBC, “Vancouver Island Crashes”, https://public.tableau.com/app/profile/icbc/viz/VancouverIslandCrashes/VIDashboard

should generally avoid high-risk locations or, where this is not possible, be enhanced to reduce road safety risks.

Overall, most collisions on community roadways were property-damage collisions, suggesting they were mostly low-speed or parking-related. This aligns with the expected pattern, as the internal roads of the coastal communities are mainly used for residential access and have low traffic volumes. Most casualty collisions occurred along Highway 19A. Two main high-risk locations were identified: Highway 19A & Jubilee Parkway (11 casualty collisions and 23 property damage collisions), and Highway 19A & York Road (6 casualty collisions and 7 property damage collisions). However, based on the total number of casualty collisions along Highway 19A, the entire corridor can be considered high-risk. This collision history supports the ATNP objective of both improving safety for active transportation users along the highway and providing them with alternative routing options that avoid the highway altogether.

Other roads with casualty collisions were Crawford Road, York Road, Salmon Point Road, and Glenmore Road. Based on this, higher priority was given to projects that separated active modes from vehicle traffic and/or addressed potential safety issues at these locations.

3.6 PUBLIC TRANSIT OPTIONS

There is one (1) public transit route that connects destinations within Area D, Route 6 – “Oyster River/Willow Point”, part of the Campbell River Transit System. The route runs along Highway 19A from Glenmore Road in Oyster River to Erickson Road in Campbell River, where riders can connect to other bus routes. There are sixteen bus stops in Area D, eight in each travel direction along Highway 19A. Because stops are on both sides of the highway, transit riders are often left on the opposite side of their destination. This is a significant road safety issue, as there are no highway crossings in Area D, forcing riders to judge gaps in traffic as they cross.

EXHIBIT 3.4: COLLISION HISTORY 2020-2024 (SHELTER POINT, STORIES BEACH)

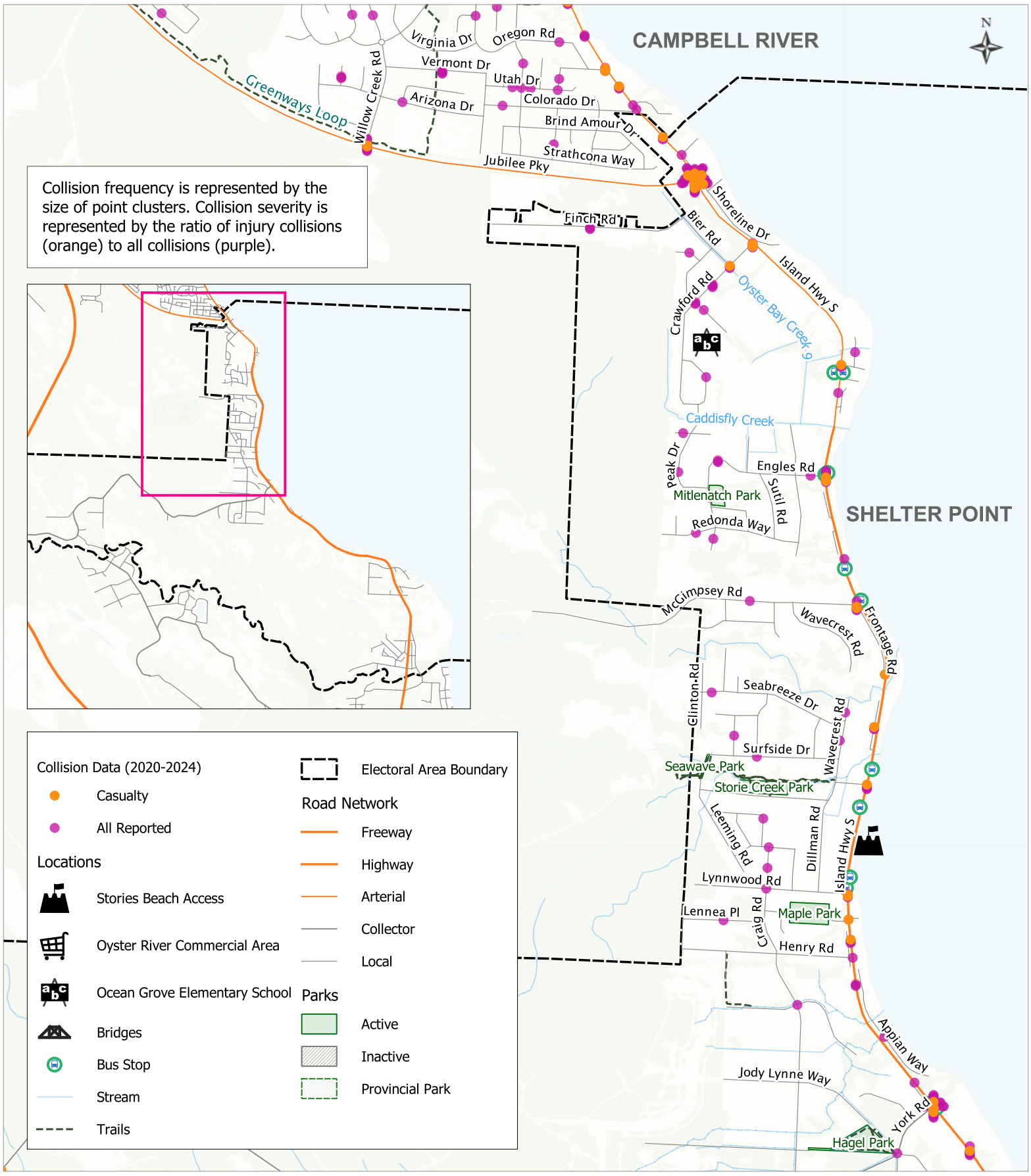


EXHIBIT 3.5: COLLISION HISTORY 2020-2024 (OYSTER RIVER)

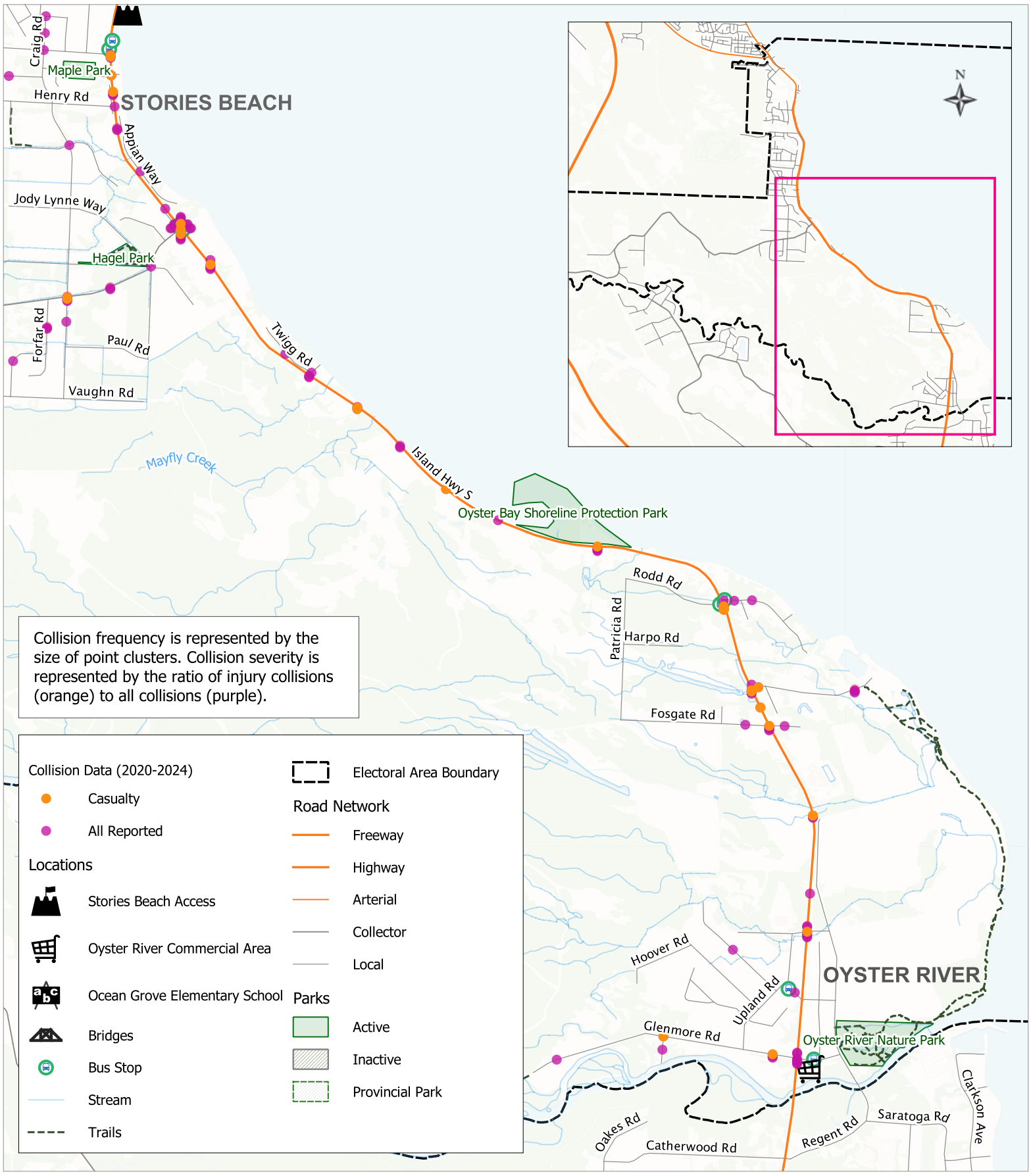
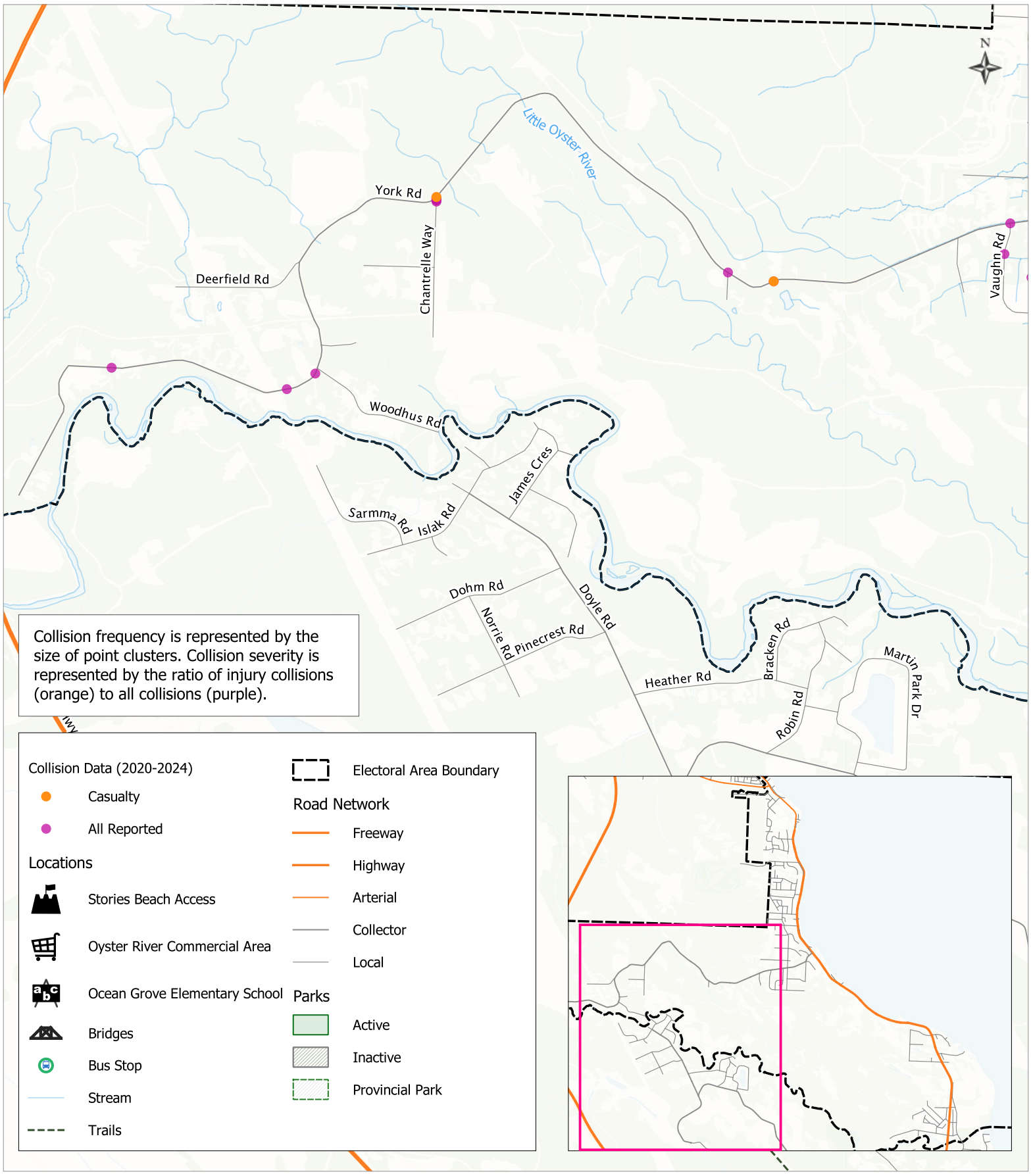


EXHIBIT 3.6: COLLISION HISTORY 2020-2024 (WEST OYSTER RIVER)



3.7 NETWORK GAP ANALYSIS

A 'network gap' is a missing active transportation connection between two locations of interest or importance. Identifying network gaps is a critical step in developing a suitable and impactful ATNP, as the gaps help to determine the location of potential active transportation projects. Once a gap is identified, its significance is evaluated by assessing the impact of addressing it on the community. The significance of an active transportation gap plays a key role in project prioritization.

3.7.1 NETWORK GAP IDENTIFICATION

A network gap is identified when a known 'desire line' overlaps with a lack of facilities. A desire line is a route or direction people want to travel but may not be able to, which can result in the creation of informal routes.

Desire lines have been determined as part of this ATNP using information gathered during site visits and from public engagement responses (discussed in Section 4). Existing road and active transportation network maps were created in GIS software and used to identify areas lacking active transportation facilities. Network gaps were then identified and mapped where the desire lines and lack of facilities overlapped.

Not all network gaps are equally significant. The type of location being connected to, the scale of the population served, the existing level of risk, and the anticipated demand if the facility were introduced are all factors in determining which network gaps are most significant. The following criteria were used to evaluate network gaps in this ATNP:

- Gap location;
- Anticipated demand; and,
- Presence of vulnerable road users.

Each criterion and its evaluation method are described in the subsections below.

Gap Location

Gaps were categorized into 'regional', 'community', or 'local'. Regional gaps represent missing connections between communities (e.g., Oyster River to Stories Beach, Stories Beach to Shelter Point). Community gaps represent missing connections for a large subset of the community (e.g., a missing facility to connect to Ocean Grove Elementary School). Local gaps represent missing connections used by a small subset of a community (e.g., missing facilities on a local street).

Anticipated Demand

Gaps with higher anticipated demand were evaluated as more significant. Anticipated demand is a qualitative measure of how popular a connection is expected to be. This is based on the estimated attractiveness of the destinations, the length and directness of the connection, the difficulty of the terrain, and the current desire line of the route, as it may exist today for both active and non-active modes.

Presence of Vulnerable Road Users

Gaps that affect vulnerable road users were deemed more significant. Vulnerable road users were defined as[5]:

- Pedestrians;
- Cyclists;
- Micro-mobility users; and,
- People in wheelchairs or other mobility devices.

Community focal points, such as schools, parks, beaches, commercial areas, and grocery stores, are anticipated to see higher-than-average visits from vulnerable road users. As such, gaps in these types of destinations were given greater significance.

[5] Government of British Columbia, "Sharing the road safely", Victoria, BC, Canada, 2024. [Webpage] Available: https://www2.gov.bc.ca/gov/content/transportation/driving-and-cycling/road-safety-rules-and-consequences/vulnerable

3.7.2 NETWORK GAP EVALUATION

Once gaps were identified and subsequently reviewed using the three evaluation criteria, they could be categorized into primary, secondary, and tertiary gaps. These are defined as:

- **Primary (Critical) Gap:** the network gap is at the regional or community level and is anticipated to be a high-demand route. Or the network gap impedes a key connection to a community focal point (i.e., high presence of vulnerable road users).
- **Secondary Gap:** the network gap is at the regional or community level. It is anticipated to be a medium-demand route. Or the network gap impedes a connection to a popular destination that is not a community focal point (i.e., some presence of vulnerable road users is anticipated).
- **Tertiary Gap:** the network gap is at the regional or community level. These gaps typically lead to recreational destinations or areas used by a small subset of the community.

Exhibits 3.7 to **3.9** illustrate the identified gaps in Area D's active transportation network. The network gaps are represented by double arrows connecting two locations. Primary, secondary, and tertiary gaps are respectively indicated by a I, II, or III symbol.

EXHIBIT 3.7: ACTIVE TRANSPORTATION GAPS (SHELTER POINT, STORIES BEACH)

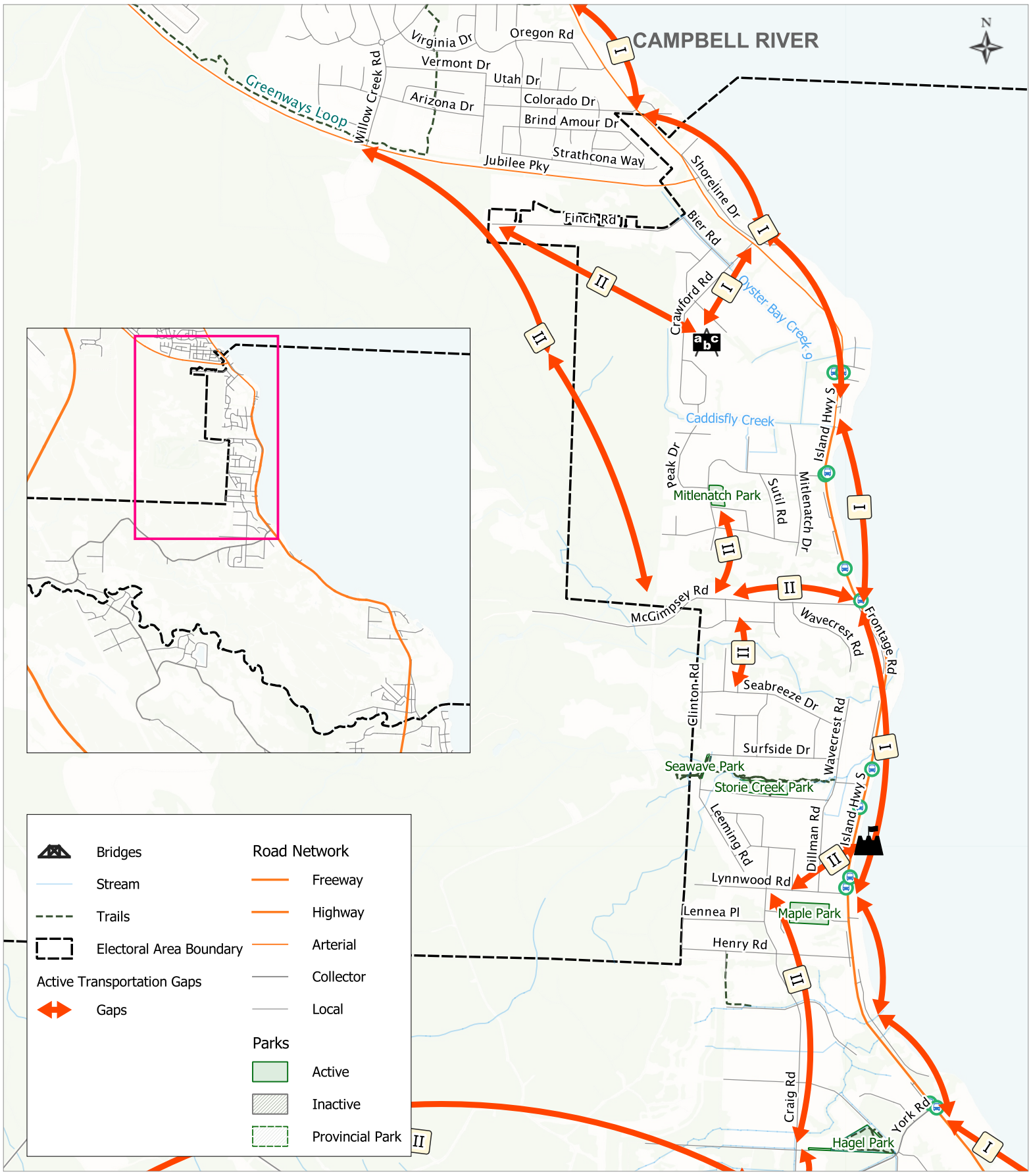


EXHIBIT 3.8: ACTIVE TRANSPORTATION GAPS (OYSTER RIVER)

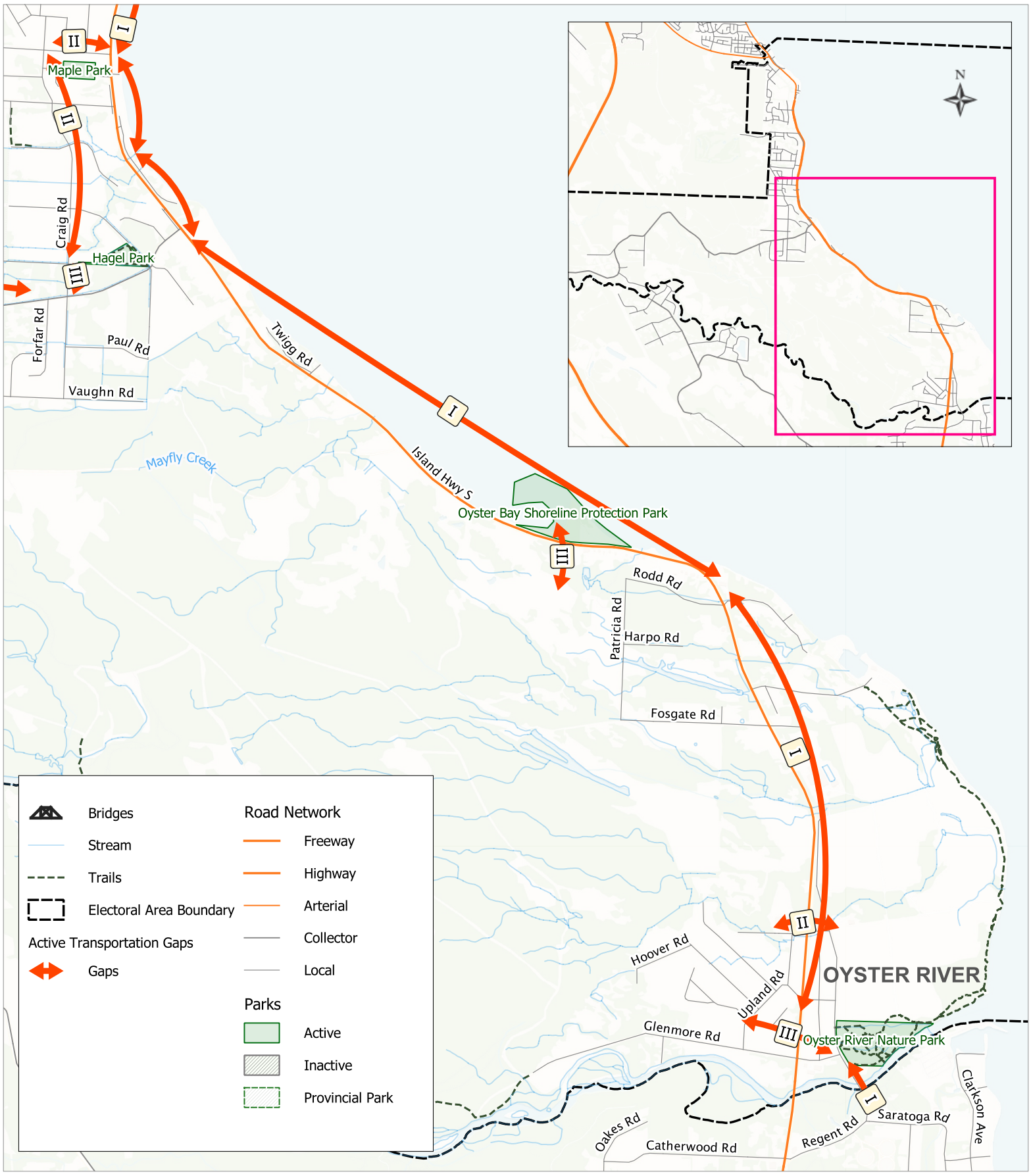
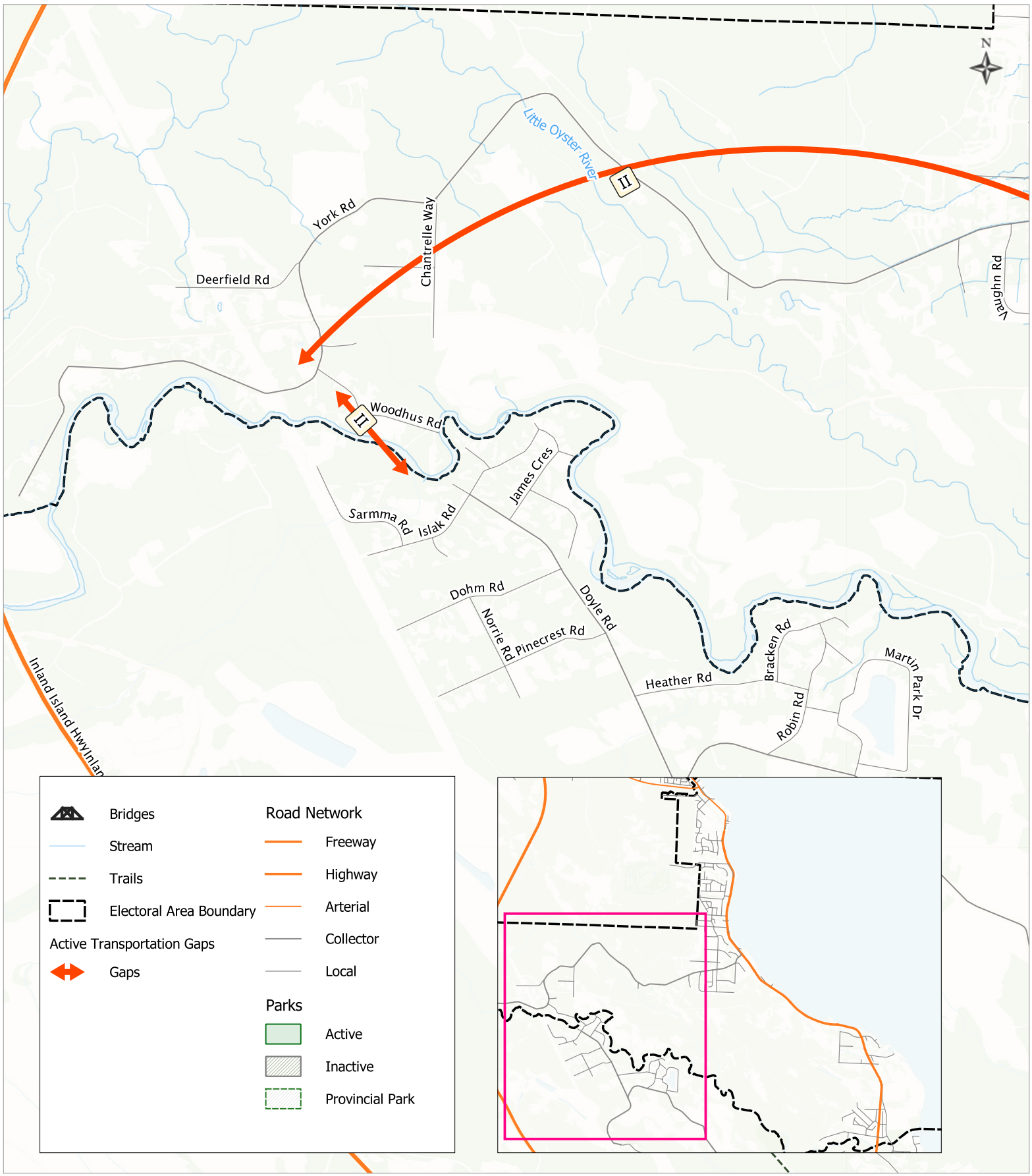


EXHIBIT 3.9: ACTIVE TRANSPORTATION GAPS (WEST OYSTER RIVER)



3.8 POTENTIAL GHG EMISSIONS REDUCTION

Different forms of gas- and diesel-powered transportation are among the greatest contributors to greenhouse gas emissions in British Columbia, accounting for approximately 40% of the province's annual total emissions. By comparison, active modes of transportation such as walking and cycling contribute marginally to GHG emissions. Additionally, the infrastructure associated with active transportation modes is typically less intrusive and less destructive to the land and can be integrated into the natural environment. For example, trails and walking paths allow greenspace and natural areas to be preserved, requiring less space to be taken from the environment than introducing new roads and vehicle parking facilities. A summary of the potential GHG emissions reductions through plan implementation is outlined in **Section 6.6**.

4. WHAT WE HEARD

Communication has been the foundation of this ATNP, with input gathered from the community and local governments throughout the planning process. By embedding the community at the heart of the ATNP, the future active transportation network aims to be responsive to current and future needs.

4.1 COMMUNICATIONS APPROACH

The project team sought input both through in-person events and online tools. The following are the key events:

Round One

- **June 18, 2025** – The team introduced themselves to SRD staff and conducted a site visit.
- **August 19, 2025** – The first online survey launched, seeking community input on demographics, travel patterns, goals and desires for active transportation.
- **August 19-21, 2025** – The team hosted a series of online workshops with the Ministry of Transportation and Transit (MoTT), the Comox Valley Regional District (CVRD), and local community organizations to introduce the plan and gauge limitations and partnership opportunities.
- **August 26, 2025** – The team hosted an open house in the community, where members voiced their concerns and ideas.
- **September 13, 2025** – The team hosted a pop-up event at the Oyster River Commercial Area (Discovery Foods Parking Lot), collecting input on the active transportation network and encouraging participation in the online survey.
- **September 17, 2025** – The first online survey closed, marking the end of the first round of engagement.

Round Two

- **January 7, 2026** – The team held an online meeting with staff from School District 72, discussing opportunities for improved connections to Ocean Grove Elementary School.
- **January 12, 2026** – The team held an online workshop with MoTT staff to discuss potential improvements on or along the Highway 19A corridor in Area D.
- **January 15, 2026** – The team held an online meeting with City of Campbell River staff to discuss partnership opportunities, including connections to the Greenways Loop and the Ocean Grove school catchment.
- **January 27, 2026** – The second online survey was launched, seeking community input on the draft Active Transportation Network Plan. The survey was accompanied by a video presentation that provided an overview of each draft project and asked the community to share their thoughts.
- **February 17, 2026** – The second online survey closed, marking the end of the second round of engagement.

4.2 ACTIVITIES

The following subsections provide brief summaries of each engagement activity and highlight the key takeaways. Lees and Associates (Lees) has prepared a full summary of both rounds of engagement, attached as **Appendix A**.

4.2.1 OPEN HOUSE

The open house offered the project team an opportunity to meet community members and hear their concerns and ideas in person. The event was held at Oyster Bay Resort in Oyster River; the team set up a board with a map of Area D and the general area, which served as a visual aid for discussions. Some of the suggestions that emerged included:

- Lowering the speed limit on sections or the entirety of Highway 19A through the Electoral Area;
- Connections to the CVRD's One Spot Trail off York Road;
- Better highway crossings;
- Improving the Waterline Trail;
- Improving active mode safety on Deerfield Road and York Road, as well as Macaulay Road within the CVRD, and
- Improving connectivity between neighbourhoods.

4.2.2 ONLINE WORKSHOPS

A series of online workshops was completed during both rounds of engagement. SRD staff and the project team met with different interest groups at each workshop, seeking input on potential projects that would benefit both groups and on the barriers and opportunities to their implementation. The workshops and meetings for both rounds one and two are summarized in the engagement summary prepared by Lees and Associates in Appendix A.

4.2.3 COMMUNITY POP-UP EVENT

The community pop-up event provided a venue for spontaneous discussions about the active transportation network and helped to collect community input and promote participation in the online survey. The pop-up event was held at Discovery Foods in Oyster River.

4.2.4 FIRST ONLINE SURVEY

180 responses were received for the survey. The survey aimed to capture travel behaviour, experiences, and suggestions for improvement. The following subsections summarize the most notable findings from the survey.

Mode Use

Respondents favoured walking and cycling as their primary modes of active transportation, with 60% walking daily and 50% cycling daily or weekly. Active transportation modes reported by those who selected 'other' included roller skating, kayaking, and stroller use. Compared with the low active transportation mode split among commuters reported in the 2021 Census, the high proportion of active mode users among respondents indicates that active transport is recreation-driven in Area D.

Motivations

When asked about their primary motivations for participating in active transportation, the most common responses were personal health (82%), personal enjoyment (66%), environmental concerns (29%), and convenience (25%).

Active Transportation Improvements

When asked what active transportation improvements would encourage them to choose active transportation more frequently, the most common responses among respondents were added separation from vehicular traffic (68%), more continuous routes (56%), routes that connect key destinations (41%), and safer road crossings (33%).

Key Destinations

When asked about the most important destinations in Electoral Area D, nearly all neighbourhoods in the region were mentioned. Other common responses included:

- Campbell River
- Saratoga and Miracle Beach
- Courtenay
- Willow Point commercial centre
- Oyster River commercial centre
- Beaches and the waterfront
- Ocean Grove Elementary
- Trailheads
- Hagel Park
- Parks generally

Key Connections

When asked which connections were missing from Electoral Area D's active transportation network, common answers included:

- Connections to Campbell River
- Connections across Jubilee Parkway
- Connections to the One Spot Trail
- Connections to Saratoga and Miracle Beach
- Adding trail connections between neighbourhoods
- McGimpsey Road to Redonda Way
- Meriwood Road to Searidge Place
- Wavecrest Road across Woods Creek

- Safe connections to Ocean Grove Elementary School

Open-Ended Response: Concerns and Suggestions

The following are some of the responses to the question: “Are there any other changes or additions to Electoral Area D’s active transportation network that would improve your experience?” and “Do you have any additional feedback?”

- Reducing speed limits on Highway 19A
- Adding separated bike lanes to Highway 19A through Electoral Area D
- Adding crosswalks at all bus stops
- Adding more highway crossings, including signalled crossings
- More continuous trails and cycling routes
- Lighting on active transportation routes
- Adding a controlled intersection at Crawford Road and Highway 19A
- Off-highway active transportation routes
- Adding a Highway 19A frontage route
- Formalizing the Waterline Trail
- Better maintenance of bike lanes and highway shoulders
- Better/available trail/active transportation
- Buffering active transportation routes from traffic with trees and vegetation
- Trail widening and surface improvements
- Formalizing the Tree to Sea bikepacking route through Electoral Area D

4.2.5 SECOND ONLINE SURVEY

An online survey was conducted over three weeks, from January 27 to February 17, 2026. It collected feedback on the preliminary Active Transportation Network Plan and received input on priority projects to reach ‘shovel-ready’ status for grant applications. A summary of the key responses and findings from the second online survey is attached in Appendix A.

4.3 INCORPORATING COMMUNITY INPUT

The information gathered from the open house and survey greatly informed the ATNP, notably in two ways:

- Several community desires were identified. For example, improvements on the Waterline Trail, off-highway connectivity through neighbourhoods and to other communities, new and improved crossings of the Oyster River, crossings on Highway 19A to access key destinations, and more. Some of these desires became newly identified project opportunities, while others reinforced the team's understanding of the importance of certain projects.
- If the community was more vocal about a specific project or type of project, it scored higher when the project team was prioritizing the project list (Section 5.2).

5. FUTURE DIRECTIONS

The future active transportation network plan offers context-appropriate solutions that prioritize enhancing safety and accessibility for the Electoral Area D community. The plan includes a list of well-defined, actionable improvement strategies that align with the priorities.

5.1 EMERGING ISSUES

Through the open house, survey feedback, and the project team's field observations and analysis of existing transportation conditions, the following themes were used to identify projects for the Area D community:

Connectivity
Community members wanted to see more routes connecting neighbourhoods and accommodating recreation, and clear links to parks, schools, and commercial hubs.

Route Formalization
There was a call to formalize cycling and walking routes (i.e., convert forestry roads, unsanctioned trails, and unused rights-of-way into official routes).

Regional Connections
Community members suggested integrating Electoral Area D's active transportation and trail network with those of neighbouring jurisdictions.

Highway 19A Safety Improvements
Many expressed concerns about safety along Highway 19A and suggested shoulder or off-street improvements, crossings and controlled intersections and reducing speeds.

Signage
There was a call for improved signage and wayfinding on active transportation routes and paths.

Amenities
Supportive amenities, such as benches and rest areas, allow for splitting journeys into segments, thereby mitigating the barrier of travel distance.

5.2 PROJECT IDENTIFICATION & PRIORITIZATION

5.2.1 PROJECT IDENTIFICATION

With the above emerging issues at the forefront, a series of twelve potential projects was identified to improve active transportation in Area D. Each project has an associated code. The numbers in the code have no meaning other than serving as identifiers; however, they are approximately ordered from north to south (i.e., project 1 is the northernmost project, projects 11 and 12 are the southernmost). If the code has a letter after the number (a, b, c, etc.), it is part of a larger project. For example, 2a and 2b each represent a segment of project 2 and should be completed simultaneously or in sequential phases. The reasons for separating projects into phases are varied; for example, if sections of a project are in different jurisdictions, or if one section is deemed more important than others.

5.2.2 PROJECT SCORING CRITERIA

Once identified, projects were then prioritized using a scoring matrix. The matrix was used to assess projects across four categories: Connectivity, Community Benefit, Feasibility, and Engagement Input. Projects could earn up to 5 points in each category, for a total maximum score of 20 points. Project scores serve as an initial prioritization, allowing the highest-scoring projects to be considered first before proceeding to the next project on the list. However, certain limitations and opportunities (e.g., cost, jurisdiction, permitting) influence the ability to implement the projects, so projects will not necessarily be implemented in order of highest to lowest score.

The scoring matrix has been attached in **Appendix B**. A summary of each category and its scoring method is provided below.

Connectivity

This category evaluates a project's ability to connect key destinations. It is measured by both the significance of the network gap being addressed and the anticipated presence of vulnerable road users. This criterion is based directly on the network gap analysis summarized in Section 3.6.

This category was scored as follows:

0-2 The project creates a connection to address a tertiary gap.

3 The project creates a connection to address a secondary gap.

4-5 The project creates a connection to address a primary gap.

Primary, secondary, and tertiary gaps were defined in Section 3.6.

Note that when there was a range of scores available for the same description (0-2, and 4-5), one value was selected based on engineering judgement (i.e., whether the project is a less or more significant example of that description).

Community Benefit

This category evaluated a project's ability to enhance safety, with additional points awarded if the project was expected to improve accessibility and/or boost the local economy.

The ability of a project to improve safety was based on the Transportation Association of Canada (TAC) *Vision Zero and the Safe Systems Approach: A Primer for Canada (2023)*[6]. The Safe Systems Approach defines six elements to target when improving road safety: safe land-use planning, safe speeds, safe road users, safe vehicles, safe road design, and post-crash care. Projects that targeted these elements scored higher in this category.

This category was scored as follows:

0-2 No or minimal expected impact on safety (for example, the project is in an area with low vehicle traffic and speeds, and there is minimal application of the safe systems approach). The project is unlikely to enhance accessibility or the economy beyond what is typical for similar projects.

3 Medium anticipated impact to safety (i.e., the project is in a location with high vehicle volumes and/or speeds, and there is application of one element of the safe systems approach). Or the project has some features that target accessibility or economy beyond the average project.

4-5 High anticipated impact to safety (i.e., the project is in a location with high vehicle volumes and speeds, there is high collision history, or a notable safety issue, and there is application of multiple elements of the safe systems approach). Or the project has features that specifically target accessibility or economy.

Note that when there was a range of scores available for the same description (0-2, and 4-5), one value was selected based on engineering judgement (i.e., whether the project is a less or more significant example of that description).

[6] Transportation Association of Canada, "Vision Zero and the Safe Systems Approach: A Primer for Canada" Transportation Association of Canada, Ottawa, ON, Canada, 2023. Accessed: February 27, 2025. [Online].

Feasibility

This category evaluated a project's order-of-magnitude cost against its anticipated benefits. Cost forecasts were completed at the basic qualitative level (i.e., no specific cost-to-benefit ratios were calculated).

Projects were categorized as 'low', 'medium', or 'high' cost, which are defined as follows:

Low Costs are estimated to be less than $100,000.

Medium Costs are estimated to be between $100,000 and $1,000,000.

High Costs are estimated to exceed $1,000,000.

These cost estimates are considered preliminary and based on high-level costs from other active transportation plans and completed projects in the local region. As such, all recommended projects will require more detailed costing before they are chosen for detailed design and implementation. The anticipated project benefit was based on a high-level estimate of the project's mode shift potential.

Projects were categorized as 'low', 'medium', or 'high' benefit, which are defined as follows:

Low Low mode shift potential. The project is anticipated to be used only recreationally.

Medium Medium mode shift potential. The project is anticipated to enable some residents and visitors to make local trips without the need for a car.

High High mode shift potential. The project is anticipated to allow a large subset of the community to make local trips without a car and/or allow residents to commute via active modes.

Using the above criteria for level of cost and anticipated benefit, the Feasibility category is scored as follows:

0 The cost-benefit pairing is: high-low.

1 The cost-benefit pairing is: medium-low.

2 The cost-benefit pairing is: high-medium.

3 The cost-benefit pairing is: high-high, medium-medium, or low-low.

4 The cost-benefit pairing is: medium-high or low-medium.

5 The cost-benefit pairing is: low-high.

Engagement Input

This category evaluates the level of community engagement the project received and/or the anticipated feasibility of partnering with external agencies.

This category was scored as follows:

0-2 The project or network gap was not raised, minimally raised, or disagreed upon. There is little opportunity for collaboration.

3 The project or network gap was raised occasionally and mostly agreed upon. There may be some opportunity for collaboration.

4-5 The project or network gap was frequently raised and strongly agreed upon. There is a clear interest in collaboration.

Note that when there was a range of scores available for the same description (0-2, and 4-5), one value was selected based on engineering judgement (i.e., whether the project is a less or more significant example of that description).

5.2.3 SCORING RESULTS & PRIORITIZED LIST OF PROJECTS

Once all projects were scored, they were sorted into a prioritized list. The list is intended to guide which projects should be pursued first when allocating resources.

5.3 PROJECTS – FUTURE ACTIVE TRANSPORTATION NETWORK

Table 5.1 lists the projects for the recommended future active transportation network, ranked by priority from highest to lowest.

Table 5.1: Active Transportation Network Improvement Projects (Prioritized)

CODE	NAME	EXISTING ACTIVE TRANSPORTATION FACILITIES	PROPOSED FACILITY TYPE	SCORE
3	New Crossing on Highway 19A*	None	Pedestrian Crossing	18
4	Shelter Point and Stories Beach Local Street Bikeway	None	Paint Markings and Wayfinding, and Right-of-Way	15
7	Hagel Greenway Extension	Gravel Path	Gravel Path	14
2	Waterline Trail	Informal Dirt Path	Gravel (Crusher Fine) Multi-Use Path	13
6	Highway 19A Off-Street Multi-Use Path - Stories Beach/Maple Park	Paved Shoulders	Paved Multi-Use Path	13
10	Regent Road Paved Shoulders	None	Paved Shoulders	13
11	Regent Road Bridge	None	Active Transportation Bridge Upgrade	13
1	Highway 19A Off-Street Multi-Use Path - Greenways Loop Connector	Paved Shoulders	Paved Multi-Use Path	12
9	Highway 19A Off-Street Multi-Use Path - Oyster River to Stories Beach	Paved Shoulders	Paved Multi-Use Path	12
12	New Oyster River Bridge	None	Active Transportation Bridge	12
5	McGimpsey Road Paved Shoulders	None	Paved Shoulders	11
8	York Road Paved Shoulders	None	Paved Shoulders	11

* Project Code 3 is subject to MoTT approval

Exhibits 5.1 to **5.3** illustrate the location and facility type for each recommended project.

EXHIBIT 5.1: RECOMMENDED ACTIVE TRANSPORTATION PROJECTS (STORIES BEACH, SHELTER POINT)

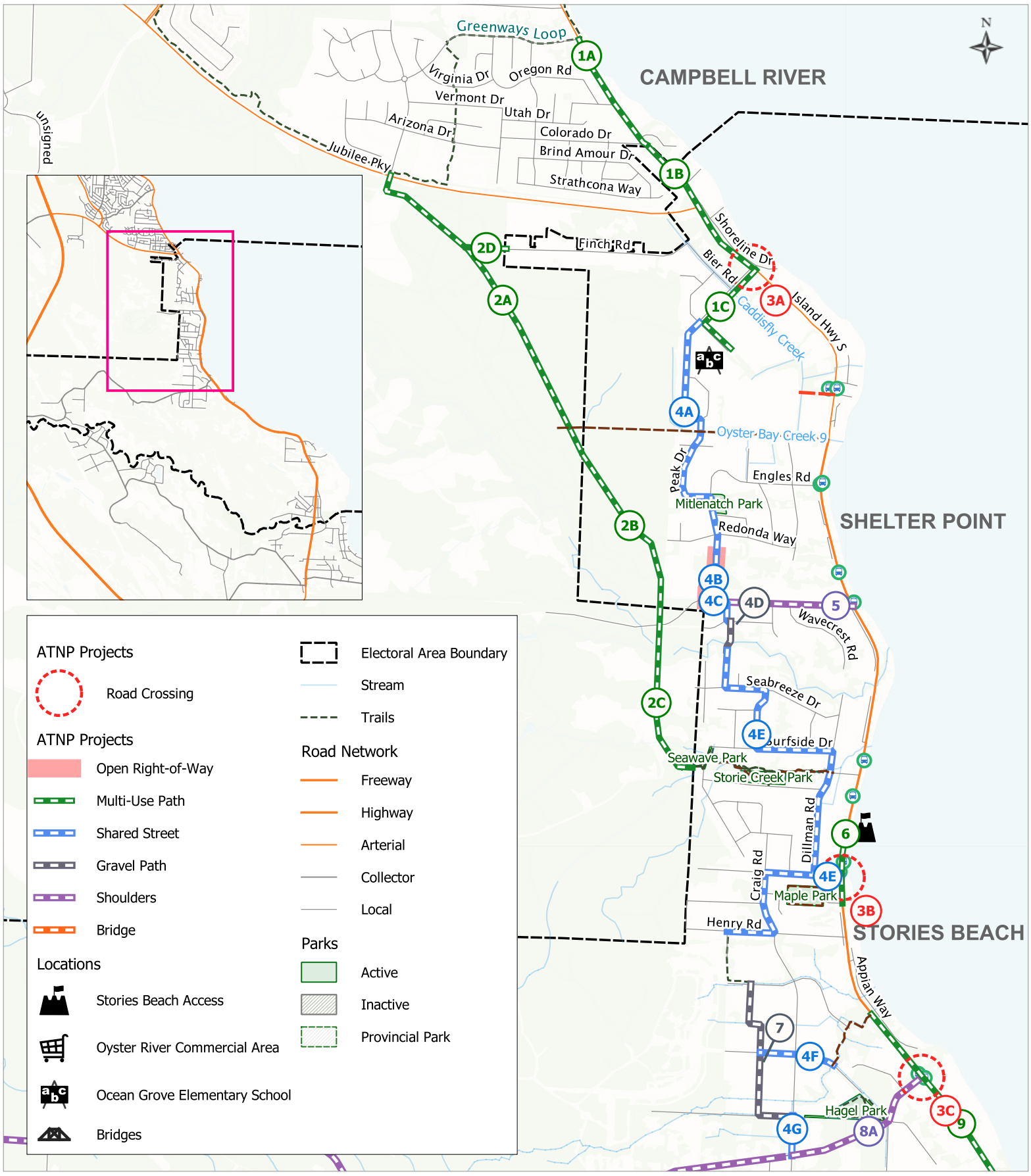


EXHIBIT 5.2: RECOMMENDED ACTIVE TRANSPORTATION PROJECTS (OYSTER RIVER)

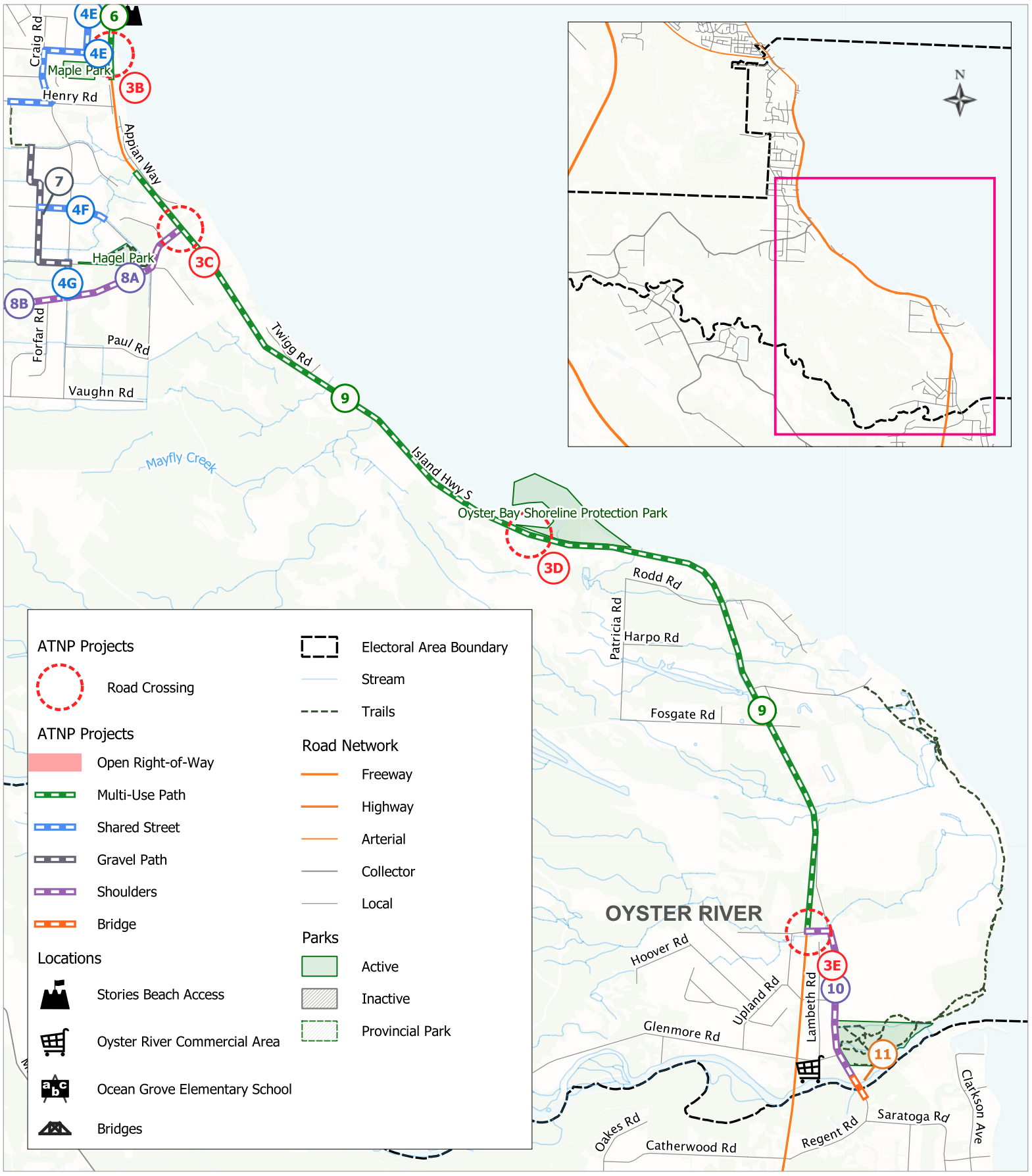
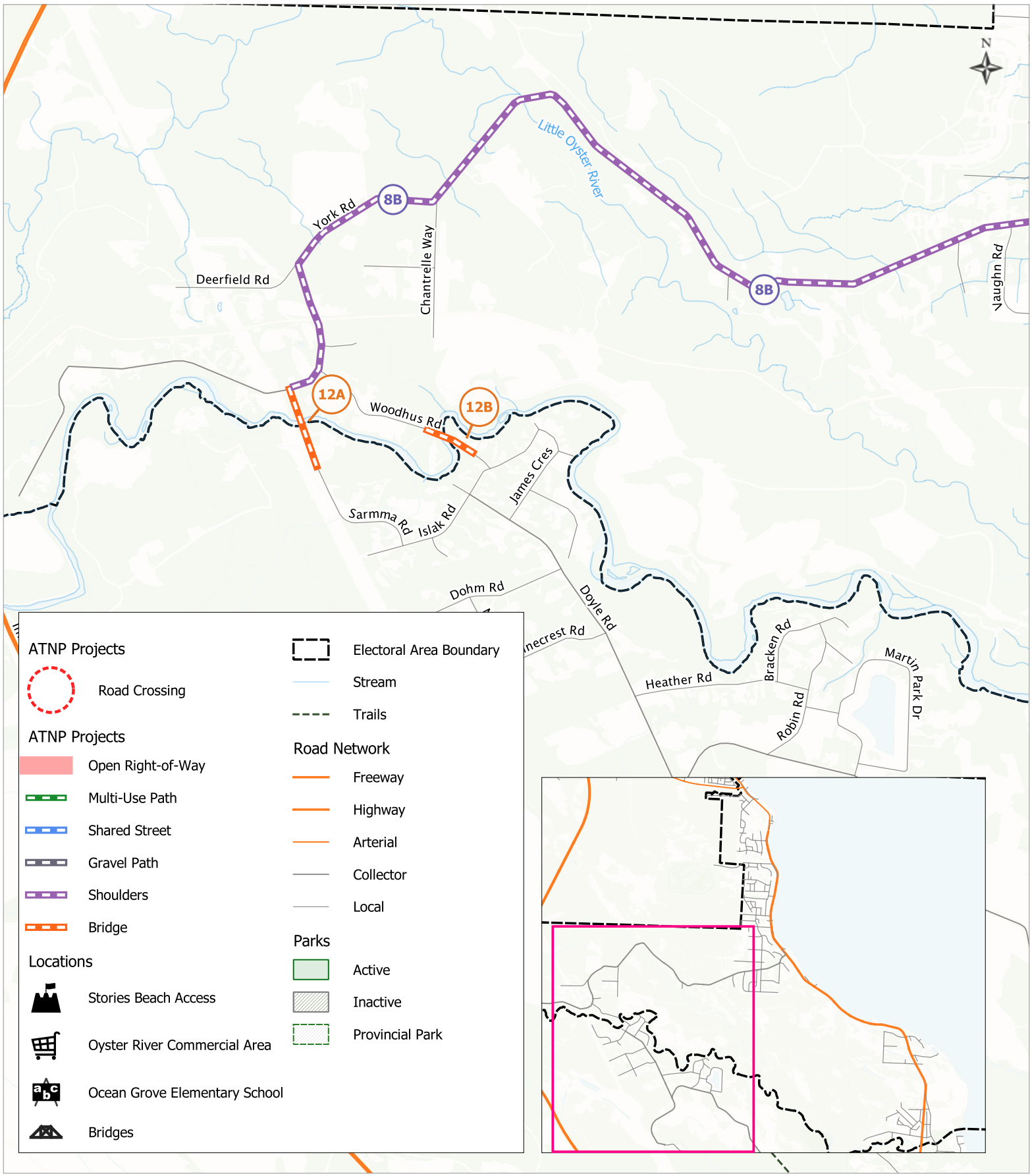


EXHIBIT 5.3: RECOMMENDED ACTIVE TRANSPORTATION PROJECTS (WEST OYSTER RIVER)



5.3.1 IMPROVEMENT PROJECTS

Each project is described below in code order (i.e., 1 to 12), rather than prioritized order. Some of the projects are divided into segments that can be implemented in phases. This is done to distinguish sections of projects across different jurisdictions, identify sections deemed more beneficial than others, and offer flexibility to complete projects over time. The extent of each segment for these projects is also provided below.

PROJECT 1: HIGHWAY 19A OFF-STREET MULTI-USE PATH – GREENWAYS LOOP CONNECTOR

This project is envisioned as an asphalt pathway with centerline paint markings on one side of Highway 19A. The path would be located within the highway right-of-way but separated from the roadway by a landscape buffer, under a License of Occupation (LOO) agreement with MoTT. Whenever possible, existing trees and vegetation within the buffer can be preserved, offering a more pleasant travel experience and added separation from traffic. To improve safety, pedestrian-scaled lighting can be installed along the route.

This project aims to connect Shelter Point and Ocean Grove Elementary School with neighbouring communities in the City of Campbell River. It also links to the 8-kilometre Greenways Loop, which surrounds most of the City. Since the Greenways Loop runs on the east side of the highway, the recommended multi-use path would likely be on the east side too. The project's utility is greatly enhanced if Project 3A, a new crossing at Highway 19A & Crawford Road, is completed. This crossing would also make segment 1A more feasible, connecting Highway 19A to Ocean Grove Elementary School with an off-street multi-use path on Crawford Road.

Project Segments

This project is segmented as follows:

A. Highway 19A: Maryland Rd to Colorado Dr (City of Campbell River)

B. Highway 19A: Colorado Dr to Crawford Rd

C. Crawford Rd: Highway 19A to McLelan Rd & McLelan Rd: Crawford Rd to School Access

The Tofino to Ucluelet Multi-Use Path weaves in and out of the forest in Pacific Rim National Park, providing separation from vehicle traffic while preserving the area's natural character.
Photo Source: Bunt & Associates Engineering Ltd.

PROJECT 2: WATERLINE TRAIL

Enhancing the Waterline Trail and formalizing it as a designated active transportation route is recommended to offer an alternative link through the Stories Beach and Shelter Point communities to Campbell River. Suggested improvements include widening the trail, removing hazards such as rocks and roots, levelling uneven surfaces, and installing measures like S-gates to deter motorized vehicles, all of which can enhance the trail's appeal and usability for active transportation. Additionally, signage could identify the trail and guide active travellers onto it. The northern segment, connecting the Jubilee Parkway & Willow Creek Road intersection to Finch Road, could be a priority, especially since it utilizes an existing signalized crossing to provide a safe, off-street connection to Ocean Grove Elementary School.

Project Segments

This project is segmented as follows:

A. Jubilee Parkway to Caddisfly Creek (City of Campbell River)

B. Caddisfly Creek to McGimpsey Rd

C. McGimpsey Road to Seawave Park (City of Campbell River)

D. Waterline Trail to Finch Rd (City of Campbell River)

Note that segments A, C, and D are in the City of Campbell River's jurisdiction and will require coordination to advance.

Existing Waterline Trail (Left) and an example of a high-quality multi-use trail (Right, the Cowichan Valley Trail in Chemainus, BC)
Photo Sources: Bunt & Associates Engineering Ltd.

PROJECT 3: NEW CROSSING ON HIGHWAY 19A

Area D has many key destinations on both sides of Highway 19A. A new pedestrian crossing is recommended to enhance the safety of active transportation users crossing the highway to and from these locations.

Highway 19A – just south of Oyster Bay Shoreline Protection Park (Left) and an example of highway pedestrian crossing (Right, at Highway 19A & Colorado Drive just north of Area D)
Photo Sources: Bunt & Associates Engineering Ltd.

Project Location Options

It is unlikely that all five potential crossing locations will be implemented, as vehicle travel efficiency on Highway 19A is a regional priority. Therefore, unlike the other recommended projects in the ATNP, the following segments are presented as options for crossing locations. It is recommended that at least one

of these locations be implemented in the near term, with the potential for additional crossings in the long term.

The five identified options for a new pedestrian crossing on Highway 19A are as follows:

- **A.** At Crawford Rd
- **B.** At Lynnwood Rd
- **C.** At York Rd
- **D.** At Oyster Bay Shoreline Protection Park
- **E.** At Terrain Rd

Note that because all options are on Highway 19A, the location and treatment for each crossing will be subject to MoTT approval. As noted earlier in Section 2, MoTT is currently undertaking a Highway 19A corridor study, with one objective being the feasibility and potential location of a new crossing.

PROJECT 4: SHELTER POINT AND STORIES BEACH LOCAL STREET BIKEWAY

This project aims to create a continuous network of shared streets and gravel paths, marked with signage and paint, enabling active travel through Stories Beach and Shelter Point neighbourhoods without relying on the highway. To achieve this, two inactive land parcels will need to be dedicated to road or trail use (segments B and D). Segment B is in an MoTT right-of-way and requires their approval for use as either a new shared street (vehicles and active modes) or a path (active modes only). Segment D is SRD parkland and can be coordinated internally.

The recommended route should be supported by wayfinding signs, bike route signs, and shared street paint markings.

Project Segments

This project is segmented as follows:

- **A.** Crawford Rd / Peak Dr: McLelan Rd to Engles Rd Terminus
- **B.** Engles Rd Right-of-Way
- **C.** McGimpsey Rd / Marina Rd: Engles Rd to Mariwood Rd
- **D.** Searidge Place Path
- **E.** Stories Beach – to Hagel Greenway
- **F.** Jody Lynne Way to Future Trail
- **G.** Craig Rd: Hagel Pl to York Rd

The Engles Road & Peak Drive intersection is recommended to be part of the bikeway (Left), a "sharrow" paint marking indicating that cyclists and vehicles should both use the road (Right)
Photo Sources: Bunt & Associates Engineering Ltd. (Left) and GlobalHighways.com (Right)

Project 4D: Searidge Place Path

One of the segments for project 4 will require introducing an active transportation connection through the existing SRD parks right-of-way that extends from Searidge Place. This connection will cross Woods Creek, which typically experiences high streamflow in the rainy months. The active transportation connection will need to be designed to remain elevated above the water year-round. This may be achieved with an active transportation bridge or other elevated trail structure (also ensuring that stream flow is not significantly disrupted.

PROJECT 5: MCGIMPSEY ROAD PAVED SHOULDERS

McGimpsey is a collector road that connects with the highway and is therefore anticipated to be a key route for vehicles and active transportation users. Providing paved shoulders with a white fog line on both sides of McGimpsey Road is recommended to provide pedestrians, cyclists, and other active modes with a space to walk or roll outside the vehicle lane. In addition, this project would provide a connection to the local street bikeway if Project 4 is implemented.

Existing condition of McGimpsey Road - looking east (Left) and an example of paved shoulders with a white fog line (Right)
Photo Sources: Bunt & Associates Engineering Ltd.

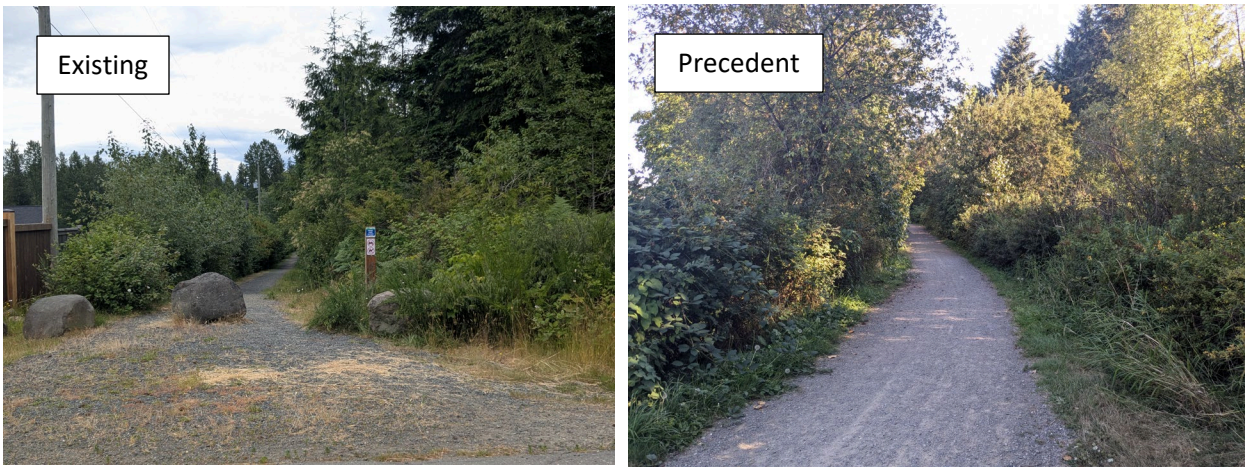
PROJECT 6: HIGHWAY 19A OFF-STREET MULTI-USE PATH – STORIES BEACH/MAPLE PARK

There are several key destinations that an off-street multi-use path could connect to near the intersection of Highway 19A & Lynnwood Road. These include the Stories Beach parking lot and access, Maple Park access, two bus stops (one in each travel direction), and Lynnwood Road, which may link to the recommended local street bikeway (Project 4). Since the Stories Beach access is on the east side of the highway and the Maple Park access is on the west side, it is recommended that the multi-use path run along the east side north of Lynnwood Road and along the west side south of Lynnwood Road. This setup also aligns with Project 3B, which proposes a new pedestrian crossing that would connect the multi-use path on both sides of the highway and link to the local street bikeway.

Existing condition of the Stories Beach parking lot (Left) and an example of an off-street multi-use path in a rural setting (Right)
Photo Sources: Bunt & Associates Engineering Ltd. (Left), US FHWA "Small Town and Rural Design Guide" (Right, 2016)

PROJECT 7: HAGEL GREENWAY EXTENSION

The Hagel Greenway is a roughly 300-metre gravel trail linking Henry Road to Nigel Crescent. There is potential to extend this greenway from Nigel Crescent to Hagel Park via SRD-managed rights-of-way. Active travellers would gain an off-street connection to Hagel Park, one of the most-frequented parks in the coastal area. Additionally, the project interfaces with the recommended local street bikeway (Project 4). Therefore, if both projects proceed, it is advised to include wayfinding signage to guide active users along the Hagel Greenway and the local street bikeway, creating a continuous route.



Existing entrance to the Hagel Greenway (Left) and the Rotary Trail in the City of Courtenay, BC (Right)
Photo Sources: Bunt & Associates Engineering Ltd.

PROJECT 8: YORK ROAD PAVED SHOULDERS

York Road is a collector road that mainly serves residential access. Currently, it is used by regional touring cyclists to reach rural routes. In this context, installing paved shoulders on both sides would be advantageous. These shoulders offer space for cyclists to travel outside the vehicle lane, which is especially important given the road's history of injury-related collisions.

The utility of this project depends on Project 9, an off-street multi-use path along Highway 19A from Oyster River, and Project 12, a new active transportation bridge across the Oyster River, connecting to the Macauley Road neighbourhood and the One Spot Trail. Without these enhancements, York Road is likely to keep attracting mainly regional touring cyclists rather than those travelling between communities.

Project Segments

This project is segmented as follows:

A. Craig Rd to Highway 19A

B. Woodhus Rd to Craig Rd

Segment A is likely to provide greater benefit than Segment B, as it connects to a more densely populated part of York Road (the Enquist Road and Forfar Road neighbourhoods) and would also connect Project 4 to the highway.

Western Mine Road, next to Strathcona Park Lodge, features paved shoulders with a fog line
Photo Sources: Bunt & Associates Engineering Ltd.

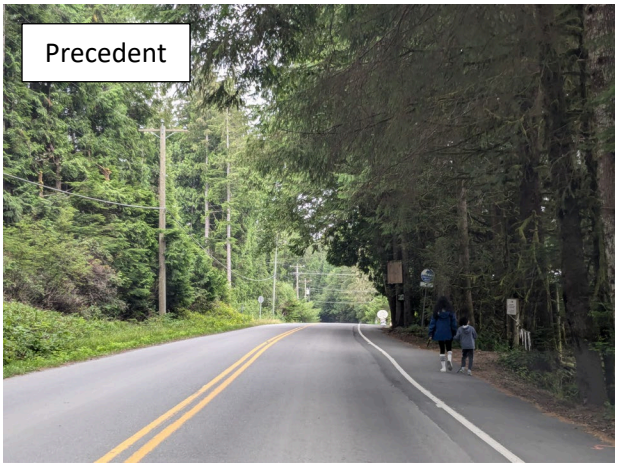
PROJECT 9: HIGHWAY 19A OFF-STREET MULTI-USE PATH – OYSTER RIVER TO STORIES BEACH

An off-street multi-use path could link the Oyster River and Stories Beach communities along Highway 19A, which is the only road connecting them. The path is envisioned to be the same style as Project 1. It is critical for any active transportation route along the highway to be separated from vehicle traffic due to high volumes and speeds. This path would also provide access to Oyster Bay Shoreline Protection Park, a key destination in this area. Much of this section of the highway runs directly along the coast, making for a beautiful ride or walk.

Existing Highway 19A (Left) and The Colorado Riverway Path (Right), an off-street path next to a rural highway
Photo Sources: Bunt & Associates Engineering Ltd. (Left), US FHWA "Small Town and Rural Design Guide" (Right, 2016)

PROJECT 10: REGENT ROAD PAVED SHOULDERS

Regent Road provides access to the Oyster River Nature Park, to the Oyster River Commercial Area, and connects to the Regent Road Bridge. It also allows active transportation users to bypass Highway 19A in Oyster River and in the CVRD communities of Saratoga Beach and Black Creek. Providing paved shoulders on Regent Road would provide space for walking and rolling outside the vehicle lane, better serving these uses. This project is also synergistic with Projects 9 and 11.



Existing Regent Road (Left) and Parkinson Road in Port Renfrew, BC (Right) with two pedestrians walking on a paved shoulder
Photo Sources: Bunt & Associates Engineering Ltd.

PROJECT 11: REGENT ROAD BRIDGE

The existing Regent Road Bridge is used by active transportation users to bypass Highway 19A when travelling between Oyster River and Saratoga Beach. Residents and visitors to Saratoga Beach also use the Regent Road Bridge to access the Discovery Foods Grocery Store. The existing bridge is wide enough for only one direction of vehicle travel at a time, meaning vehicles must yield to oncoming traffic before entering the bridge. The narrow width is hazardous to active travellers, especially considering that the bridge truss system can obscure active modes from view. A retrofitted, cantilevered side path on the bridge could benefit active transportation users by providing separation from traffic.

Existing Regent Road Bridge (Left) and an example of a separated pathway retrofitted to the side of a bridge (Right)
Photo Sources: Bunt & Associates Engineering Ltd. (Left), US FHWA "Small Town and Rural Design Guide" (Right, 2016)

PROJECT 12: NEW OYSTER RIVER BRIDGE

A new active transportation bridge across the Oyster River, near the York Road & Woodhus Road intersection, would provide a new regional connection between Area D and CVRD. This bridge would allow Area D residents and visitors to benefit from the One Spot Trail, especially if it is completed and provides a continuous trail between the Oyster River and the City of Courtenay. Advancement of this project would require a preliminary feasibility study to assess environmental considerations and evaluate the viability of a future bridge connection.

An example of an active transportation bridge.
Photo Source: Americantrails.org

Project Location Options

One of the following options is recommended:

A. Sarmma Road to York Road

B. Woodhus Rd to Gleadle Rd

5.4 DESIGN GUIDELINES

The following provides a high-level overview of design considerations relevant to the projects listed in Section 5.3.1. The guidelines have been prepared with reference to active transportation design best practices; a list of references is provided in Section 7.

5.4.1 PAVED SHOULDERS

Rural roadway shoulders are often used for active transportation. Many rural roadways have shoulders that are well below guidance and/or have shoulders delineated with a white fog line. Many others have no shoulders or fog lines at all; active mode participants must share the roadway with vehicles.

Walkable Shoulders

Walkable shoulders may be considered on rural roadways where vehicle speeds are less than 60km/h and only occasional pedestrians are present. A walkable shoulder design should consider lighting, signage, and the provision of through zones to mitigate pedestrian risks. A minimum width of 1.2m is required for pedestrians, with additional width requirements where shoulders are to be shared with cyclists.

Source: Bunt & Associates

Bicycle Accessible Shoulders

Rural roadway shoulders may be considered as "bicycle-accessible" if they provide sufficient width and a smooth surface that is clear of snow and debris. Bicycle-accessible shoulders are generally not considered where vehicle speeds are greater than 100 km/h or where there are more than 10 heavy vehicles during the peak hour.

Source: Bunt & Associates

Table 5.2 summarizes recommended minimum and desired widths for pedestrian and bicycle-accessible rural roadway shoulders, which depend on vehicle speeds (i.e., posted speed) and vehicle volumes (i.e., average daily traffic).

Table 5.2: Pedestrian and Bicycle Accessible Shoulder Widths

Sources: TAC Geometric Design Guide and BC Active Transportation Design Guide

SUITABLE CONDITIONS	WIDTHS	
	DESIRABLE (M)	**MINIMUM (M)**
Posted Speed: 0 – 30 km/hr Vehicle Volume: <2,500 veh/day	1.8	1.5
Posted Speed: 30 – 50 km/hr Vehicle Volume: <4,000 veh/day	1.8	1.5
Posted Speed: 50 - 80 km/hr Vehicle Volume: <10,000 veh/day	2.0	1.8
Posted Speed: 80 - 100 km/hr Vehicle Volume: <10,000 veh/day	3.0	2.0

Enhanced Shoulders

Enhancements to shoulders can include buffer zones between the road and the travelled way, which can be further improved with physical separation using bollards, concrete curbs, or other forms of vertical separation. These help designate the pedestrian and/or cyclist zone and improve visibility. Pedestrian- and cyclist-scaled lighting, signage, and pavement markings are also recommended wherever possible.

5.4.2 ROAD CROSSINGS

Various road crossing treatments can be used when installing an active transportation crossing. Each type is designed to enhance drivers' awareness of vulnerable road users and to prepare them to yield at crossings. The treatments listed are ordered from least to most costly and effective.

The Transportation Association of Canada (TAC) *Pedestrian Crossing Control Guide* (2018 Edition) provides a "decision support tool for pedestrian crossing control" (Section 4.3, pg. 35). This tool is recommended to identify which of the following crossing treatments are appropriate at a given location.

Crosswalk with Side-Mounted Signs

The main features of a crosswalk with side-mounted signs are zebra crosswalk markings and side-mounted signs mounted back-to-back on both sides of the roadway. This indicates to drivers that pedestrians have the right-of-way; however, it requires drivers to see the pedestrian before yielding. This treatment should only be considered when the speed limit is 50 km/h or less.

Source: Bunt & Associates

Rectangular Rapid Flashing Beacons (RRFB)

Source: Bunt & Associates

Rectangular Rapid Flashing Beacons (RRFBs), also known as side-mounted flashing beacons, are traffic safety devices used to increase driver awareness at pedestrian crossings, especially in areas without traffic signals. RRFBs typically consist of two rectangular LED lights that flash in a rapid, alternating pattern when activated by a pedestrian push-button. These are push-button-activated and can be added beneath the side-mounted signs to indicate to drivers that the crossing is in use and that they must yield.

Overhead Pedestrian Flashers

Overhead pedestrian flashers are elevated traffic safety devices designed to improve visibility and alert drivers to pedestrian crossings, especially in areas with limited lighting or high vehicle speeds. They operate similarly to RRFBs and other side-mounted flashing beacons, except that these are typically mounted above the roadway on mast arms or overhead structures. Because of their size and position above the roadway, overhead flashers are generally considered more effective than RRFBs alone.

Source: Bunt & Associates

Pedestrian Signal or Traffic Signal

Source: Bunt & Associates

A pedestrian signal is a traffic signal that shows a green light for the main road until a pedestrian presses the button to cross. When activated, the main road's signal turns red during the crossing, ensuring vehicles stop. This approach effectively enforces a stop for vehicle traffic and is regarded as the most efficient at-grade crossing method, as it separates pedestrians and vehicles in time. A full traffic signal provides a similar benefit to pedestrians but also improves vehicle operations on minor approaches.

5.4.3 CYCLING FACILITIES

Area D is constrained by its road widths and by the inability to install vertical measures, such as concrete delineators and bollards. Two types of cycling facilities have been identified as feasible for Area D and are described below.

Local Street Bikeway

A local street bikeway features unseparated bikeways in spaces shared with motor vehicles. These can include shared roadways, bicycle boulevards, and shared lanes. Shared roadways are roadways where cyclists and vehicles share the travelled way at low speeds.

Shared streets should be designed with additional safety features wherever feasible, including cyclist-scaled lighting, signage, pavement markings, and vehicle speed reduction measures.

Design considerations for shared streets

Table 5.3 presents the recommended shared street widths based on the TAC Geometric Design Guide, including requirements for:

Shared Roadways: Cyclists and vehicles share the travelled way under low-speed conditions
Shared Lanes: General-purpose lanes that can facilitate a small range of experienced cyclists

Table 5.3: Recommended Shared Street Widths

Source: TAC Geometric Design Guide

Shared Street	Parameter	Widths	
		Desirable (m)	Minimum (m)
Shared Roadway	Width (m), shared roadway with parking on both sides	8.0 – 9.0	8.0
	Width (m), shared roadway with parking on one side	5.5 – 7.0	5.5
Shared Lane	Width (m), shared lane, side-by-side operation	4.3 – 4.9	4.3
	Width (m), shared lane, single file operation	Lane width – 4.0	Lane width

Pavement Markings

Source: Bunt & Associates

'Sharrows' can be used to encourage vehicles to pass cyclists wide and increase awareness that the roadway is shared between vehicles and rolling modes. The following is general guidance for pavement markings on shared streets:

- Do not mark the centreline of a shared street, except in short sections where vehicle placement on the road is important (e.g., an intersection approach)
- 'Sharrows' should be placed slightly offset, to the right, from the centre of the road to indicate the optimal road position for a cyclist. This road position is preferred because it provides some distance from parked vehicles and driveways and is approximately aligned with a driver's seat when following a cyclist from behind.

Route Signs

Bike Route signs indicate to cyclists and rolling modes that they are on a designated bike route. These signs also indicate to vehicles that they should expect cyclists on the road. These can be placed along the route at periodic intervals.

Image Source: City of Vancouver

Directional signs indicate that cyclists should turn or travel in a specific direction. These signs are especially useful when the road surface changes or the route is obscured, for example, where the bike route switches from a shared street to a trail.

Image Source: US FHWA "Small Town and Rural Design Guide"

Wayfinding Signs

Wayfinding signs can be placed at key intersections to indicate the direction to a key destination or to indicate that there are multiple options for continuing the bikeway. These signs are especially useful for visitors who may not be familiar with the area and wish to explore via active transportation.

Image Source: Bunt & Associates

Bicycle Accessible Shoulders

As described earlier, bicycle-accessible shoulders are paved shoulders on the right side of rural roads that are wide enough to accommodate cyclists. Bicycle accessible shoulders are typically acceptable on roads with posted speed limits of 50 km/h or less and with fewer than 5,000 motor vehicles per day.

5.4.4 MULTI-USE PATHS

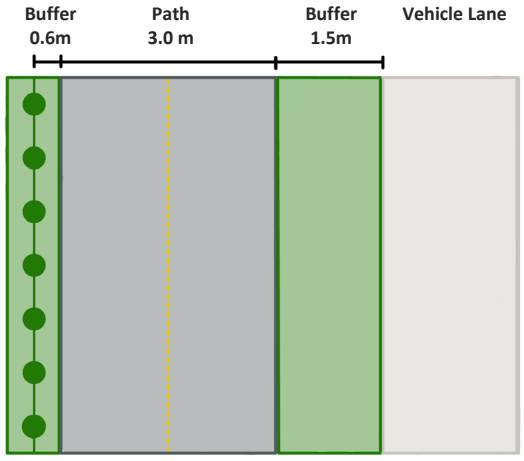
Multi-use paths (MUPs) are paved trails that can play an important role in a multimodal transportation system. Generally, MUPs are wide enough trails to accommodate two-way travel of both pedestrians

and rollers. They are the preferred active mode infrastructure typology as they separate pedestrians and rollers from the noise and dangers of vehicle traffic.

Design Considerations for a Roadside Pathway

Key characteristics of a roadside pathway include the travelled way, a horizontal buffer from any obstructions such as bollards or trees, and a buffer between the edge of the travelled way and any motor vehicle lanes, as shown in the diagram below. The TAC Geometric Design Guide recommends a minimum path width of 3.0 metres to accommodate one cyclist in each direction or one cyclist and two pedestrians walking side by side. **Figure 5.1** illustrates recommended widths for MUPs.

Figure 5.1: Multi-Use Path Design



**A constrained limit of a 0.6m buffer from the vehicle lane may be acceptable on lower-volume local roads*

Multi-Use Path Design Principles

Pathway design plays an important role in user safety and satisfaction. To continue to capture the inherent comfort and enjoyment of pathways while improving safety, the following measures are recommended:

- Avoid circuitous routing and maintain clear sightlines, particularly at corners, by clearing vegetation or physical obstructions
- Apply a centreline along the path to delineate travel directions and improve visibility for users at night
- Consider delineating space for pedestrians and cyclists where high volumes of users are expected
- Use pavement markings to indicate the intended road user and travel direction where pathways experience high bidirectional volumes or operational challenges, such as sight distance constraints

5.4.5 TRAILS

A trail is a defined type of infrastructure that is purposefully designed and used for one or more user groups. This section focuses on unpaved trails, which are typically more recreational in nature and are often located within parks or other open spaces.

Trail design parameters have significant implications for the quality of the trail experience, the degree of challenge, and the types of users the trail can accommodate. The design parameters provided below are intended for developed trails that can accommodate users with all skill levels (easy). Multi-use trails should be designed to meet critical parameters, which are the most demanding parameters based on the user.

The sections below describe the different design criteria for trails, while **Table 5.4** summarizes the recommended parameters for a trail with an easy level of challenge, assuming pedestrian and off-road cyclists are the desired users.

Table 5.4: Trail (Unpaved) Design Parameters - Easy Degree of Challenge

Source: Adapted from Trail Development Guidelines for Alberta's Public Land

DESIGN PARAMETER		PEDESTRIAN (WALKING, RUNNING, HIKING, BACKPACKING)	OFF-ROAD CYCLING (SELF PROPELLED & ELECTRIC)	CRITICAL PARAMETER
Clearing Limit	Clearing Width	2.0 – 3.0m	>3.5m	>3.5m
	Clearing Height	3.0m	3.5m	3.5m
Tread Width	Tread Width	1.0 – 2.5m	>2.5m	>2.5m
	Structure Width (minimum width)	Tread +0.15m each side	Tread +0.3m each side	Tread +0.3m each side
Surfacing	Surface Type	Compacted granular or paved	Natural, smooth	Compacted granular or paved
	Protrusions	None	Rare, <0.10m	None
	Obstacles (max height)	0.15m max ht, few vertical steps	Rare, <0.10m	Rare, <0.10m
Grades	Target Grade	3%	3 – 8%	3%
	Maximum Grade (short)	7%	10%	7%
	Maximum Grade Proportion	5 – 10%	10 – 20%	5 – 10%
Cross Slope	Target Cross Slope	2 – 3% or crowned	2 – 4%	2 – 3% or crowned
	Maximum Cross Slope	3%	8%	3%
Turning	Target Turning Radius	1.8 – 2.4m	1.5 – 2.5m	1.8 – 2.5m

Trail Access Points

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

Recommended Trail Terminus Features

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

- Install a TAC-approved trail crossing sign (e.g., WC-32) along the intersecting roadway
- Ensure all transitions are as smooth as possible

Access Restrictions

Access restrictions can include various control devices such as bollards, maze gates, flexible delineators, raised medians, and/or signage. These measures are put in place to prevent vehicles from accessing off-street trails and pathways, but can often present safety hazards when implemented incorrectly.

Rigid bollards and maze gates have historically been used to restrict motor vehicle access and reduce bicycle speeds. The use of rigid bollards and maze gates creates a safety hazard to cyclists and is not appropriate unless there is a demonstrated history of motor vehicle encroachment. Bicycle speed control is better implemented through geometric measures, and when physical measures are warranted, flexible bollards should be considered as an alternative to rigid ones.

Safer approaches to restricting vehicle access can be implemented through the physical design of the trail or pathway entry point. A centre median may be used to delineate the entrance into two pathways, along with low landscaping, signage, and solid lane markings leading to and around the median. The pathway on either side of the median should be at least 1.2m wide to accommodate the intended user groups, but no wider than 1.8m to clearly indicate that motor vehicles are not permitted.

Maze Gates

Centre Median

Image Sources: Bunt & Associates

5.4.6 PEDESTRIAN & CYCLING SCALED LIGHTING

Contextually appropriate lighting is important to ensure that pedestrian and cycling facilities are safe, accessible, and reliable throughout all seasons and times of day. This is especially important for maintaining facilities in communities with periods of low natural light caused by short winter days.

Pedestrian and cycling scaled lighting should be positioned, placed, and angled to illuminate the travelled way, wayfinding signage, conflict and decision points, intersections, and other key features of

pedestrian and cycling facilities. Lighting is also designed to minimize cast shadows with appropriate illumination levels, gradual lighting transitions, and suitable colour temperatures.

Type of Pedestrian & Cycling Scaled Lighting

Many active transportation facilities require lighting mounting styles different from typical road lighting because of their smaller surfaces. The following examples demonstrate appropriate lighting solutions for the active transportation network.

Source: Bunt & Associates

Source: Bunt & Associates

Source: Active Services Group

Design Considerations

- Provide lighting in pedestrian through zones that are over 5.0m from the edge of the travelled way
- Illuminate blocks with 10 or more pedestrians travelling on both sides of the roadway during the evening peak hour
- Place lighting in the furnishing zone to contribute to the effective buffer and help define the bounds of the pedestrian area

Refer to the TAC Guide for the Design of Roadway Lighting for further details and requirements for pedestrian-scaled lighting.

5.4.7 ACTIVE TRANSPORTATION BRIDGES

Active transportation bridges can be retrofitted onto an existing vehicle bridge or constructed as an active-only bridge. Both types are described below.

Retrofit Existing Bridge with Multi-Use Path

Source: ruraldesignguide.com

An existing bridge can be retrofitted with a multi-use path by constructing a cantilevered platform onto the side of the existing structure. The retrofitted path should have guardrails or barriers on both sides to separate users from vehicle traffic. The path itself should be at least 3 metres wide to accommodate cyclists and rollers.

Active Transportation Bridge

Source: City of Courtenay

This option allows the facility's width and design to be fully tailored to active transportation users. A new active transportation bridge is a costly project, but it can provide great benefits to Area D residents by connecting them to the One Spot Trail.

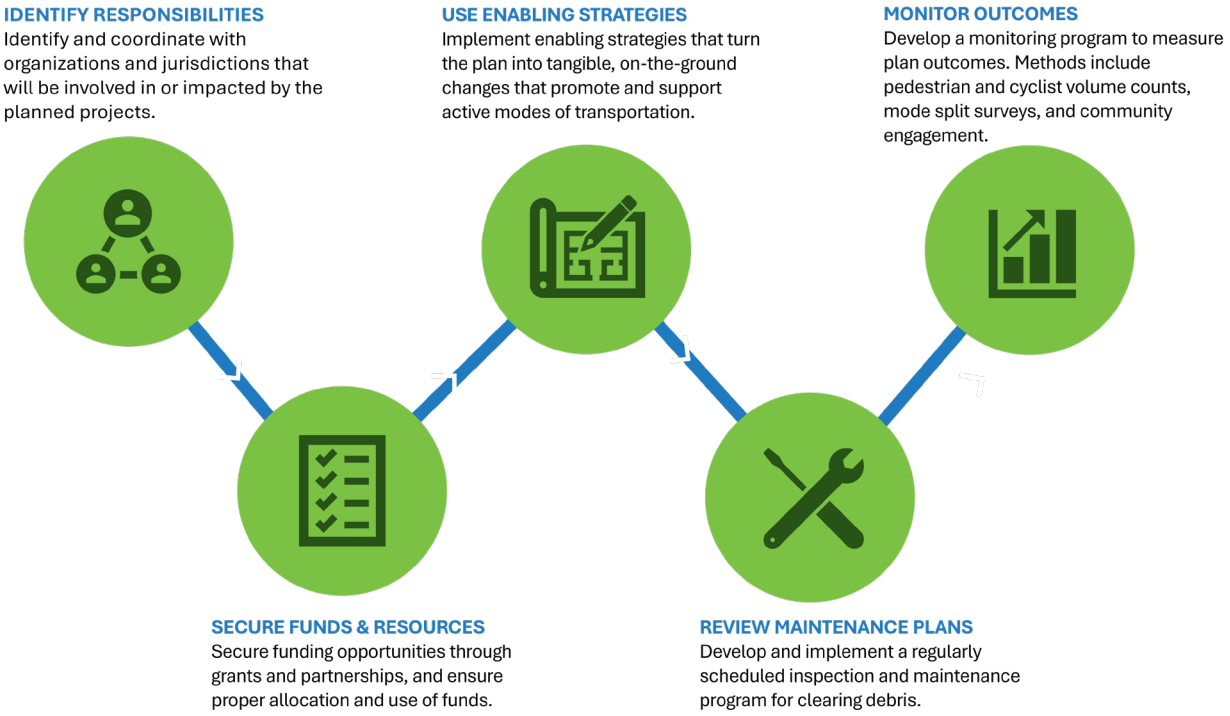
6. IMPLEMENTATION STRATEGY

A well-structured implementation strategy helps facilitate the actions and initiatives outlined in this ATNP, turning the plan into tangible, on-the-ground changes that will promote and support all modes of transportation. The implementation strategy will be supported by maintenance plans to keep active transportation facilities functional throughout their lifespans and by monitoring techniques to assess the plan's success. This section also outlines how the ATNP can be updated to reflect changing practices and emerging technologies.

6.1 IMPLEMENTATION ROAD MAP

An implementation plan translates the ATNP's actions and initiatives into tangible, on-the-ground improvements. Through engagement, clear coordination of responsibilities, and secure funding, the strategies outlined below are designed to deliver tangible benefits. The plan also includes maintenance and rehabilitation measures to ensure trails, pathways, and other facilities remain functional over time.

Finally, by monitoring the network's growth and outcomes, the SRD will be able to track how travel behaviour is affected by improvements and continue to adapt to evolving practices, new technologies, and community priorities.



6.2 RESPONSIBILITIES

The successful implementation of the ATNP relies on collaboration across multiple jurisdictions. Each has a distinct role to play in shaping, delivering, and maintaining active transportation improvements in and around the area.

Strathcona Regional District

The SRD is responsible for implementing the ATNP. This includes prioritizing and advancing projects, as well as coordinating with regional and provincial partners. The SRD will also need to coordinate local trail and pathway maintenance, ensure community priorities are reflected in project delivery, and monitor the performance of the active transportation network over time.

Ministry of Transportation and Infrastructure (MoTT)

The BC Ministry of Transportation and Transit (MoTT) holds jurisdiction over roads in Area D. MoTT has historically supported active transportation improvements along or beside its roadways if the roads can continue to be maintained per current practice. For example, MoTT can sweep and maintain roadways with wider shoulders (or, buffered pedestrian lanes), but vertical elements such as speed bumps or curbs to protect bike lanes present maintenance challenges.

There may be a legal mechanism for MoTT to issue a License of Occupation to the SRD, allowing SRD to design, construct, and maintain a multi-use path within a MoTT road right-of-way. Still, the mechanism requires additional discussion and coordination between jurisdictions.

Province of British Columbia

The Province of British Columbia plays an enabling role in advancing active transportation initiatives. While Area D is responsible for planning and delivering local projects, the Province supports these efforts by setting overarching policy direction, providing grant funding, and offering technical guidance through resources such as the *BC Active Transportation Design Guide*.

The Province also establishes the legislative framework for road safety and works in partnership with local and regional governments to ensure networks connect across boundaries and align with broader goals for climate action, health, and sustainable communities.

Federal Government of Canada

The Federal Government supports active transportation through policy leadership and funding programs. Canada's National Active Transportation Strategy (2021–2026) outlines a vision for safe, accessible, and inclusive active transportation across the country. Guided by the A-C-T-I-V-E framework—Awareness, Coordination, Targets, Investments, Value, and Experience—the strategy promotes multimodal connectivity and sustainable mobility. Key funding programs include the Active Transportation Fund (ATF), which allocates $400 million to support infrastructure projects such as trails, bike lanes, and pedestrian pathways. Additional federal programs, such as the Investing in Canada Infrastructure Program (ICIP) and the Canada Community-Building Fund, offer opportunities to secure financial support for active transportation initiatives.

ICBC

ICBC plays a vital role in enhancing road safety through its Road Improvement Program, which provides cost-sharing opportunities, technical expertise, and data analysis to support infrastructure upgrades. Since its inception, ICBC has partnered on over 9,000 projects across B.C., including pedestrian and cyclist safety improvements such as crosswalk enhancements, protected bike lanes, and intersection upgrades. ICBC uses crash data to identify high-risk locations and supports both reactive and proactive

safety interventions. Their investments help reduce collisions, injuries, and insurance claims, contributing to safer roads.

6.3 FUNDING OPPORTUNITIES

Delivering active transportation projects in Area D will require collaboration across jurisdictions and strategic use of external funding sources. Several regional, provincial, and federal programs are available to help small communities with active transportation initiatives.

These programs offer cost-sharing opportunities that can significantly reduce the financial burden while accelerating the delivery of safe, accessible infrastructure. The following subsections highlight key funding opportunities currently available to support active transportation infrastructure.

Provincial Funding

BC Ministry of Transportation and Transit (MoTT)

MoTT allocates funds annually for road rehabilitation and maintenance. This includes road resurfacing, bridge rehabilitation and replacement, seismic retrofits, intersection improvements, and upgrades to local roads to help connect communities.

British Columbia Active Transportation Infrastructure Grants Program – Infrastructure Grant

This grant allows eligible governments to apply for a maximum of two (2) active transportation infrastructure grants for different projects or phases. The projects must be under one million dollars, part of an active transportation network plan and can begin construction once the funding has been announced. These projects have completion deadlines and are open to the pubic. The province cost-shares up to $500,000 per project; the cost-share amount is determined by the type and size of the community applying for the grant. Note that this program is currently on hold and may return in the future.

British Columbia Vision Zero in Road Safety Grant

This grant supports local governments and communities in enhancing road safety for all users. Projects should focus on protecting vulnerable road users and align with Vision Zero and the safe systems approach. The program funds up to $20,000 per project, depending on project scope and alignment with the program.

Union of BC Municipalities (UBCM) Funding Program – Active Transportation Planning

This funding supports local governments in incorporating or enhancing active transportation components into formal planning documents (Official Community Plan, Sustainability Plan, Neighbourhood Plan, or Transportation Plan), including research and policy development. The funding program can contribute up to 100% of the cost of eligible activities to a maximum of $30,000.

Union of BC Municipalities (UBCM) Funding Program – Complete Communities

This program supports local governments in advancing complete community goals by helping communities provide transportation options, including increased walkability, and by connecting infrastructure investment and servicing decisions to these goals.

Federal Funding

Infrastructure Canada - Active Transportation Fund

The Active Transportation Fund dedicates $500 million to support the expansion of active transportation networks across Canada, including capital project funding contributions of up to $50 million, with a contribution rate of 60% to 100% depending on the recipient and project location.

6.4 MAINTENANCE AND MONITORING

Maintenance

Regular rehabilitation and maintenance of active transportation infrastructure is required. Maintenance helps keep active transportation facilities functional and usable throughout their lifespans and ensures they remain accessible.

MoTT will be responsible for the maintenance of all roadways, while the SRD will be responsible for all trails through SRD parks and those under a License of Occupation from MoTT.

As the active transportation network expands, special equipment may be required to maintain the infrastructure. In addition, resources may need to be dedicated to clearing leaves, snow, ice, and debris, especially at facilities that are too narrow for traditional maintenance vehicles. Pathway maintenance should be treated the same as road maintenance, including the establishment of fall and winter action plans.

Three facility priority levels are recommended for inspection and maintenance along pedestrian and cycling facilities. This includes identifying priority routes in the event of snow, ice, and deadfall.

To guide this, three levels of maintenance priority are recommended:

1. **Primary Priority Routes:** High-use routes that connect key destinations. These should be inspected annually and repaired immediately after an event that incapacitates the route.
2. **Secondary Priority Routes:** Medium-use routes and connections. These should be inspected every 2–3 years and maintained within 48 hours of an event that incapacitates the route.
3. **Tertiary Priority Routes:** Low-use routes. These should be inspected every 5 years and maintained within one week of an event that incapacitates the route

Regular sweeping and inspection schedules will also help keep routes free of debris, reduce hazards, and extend the life of facilities.

Monitoring

Monitoring helps to determine how well the active transportation network is working and how people's travel choices are changing over time. Tracking progress also provides valuable information to improve facilities, attract funding, and celebrate successes with the community.

A variety of tools can be used to monitor the network, including:

- **Community Surveys:** Short surveys every 2–3 years to learn about travel habits and satisfaction. School surveys can be an especially effective way to capture input from younger residents.
- **Community Feedback**: Ongoing opportunities for community members to share ideas and priorities. Monitoring provides an opportunity not only to measure progress but also to keep the community engaged, motivated, and involved in shaping the network's future.

6.5 NEXT STEPS

The following actions are recommended as next steps to this ATNP, helping move from planning to implementation:

- Prepare a capital and operational plan/budget.
- Coordinate improvements with existing capital plan upgrades and work programs.
- Coordinate the ATNP with other planning documents and policies to ensure consistency with other jurisdictions.
- Explore available grant programs to help deliver priority projects.
- Ensure annual budgets include resources for maintenance so that new facilities remain safe and usable over the long term.

6.6 YEAR OVER YEAR GHG EMISSIONS REDUCTIONS

As more active transportation infrastructure and measures are implemented in the community, it is anticipated that there will be a shift away from private vehicle use toward active transportation. Mode split targets have not been established, but assumptions have been made based on potential improvements to active transportation infrastructure and areas with more mode choice. The existing and predicted mode splits are shown in **Figures 6.1**–**6.4**. They assume that transit can improve by 1% every 5 years and that active transportation (walking, biking, and other modes) will approximately double over the next 20 years (2045).

Figure 6.1: Existing Mode Splits (2025)

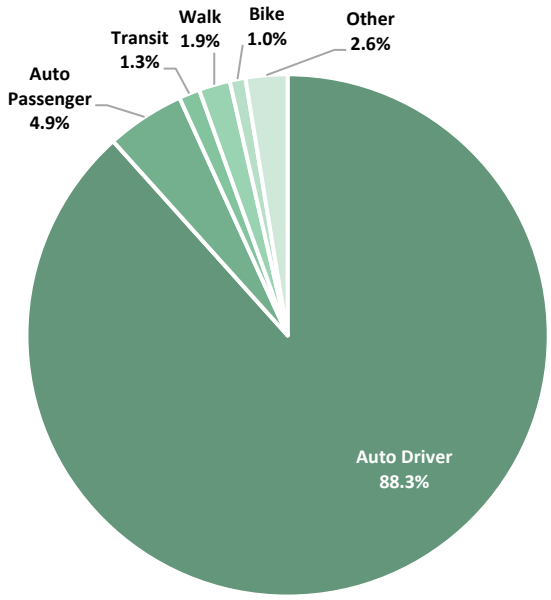


Figure 6.2: Future Mode Splits (2030)

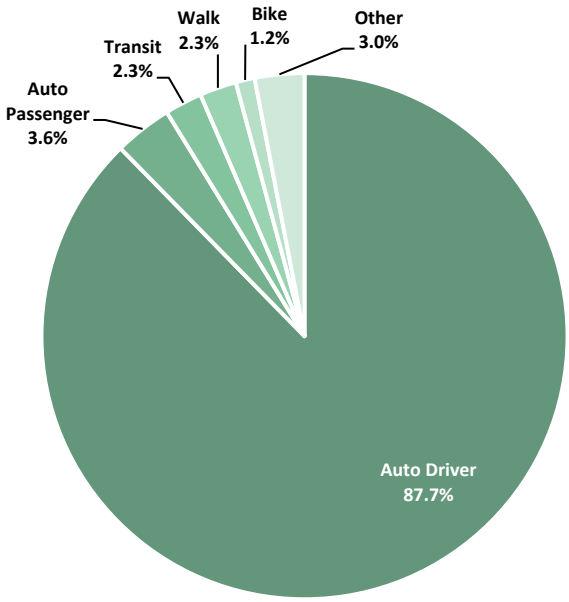


Figure 6.3: Future Mode Splits (2035)

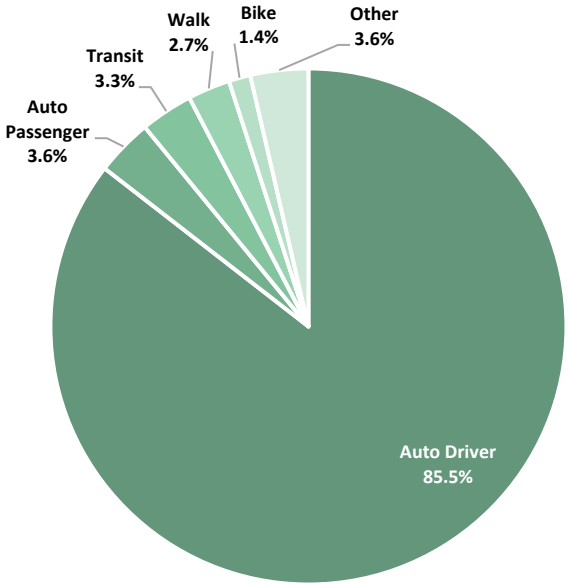
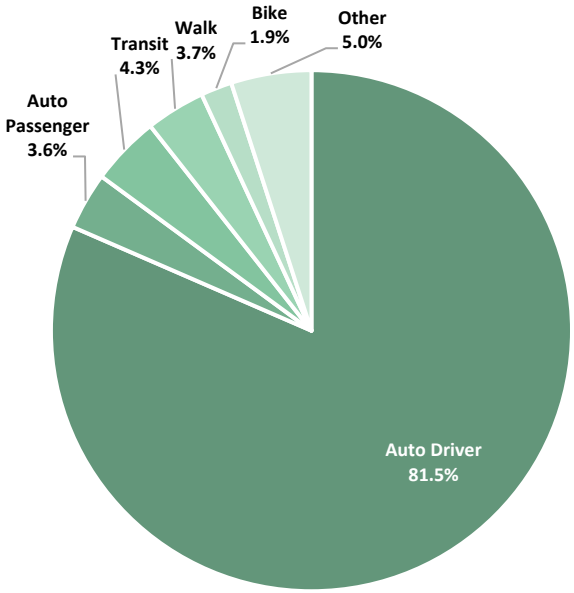


Figure 6.4: Future Mode Splits (2045)



The Canadian Fitness and Lifestyle Research Institute (CFLRI) and the Canadian Parks and Recreation Association (CPRA) determined the economic cost of greenhouse gas emissions per private vehicle, which amounted to an estimated $56.4 billion Canadian dollars in 2019/2020 for approximately 23,472,111 private vehicles[7]. Thus, a mode shift from private vehicle to active transportation can yield greenhouse gas emission savings of approximately $2,403 per mode shift per year. The CFLRI does not determine a specific economic cost savings from mode shifts from private vehicles to transit, but it reports a Canada-wide economic benefit of $19 billion per year and an annual reduction of 4.7 million tonnes of greenhouse gas emissions based on 2018 data.

In addition, a European study completed by a University of Oxford team found that an average person shifting their mode choice from private vehicle to active transportation for 200 days a year (attempting to account for the regular 5-day commute to work per week minus sick/vacation days) would decrease lifestyle CO2 emissions by an estimated 1,856 kg (1.856 tonnes) annually[8]. Similarly, they found that an average person shifting their mode choice from private vehicle to public transit for 200 days a year would reduce lifestyle CO2 emissions by approximately 1,362 kg (1.362 tonnes) annually.

Using the projected population numbers (which Stats Canada has shown to have a 4.4% linear growth rate from 2016-2019), future mode split assumptions, estimated economic savings, and GHG emission decreases, **Table 6.1** was established to show the potential cumulative savings for up to 20 years in the future, showcasing the savings in years 2030, 2035, and 2045. As can be seen, a cumulative $605 thousand in Canadian dollars through active transportation mode shifts alone, and 809.7 tonnes of GHG emissions reductions, are possible by 2045 should the mode split targets be achieved.

Table 6.1: Projected GHG Emissions Reductions

Projected Year	Population	Cumulative Economic GHG Savings ($) (for Active Transportation only)	Cumulative GHG Emissions Reductions (Tonnes)		
			Active Transportation	Transit	TOTAL
2030	4,484	$107,800	83.2	61.1	**144.3**
2035	4,667	$336,400	173.2	190.7	**363.9**
2045	5,033	$604,700	467.0	342.7	**809.7**

[7] Canadian Fitness and Lifestyle Research Institute (CFLRI) and Canadian Parks and Recreation Association (CPRA). 2023. *The Price of Inactivity: Measuring the Powerful Impact of Sport, Physical Activity, and Recreation in Canada*. CFLRI & CPRA. Ottawa, ON, Canada Accessed February 18, 2026. [Online].

[8] Christian Brand et al, *The Climate Change Mitigation Impacts of Active Travel: Evidence from a Longitudinal Panel Study in Seven European Cities*, Global Environmental Change, Accessed February 18, 2026. [Online].

7. REFERENCES

7.1 BRITISH COLUMBIA

- British Columbia Active Transportation Design Guide (2019)
- City of Coquitlam Bicycle Parking Design Guidelines
- Clean BC Move Commute Connect - B.C.'s Active Transportation Strategy

7.2 CANADA

- Costing of Bicycle Infrastructure and Programs in Canada – Clean Air Partnership (2019)
- Federal Highway Administration (FHWA) - Bikeway Selection Guide (2019)
- National Active Transportation Strategy – Infrastructure Canada (2021)
- Canadian Guidelines for Outdoor Lighting for RASC Dark-Sky Protection Programs (2020)

7.3 INTERNATIONAL

- Massachusetts Department of Transportation (MASSDOT) - Separated Bikeway Planning & Design Guide (2015)
- National Association of City Transportation Officials (NATCO) - Designing for All Ages and Abilities (2017)
- National Association of City Transportation Officials (NATCO) - Urban Bikeway Design Guide
- National Association of City Transportation Officials (NATCO) - Urban Street Design Guide
- The state of National Cycling Strategies in Europe (2021)
- U.S. Department of Transportation (FHWA) - Small Town and Rural Design Guide (2016)

APPENDIX A

ENGAGEMENT SUMMARY

Strathcona Regional District

Electoral Area D Parks and Trails Plan

Engagement Summary – Round One

Strathcona Regional District

Round 1 Engagement Summary

LEES + ASSOCIATES

September 2025

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CONTENTS

1 INTRODUCTION

The Strathcona Regional District (SRD) is developing a Parks and Trails Plan for Electoral Area D to provide strategic guidance in managing the region's park, trail, and active transportation network over the next 10 years. The planning process involved assessing existing parks, trails, and active transportation infrastructure, reviewing past and current planning initiatives, and collecting community input in order to determine outdoor recreation needs and identify gaps.

Building on these elements, the Parks and Trails Plan outlines a vision, goals, and recommendations to guide the management of park, trail and active transportation and support informed decision-making in the Draft Parks and Trails Plan and Active Transportation Plan. This "What We Heard" Report summarizes input from the community collected during the first round of engagement during Phase 2 of the project (see the overall planning process in Figure 1).

The purpose of the first round of community engagement was to find out how people currently use parks, trails, and active transportation in Electoral Area D and to understand the community's values and vision for the future. This included understanding which parks, trails, and amenities they use, identifying gaps and opportunities for development and improvements, and learning about what is working well and what is not. The engagement results inform the vision, goals, and recommendations in the Draft Parks and Trails Plan and the Active Transportation Plan.

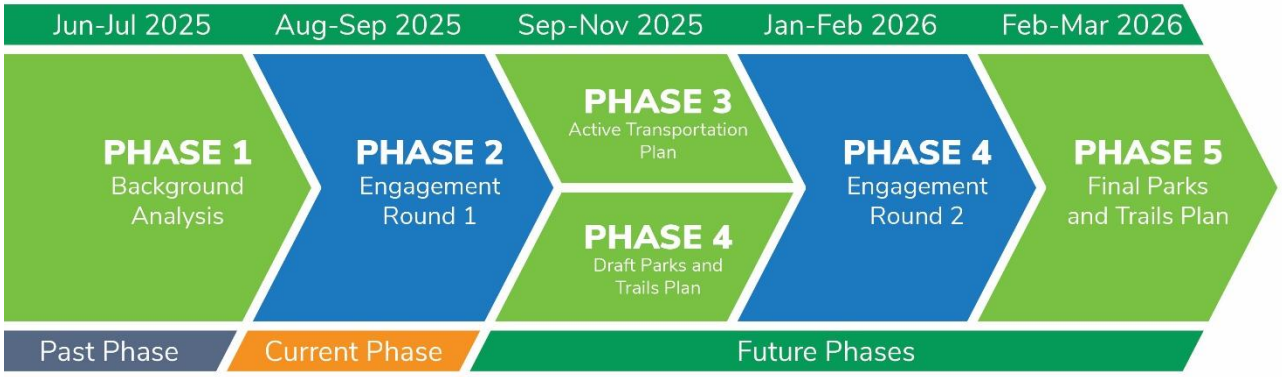


Figure 1 Project timeline for the SRD Electoral Area D Parks and Trails Plan

1.1 OUTREACH AND PARTICIPATION

Outreach to the community was done in the two weeks before and during engagement activities. Information about the project's goals, schedule, and opportunities to get involved was shared widely with residents.

Opportunities to participate were advertised through:

- The SRD's website
- Posts on the SRD's social media accounts
- Posters at parks and popular community locations
- Direct emails to community members and organizations
- A pop-up event at Discovery Foods in Oyster River

1.2 ENGAGEMENT TOOLS

Community engagement included an in-person community open house, a community pop-up event, workshops and interviews with interest-holders, and an online public survey. Participants were also given the opportunity to provide written input. All engagement formats included information about the project as well as information about other means of providing input.

Engagement by the Numbers

22 community open house attendees

1 community pop-up event

14 online workshop participants

180 participants in the online survey

7 input emails from individuals and community organizations

1.2.1 COMMUNITY OPEN HOUSE

A community open house was held at Oyster Bay Resort in Oyster River on August 26, 2025. The event provided opportunities to learn about the project and discuss issues and opportunities with the consulting team and SRD Staff. Attendees at the event were asked about their current park, trail, and active transportation use habits as well as their ideas for improving Electoral Area D's network in the future.

1.2.2 COMMUNITY POP-UP EVENT

A community pop-up event was held at Discovery Foods in Oyster River on September 13, 2025. Display boards provided information about the project purpose and timeline. The event provided a venue for spontaneous discussions about Electoral Area D's park, trail, and active transportation network while collecting community input and promoting participation in the online survey.

1.2.3 INTEREST-HOLDER WORKSHOPS

Five workshops were held with interest-holders, including representatives from regional and provincial and government bodies, and local community organizations. Participants were asked about the strengths and weaknesses of Electoral Area D's existing parks, trails, and active transportation infrastructure, as well as about opportunities to collaborate in improving the network.

1.2.4 ONLINE SURVEY

An online survey was hosted on SurveyMonkey for a one-month period in August-September 2025. The survey asked participants about how they use Electoral Area D's existing parks, trails, and active transportation infrastructure.

1.2.5 WRITTEN INPUT

Participants were given the opportunity to provide written input on the project. Emails to SRD staff and comment forms were received from individuals and community organizations.

2 ENGAGEMENT OUTCOMES

2.1 COMMUNITY OPEN HOUSE

Open House attendees noted that they primarily use Electoral Area D parks and trails to go for walks or bike rides, and to spend time with friends and family. Attendees tended to visit Electoral Area D's naturalized parks like Oyster Bay Shoreline Protection Park, Oyster River Trails Park, and Oyster River Nature Park most often, though Hagel Park was also well visited. A few attendees noted attending events hosted in Hagel Park, like yoga and dog-training classes.

When asked what they valued most about Electoral Area D parks and trails, the most common theme was access to nature. Attendees valued experiences associated with natural areas such as natural scenery, shoreline access, and wildlife viewing opportunities. A few attendees valued having parks nearby and having a variety of amenities in parks.

In improving Electoral Area D's network of parks and trails, attendees focused primarily on improving the region's trail network. Opportunities raised included:

- Extending Storie Creek trails to Seawave Park/Leeming Road;
- Adding off-highway trail connections to Campbell River;
- Formalizing neighbourhood connections to Hagel Park;
- Formalizing the Glenmore Road Trail Network;
- Improving connections from York Road to Cranberry Lane;
- Limiting ATV traffic on Electoral Area D trails, and
- Connecting to the Comox Valley Regional District (CVRD) One Spot Trail.

Some attendees raised concerns about the loss of natural areas to new development in the region and wanted to see more done to protect greenspaces. A few attendees raised restricting off-leash dogs in some parks and trails as an opportunity. Establishing a park on the north side of the Oyster River west of Highway 19A was raised as an opportunity by some attendees.

When asked if attendees faced any barriers in accessing and using parks and trails, the most common response was a lack of trail connections in Electoral Area D. Other responses included a lack of public transit options to access parks, conflicts with motorized trail users and off-leash dogs, and inadequate surfacing on pathways and in parking areas.

Attendees tended to either walk or cycle as their primary forms of active transportation. The most popular Electoral Area D designations among attendees were Oyster River Trails Park and Oyster River Nature Park, though destinations across the region were well visited. When asked what types of active transportation improvements they would like to see in Electoral Area D, the most popular choices among attendees were gravel regional trails, trail surface improvements, and more crossings. In open-ended responses about active transportation, attendees raised a number of opportunities, including:

- Lowering the speed limit on sections or the entirety of Highway 19A through the Electoral Area;
- Connections to the CVRD's One Spot Trail off York Road;
- Better highway crossings;
- Improving the Watermain Trail;
- Improving active mode safety on Deerfield, and York Roads, as well as Macaulay Road within the CVRD, and
- Improving connectivity between neighbourhoods.

2.2 COMMUNITY POP-UP EVENT

Attendees at the pop-up event included Oyster River residents, Black Creek (CVRD) residents, cyclists travelling through the Oyster River area, and tourists staying at nearby resorts and campgrounds. Some of the key themes heard from attendees included:

- The existing trails are a great asset but some attendees noted it would be nice to have some dedicated off-leash dog trails and others noted the need for more trails in key areas.
- Completing trail connections between Maple Park and Hagel Park is needed as the roads are getting busy.
- Continuous, safe bicycle routes from Oyster Bay to Campbell River are needed, both for recreational cyclists as well as for those commuting to Campbell River. Better pedestrian and cycling connections are needed across the Oyster River.
- Completing the remaining sections of the One Spot Trail in CVRD as well as connecting it north of the Oyster River should be a priority.
- More bathrooms are needed in strategic locations. Some felt that the port-a-potty at Stories Beach should be replaced with a permanent structure as it often blows over in the wind.

2.3 ONLINE COMMUNITY WORKSHOPS

2.3.1 MINISTRY OF TRANSPORTATION AND TRANSIT

Representatives from the BC Ministry of Transportation and Transit (MOTT) noted that they are currently conducting a study on the Highway 19A corridor and expressed interest in collaborating with the SRD to share data, which may be beneficial to both the corridor study and the Electoral Area D Parks and Trails Plan. The study is anticipated to be completed in March 2026.

MOTT noted that crossings of Highway 19A may or may not be included in the scope of their study. They noted that the public often requests marked crossings on Highway 19A through Electoral Area D. MOTT expressed willingness to explore installing crossings along the highway if the locations demonstrate adequate demand.

MOTT noted that they are exploring frontage roads as an opportunity to consolidate access points to 19A and expressed willingness to consider active transportation improvements along frontage roads.

MOTT noted that reduced-speed zones are being explored in some sections of Highway 19A, but restated the need to balance safety with transportation efficiency along a numbered highway.

When discussing preferred strategies for active transportation planning in highway corridors, MOTT discouraged active transportation improvements on highway shoulders that required specialized maintenance equipment, noting that flexible barriers can be an effective tool if used sparingly. MOTT noted that all objects within the highway clear zone must be engineered. MOTT noted that they do not accept maintenance responsibilities for active transportation improvements in the highway right-of-way, except when the improvement occurs on the highway shoulder.

MOTT noted they are currently exploring measures to discourage overnight use of the Oyster Bay Rest Stop and expressed interest in collaborating with the SRD to improve the rest area and its connection to Oyster Bay Shoreline Protection Park. MOTT expressed that they may be open to the SRD playing a larger role in managing the Stories Beach Pull Out if desired.

2.3.2 COMOX VALLEY REGIONAL DISTRICT

A representative from the Comox Valley Regional District (CVRD) noted their willingness to collaborate with SRD in improving parks, trails, and active transportation in Electoral Area D, adding that CVRD residents in Saratoga Beach and Miracle Beach were regular users of amenities in and around Oyster River. The CVRD noted the Oyster River as a key conservation area and is working to conserve parkland along its corridor.

The CVRD noted that active transportation connections between the two regional districts were limited, with crossings on the Oyster River raised as a key bottleneck. The CVRD raised that construction of the One Spot Trail, a regional trail extending north from Courtenay, is approaching the Oyster River, and that they are looking to work with the SRD to both determine an appropriate crossing location and connect the trail to Campbell River. The CVRD raised that opening connections for emergency management may create opportunities to improve active transportation infrastructure.

2.3.3 OTHER COMMUNITY GROUPS

The following summarizes the key points raised by community group representatives in the community workshops.

Value of Parks and Trails

Workshop participants valued having access to parks and trails close to home. Participants appreciated Electoral Area D parks that brought them closer to nature.

Active Transportation

Workshop participants across sessions expressed the desire for better active transportation connections throughout Electoral Area D. These primarily involved adding neighbourhood connections to allow for travel between subdivisions without using Highway 19A. New and improved road crossings were seen as a gap across the region, especially on busy roadways such as Highway 19A and Jubilee Parkway. Some participants raised opportunities to promote cyclist safety on Highway 19A, like reducing speed limits and widening shoulders. Participants noted that trail surfacing in the region did not always accommodate active transportation of all modes and abilities. Some participants advocated for cycling literacy programming in Electoral Area D to encourage more residents to cycle. One participant raised e-bike charging infrastructure in parks as an opportunity.

Accessibility and Access

Participants advocated for accessibility information on Electoral Area D parks to be posted online to allow those with mobility concerns to make informed decisions. One participant recommended that the SRD develop Electoral Area D parks with accessibility standards in mind, such as those developed by the Rick Hansen Foundation.

One participant noted that gravel parking areas were unsuitable for those with mobility concerns and requested better accessible connections from parking areas to park amenities. Some participants advocated for more accessible trails in Area D. One participant advocated for more seating along pathways to provide opportunities for those with mobility concerns to rest.

One participant commended the SRD for recently constructed accessible pathways in Electoral Area D.

One participant noted that Electoral Area D parks were poorly served by public transit, limiting access to those without personal vehicles. One participant advocated for better cycling connections to parks.

Park Amenities

Participants recognized a lack of outdoor recreation amenities for older children and youth as a gap in Electoral Area D's park amenities. Participants wanted to see more covered areas in Electoral Area D to provide shade and accommodate gatherings. One participant raised that there may be more demand for additional community garden plots and noted opportunities to fund new plots with community food grants. Amenities participants wanted to see across SRD parks included shade structures and accessible washrooms.

Trails and Trail Amenities

Some participants noted that trailhead amenities at SRD parks were often limited. Participants wanted to see bike racks, trailhead maps, and washrooms made available at more trailheads. One participant advocated for the wider use of fencing along pathways to keep users on the trails. Some participants raised concerns about maintaining access to well-used trails that crossed private land. Some participants voiced concerns over rogue trails in Electoral Area D.

Signage and Wayfinding

One participant requested better wildlife safety information in Electoral Area D parks and recommended collaborating with Wildwise to develop informational signage. Some participants advocated for better Electoral Area D trail maps.

Programming

One participant raised programming in park spaces as an existing gap, adding that scheduled activities in parks promote opportunities to socialize and make parks more welcoming spaces.

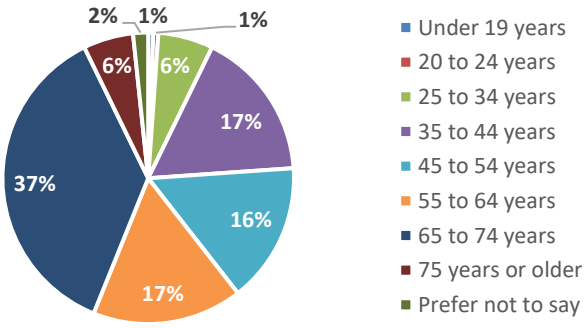
Community Organizations

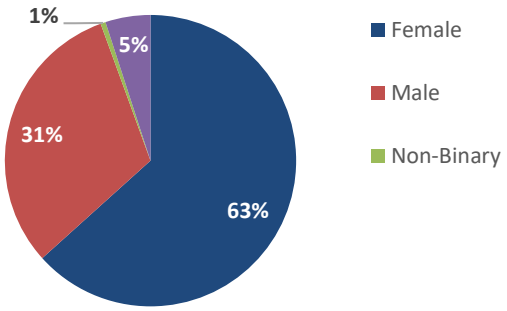
Some participants expressed uncertainty about the future of their respective organizations, noting declines in volunteer participation, especially among younger demographics.

2.4 ONLINE SURVEY

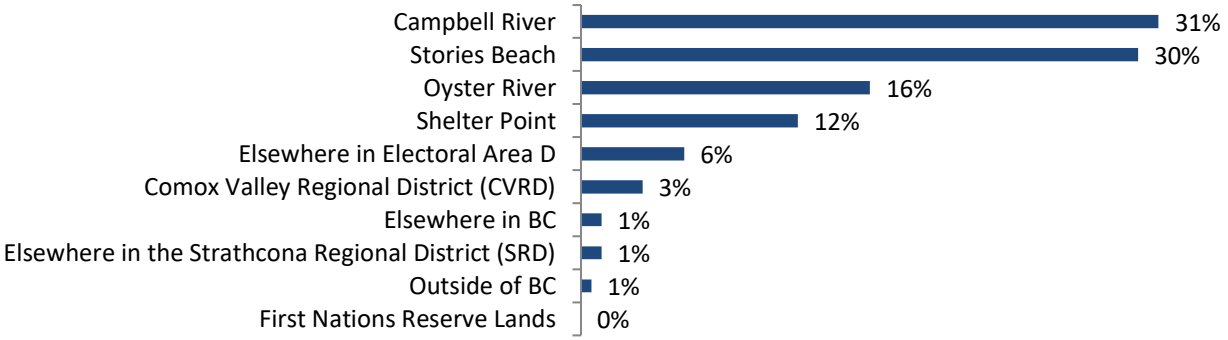
Who Responded?

A total of 180 of responses were received on the online survey. More than 40% of respondents were 65 years of age or older. Nearly two-thirds of respondents (63%) identified as female.



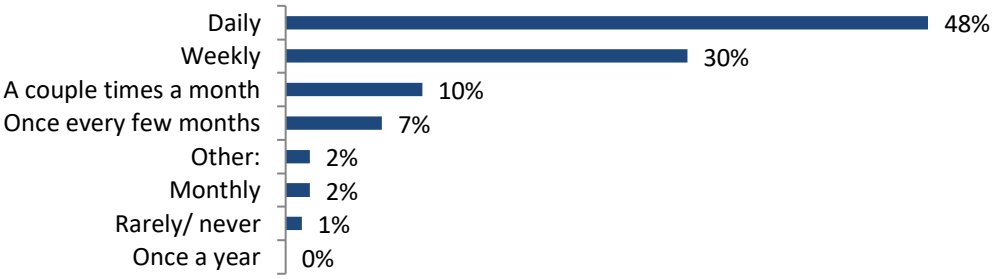


Communities represented by more than 10% of respondents in survey responses included Campbell River (31%), Stories Beach (30%), Oyster River (16%), and Shelter Point (12%).

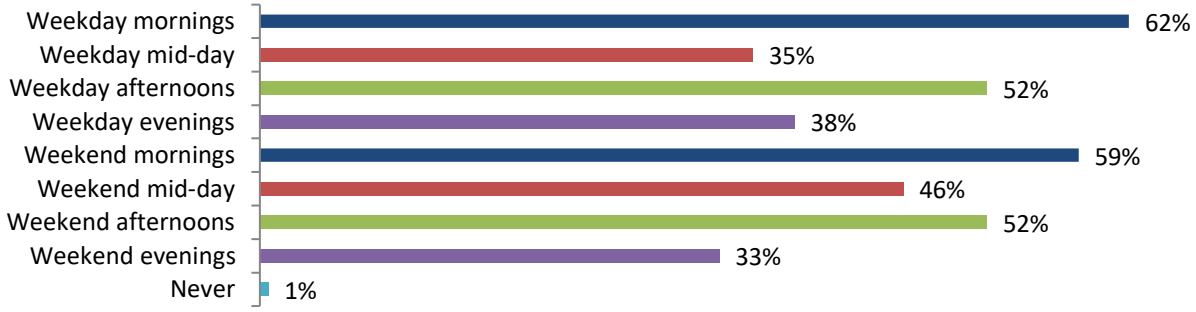


Park and Trail Use

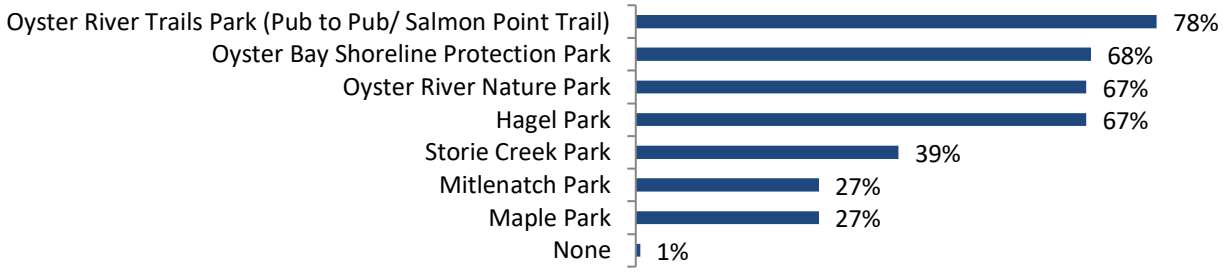
Nearly half of the respondents (48%) said they use Electoral Area D parks and trails daily, and 31% said they visited parks and trails weekly.



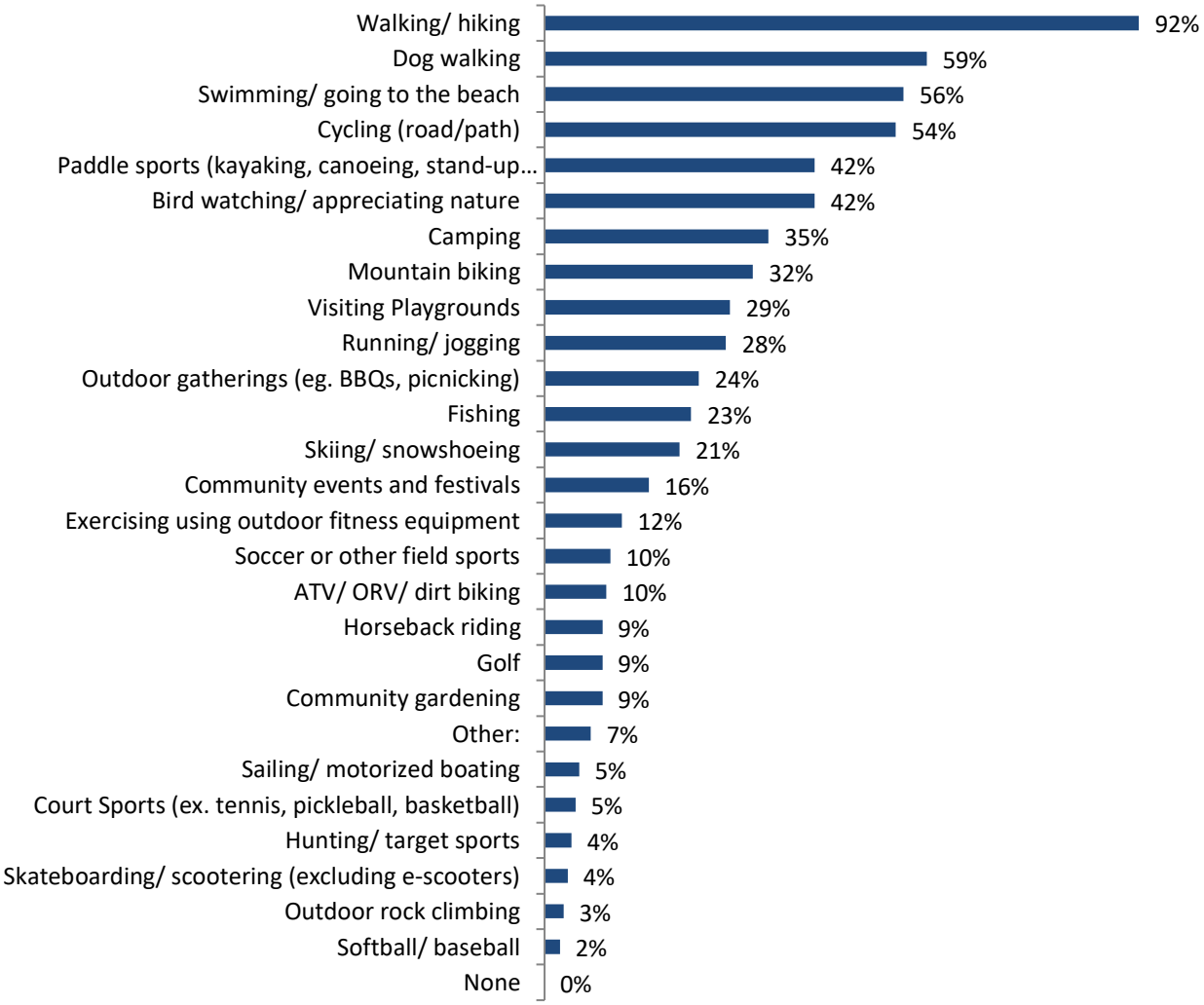
Respondents visited parks and trails most often in the morning on weekdays and weekends, followed by in the afternoon on weekdays and weekends.



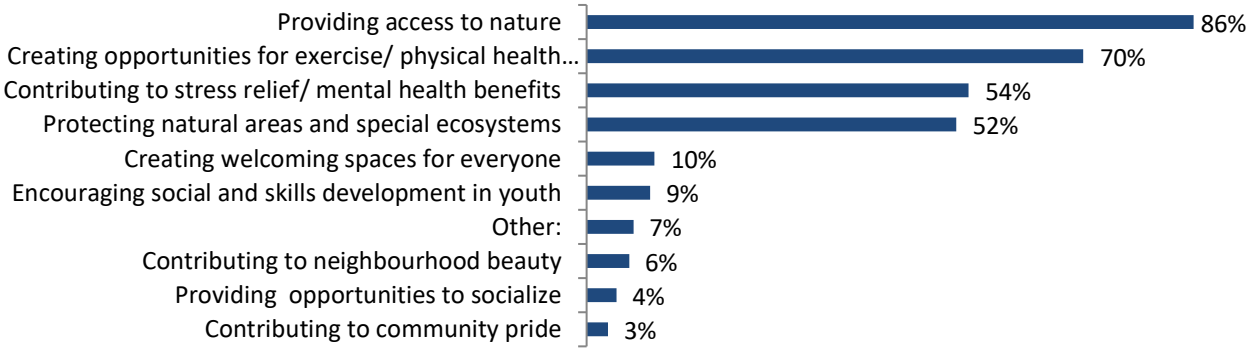
The most-visited Electoral Area D parks among survey respondents were Oyster River Trails Park (78%), Hagel Park (68%), Oyster Bay Shoreline Protection Park (68%), and Oyster River Nature Park (68%).



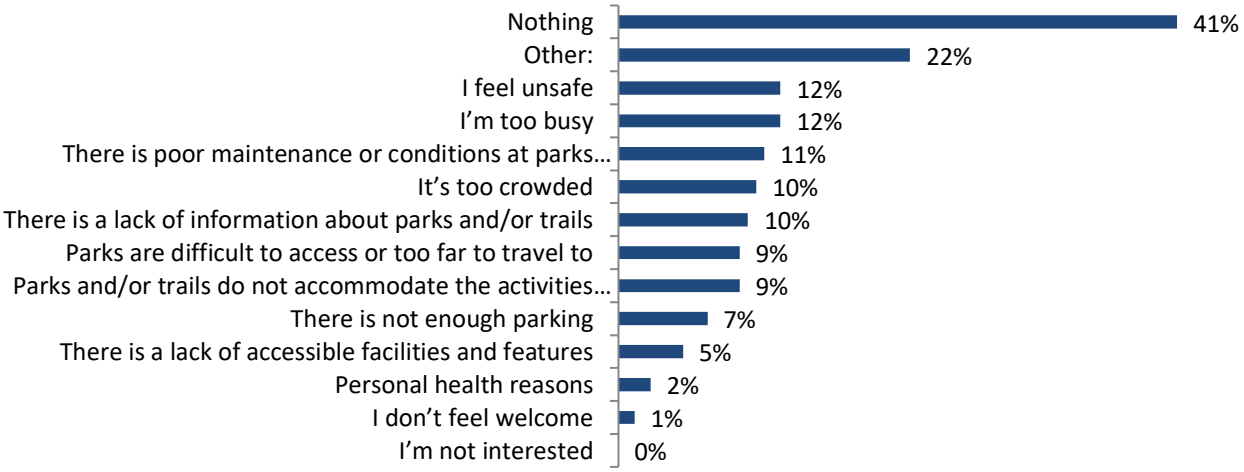
Walking/hiking was the most popular park and trail activity among respondents, with 92% reporting a member of their family participating in the activity. Other popular activities among respondents included dog walking (59%), swimming/going to the beach (56%), cycling (54%, paddle sports (42%), bird watching/appreciating nature (42%), and camping (35%).



When asked what respondents valued most about parks and trails in Electoral Area D, the most common answers were 'Providing access to nature' (86%), 'Creating opportunities for exercise/health benefits' (70%), 'Contributing to stress relief/mental health benefits' (54%), and 'Protecting natural areas and special features' (52%). Responses that replied 'other' highlighted activities like dog walking, birdwatching and spending time alone.

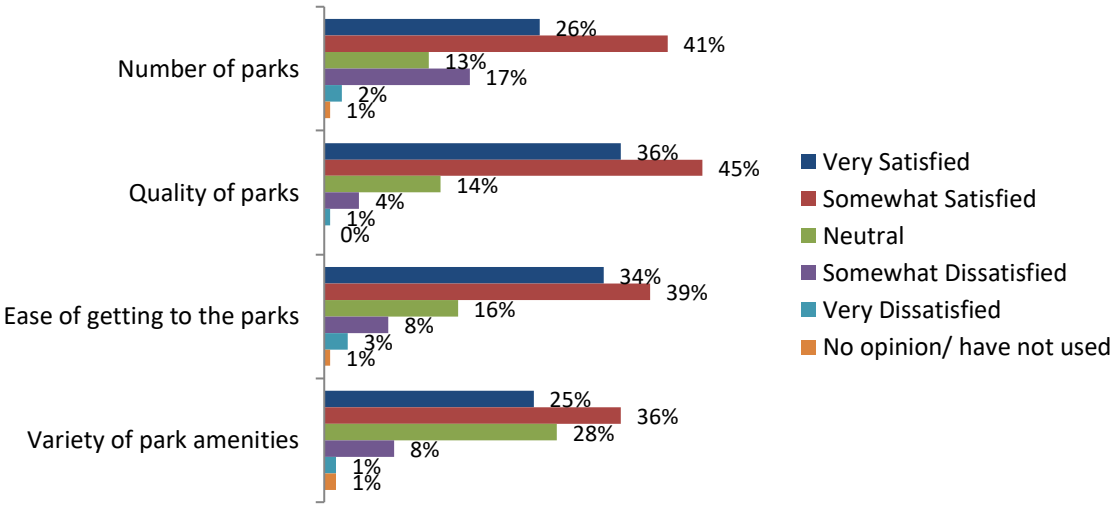


When asked if anything prevented them or their family from using parks and trails more often, the most common responses among respondents were 'I'm too busy' (12%), 'I feel unsafe' (12%), 'Poor maintenance conditions' (11%), 'It's too crowded' (10%), 'There's a lack of information about parks and trails' (10%). Those reporting no barriers to using parks and trails accounted for 41% of respondents.

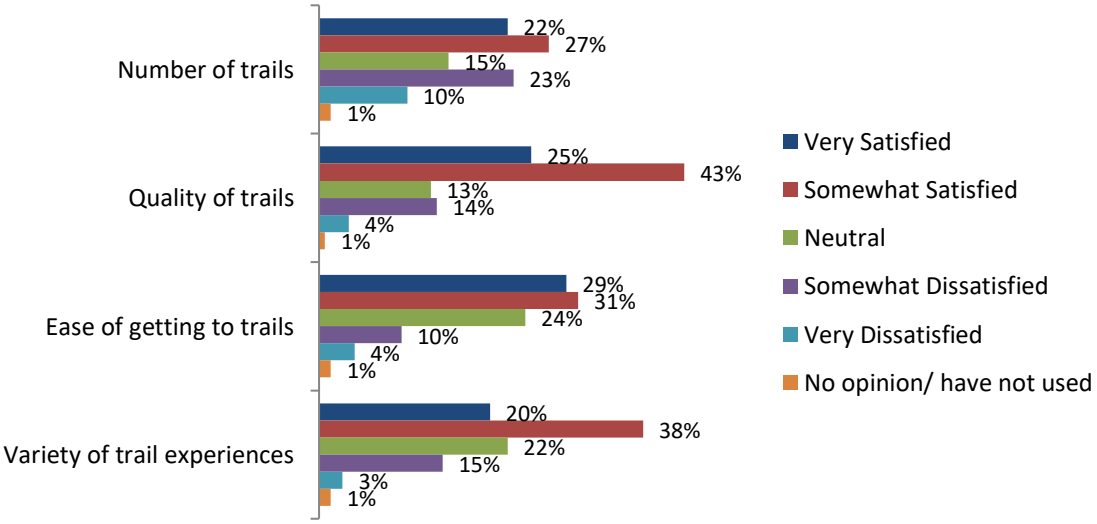


Park and Trail User Satisfaction

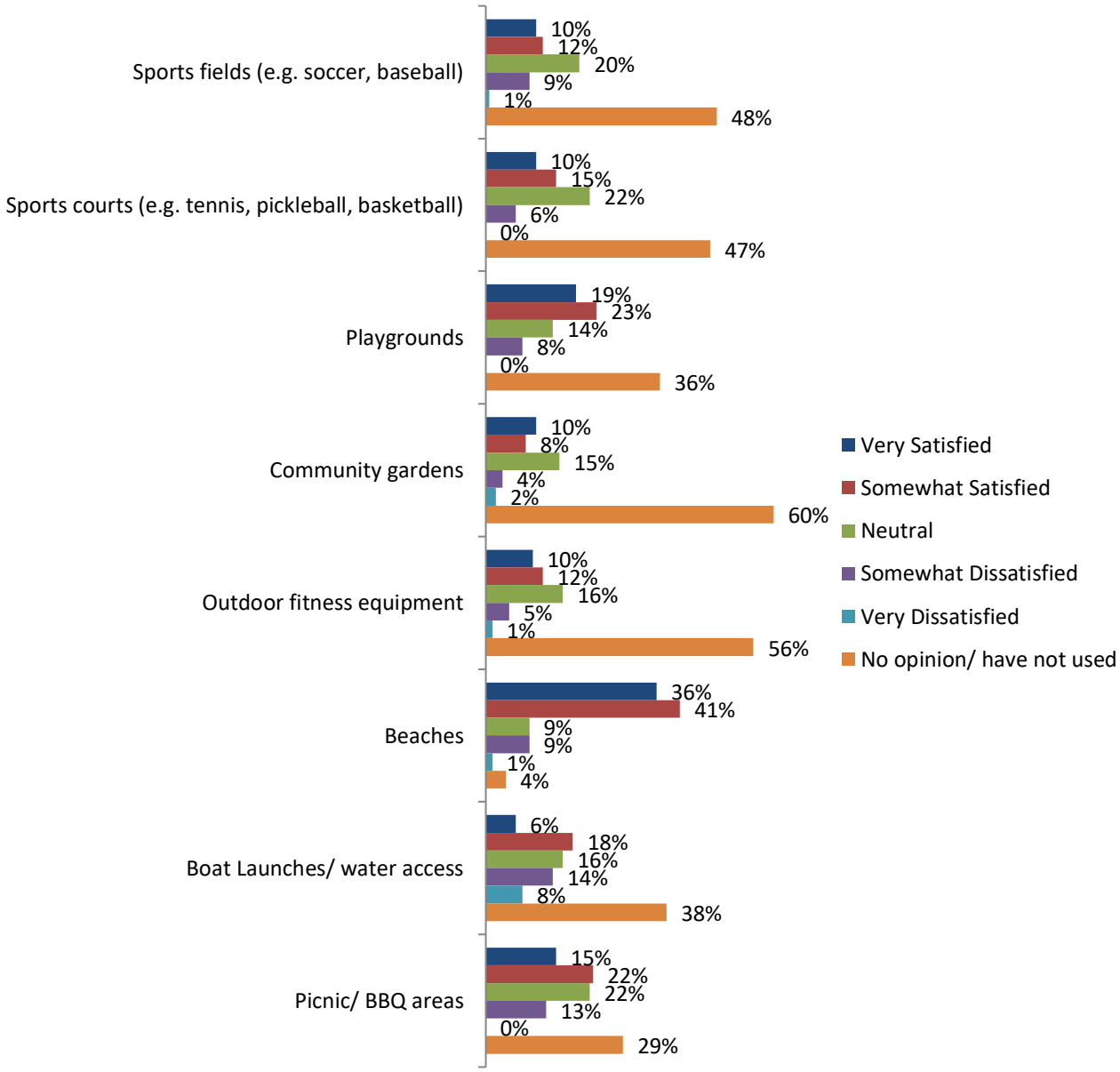
With at least 60% of respondents selecting 'Very satisfied' or 'Satisfied' for each criterion, respondents were generally content with the number of parks (67%), the quality of parks (81%), the ease of accessing parks (73%), and the variety of park amenities (61%) in Electoral Area D. Respondents expressed the greatest levels of dissatisfaction with the number of parks, with 20% responding 'Dissatisfied' or 'Very dissatisfied'.

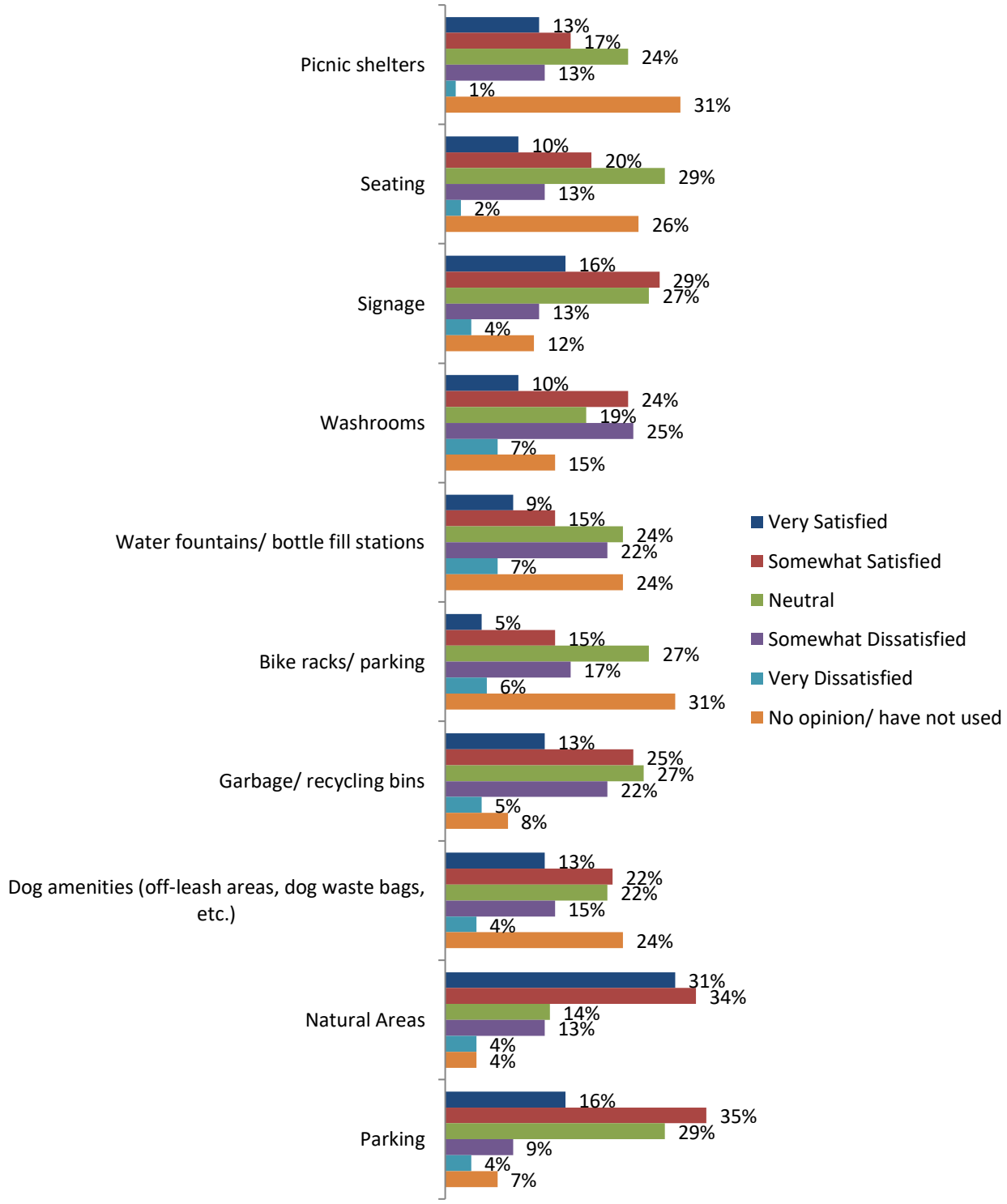


Respondents were less satisfied with Electoral Area D's trails. Still, at least 50% of respondents reported being 'Very satisfied' or 'Satisfied' with the quality of trails (68%), ease of getting to trails (60%), and variety of trail experiences (59%). Respondents expressed the greatest levels of dissatisfaction with the number of trails in Electoral Area D, with 34% answering 'Dissatisfied' or 'Very Dissatisfied'.

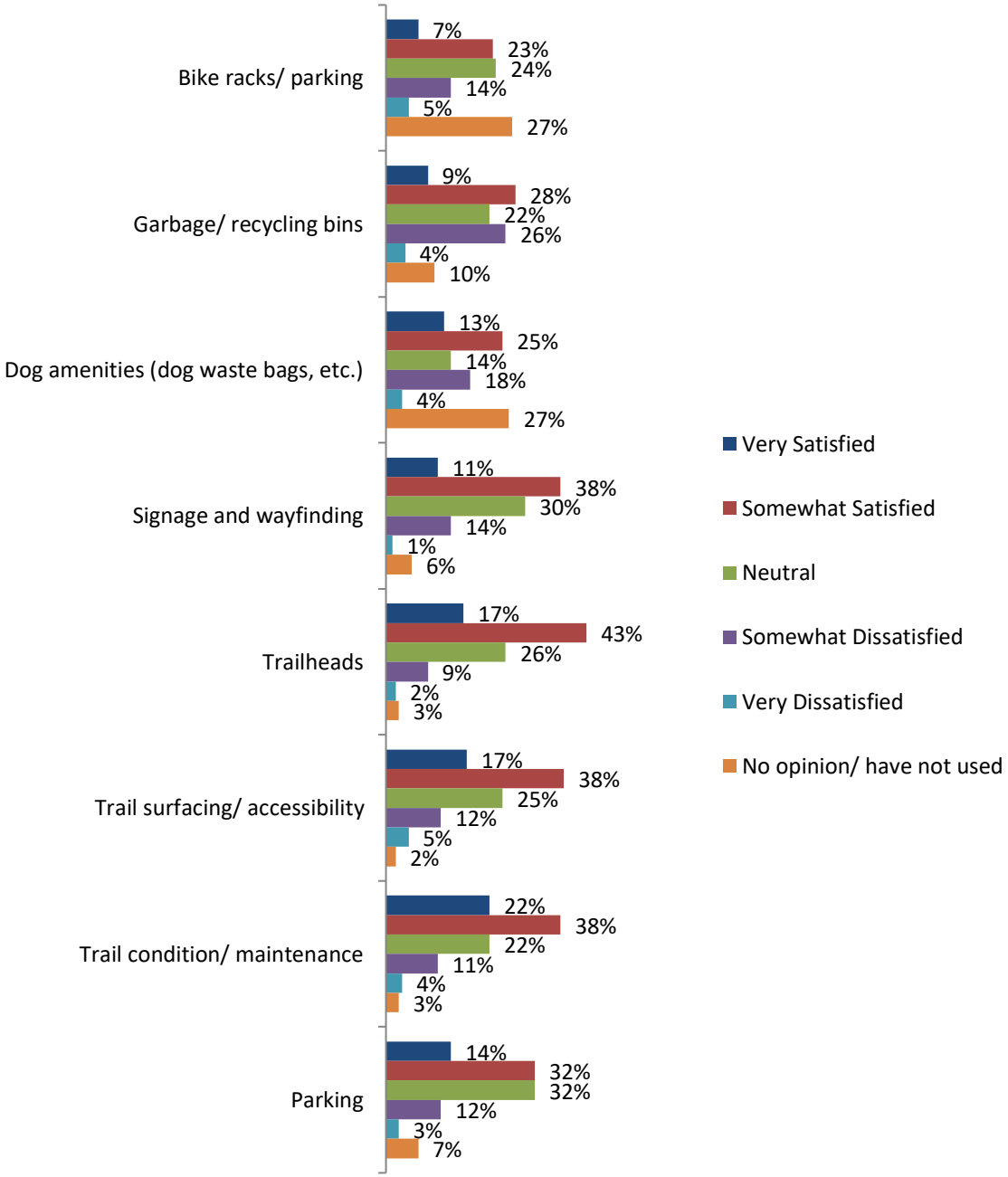


When asked about park amenities, respondents expressed the greatest levels of satisfaction with Electoral Area D's beaches (76% responding 'Very Satisfied' or 'Satisfied'), natural areas (61%), playgrounds (41%), signage (45%), and parking (41%). Respondents expressed the greatest levels of dissatisfaction with Electoral Area D's washrooms (32% responding 'Dissatisfied' or 'Very dissatisfied'), water fountains/bottle fill stations (29%), garbage/recycling bins (27%), bike racks (23%), and boat launches/water access points (22%).




Picnic shelters
13%
17%
24%
13%
1%
31%
Seating
10%
20%
29%
13%
2%
26%
Signage
16%
29%
27%
13%
4%
12%
Washrooms
10%
24%
19%
25%
7%
15%
Water fountains/ bottle fill stations
9%
15%
24%
22%
7%
24%
Bike racks/ parking
5%
15%
27%
17%
6%
31%
Garbage/ recycling bins
13%
25%
27%
22%
5%
8%
Dog amenities (off-leash areas, dog waste bags, etc.)
13%
22%
22%
15%
4%
24%
Natural Areas
31%
34%
14%
13%
4%
4%
Parking
16%
35%
29%
9%
4%
7%
Very Satisfied
Somewhat Satisfied
Neutral
Somewhat Dissatisfied
Very Dissatisfied
No opinion/ have not used

When asked about trail amenities, respondents expressed the greatest levels of satisfaction with Electoral Area D's trail surfacing/accessibility (60%), trail condition/maintenance (60%), trailheads (56%), and parking (45%). Respondents expressed the greatest levels of dissatisfaction with Electoral Area D's garbage/recycling bins (30% responding 'Dissatisfied' or 'Very dissatisfied'), dog amenities (22%), trail surfacing/accessibility (16%), and signage/wayfinding elements (15%).

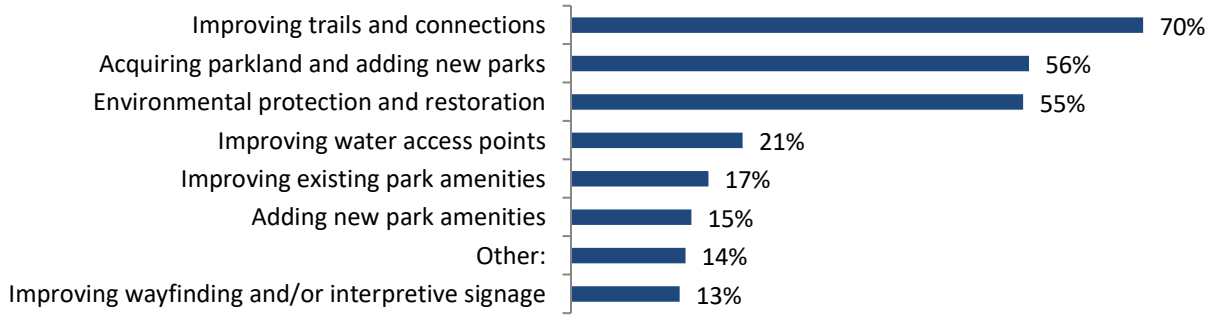


Opportunities for Improvement

In open-ended responses, survey respondents provided several suggestions for improving Electoral Area D's park and trail network, including:

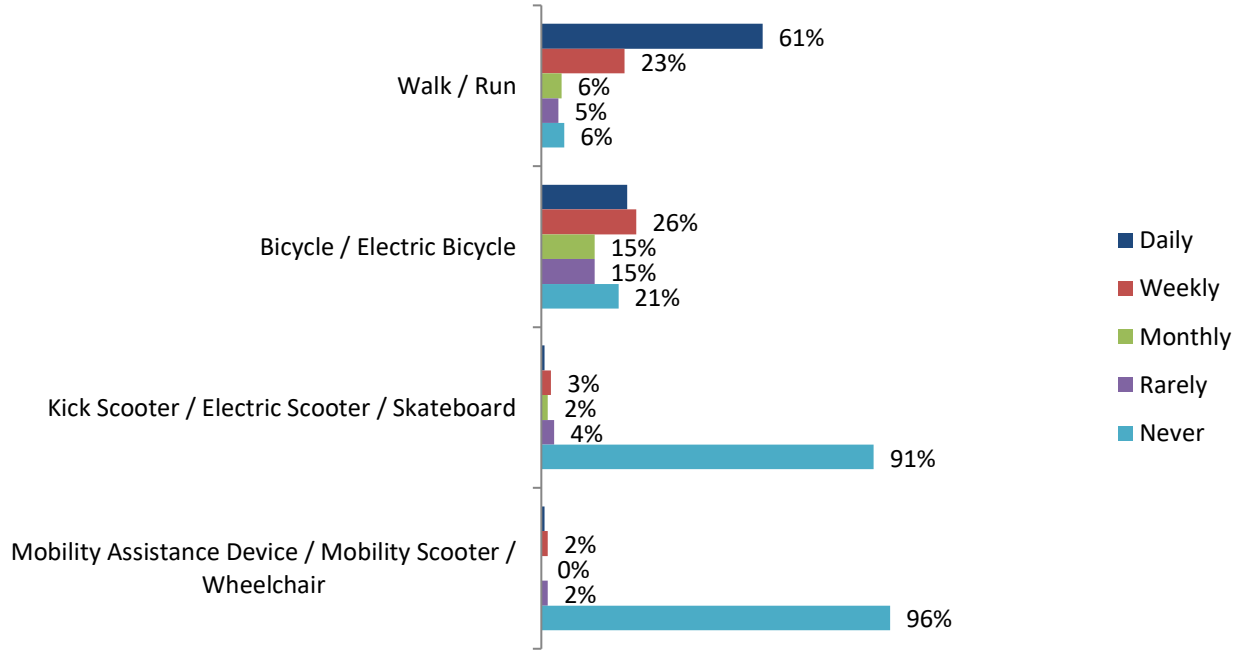
- Adding trail connections between neighbourhoods
- Formalizing existing trails/trail networks
  - Woods Creek area
  - Waterline Trail
  - Stories Creek trails
- Adding new trails
- Improving trail surfacing for accessibility
- Improving park and trail signage
- Updating and making park and trail maps available
- Designating areas and trails for off-leash dogs
- Tighter regulations prohibiting off-leash dogs
- Adding benches, picnic tables, washrooms, shelters, and garbage/recycling bins
- Adding new parks
- Adding amenities to Maple Park
- Adding mountain bike trails and a bike park
- Improving access points at Stories Beach
- Protecting forest lands and maintaining ecologically sensitive areas
- Clearly defining beach access points
- Adding paddle sport facilities
- Ensuring the Pub to Pub Trail remains open for public use
- Developing parks and trails to attract tourism
- Managing large gatherings at Hagel Park

When asked where the SRD should focus its spending on Electoral Area D parks and trails over the next 10 years, the most popular answers were 'Improving trails and connections' (70%), 'Acquiring parkland and adding new parks' (56%), and 'Environmental protection and restoration' (55%).

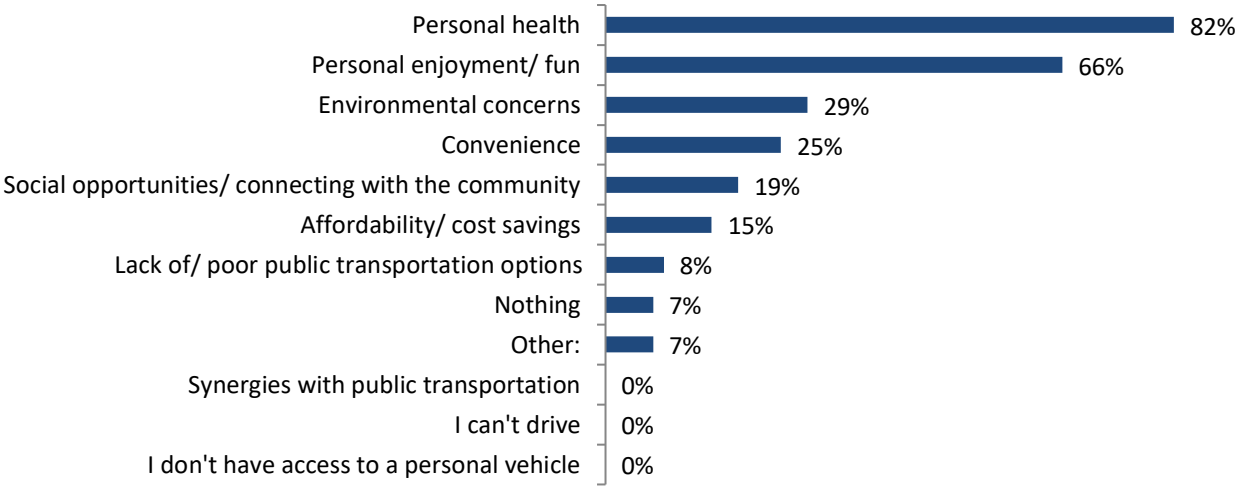


Active Transportation

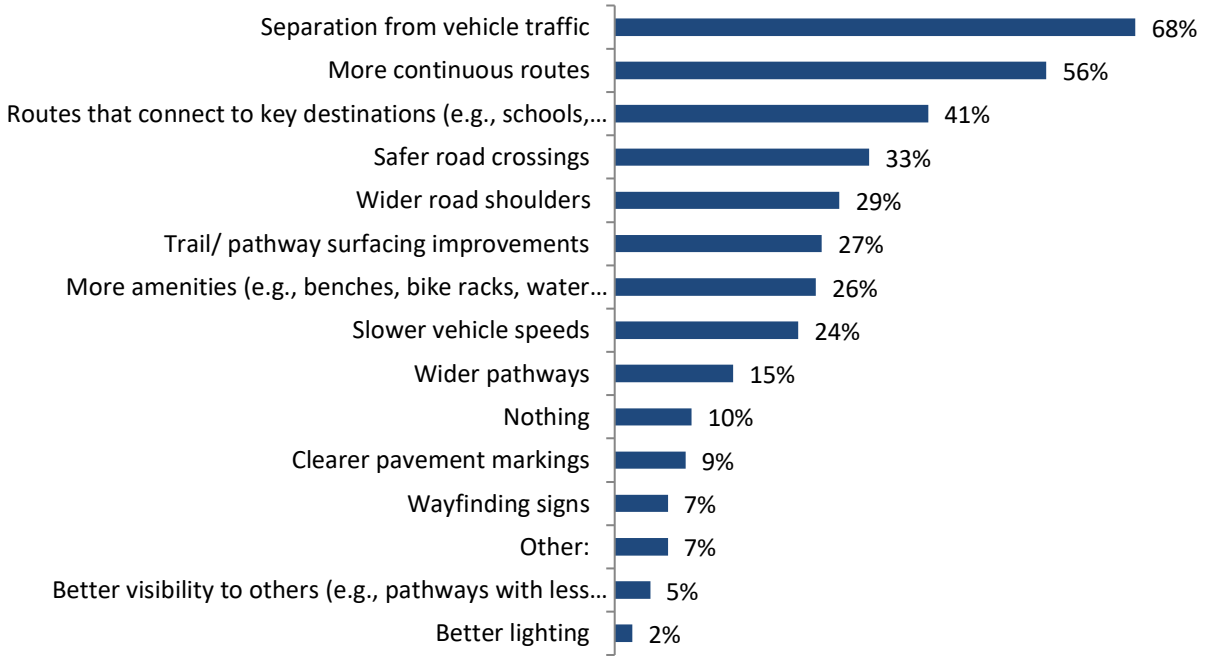
Respondents favoured walking and cycling as their primary modes of active transportation, with 60% of respondents walking daily and 50% cycling on a daily or weekly basis. Active transportation modes raised by those responding 'other' included roller skating, kayaking, and using a stroller.



When asked about their primary motivations for participating in active transportation, the most common responses were personal health (82%), personal enjoyment (66%), environmental concerns (29%), and convenience (25%).



When asked what active transportation improvements would encourage them to choose active transportation more frequently, the most common responses among respondents were separation from vehicle traffic (68%), more continuous routes (56%), routes that connect key destinations (41%), and safer road crossings (33%).



When asked about the most important destinations in Electoral Area D, nearly all neighbourhoods in the region were mentioned. Other common responses included:

- Campbell River
- Saratoga and Miracle Beach
- Courtenay
- Willow Point commercial centre
- Oyster River commercial centre
- Beaches and the waterfront
- Ocean Grove Elementary School
- Trailheads
- Hagel Park
- Parks generally

When asked which connections were missing from Electoral Area D's active transportation network, common answers included:

- Connections to Campbell River
- Connections across Jubilee Parkway
- Connections to the One Spot Trail
- Connections to Saratoga and Miracle Beach
- Adding trail connections between neighbourhoods
- McGimpsey Road to Redonda Way
- Meriwood Road to Searidge Place
- Wavecrest Road across Woods Creek
- Safe connections to Ocean Grove Elementary School

In open-ended responses about how to improve Electoral Area D's active transportation network, answers included:

- Reducing speed limits on Highway 19A
- Adding separated bike lanes to Highway 19A through Electoral Area D
- Adding crosswalks at all bus stops
- Adding more highway crossings, including signalled crossings
- More continuous trails and cycling routes
- Lighting on active transportation routes
- Adding a controlled intersection at Crawford Road and Highway 19A
- Off-highway active transportation routes
- Adding a Highway 19A frontage road
- Formalizing the Waterline Trail
- Better maintenance of bike lanes and highway shoulders
- Better/available trail/active transportation
- Buffering active transportation routes from traffic with trees and vegetation
- Trail widening and surface improvements
- Formalizing the Tree to Sea bikepacking route through Electoral Area D

2.5 WRITTEN INPUT

2.5.1 RIVER CITY CYCLE CLUB

Representatives from the River City Cycle Club (RCCC) noted that few students at Ocean Grove Elementary School travelled to school on foot or by bike, despite living near the school, demonstrating that Electoral Area D's existing active transportation network is not seen as suitable for children.

The RCCC raised that better data collection on active transportation use in the region could help to inform active transportation decision-making in Electoral Area D.

The RCCC raised the importance of Highway 19A as a route for local cyclists and tourists, and recommended measures to improve safety and user experience on the route, including reducing speed limits, repairing damaged paving, and widening the shoulder.

The RCCC raised several opportunities to improve active transportation connections in Electoral Area D, including:

- Connections from Redonda Way to McGimpsey Road via pathways extending from Engles and Mitlenatch Drive;
- Connecting the north and south segments of Wavecrest Road;
- Formalizing the Waterline Trail and adjacent connections to local roads;
- Formalizing cycling routes on York and Craig Road, and their connection north to the Waterline Trail and Wavecrest Road;
- Extending paving of the Jubilee Trail along Jubilee Parkway to Highway 19A in Campbell River;
- Adding a signalled crossing of Jubilee Parkway to connect with Bier Road, and
- Connecting York Road to the CVRD's One Spot Trail through the Macaulay Road Neighbourhood.

2.5.2 MACAULAY ROAD AND AREA NEIGHBOURHOOD ASSOCIATION

The Macaulay Road and Area Neighbourhood Association shared information on potential routes that were being considered to bring the One Spot Trail to the Macaulay Road Neighbourhood and to York Road across the Oyster River. These include crossing alignments at Sarmma and Gleadle Roads and potential right-of-way dedications elsewhere in the CVRD.

2.5.3 OTHER INPUT

Some community members wrote in advocating for better trails and active transportation connections throughout Electoral Area D, highlighting potential actions such as:

- Formalizing the Waterline Trail;
- Creating a connection from Searidge Road to Marina Drive;
- Formalizing key forestry roads as active transportation connections;
- Establishing trails along riparian corridors, and
- Formalizing well-used unsanctioned recreational trail networks.

Community members expressed the desire for more sanctioned trails in Electoral Area D. Some noted instances of trails being lost when large, previously forested parcels were developed without adequate public rights-of-way assignments. Some community members were concerned that the new Nenagwas development may further interrupt trail connections in the region.

Community members advocated for expanding Electoral Area D's park network through new parkland acquisition, especially around significant natural features and areas of ecological importance such as shorelines and the Oyster River. Some community members voiced concerns over invasive plants in Electoral Area D parks.

Some community members used the engagement opportunity to advocate for park and trail improvements elsewhere in the SRD.

2.6 ENGAGEMENT KEY THEMES

The following summarizes key themes raised by participants in the first round of engagement for the Electoral Area D Parks and Trails Plan and Active Transportation Network Plan.

Participants Enjoy Electoral Area D Parks and Trails

Roughly half of engagement participants used parks and trails daily in Electoral Area D. Participants generally expressed satisfaction with the quality, number, and ease of accessing Electoral Area D parks. Participants regularly visited SRD Parks in the region, especially Oyster River Trails Park, Hagel Park, Oyster Bay Shoreline Protection Park, and Oyster River Nature Park. Participants valued that Electoral Area D parks were located close to where they live and provided opportunities to be in nature.

Barriers and Accessibility

Though most participants said they do not face barriers in using and accessing Electoral Area D parks and trails, opportunities to improve accessibility in SRD parks and trails were raised across engagement activities. These included improving trail and parking lot surfacing, providing more frequent seating opportunities, and making accessibility information available on the SRD's website. Some participants recommended adopting accessibility standards to guide the management of Electoral Area D parks and trails, such as those developed by the Rick Hansen Foundation. Some participants wanted to see Electoral Area D parks better served by active and public transportation routes.

Park and Trail Amenities

Participants saw outdoor recreation amenities for older children and youth as a gap in Electoral Area D's park network. Some participants wanted to see more amenities developed at Maple Park. Several participants requested park amenities like washrooms, picnic/shade shelters, garbage/recycling receptacles, water fountains/bottle fill stations, benches, and bike racks across the Electoral Area D park system. Some participants wanted to see more navigational and regulatory signage in parks and trails.

Parkland Acquisition

After improving trails and connections, acquiring parkland and establishing new parks were seen as the most important priorities in improving Electoral Area D's park and trail network. Priority areas raised by participants included lands along the Oyster River west of Highway 19A, Stories Beach, and the Woods Creek trails.

Dog Use of Parks and Trails

Dog walking was the second most popular activity among survey respondents and a major driver of park and trail use in Electoral Area D. Some engagement participants wanted to see regulations loosened to allow for off-leash walking in more areas, while others wanted stronger enforcement of dog bylaws in parks and trails.

Protection of Natural Areas

Participants across engagement activities voiced appreciation for Electoral Area D's abundance of accessible natural areas. The loss of forest lands to development was front-of-mind for several participants, who voiced concerns over broken trail connections and habitat loss. Several participants voiced a desire to see more done to protect natural areas in Electoral Area D, such as mitigating trail erosion, keeping dogs on leash, and managing invasive plants.

Formalizing Existing Trails

Many participants noted regularly using informal trails and expressed a desire to see these trails formalized to enable maintenance and long-term planning. Participants voice concerns about the future of these trails, given that many of them were built on private lands, such as those managed by Mosaic. Some participants voiced concerns about conflicts with other trail user groups in these networks, such as ORV riders, mountain bikers, and off-leash dog walkers, and saw formalization as an opportunity to implement a more robust trail designation system to mitigate these issues.

Active Transportation

Participants regularly use active modes to get around their community, with roughly four in five walking and half cycling on a weekly or more frequent basis.

Across engagement activities, the lack of a formal active transportation network was seen as the largest gap in Electoral Area D's park and trail service. Participants wanted to see more continuous routes to connect neighbourhoods and accommodate recreation, clear links to parks, schools, and commercial hubs, the formalization of existing informal routes (forestry roads, unsanctioned trails, utility rights-of-ways, etc.), and safer alternatives to travelling along Highway 19A.

Regional Connections

Participants wanted Electoral Area D's active transportation and trail network integrated with those of neighbouring jurisdictions. This included creating legible, continuous routes into Campbell River, improving crossing safety across Jubilee Parkway, and continuing the Comox Valley Regional District's (CVRD) One Spot Trail through Electoral Area D. The CVRD expressed interest in working with the SRD to extend the One Spot Trail to Campbell River and reinforce connections between Oyster River and neighbouring CVRD communities.

Highway 19A Active Transportation Improvements

Participants wanted to see safety improvements along Highway 19A through Electoral Area D to better accommodate people travelling by active modes. These included shoulder improvements, adding crossings and controlled intersections at key locations, exploring the implementation of frontage roads, and reducing highway travel speeds. The Ministry of Transportation and Transit (MOTT) expressed interest in working with the SRD to improve active transportation along the Highway 19A corridor.

3 CONCLUSION

Based on the input received from other levels of government, community stakeholders, and the public, parks and trails in Electoral Area D of the Strathcona Regional District are well-used and appreciated, and they play an important role in providing outdoor recreation opportunities to residents and visitors alike. The first round of engagement underscores the community's desire for a vibrant, welcoming, and amenity-rich park and trail system. Residents value the region's natural areas and want to see them protected and developed responsibly to support recreation. There is also a significant need for the SRD to develop a robust active transportation system to join neighbourhoods, link to key community amenities, and promote the safety of active mode users. Experience, inclusivity, and convenience are key drivers that will shape the future of parks and trails in Electoral Area D.

Strathcona Regional District

Electoral Area D Parks and Trails Plan

Engagement Summary – Round 2 (ATNP)

Strathcona Regional District

Round 1 Engagement Summary

LEES + ASSOCIATES

February 2026

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CONTENTS

1 INTRODUCTION

The Strathcona Regional District is developing a Parks and Trails Plan for Electoral Area D (Oyster Bay – Buttle Lake). This plan will guide future improvements and investments in parks, trails, and active transportation, with the goal of creating a well-connected network of park spaces and movement corridors.

A key component of this plan is the integration of an Active Transportation Network Plan to improve connections between key destinations with the goal of enhancing accessibility and mobility for all residents and visitors.

This "What We Heard" Report summarizes community input collected during Phase 5A of the project (see the overall planning process in Figure 1). The purpose of the second round of engagement on the Active Transportation Network Plan (ATNP) was to gather feedback on the proposed ATNP and to gather input on a proposed priority project to advance to a 'shovel-ready' stage.

Engagement on the Draft Parks and Trails Plan will take place in Spring 2026.

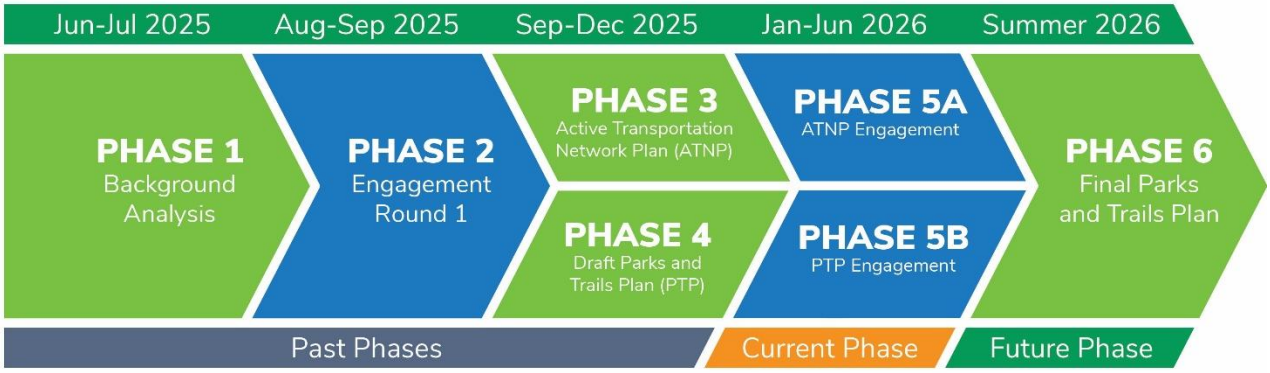


Figure 1 Project timeline for the SRD Electoral Area D Parks and Trails Plan

1.1 OUTREACH AND PARTICIPATION

Outreach to the community was done in the two weeks before and during engagement activities. Information about the project's goals, schedule, and opportunities to get involved was shared widely with residents.

Opportunities to participate were advertised through:

- The SRD's website
- Posts on the SRD's social media accounts
- Posters at parks and popular community locations

1.2 ROUND TWO (ATNP) ENGAGEMENT TOOLS

Community engagement was held in January-February 2026 and included meetings with staff from School District 72, Ministry of Transportation and Transit and the City of Campbell River, and an online survey. Participants were also given the opportunity to provide written input. All engagement formats included information about the project and other ways to provide input.

1.2.1 WORKSHOPS AND MEETINGS

Three meetings were held with staff from School District 72, the Ministry of Transportation and Transit, and the City of Campbell River to gather feedback on the proposed Active Transportation Network Plan and discuss potential areas of collaboration.

1.2.2 ONLINE SURVEY

An online survey was hosted on SurveyMonkey for 3 weeks, from January 27 to February 17, 2026. The survey requested feedback on the draft Active Transportation Network Plan and gathered input on proposed priority projects to advance to a 'shovel-ready' state for grant application purposes.

1.2.3 WRITTEN INPUT

One written letter was received regarding the draft Active Transportation Network Plan.

2 ROUND TWO (ATNP) ENGAGEMENT RESULTS

2.1 WORKSHOPS AND MEETINGS

2.1.1 SCHOOL DISTRICT 72

The School District shared that most students in Area D take the bus to Ocean Grove Elementary, and many families in neighbourhoods like Stories Beach and south of Maryland in Campbell River drive their children to school rather than walk or bike. Staff noted they would like more students to use active transportation, but the current walking and cycling routes aren't well-connected. They highlighted the need for better neighbourhood links, safer crossings, and pathways through new developments near Ocean Grove to help kids travel more safely and independently.

Meeting attendees reviewed draft active transportation routes, including those along Highway 19A and potential connections such as Bier Road, though that option requires crossing private land. Overall, the key themes were improving safe routes, making neighbourhoods more connected, and working together to support student mobility and community access. They also suggested that a new road connection between Finch Road and Willow Creek Road could help reduce traffic pressure on Crawford Road.

The group also discussed partnership opportunities. The district is open to shared-use agreements. While programming requests are not common, the district does run some in-house activities, such as bike-skills training for students, and noted that past cycling events were led by school staff, not the district office.

2.1.2 MINISTRY OF TRANSPORTATION AND TRANSIT

The meeting focused on coordinating transportation planning work between the ATNP and the Ministry's current Traffic Study covering the Electoral Area. Participants discussed the status of the traffic study, noting that stakeholder engagement has not yet begun. MOTT representatives indicated that the draft ATNP generally aligns with Ministry priorities, but that any projects within MOTT rights-of-way would be subject to Ministry approval. SRD Staff noted that plans such as the ATNP reflect community priorities and provide clear information on the responsibilities of various agencies, including the SRD's supporting role in some projects versus those they can pursue directly. Discussion also included Ministry policies on speed limits and upcoming considerations related to corridor lighting.

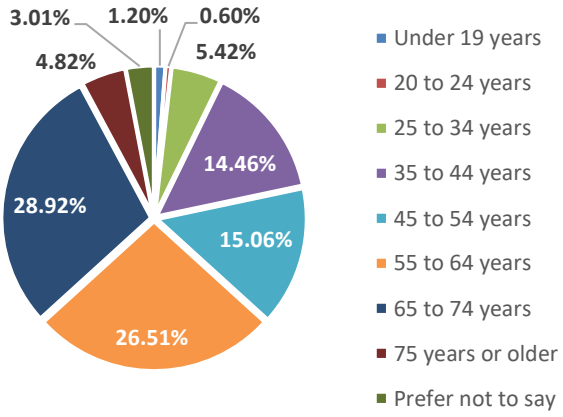
2.1.3 CITY OF CAMPBELL RIVER

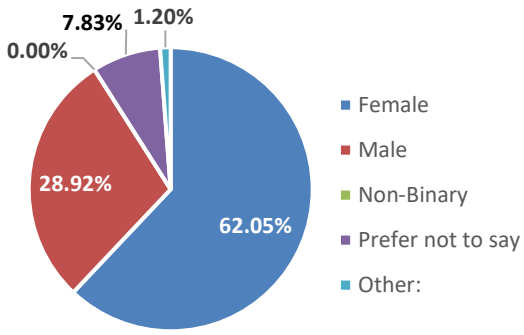
The meeting included a review of the proposed ATNP. The City shared that they are currently developing both a parks and trails plan and a transportation master plan, both of which relate closely to the work being discussed. Key transportation issues were highlighted, including ongoing problems at the Crawford Road intersection, particularly during school drop-off and pick-up times; the future extension of the Greenways Loop; future crossings on Jubilee Parkway; and the potential for future easements to support development of the Waterline Trail.

2.2 ONLINE SURVEY

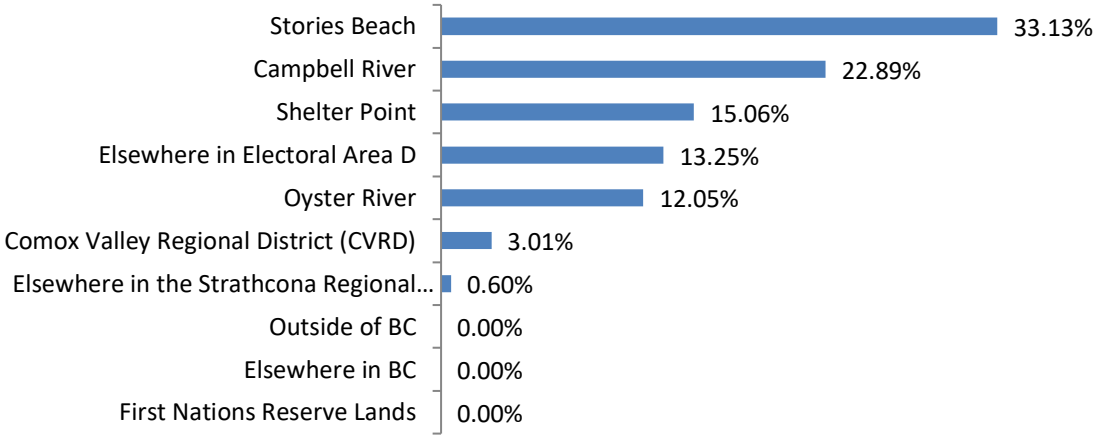
Who Responded?

A total of 166 responses were received on the online survey. More than 33% of respondents were 65 years of age or older. Nearly two-thirds of respondents (62%) identified as female.





Communities represented in survey responses included Stories Beach River (33%), Campbell River (23%), Shelter Point (15%) and Oyster River (12%). Residents from elsewhere within Electoral Area D made up 13% of respondents.



Draft Active Transportation Network Plan

Many survey respondents support the overall proposed Active Transportation Network Plan, with strong support for safer walking and cycling options within the Electoral Area, but there were specific concerns noted about traffic safety, speed and potential environmental impacts.

Within the Shelter Point and Stories Beach area, there was positive feedback on improving the Waterline Trail, creating safer beach access, and enhancing cycling and walking routes, particularly linking the area to Campbell River. Key themes included:

- Highway 19A pedestrian crossings: There was strong support for a pedestrian crossing at or near Seawave Road, Crawford Road, Engles Road and Lynwood Road. Many felt that Seawave Road would be the safest and most used. Respondents felt that adding a crosswalk, without reducing speed or adding signals, would be unsafe.
- Speeding and traffic calming: Respondents expressed interest in reduced speeds along Highway 19A with additional traffic calming near school routes and busy pedestrian areas. Specific safety issues were noted at Crawford Road, Shoreline Drive and Stories Beach. Residents near Ocean Grove Elementary School noted congestion at school drop-off and pick-up times, as well as difficulties turning onto the highway.
- Waterline Trail improvements: There was strong support for improvements to the Waterline Trail, focusing on cycling and walking, with concerns expressed related to ATV or other motorized uses on the trail.
- Engles Road and Searidge Place: Many respondents supported improved neighbourhood connectivity in this area, but there were also a few concerns expressed about increased traffic, crime and impacts on private property. There were also concerns related to environmental impacts on Woods Creek.

Within the Oyster Bay area, respondents were supportive of paved shoulders for safer cycling, a multi-use pathway connecting Stories Beach and Oyster River and better walking routes to parks, especially to Hagel Park. Specific concerns with the proposed ATNP in this area included:

- Pedestrian Crossing at York Road: Several respondents noted that visibility is poor over the hill and a crossing could be dangerous at this location, unless major upgrades were undertaken, including improved lighting and traffic control.
- Hagel Greenway Extension. There were some concerns about impacts to private property and potential environmental impacts.

Within the Oyster River area, respondents generally support safer walking and biking routes and feel these upgrades are overdue. They were especially supportive of off-road path options and safer ways to cross the highway. Most concerns surrounded traffic safety, the number of crossings, and how the design would balance the needs of drivers, pedestrians, cyclists, and motorized trail users. Specific concerns that were noted included:

- Conflicts between vehicles, pedestrians and cyclists near Discovery Foods and Glenmore Road.
- Managing parking and visitor impacts at Oyster River Nature Trails.

Regarding the West Oyster River area, respondents shared a wide range of views about the proposed ATNP. Opinions were mixed, with a roughly even split between respondents who supported improved walking and cycling connections in this area, those who strongly opposed future improvements, and those who were neutral, uncertain or expressed a lack of familiarity with the area. Respondents were concerned about potential environmental impacts and the feasibility of a future bridge connection. Some respondents supported paved shoulders along York Road and welcomed safer cycling and walking connections, while others suggested Iron River Road would be a better alignment.

Equestrian Users

There were some comments on the survey specifically discussing equestrian uses. Some key feedback included that the proposed ATNP routes intersect with known equestrian corridors; horse riders require safe, designated trails and stream crossings. Several specific trail corridors were identified as important for equestrian access, including the Waterline Trail between Woods Creek and Beaver Lodge lands, the Iron River Road route, and the Vaughn Road connections to Iron River Road.

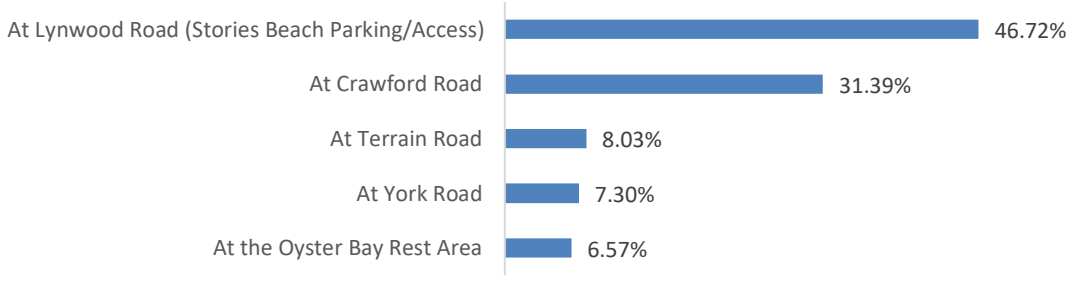
Other General Concerns

Some survey respondents noted the following concerns with the active transportation network plan:

- Cost and prioritization of active transportation with other projects in the electoral area, such as water, sewer or repairs of existing roads.
- Concern that improvements might increase traffic and/or change the rural nature of the area.
- Concerns that improvements may lead to an increase in motorized uses along trails, creating increased user conflicts and potential environmental impacts.

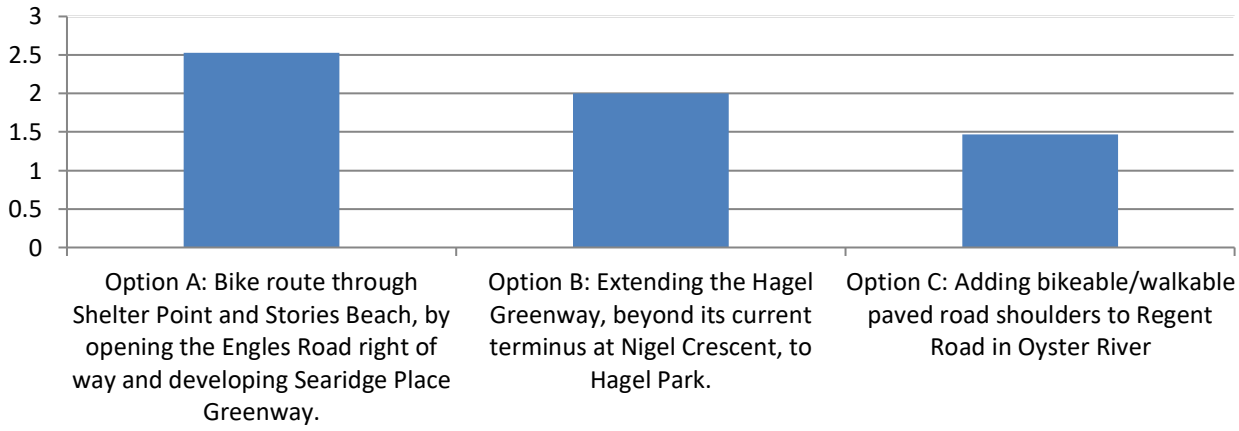
Future Crossings

When asked which location would be most beneficial for a new pedestrian crossing of Highway 19A (subject to Ministry approval), 46% of respondents identified Lynwood Road as their preferred location, with 32% identifying Crawford Road.



Priority Project

Survey respondents were asked to rank three potential projects to prioritize for advancement to a "shovel-ready" stage, suitable for submission for grant funding. In this type of question, each ranked choice is assigned a point value (i.e. 3 points for first, 2 points for second and 1 point for third). The points are then totalled across all responses, with the highest overall score ranking highest. Option A (bike route through Shelter Point and Stories Beach, by opening the Engles Road right-of-way and developing Searidge Place Greenway) received the highest score at 2.53.



Other Comments

There were a variety of comments that will also be considered within the Draft Parks and Trails Plan, including meshing the ATNP with improved connections to parks such as Hagel Park and Maple Park, providing additional amenities in parks to support active transportation, such as bike racks, water fountains, bike repair stations and additional washrooms.

2.3 WRITTEN INPUT

One letter was received that highlighted areas of support and areas of concern regarding the ATNP. Areas of support included the potential for a highway crossing at Crawford Road, future pathway connection to Maryland Road and improvements to the Waterline Trail. Areas of concern included proposed changes affecting McGimpsey Road, including a potential road connection at Engles Road and the addition of paved shoulders, with the concern that each could increase vehicle volume and speeds along McGimpsey.

3 CONCLUSION

Engagement results show strong community support for improving walking and cycling connections across Electoral Area D, including upgrades to the Waterline Trail and safer pedestrian crossings across Highway 19A. Participants also identified several important concerns that will need careful consideration as the plan moves forward. These include traffic safety and speeding, particularly near Crawford Road and in school zones; potential environmental impacts around sensitive areas; potential effects on rural character and private property related to developing currently closed rights-of-way; and balancing the needs of diverse users, such as equestrians.

The feedback gathered through meetings, written input, and the online survey provides clear direction: residents value safe, connected, and accessible active transportation options, but seek thoughtful implementation that respects local context and addresses identified risks. These insights will play a critical role in refining the ATNP and supporting the broader Parks and Trails Plan moving forward.

APPENDIX B

PROJECT SCORING MATRIX

SCORING MATRIX				
Criteria	**Description**	**Score**	**Score Description**	**Example**
Connectivity	Ability to connect key destinations, measured by both the significance of the network gap being addressed and the anticipated presence of vulnerable road users.	0 - 2	The project creates a connection to address a tertiary gap.	e.g., a connection to a few homes. A new facility on a low-use route.
		3	The project creates a connection to address a secondary gap.	e.g., a connection to secondary destinations (e.g., offices, recreation, small community spaces).
		4 - 5	The project creates a connection to address a primary gap.	e.g., a connection to major destinations or a destination of a vulnerable road user group (e.g., schools, employment, grocery stores), or a main connection in and out of the community.
Community Benefit	Public benefit, measured by a project's ability to improve safety of vulnerable road users, perceived equity, and local economy.	0 - 2	No or minimal expected impact on safety. The project is unlikely to enhance accessibility or the economy beyond what is typical for similar projects.	e.g., wayfinding signage, warning and advisory signs, trail markers, minor recreational trail connection.
		3	Medium anticipated impact to safety. Or the project has some features that target accessibility or economy beyond the average project.	e.g., increased road shoulder width, a separated connection to a local destination, visibility improvements, letdowns and ramps.
		4 - 5	High anticipated impact to safety. Or the project has features that specifically target accessibility or economy.	e.g., separated facility on a high-volume or high-speed road, off-street path with vertical separation, upgraded alternate routes via low-volume and low-speed roads.
Feasibility	Order-of-magnitude cost versus anticipated benefit. Cost forecasts were completed at the basic qualitative level (i.e., no specific cost-to-benefit ratios were calculated). Costs are categorized as 'low', 'medium', or 'high' based on estimated ranges: less than $100,000, between $100,000 and $1,000,000, or greater than $1,000,000, respectively. Benefit is categorized as: - Low: Low mode shift potential (recreational only) - Medium: Enables local trips without a car. - High: Enables key trips and/or commuting without a car (used by a large subset of the community).	0	The cost-benefit pairing is: high-low	e.g., an active transportation bridge on a recreational trail.
		1	The cost-benefit pairing is: medium-low	e.g., an off-street walking facility that provides a new active transportation option to a subset of the community.
		2	The cost-benefit pairing is: high-medium	e.g., an active transportation bridge providing a key connection for a subset of the community.
		3	The cost-benefit pairing is: high-high, medium-medium, or low-low	e.g., wayfinding signage to keep people on designated paths (low-low); an off-street multi-use path that provides a key connection for a subset of the community (medium-medium); an active transportation bridge providing a key connection to the whole community (high-high).
		4	The cost-benefit pairing is: medium-high or low-medium	e.g., an off-street multi-use path that provides a key connection for the whole community (medium-high); lighting improvements that improve user comfort and accessibility (low-medium).
		5	The cost-benefit pairing is: low-high	e.g., a critical warning sign required to meet industry standards at a high-risk intersection
Engagement Input, Coordination Effort, and Previous "Buy-In"	The level of interest the project received from the public through engagement efforts. Also accounts for the level of interest from public agencies and the coordination effort required. Projects that have been previously identified through past engagement efforts or planning processes can have their score in this category adjusted upward.	0 - 2	The project or network gap was not raised, minimally raised, or disagreed upon. There is little opportunity for collaboration. This ANTP process is the first time the project has been identified.	e.g., only one person or group mentioned the issue, or multiple conflicting responses on the same issue.
		3	The project or network gap was raised occasionally and mostly agreed upon. There may be opportunities for collaboration.	e.g., multiple people or groups mentioned the project/issue, respondents agree on key aspects of the project/issue, public partners expressed interest in collaborating on the project/issue.
		4 - 5	The project or network gap was frequently raised and strongly agreed upon. There is a clear interest in collaboration, and/or funding is already secured or can be easily secured. Or, the project has been identified and supported through previous engagement and planning efforts.	e.g., project/issue was a common theme, and/or respondents agreed on the key aspects of the project/issue; public partners specifically identified areas for collaboration.