Sidney by the sea

Active Transportation Plan

July 2023

Prepared for:

Town of Sidney
2440 Sidney Avenue
Sidney BC V8L 1Y7

URBAN SYSTEMS

312 - 645 Fort Street, Victoria, BC V8W 1G2 | T: 250.220.7060

ACKNOWLEDGEMENTS

The Town of Sidney is located within the traditional territory of the W̱SÁNEĆ people, represented today by W̱JOŁEŁP (Tsartlip), STÁUTW̱ (Tsawout), W̱SIḴEM (Tseycum), BOḰEĆEN (Pauquachin), and MÁLEXEŁ (Malahat) First Nations. The W̱SÁNEĆ people have been here since time immemorial, and this is their home.

The Town is grateful to the hundreds of Sidney residents that participated in the Active Transportation Plan (ATP) process and provided valuable ideas, insights, and contributions to this document.

The Town would also like to express its appreciation to the many community organizations that participated in interviews and workshops, sharing their invaluable input and uncovering opportunities for collaboration.

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1.0 OVERVIEW

The Town of Sidney's Active Transportation Plan (ATP) is a roadmap to more people feeling supported and comfortable making active transportation a part of their lifestyle. This document is our shared vision for active transportation in our community and describes the policies, strategies, actions and investments required to make progress toward our vision.

The ATP is the Town's first comprehensive active transportation plan, building on recent direction established in the 2022 *Official Community Plan* (OCP) and 2022 *Climate Action Plan*. The focus is on tangible and practical strategies and actions to make progress toward our vision that are supported by our community.

Key Questions...

What is active transportation?

Active transportation includes any form of human-powered transportation. Walking, which includes travelling with the support of a mobility device, and cycling are the most well-known forms of active transportation. Active transportation extends much more broadly to include skateboarding and in-line skating, as examples.

What is the Active Transportation Plan?

The ATP will describe the community's vision and priorities for active transportation in Sidney. This will include identifying the envisioned long-term active transportation network, the type and design of active transportation facilities, and priorities for implementation and investment.

How will the Active Transportation Plan be used?

The ATP will inform priorities and guide investment in active transportation throughout Sidney. It will inform capital planning and public investment in infrastructure, as well as guide land development toward providing desired active transportation facilities. The ATP will assist in collaboration with adjacent jurisdictions and transportation service providers, as well as communicate the Town's priorities for active transportation infrastructure to Provincial and Federal funding agencies to help strengthen future partnerships and support grant applications.

Who is the Active Transportation Plan for?

The ATP is for everyone living, working, and recreating in Sidney. Developed with input from community members and stakeholders – the ATP will guide Town staff and elected officials in their decision making. The ATP will ensure priorities are well understood and that future transportation networks are mapped and provide a shared roadmap moving forward.

Why Active Transportation?

Quality of Life. Active transportation strengthens opportunities to access our waterfront, parks and trails, downtown core and neighbouring communities, including creating opportunities for community interaction and fostering social connectedness and sense of place.

Greenhouse Gas (GHG) Emissions. Active transportation supports the Town's goals to reduce GHG emissions relating to on-road transportation by replacing vehicle trips with walking and cycling trips, and eliminating GHG emissions and air pollution associated with vehicle travel.

Health + Well-Being. Travelling by active modes contributes to increased personal activity, directly impacting our health and reducing risks associated with a lack of physical activity. Research has also shown active transportation contributes to reduced stress levels and improved overall well-being.

Community Access. Active transportation is a cost-effective transportation option, accessed by a broad spectrum of the community. Investments in active transportation infrastructure helps ensure that Sidney is connected by safe and accessible facilities that help support a more equitable community.

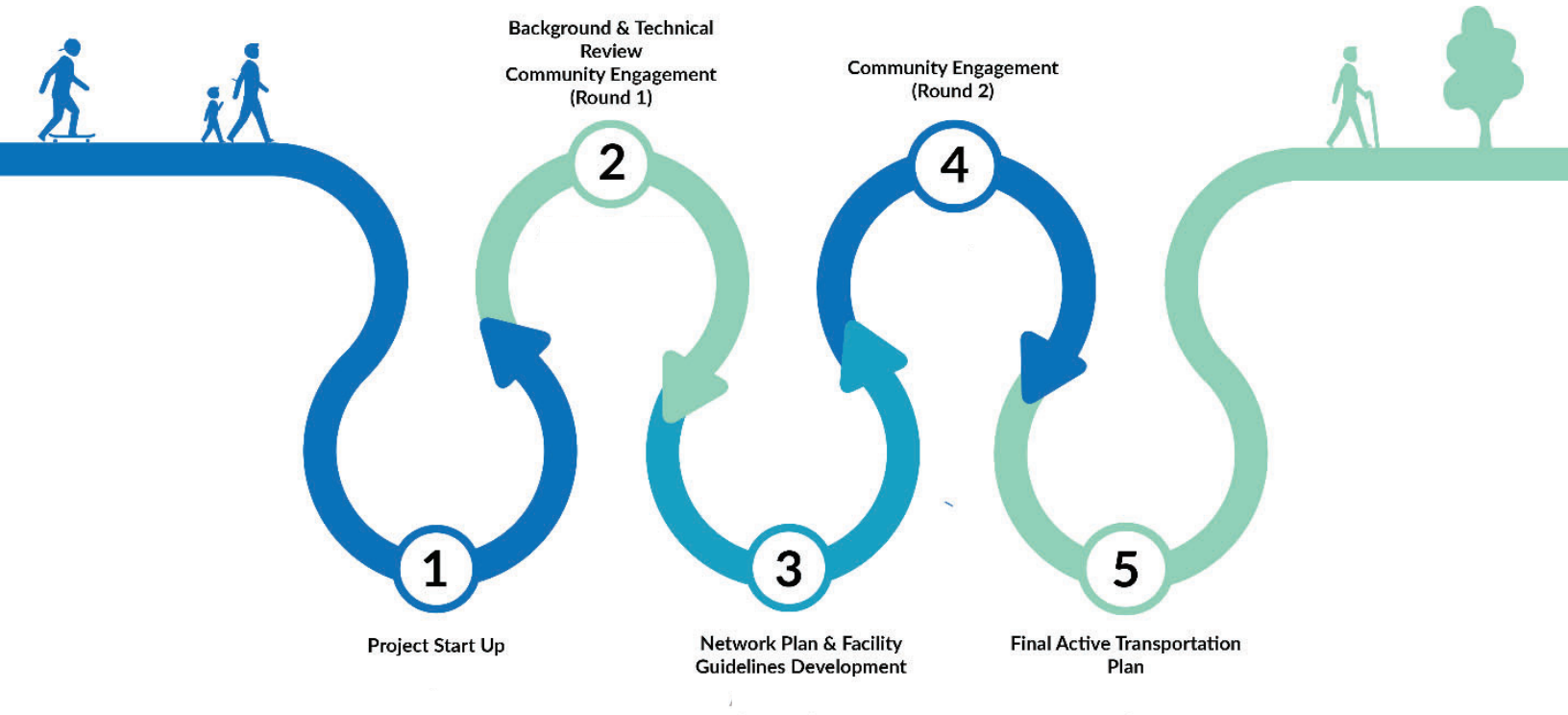
Local Economy. More people walking and cycling supports our local economy. Through an increase in foot traffic to local businesses, providing new opportunities for recreation and tourism, and reducing household costs, active transportation offers more cost-effective travel options for Sidney residents.

Safety + Comfort. Investments in pedestrian and cycling infrastructure help people of all ages and abilities feel safe and comfortable engaging in active transportation without fear of collision or conflict with vehicles.

1.1 Plan Process

The creation of the ATP involved an iterative process of technical activities, field investigations, working sessions with Town staff and stakeholders, conversations with Council, and broad community engagement opportunities.

This process was undertaken to ensure the ATP was developed through a thorough understanding of existing policy direction and travel behaviours, engaging with residents and stakeholders to learn their challenges and needs related to active transportation, as well as to give consideration to community priorities and how best to create a plan that can be implemented.



1.2 Engagement Activities

Two phases of engagement were undertaken. Phase 1 engagement took place in May and June 2022 to gather input from Sidney residents and understand key challenges related to active transportation in the community. Phase 2 engagement focused on the Draft Active Transportation Plan's recommendations including draft priority projects. This phase occurred throughout February and March, 2023. Brief descriptions of engagement opportunities are provided below. Summaries of each phase of engagement can be found in separate Engagement Summary Reports.

Phase 1 & 2 Community Surveys

Two surveys were made available to the public through a dedicated project webpage over two, six (6) week periods (May – June, 2022, and February – March, 2023).

The **first survey** focused on understanding challenges with the existing active transportation network and locations of concern to help prioritize future improvements.

The **second survey** focused on the Draft Active Transportation Plan's key components including its vision and objectives, priority project lists for sidewalks, crosswalks and cycling infrastructure, and opportunities for funding these projects.

Phase 1 Contributor Workshop

A contributor workshop was held with stakeholders who have a specific interest in active transportation in Sidney and/or bringing knowledge to contribute to the process.

Phase 2 Pop-Up Information Tents

Two "pop-up" information sessions were hosted to promote the Phase 2 Survey, talk about the Draft Active Transportation Plan, and hear ideas from residents about how to improve active transportation opportunities in Sidney. Pop-Ups were held along Beacon Avenue and in proximity to Sidney Elementary School during the school pick up period.

: Participants at Pop-Up Information Tent

Phase 2 Community Open House

The open house provided the opportunity for residents to meet with the project team and share their thoughts on the draft ATP.
A brief introductory presentation was given, followed by an open discussion period where participants could answer a set of questions displayed on engagement boards. Like the pop-up events and survey, the questions served to identify the community's preferred projects from the draft ATP, as well as any additional feedback about the draft ATP and process.

Open House participants, February 2023

Promotions and Social Media

The Town's social media accounts (Facebook and Twitter), poster boards and the *TownTalk* newsletter were used to promote the ATP process, educate the community on the benefits of active transportation, and encourage participation in the survey. Promotions occurred throughout both phases of engagement. Promotions and social media would also encourage visits to the dedicated project webpage where a video could be found providing an overview of the Active Transportation Plan.


Sidney by the sea TOWNTALK

Sidney's Active Transportation Plan now underway

TAKE THE ACTIVE TRANSPORTATION PLAN SURVEY BY JUNE 13 AT WWW.SIDNEY.CA

GET IN TOUCH

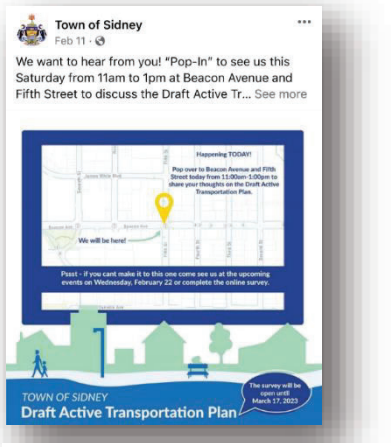
Sample of Town Talk Content from May, 2022

Key Themes + Feedback

Throughout Phase 1 several key themes emerged that informed the ATP. Those key themes are identified below.

Phase 1

- Speed and proximity to vehicles, a lack of cycling facilities, and intersection safety concerns are the most commonly cited barriers to people cycling more often.
- The Beacon Avenue / Pat Bay Highway intersection has been identified as a location of high concern for both walking and cycling,



Example of Social Media Engagement Promotion

preventing safe travel between west Sidney and the rest of the community.

- Widening sidewalks, improving lighting, better access to public washrooms and intersection safety were the key recommendations to improve accessibility and road safety.
- Concerns have been raised over pedestrian safety on Beacon Avenue near First Street and Second Street, with some residents suggesting this section should be made pedestrian-only.
- The increased traffic and parking along Resthaven Avenue is concerning.
- Residents expressed interest in improving walking and cycling access to public transit, allowing them to make long distance trips by bus as an alternative to driving.
- Conversations highlighted the importance of the Lochside Regional Trail in facilitating regional cycling trips and providing access to downtown Sidney for long-distance recreational riders.

The themes that emerged through **Phase 2** were related to the recommendations identified within the Draft Active Transportation Plan and informed changes to this Plan.

- The most expressed concern was the potential loss of parking that could occur from certain proposed projects and the importance of retaining parking for those with mobility challenges and ensuring parking is available to access businesses and social and recreational opportunities.
- Sidney residents indicated safety and accessibility as priorities for expanding the Town's pedestrian network. This includes widened sidewalks, improved and pedestrian-activated crosswalks, accessibility ramps and improved surfaces, and more lighting.
- Certain residents emphasized that the ATP should better reflect the community's character and values.

What People Are Saying..

"I just love walking and cycling. I love being able to enjoy the sights, the scenery along the waterfront pathway, enjoy looking at people's gardens. I love not having to deal with parking. I like that I see the same people out walking [and feel a] sense of community".

"Sidewalks need to be wider to accommodate 2 scooters or wheelchairs, or a designated lane/shareable bike lane."

"The newer sidewalk designs near recently built condo buildings are wonderful".

"It's simply not safe or friendly enough for a family to bike into (or around) Sidney for an ice cream, or to the park for a play".

Residents suggested walkability, accessibility and small-town feel are key features of Sidney and that active transportation should enhance these items, not change them.

- Overall, residents expressed satisfaction with the current sidewalk network, and a desire to see improvements that complement and improve existing facilities, rather than building new routes entirely. Some priority sidewalk segments emerged and are reflected in this Plan.
- Residents expressed the importance of better connecting West Sidney with the rest of the community. This included identifying an effective solution to crossing Highway 17 (specifically at the Beacon Avenue intersection) to improve walking and cycling opportunities to/from West Sidney.
- Many respondents expressed hope for improving transportation options for the next generation of Sidney residents. Respondents saw the ATP as an opportunity to integrate walking and cycling facilities in the community that are for all ages and abilities, cleverly planned, and contributing to a greener and more sustainable lifestyle.

Participation By The Numbers

1321 Survey Responses

(Phase 1 Survey: 231, Phase 2 Survey: 1,070 Survey Responses

678 Webpage Visits During Engagement Periods

(350 between May 3 – June 13, 2022, 328 views January 31 – March 31, 2023)

6 Stakeholders & Community Partners Engaged

48 Comments Provided on the Mapping Tool (Phase 1)

230 Correspondence Items Received

2.0 SHAPING INFLUENCES

2.1 Indigenous Peoples

The Town of Sidney is located within the traditional territory of the W̱SÁNEĆ peoples, represented today by W̱JOŁEŁP (Tsartlip), STÁUTW̱(Tsawout), and W̱SIḴEM (Tseycum), BOḰEĆEN (Pauquachin), and MÁLEXEŁ (Malahat) First Nations. The W̱SÁNEĆ People have been here since time immemorial and this is their home.

2.2 Jurisdiction + Neighbouring Communities

Town of Sidney

The Town is responsible for planning, design and maintenance of infrastructure in road rights-of-way within the municipality (with exceptions, see below), including sidewalks and cycling facilities. The Town is also responsible for trails (excluding the Lochside Regional Trail) and walkways on municipal properties.

District of North Saanich

The bulk of the Town's border is shared with the District of North Saanich. While each has jurisdiction over infrastructure within their borders, joint planning and coordination contributes to a connected network across borders.

Capital Regional District (CRD)

Planning and operations of regional parks and trails, including the Lochside Regional Trail, is undertaken by the Capital Regional District (CRD). The CRD also completes regional transportation planning and policy initiatives.

BC Transit

Transit service is provided through the Victoria Regional Transit System and governed by the Victoria Regional Transit Commission. Decisions on routes, service levels and fares are made by the Transit Commission. BC Transit engages Sidney and other government partners in planning initiatives.

Ministry of Transportation and Infrastructure (MOTI)

The Ministry of Transportation and Infrastructure (MOTI) has jurisdiction over the Patricia Bay Highway (Highway 17) and the portions of Lochside Drive,

Fifth Street and Ocean Avenue that connect to the Sidney-Anacortes Ferry Terminal. The MOTI is responsible for planning, design, operations, and maintenance activities within their jurisdiction.

2.3 Context + Demographics

Land Area

The Town encompasses an area of 5.1 square kilometres. **Sidney is the smallest municipality by area in Greater Victoria**, resulting in trip distances that are suitable and comfortable for trips by active modes for many residents.

The Town's flat topography is also well suited to travel on foot or by bicycle.

Population & Demographics

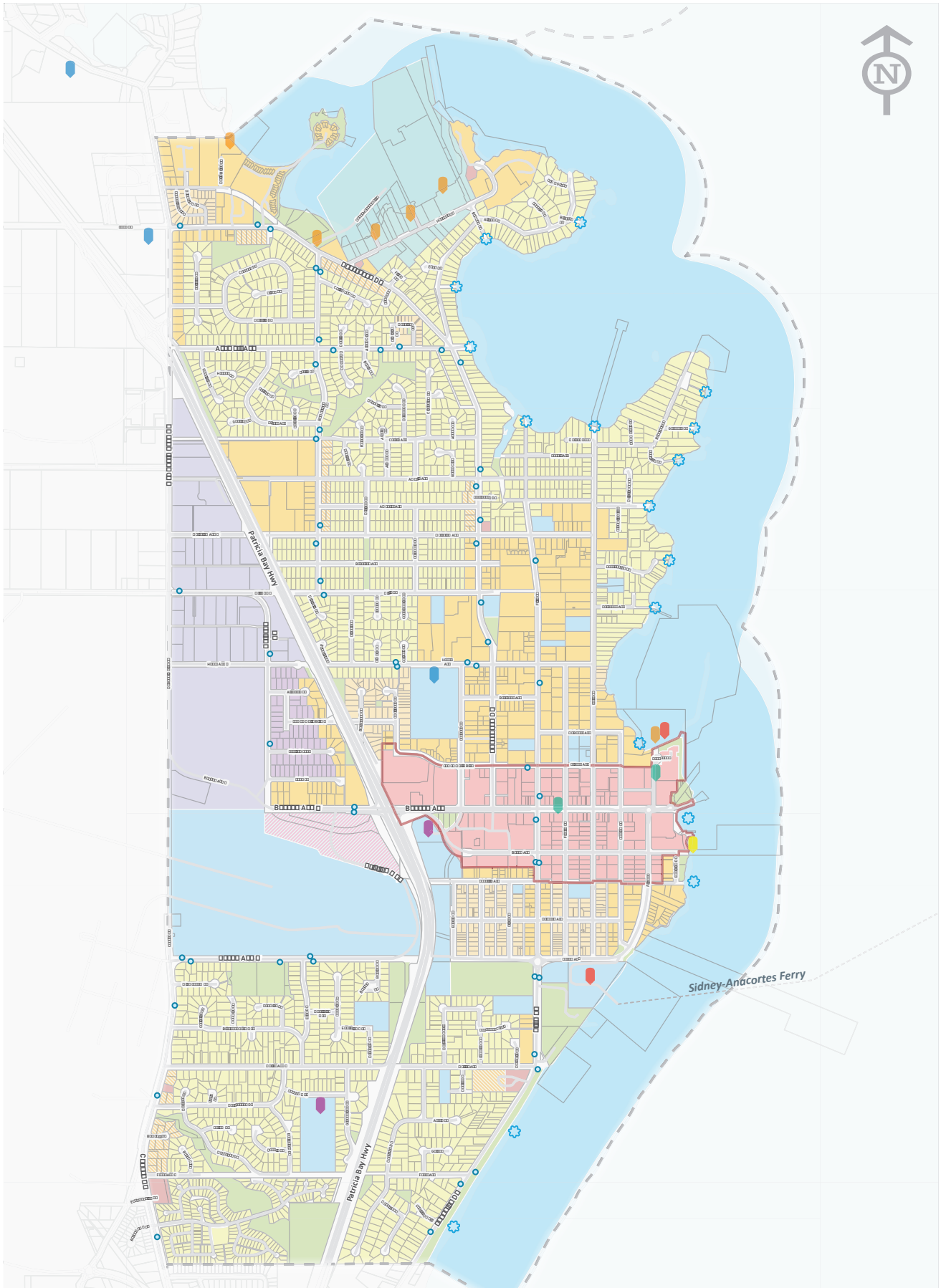
As of 2021, the Town of Sidney has a population of 12,300. Sidney acts as a commercial and cultural hub for the Saanich Peninsula, and many residents of both Central Saanich and North Saanich visit Sidney frequently for shopping, dining, and other activities. According to population forecasts prepared by the Capital Regional District, **Sidney is projected to continue growing to approximately 14,045 people in 2038**. This population growth and diversity allows opportunity to shape transportation to meet the specific needs of both existing and future populations.

Sidney also has an aging population. Of the current population in Sidney, **approximately 40% of residents are 65 years of age and over, compared to a provincial average of 20%.** Transportation infrastructure should reflect this and ensure facilities are well maintained and prioritize accessibility improvements.

Land Use & Destinations

The Town of Sidney supports a variety of land uses, including residential, commercial, industrial, parks and marine areas. Given the Town's compact, mixed-use nature, Sidney can support a mix of transportation options and shorter distance trips to reach key community destinations. Sidney plays an important role on the Saanich Peninsula as an urban centre with several key destinations which draw people from North Saanich and Central Saanich.

Existing land use and community destinations are shown in **Map 1**.



MAP 1: LAND USE + DESTINATIONS

Sidney by the sea

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2.4 How We Move

Understanding travel behaviours is essential to the ATP being rooted in the community's experiences moving through, within and outside of Sidney.

Mode Share

Despite high levels of walking, something Sidney is known for, approximately three-quarters of all trips are made by vehicle. Refer to **Table** 1. This is moderately higher than the regional average and demonstrates our reliance on vehicles.

Walking trips represent 10% of all trips, which is higher than most other communities. Walking is particularly high for trips entirely within Sidney, representing over one-third of all trips.

TABLE 1. TRAVEL MODE SHARE, 2017 (CRD HOUSEHOLD TRAVEL SURVEY)

	All Trips	Within Sidney	To Sidney	From Sidney
Auto Driver or Passenger	74%	62%	90%	88%
Cycle	4%	3%	2%	2%
Walk	10%	34%	1%	1%
Transit	2%	0%	5%	6%

Travel Demand

The majority of people driving during the morning peak period are destined for the Saanich Peninsula, including Sidney (30%), North Saanich (31%) and Saanich (18%). And with almost half of daily trips less than 15 minutes – significantly higher than the regional average – there is great potential to utilize active travel options for a large portion of daily trips.

TABLE 2. AVERAGE COMMUTE DISTANCE

	Sidney	Regional Average
Less than 15 minutes	46%	30%
15 – 29 minutes	28%	41%
30 to 44 minutes	17%	18%
45 – 59 minutes	4%	6%
60 minutes and over	5%	5%

2.5 Transportation Network

The existing transportation network is the foundation for improvements that will be made to improve safety and better connect Sidney. A detailed account is provided below of the existing sidewalks, trails, cycling facilities and other infrastructure that contributes to active travel.

Sidewalks

Sidewalks form the foundation of Sidney's pedestrian network. Sidney has an extensive sidewalk network, shown in **Map 2**, which includes a total of approximately 40km of sidewalks. Around the core of Sidney, sidewalks are regularly found on both sides of the street, while in outlying residential and industrial areas, most streets have sidewalks on at least one side of the street.

There are approximately

40km

of sidewalks in Sidney

Most residential sidewalks are a brushed concrete finish, some with a boulevard separating the sidewalk from the street. Most sidewalks within the downtown core area are brick pavers. In 2018 the Town developed the ***Downtown Streetscape and Urban Design Standards*** which have influenced recent sidewalk improvements in the downtown core.

There are 20 pedestrian activated crossing locations in Sidney, predominately on major streets in the downtown core including Beacon Avenue and Resthaven Drive. Marked crossings, indicated by painted pavement markings, are incorporated at many intersections in the downtown core and sporadically in neighbourhoods.

Sidney is geographically small, resulting in walking distances that are comfortable for many. The Patricia Bay Highway serves to divide west Sidney from the rest of the community, with only three pedestrian crossing opportunities (Beacon Avenue, Weiler Avenue, McDonald Park Road).

The Town's new streetscape standards have been applied to Third Street and downtown core areas as new development occurs.

There are three highway pedestrian crossing opportunities in Sidney – two grade separated (including Weiler Avenue, pictured above) and one at surface at Beacon Avenue.

Multi-Use Pathways

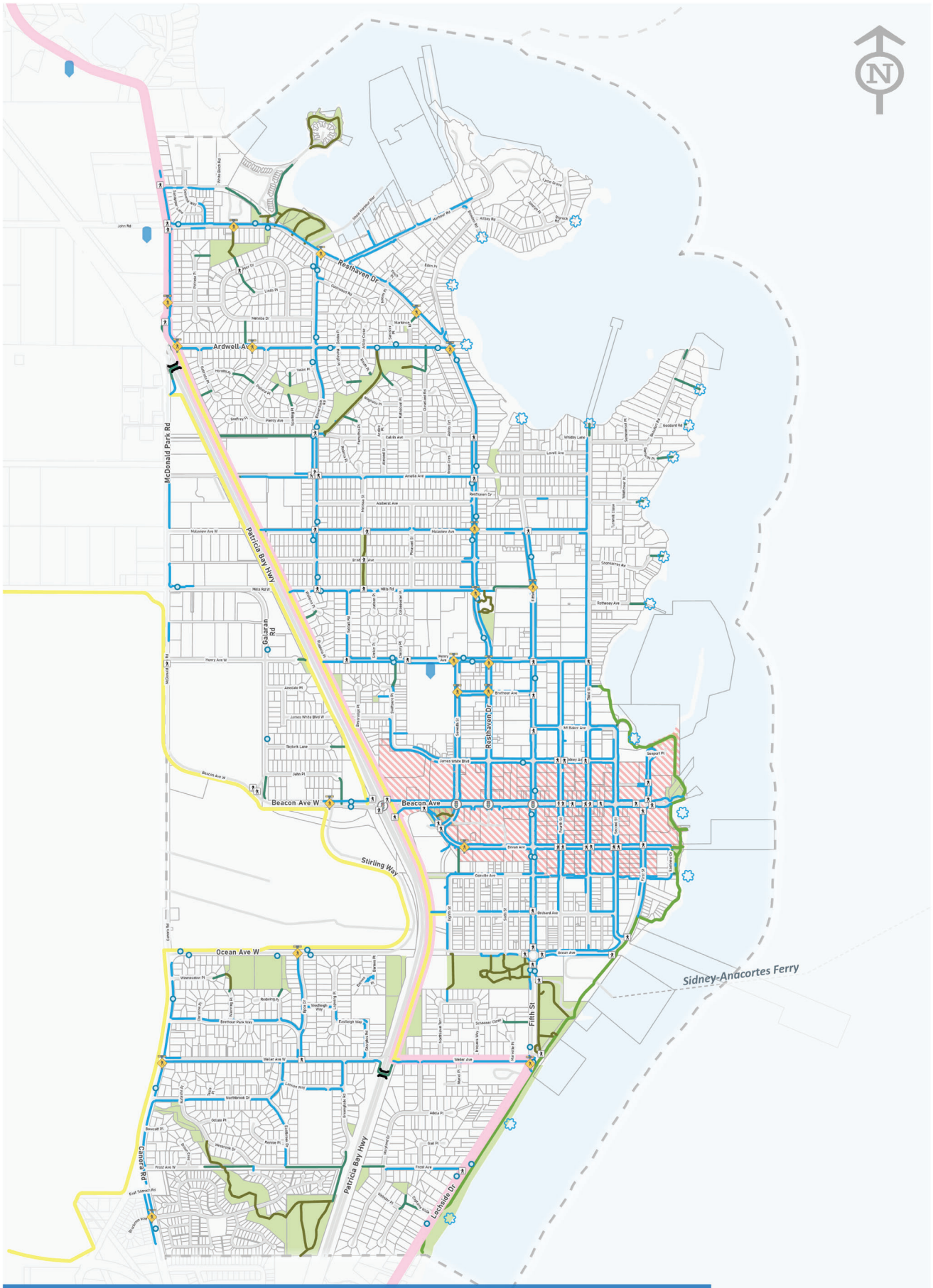
Pathways and trails connect the community, providing access to the many parks, the waterfront and destinations beyond Sidney. The Town benefits from not only a local pathway network, but also from a series of regional multi-use pathways that serve local residents and those travelling to or through Sidney.

Owned and operated by the CRD, the **Lochside Regional Trail** is the Town's most significant pathway connection to the rest of the region. It is utilized by Sidney residents for recreation and commuting purposes, and brings a number of regional cyclists into Sidney particularly in the summer months. Through Sidney, it largely parallels the Patricia Bay Highway, also utilizing sections of Lochside Drive and Weiler Avenue.

The **Flight Path** is a continuous 10km loop around the Victoria International Airport lands, with connections into west Sidney and residential areas nearby Canora Road, and various destinations in North Saanich.

The **Highway 17 Pathway** is along the west side of the Patricia Bay Highway between Beacon Avenue and McDonald Park Road. It primarily provides recreational benefit, including access to Boulder Park, and links residents of west Sidney to crossing opportunities of the Patricia Bay Highway. Pathway improvements were undertaken by the Town recently that include repaving, widening and lighting.

Cyclists on the section of the Lochside Regional Trail adjacent the Patricia Bay Highway.



MAP 2: EXISTING PEDESTRIAN NETWORK

0 100 200 400 600 800
Metres

- Sidewalk
- Pathway
- Connector Pathway
- Waterfront Walkway
- Multi-Use Pathway
- Regional Trail
- Bridge
- Traffic Light
- Crosswalk (Hatched)
- Pedestrian Activated Crossing
- Bus Stop
- Beach Access
- School
- Park
- Downtown Core Area

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Cycling Network

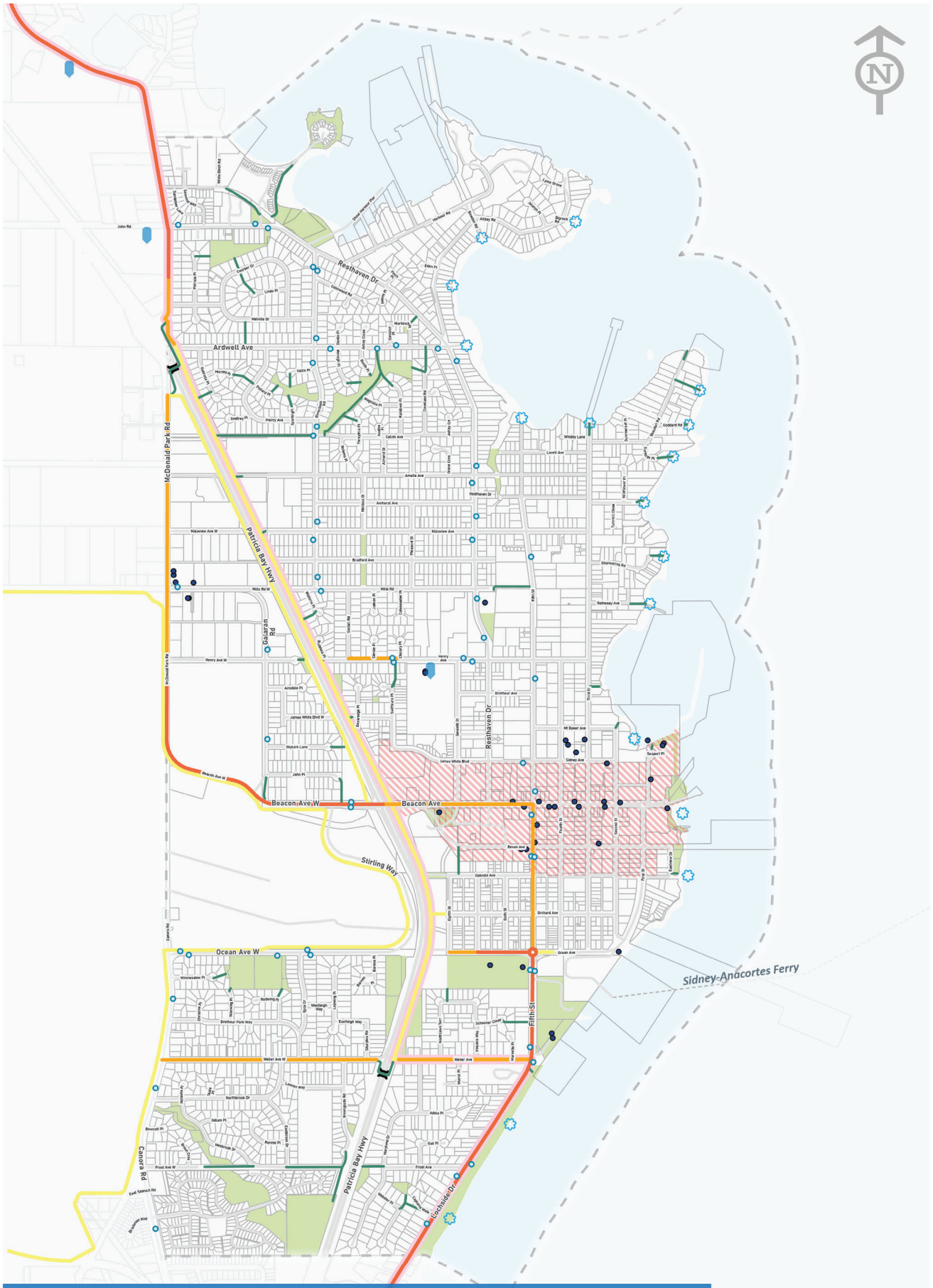
Sidney's existing cycling network does not meet All Ages and Abilities standards. The network consists of approximately 9km of painted bike lanes and on-street bikeways in addition to the multi-use pathway network. Refer to **Map 3**. Painted bike lanes are provided at the southern boundary of Sidney along Lochside Drive and continuing along Fifth Street, as well as along Beacon Avenue west of the highway, creating a connection to the Flight Path.

Most other identified bikeways are shared facilities with cyclists travelling inline with vehicles. Unfortunately, these treatments are in-place on major corridors such as Beacon Avenue and Fifth Street, where high traffic volumes and vehicle speeds create an unsafe and uncomfortable cycling experience.

While north-south travel is well accommodated on the Lochside Regional Trail and other major and local streets, east-west crossings of the Patricia Bay Highway is limited to the Beacon Avenue intersection and grade-separated crossings at Weiler Avenue and McDonald Park Road. All have significant challenges, with Beacon Avenue having extremely high speeds and traffic volumes and without dedicated cycling facilities, while the expectation at both grade-separated crossings is that cyclists dismount and walk their bike.

Bike parking is available through the Town. This includes approximately 40 locations of public bike parking, centred in the downtown core, as well as bike parking on private property, including improved facilities provided as part of new multi-family residential development occurring in the downtown core.

Example bike parking and shelter recently installed on Beacon Avenue in the downtown core.



MAP 3: EXISTING CYCLING NETWORK

0 100 200 400 600 800
Metres

- Multi-Use Pathway
- Protected Bike Lane
- Bicycle Lane
- Bicycle Boulevard
- Regional Trail
- Connector Pathway
- Bridge
- Bike Rack
- Bus Stop
- Beach Access
- School
- Park
- Downtown Core Area

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Street Network

While streets provide an important function to ensure mobility and access within the community, they are not just corridors for moving vehicles and goods. The street network represents the fundamental element of the Town's transportation system as it supports travel modes other than automobile traffic, including cyclists and people with mobility devices. The street network is also where social interactions, recreation and many commercial activities take place, providing opportunities for vibrant public spaces that help define the Town's character.

The Town has a well-established street network that connects homes, businesses, services and local amenities, shown in **Map 4**.

The Town has also established reduced speed limits in addition to commonly reduced areas such as school zones. This includes a 30 km/h pedestrian friendly zone in the downtown core, something that is unique in the region. Refer to **Map 5**.

Approximate two-way average daily traffic (ADT) for major streets:

25,000
Highway 17
south of Beacon Avenue

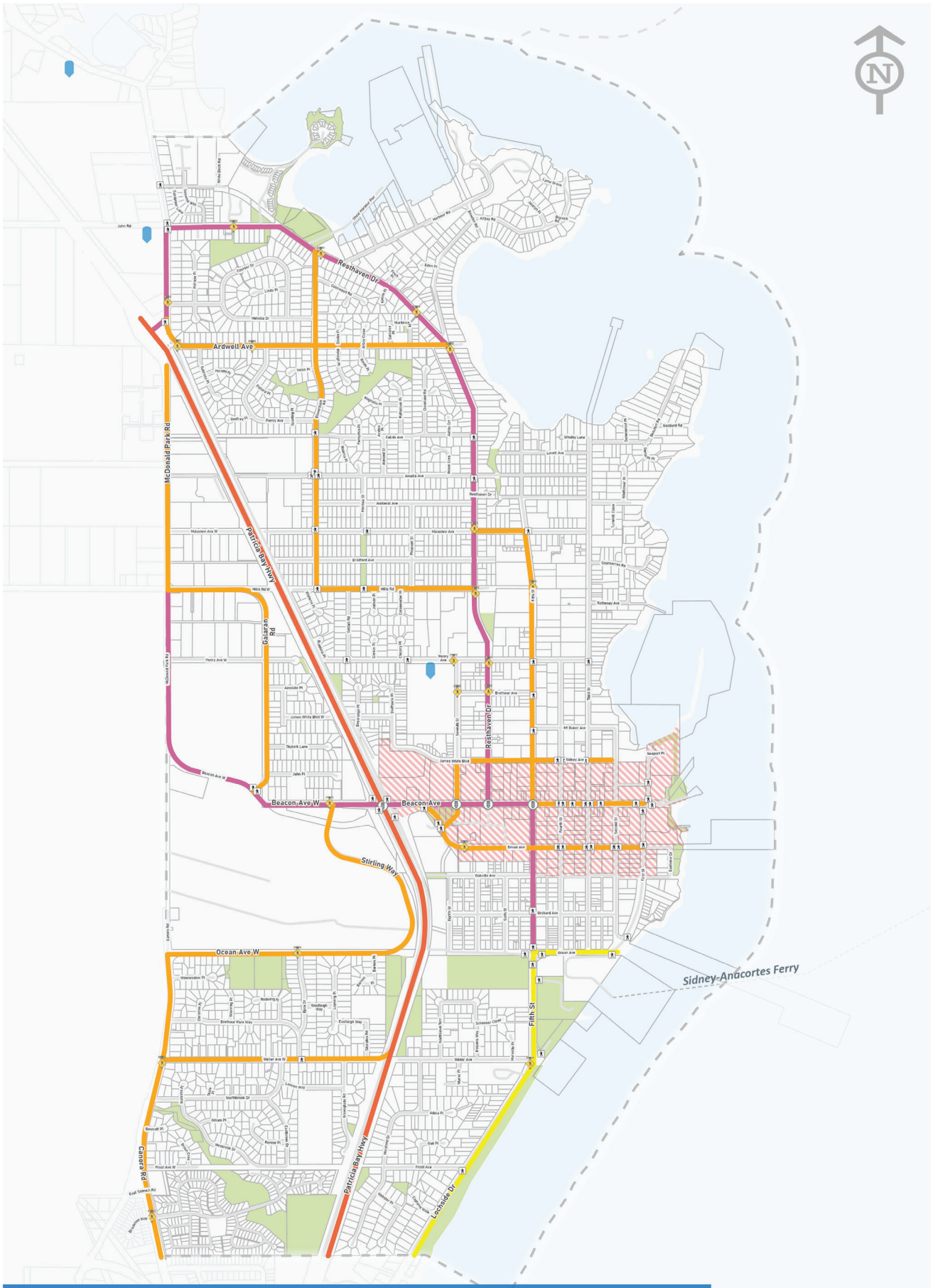
17,000
Beacon Avenue
east of Highway 17

7,000
Lochside Drive
south of Downtown Sidney

Highway 17 (Patricia Bay Highway)

Highway 17 (Patricia Bay Highway) bisects the community, with the west side neighbourhood and Victoria International Airport to the west and the downtown core and surrounding neighbourhoods to the east. It is the key connecting highway between Sidney and the rest of Greater Victoria.

Cyclists and pedestrians crossing the Patricia Bay Highway is facilitated through pedestrian overpass bridges, crosswalks or taking the lane (as a cyclist), which results in road safety issues related to sightlines, crossing times and lack of protection from cars. Direction in several local, regional and provincial policies have addressed the need to improve pedestrian and cyclist comfort when interacting with Highway 17.



MAP 4: EXISTING STREET NETWORK

0 100 200 400 600 800
Metres

- Provincial Primary
- Provincial Secondary
- Arterial
- Collector
- Local
- Traffic Light
- Crosswalk (Hatched)
- Pedestrian Activated Crossing
- School
- Park
- Downtown Core Area

Sidney by the sea

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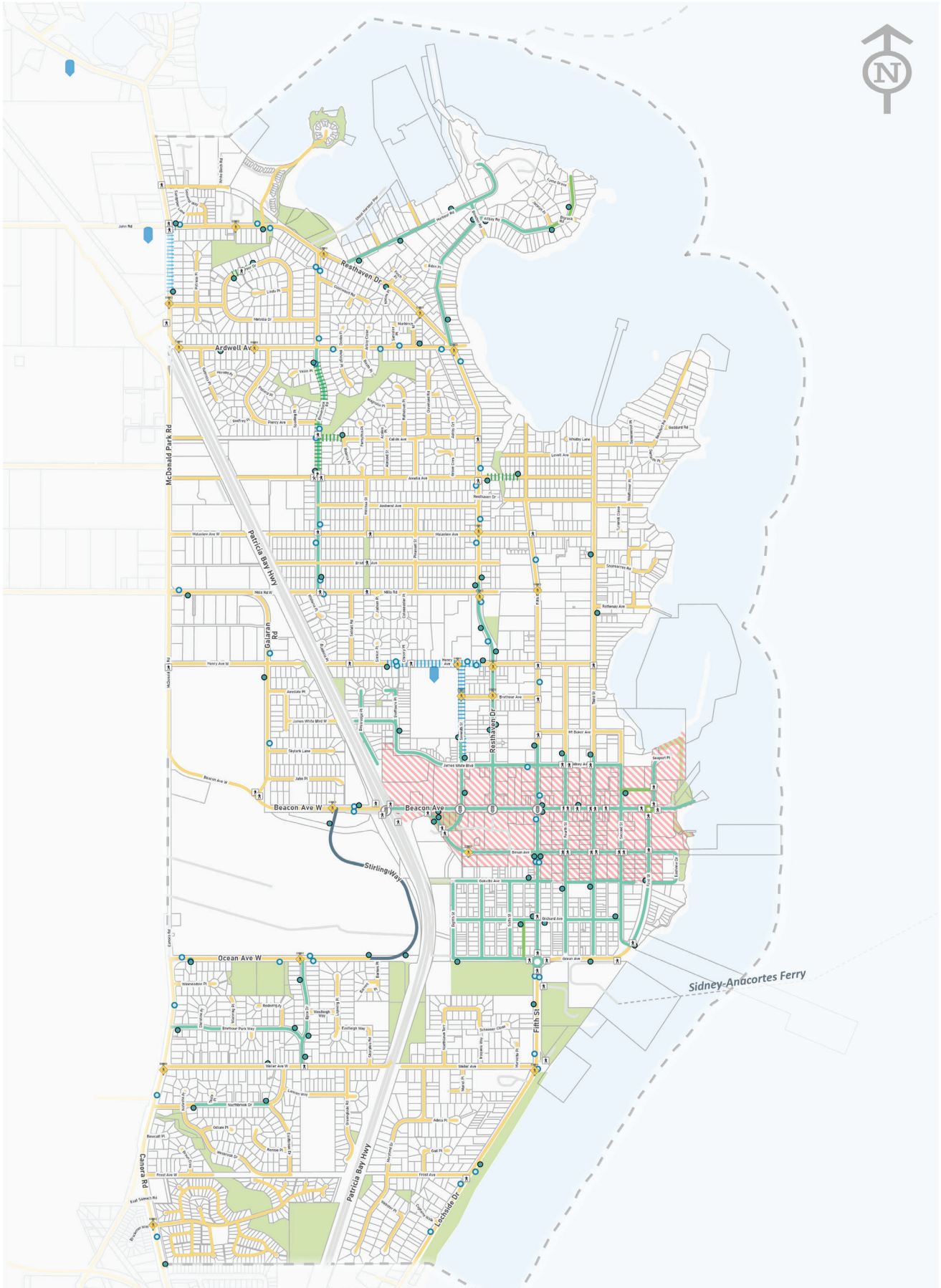
A 30 km/h hour speed limit has been applied in downtown Sidney to reduce vehicle speeds and emphasize pedestrian activities.

On-street parking is present on many of Sidney's major streets to support adjacent land uses but also reduces road width and introduces friction between vehicles and cyclists.



MAP 5: SPEED LIMITS + TRAFFIC CONTROL

0 100 200 400 600 800
Metres

Speed Zones
- 20KMH
- 30KMH
- 40KMH
- 50KMH
- Playgrounds
- School-Zones

- Traffic Light
- Crosswalk (Hatched)
- Pedestrian Activated Crossing
- School
- Park
- Downtown Core Area
- Bus Stop
- Sign Post

Sidney by the sea

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2.6 Planning + Policy Framework

Policy directions contained in the Town's many planning documents set the foundation for the ATP.

Sidney 2040, the recently adopted Official Community Plan (OCP), is a key guiding document providing the policy foundation and directions for the ATP. Transportation-related direction in the OCP is discussed comprehensively, setting policy direction for transportation demand management, multi-modal travel, regional connections, sidewalks and pedestrian facilities, bicycle parking and accommodating people with disabilities. Relevant OCP policies are listed on the following page.

The *Downtown Streetscape and Urban Design Standards* (2018) guides the design of redevelopment of private properties, public lands and rights-of-way, and urban infrastructure in the downtown core. The design guide includes several performance standards that accommodate pedestrians and cyclists travelling in the downtown, including accessible design standards.

Other relevant policies that have helped to inform the ATP include the following:

Local:

- **Climate Action Plan** (2022)
- **Parks Master Plan** (2018)
- **Downtown Waterfront Vision** (2018)
- **West Side Local Area Plan** (2017)
- **Beacon West Traffic Study** (2021)
- **Downtown Traffic Movement Evaluation** Study (2013)

Regional & Provincial:

- **School Travel Plan, Sidney Elementary School** (2018)
- **CRD Pedestrian + Cycling Master Plan** (2011)
- **South Island Transportation Strategy** (2021)
- **British Columbia Active Transportation Design Guide** (2019)

Key active transportation policies from the Official Community Plan (OCP):

16.3.1 Ensure all transportation infrastructure is designed to accommodate users of all ages and abilities.

16.3.3 Design and implement active transportation infrastructure that better integrates with public transit, including the provision of short- and long-term bicycle parking at key transit stops.

16.3.6 Prioritize accessible, sustainable, and active modes of transportation (e.g., walking, rolling, cycling, and transit) in decision-making, when designing streets and funding new transportation infrastructure.

16.3.7 Identify strategic investments in walking and cycling infrastructure and allocate investment to prioritize completion of those projects.

16.3.16 Support car and bike sharing programs and services by working in partnership with other jurisdictions, public organizations, businesses, and community partners to sustain such services.

16.4.1 Link and align active transportation and transit routes (transit stops, bike lanes, walking paths and sidewalks) with places where people shop or visit on a daily or regular basis (e.g., downtown, employment centres, residential areas, schools, neighbourhood commercial, parks, recreational facilities and other amenities and services).

16.4.3 Work with the Ministry of Transportation and Infrastructure to improve multi-modal access to, from and across Highway 17 at Beacon Avenue, including the development of conceptual plans and detailed social, environmental, and technical impact assessments.

16.4.6 Address location of traffic safety or speeding concern, particularly where they impact Sidney residents' willingness to walk or bicycle.

16.4.7 Develop and implement new traffic calming policies and measures in locations that will encourage active transportation and reduce existing impacts of vehicle traffic.

16.4.9 Design the pedestrian network to ensure it is continuous, accessible, safe, comfortable, and enjoyable for all ages and abilities starting with identifying and addressing gaps in:

- Existing pedestrian facilities including sidewalks; and
- Crossings and/or transition between pedestrian facilities including crosswalks and curb ramps.

16.4.11 Design and implement a continuous, safe, and convenient cycling network throughout Sidney that appeals to a range of people cycling of all ages and abilities and is consistent with the standards in the BC Active Transportation Design Guide.

3.0 FUTURE DIRECTIONS

3.1 Vision

The vision statement articulates the condition of active transportation in Sidney upon successful implementation of the ATP. The vision builds on directions established in the OCP and input received from Sidney residents, stakeholders and Council.

Active transportation is convenient and a preferred travel option in Sidney.

We have integrated walking, rolling, and cycling as part of our daily routine.

Our community has a safe and complete active transportation network that is connected and attractive, with balanced streets accommodating all travel options.

Active transportation contributes to our local economy, natural environment, personal health, and community well-being for residents and visitors at all stages of life.

3.2 Guiding Principles

Three guiding principles set the foundation for the development of the ATP and for all future decision making around active transportation.

The principles have been informed throughout the engagement process and reflect the Town's established policy directions.

1. Safety + Access

Safety and access are foundational for all people engaging in active transportation. This applies across travel options and to people of all ages and abilities.

Thoughtful planning and infrastructure design will target the needs of people living with disabilities, seniors, children, and their caregivers. Investment and actions that supports these specific groups to thrive also benefit the rest of the community.

2. Integration + Connectivity

Expanded connections to Sidney's neighborhoods and parks, essential services, schools, transit service and neighboring jurisdictions is essential to supporting mobility choice and reduced automobile dependence.

Integration of active transportation with public transit and other travel options ensures Sidney residents have access to a range of travel choices and can supplement active transportation with multi-modal trips.

3. High Quality Facilities

All future active transportation infrastructure is to be designed to a high standard. This includes eliminating barriers through universal design, all ages and abilities (AAA) cycling infrastructure, and streetscape improvements that support a high-quality public realm.

3.3 Objectives

Seven objectives are identified below that not only clarify and articulate what the ATP is seeking to achieve but are also to be referenced as future planning and trade-offs are being considered as the ATP is implemented. Objectives are presented in order of priority based on feedback from Sidney residents.

Objective No. 1	Foster **transportation independence** for all community members, including seniors, youth, and people with disabilities
Objective No. 2	Create **balanced streets** with space for all transportation modes
Objective No. 3	Create **accessible** and **well-connected** walking, rolling, and cycling facilities
Objective No. 4	Improve **road safety and livability** by expanding the active transportation network
Objective No. 5	Build **an active transportation culture** among our residents and visitors
Objective No. 6	Encourage a shift to **sustainable and active transportation** to support reduced GHG emissions
Objective No. 7	Promote our community's **natural, recreational**, and **tourism** amenities

Emerging Trends in Active Transportation

The mobility options available to Sidney residents and visitors directly influence how we travel. While there are a whole host of existing travel options that influence how we travel today – driving, walking, cycling, public transit, to name a few – a series of emerging mobility options will help shape how we travel in the future and have the potential to increase uptake in active and sustainable transportation.

Electric Bicycles

By providing electric assistance to the operator, electric bicycles (e-bikes) appeal to a diverse population of cyclists, including people who are typically unwilling or unable to cycle over long distances and/or steep topography. E-bikes have significant potential to replace motor vehicle trips, especially among our aging population and those taking longer trips to elsewhere in the region.

Micromobilty

Micromobility refers to small human and/or electric-powered transportation modes, including e-bikes, electric kick scooters (e-scooters), and other small, one-person electric vehicles such as electric skateboards, skates, and self-balancing boards / unicycles. These devices not only increase mobility choices, they also present challenges if not regulated and operated safely.

Shared Micromobility

Shared micromobility allows for the short-term use of bikes, e-bikes, and e-scooters, where users sign up and typically pay by the minute. While not currently operating in Sidney, there is potential that these services are provided in the future and to broaden the suite of travel options available.

Mobility Scooters

Power scooters, typically used as a mobility aid, are not considered a micromobility device, although they currently have similar capabilities and restrictions established at the Provincial level. Scooters are widely used in Sidney given the older population and proactive planning and design is required to ensure they are accommodated appropriately, including any future changes to how they are regulated on our streets.

3.4 Long-Term Networks

The long-term network describes the location of active transportation facilities upon the successful completion of the ATP. It represents improvements and investments in active transportation to help Sidney realize its vision and objectives, as well as support the community building and land development directions contained in the Official Community Plan.

The long-term networks will likely not be realized during the lifespan of this ATP. Importantly though, the long-term networks provide a "roadmap" for how incremental network improvements may be made in a coordinated manner. These incremental improvements are important initial steps toward realizing the longer-term vision and ensuring that investments made today are coordinated and consistent with improvements that may be made in future.

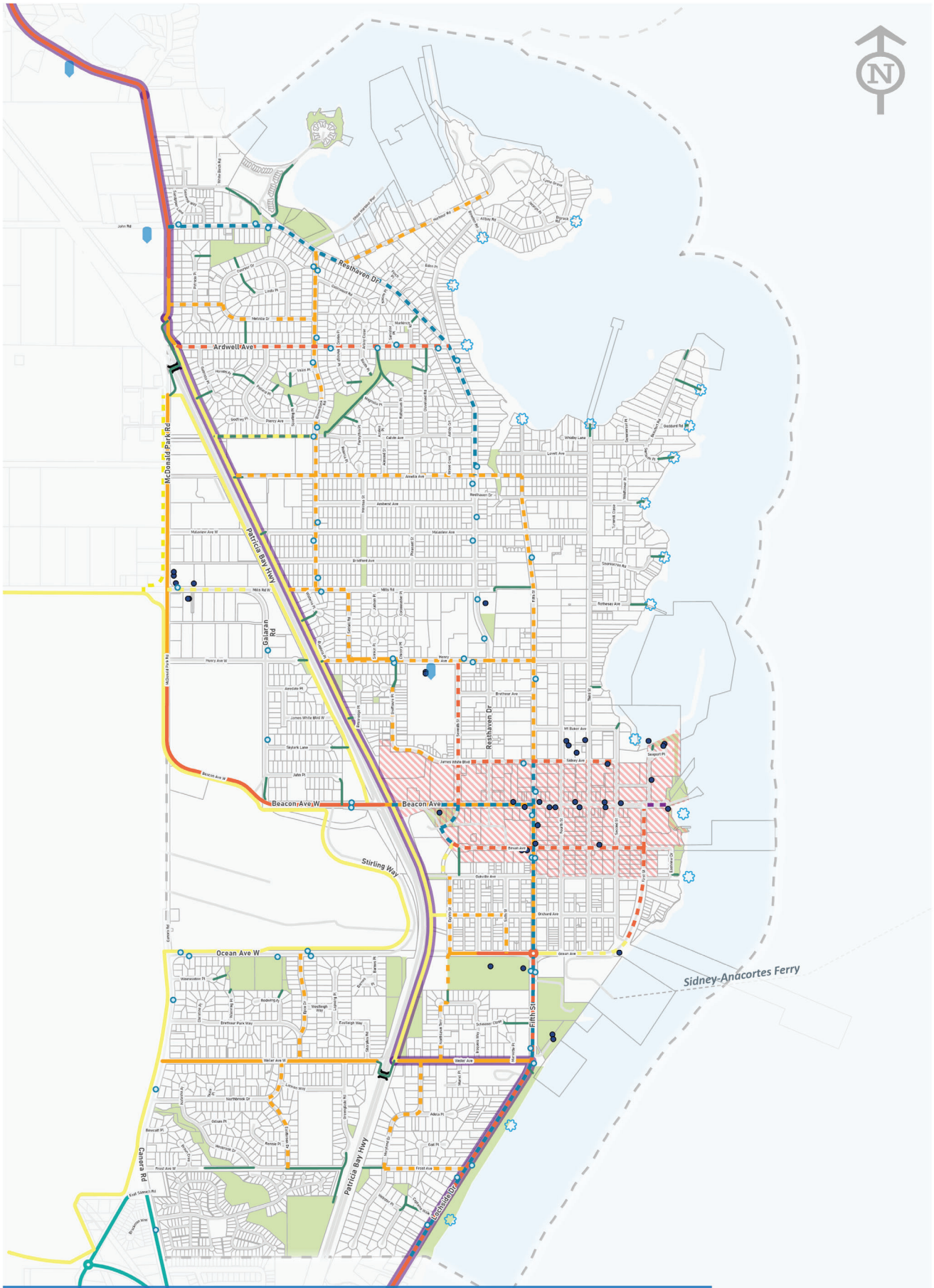
Walking + Rolling Network

Walking and rolling are fundamental travel modes – every trip begins or ends with walking or rolling. The build-out of the walking and rolling network will help support pedestrian activity, as well as improve access and accessibility, and connections to recreation.

The long-term build-out of the sidewalk network consists of **sidewalks on both sides of major streets** (Arterial, Collector) and on **at least one side of all other streets**, including sidewalks on both sides in the vicinity of schools, parks, and other community destinations.

Cycling Network

The Long-Term Cycling Network, shown on **Map 6**, identifies on- and off-street cycling routes that connect all corners of our community. The planned network builds on the foundational Lochside Regional Trail, with new on-street cycling facilities and connecting pathways connecting cyclists to key destinations throughout the community.



MAP 6: LONG-TERM CYCLING NETWORK

0 100 200 400 600 800
Metres

- Multi-Use Pathway
- Protected Bike Lane
- Bike Lane
- Bicycle Boulevard
- Connector Pathway
- Bridge
- Regional Trail
- Proposed Bike Lane
- Proposed Protected Bike Lane
- Proposed Bicycle Boulevard
- Proposed Multi-Use Pathway
- Shared Street
- Bus Stop
- Bike Rack
- Beach Access
- School
- Park
- Downtown Core Area

Sidney by the sea

URBAN SYSTEMS

A "Quick-Build" Network

Why?

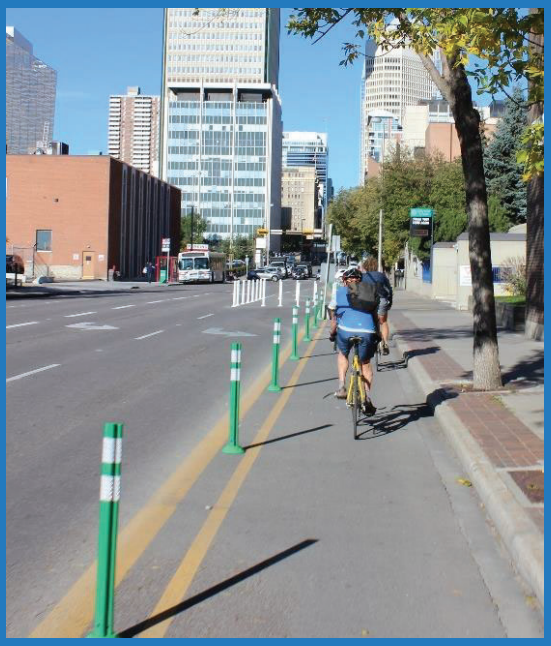
A "quick-build" approach to the cycling network can allow the Town to improve realize network improvement and improve cycling conditions more rapidly, while also piloting infrastructure changes prior to committing the capital resources required to implement more permanent infrastructure.

What?

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

Examples

Examples of quick build techniques include creating space for cyclists on existing streets with temporary materials or placing planters or other objects on local streets for a traffic calming effect. This approach also can allow the community to get involved through public art programs that beautify the temporary infrastructure, such as intersection murals.



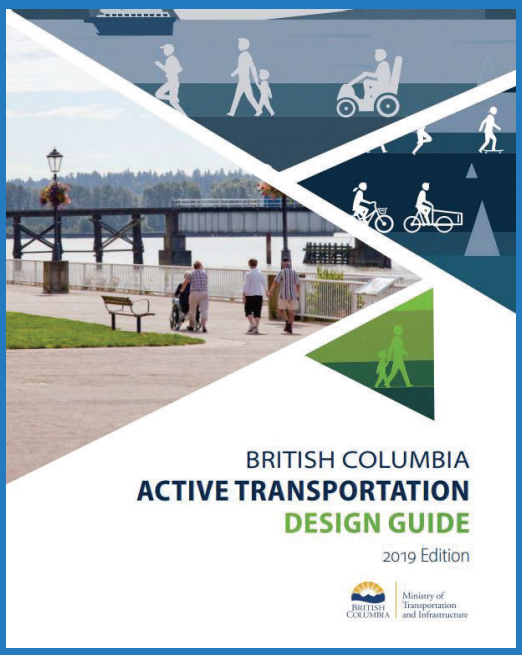
The concept of "quick-build" implementation is being applied in communities across Canada including the City of Calgary, City of Surrey and the District of Saanich. This approach is allowing these communities to build out a network across their municipality within a few years.

3.5 Infrastructure Design

The ATP includes a range of active transportation facility types that are to be applied in appropriate locations and contexts to enhance the overall transportation network and make walking, rolling, and cycling more accessible and attractive throughout Sidney.

The key walking and cycling facility types are identified below in the following sections, each corresponding to the facility types identified in the long-term active transportation network maps, with further detailed included in **Appendix B**.

In addition to facility types, the following section contains guidance relating to universal design to ensure transportation infrastructure is accessible for people of all ages and abilities, including at intersections and crossings.



The *B.C. Active Transportation Design Guide* contains comprehensive design guidance for walking, rolling, and cycling infrastructure throughout British Columbia. It has been used in developing facility design guidelines for the Sidney ATP and should be further referenced as future active transportation infrastructure projects are advanced.

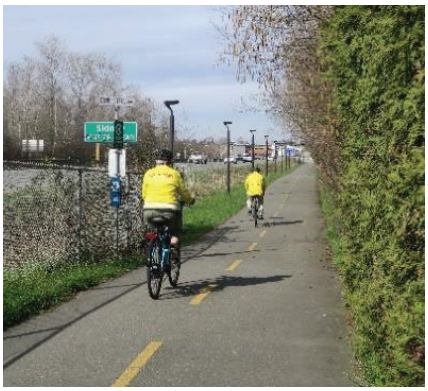
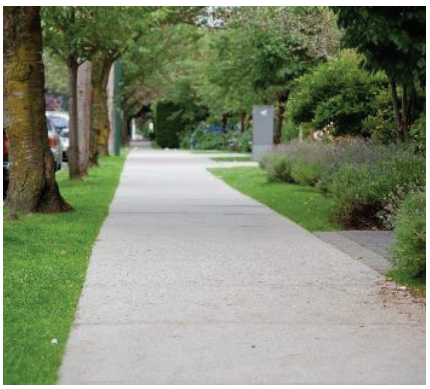
Active Transportation Facility Types

Facility design guidance is contained on the following pages for each of the facility types identified on the long-term network plans, including both pedestrian facilities and cycling facilities.

The following pages identify the range of possible facility types, with basic facility design and dimension criteria. There are special circumstances, such as the downtown, where unique sidewalk design and dimensions are to be applied. The ***B.C. Active Transportation Design Guide*** (referenced above) provides more detailed design guidance and should be referenced when designing walking and rolling facilities.

Further details of the facility design treatments can be found in **Appendix B.**

Facility Type	Target Users		
A. Multi-Use Pathway			
B. Sidewalk			
C. Connector Pathway			
D. Protected Bike Lane			
E. Painted Bike Lane			
F. Bicycle Boulevard			
G. Shared Street			

	Facility Type	Key Design Features
	**A. Multi-Use Pathway** Off-street pathway shared by all active transportation users, including people walking, cycling and rolling.	**Width**: 3.0 – 6.0m (preferred), 2.5m (constrained) **Surface Material**: Asphalt
	**B. Sidewalk** Dedicated space at the roadside for people walking and rolling. Preference for separation from the roadway in the form of a landscaped boulevard, on-street parking and/or cycling facilities.	**Width:** 2.0m clear space (1.8m constrained) 2.5m+ clear space in downtown core **Design**: Boulevard provided wherever possible
	**C. Connector Walkway** Similar to a sidewalk, but typically set off-street in a park or shortcuts within neighbourhoods. Connector walkways may be used by cyclists, and should be signed accordingly.	**Width**: 2.0m wide (preferred), 1.5m wide (constrained) **Surface Material**: Asphalt or concrete (urban area) Gravel or bark chip/mulch (where recreation is the primary activity)

	Facility Type	Key Design Features
	**D. Protected Bike Lane** Separate lane for the exclusive use of people cycling with physical separation from motor vehicles. May be arranged in a uni-directional or bi-directional configuration.	**Lane Width**: One-way: 1.8m - 2.5m Two-way: 3.0m - 4.0m **Buffer Zone**: Minimum 0.6m between bike lane and vehicle travel lane
	**E. Painted Bike Lane** Separate lane for the exclusive use of people cycling. Typically located on the right side of the road and often with a buffer between the travel lane.	**Lane Width**: 1.8m – 2.0m (preferred), 1.5m (constrained) **Buffer Zone**: Buffer provided wherever possible (0.6-0.9m wide)
	**F. Bicycle Boulevard** Low traffic, low speed streets where cyclists have priority, but share space with motor vehicles. May include traffic calming to lower traffic speeds and volumes.	**Lane Width**: Clear width should be 4.0–5.5m **Signs / Markings**: Shared use markings to position cyclist in lane, bike route signs
	**G. Shared Street** Designated streets with limited differentiation of space for different travel modes. Also referred to as a “Woonerf” (i.e., home zone)	**Speed Limit**: 30 km/h or less **Design Treatments**: Surface treatments, signs and bollards used to delineate space

Accessible Design

Ensuring Sidney can be navigated by people of all ages and abilities is a key objective of the ATP. A series of street design features are identified below to make active transportation facilities universally accessible, including mobility, tactile, audible, and visual aids. These build on the Seven Principles of Universal Design, described in more detailed below.

The following is not an exhaustive list of treatments and further refence to the *BC Active Transportation Design Guidelines* and Canadian Standards Association's (CSA) *Accessible Design for the Built Environment* at each design stage is encouraged to best ensure design reflects the immediate project context.

The Town's *Downtown Streetscape and Urban Design Standards* also include standards to encourage accessibility improvements through the provision of accessibility ramps, transit access, and general accessible design considerations.

Seven Principles of Universal Design

1. **Equitable Use**
   The design is useful and marketable to people with diverse abilities.
2. **Flexibility in Use**
   The design accommodates a wide range of individual preferences and abilities.
3. **Simple and Intuitive Use**
   Use of the design is easy to understand, regardless of the user's experience, knowledge, language skills, or current concentration level.
4. **Perceptible Information**
   The design communicates necessary information effectively to the user, regardless of ambient conditions or the user's sensory abilities.
5. **Tolerance for Error**
   The design minimizes hazards and the adverse consequences of accidental or unintended actions.
6. **Low Physical Effort**
   The design can be used efficiently and comfortably and with a minimum of fatigue.
7. **Size and Space for Approach and Use**
   Appropriate size and space is provided for approach, reach, manipulation, and use regardless of user's body size, posture, or mobility.

Mobility

- Accessible slopes and grades at no more than 5%, with appropriate landing areas and resting spots
- Provide accessible ramps where appropriate grades cannot be realized and/or adjacent staircases
- Surfaces that are smooth, firm, slip-resistant and free of tripping hazards
- Curb ramps at all street access points
- Sidewalks clear of obstructions

Tactile

- Warning surfaces that are detectable underfoot or by cane and alert / guide people with blindness or low vision. This includes thermoplastic lines in lieu of paint at crosswalks.
- Score lines are a series of parallel lines intended to provide directional wayfinding for people who are visually impaired
- Tactile wayfinding information consisting of braille or raised map elements on signs and wayfinding to allow use by people with visual impairments

Visual

- Contrasting pavement materials to differentiate between different street zones/spaces
- Countdown timers at crosswalks to indicate how long people have to cross the street
- Street lighting on active transportation facilities to support safe pedestrian travel

Audible

- Audible pedestrian signals at signalized intersections and flashing pedestrian crossings to help visually impaired people know when and in which direction to cross the street.

Intersections & Crossings

Intersections and crossings represent a critical juncture where pedestrians and cyclists are exposed to potential conflicts with motorists, other active transportation users, and other street activities. To ensure safe and accessible crossing is facilitated at intersections and crosswalks, a series of design treatments are identified that prioritize people walking and rolling, and mitigate crossing conflicts.

The following are some of the most important treatments to be included in intersection and crossing design. The ***B.C. Active Transportation Design Guide*** contains more detailed design guidance on these items and others, as should be consulted as design work is being undertaken.

Crosswalks + Intersections

Curb Ramps	Curb ramps are to be provided at all crosswalks and intersections allowing people to transition from the sidewalk to street.
Tactile Indicators	Tactile indicators are to be used to assist people with low vision where to position themselves as they approach a crosswalk.
Flashing Beacons	In addition to crosswalk signs and pavement markings, Rapid Rectangular Flashing Beacons (RRFBs) are to be installed where appropriate to heighten driver awareness of people crossing.
Pedestrian Half Signal	Half signals introduce stop control on major roads to support safe crossing. Half signals may be warranted to support safe crossing on major corridors (i.e., Fifth St, Resthaven Dr) and/or in coordination with cycling corridor improvements.

Signalized Intersections

Leading Pedestrian Interval (LPI)	Leading pedestrian interval (LPI) is an advanced walk signal that allows people walking or rolling to begin crossing at a signalized intersection before vehicles, providing a head start to ensure they are readily visible to right-turn motorists.
Pedestrian Countdown Timers	Countdown timers indicate the number of seconds remaining for a person to complete their crossing, allowing people to cross with greater confidence and comfort.
Audible Pedestrian Signals	Audible and vibrotactile indications provided at controlled crossings that act as the "walk" signal to support safe crossing for people with vision loss and others benefitting from additional sensory prompts.

Bikeway Crossings

Conflict Paint	Green paint is used where cycling facilities cross intersections and major driveways to bring awareness to the conflict point. Conflict paint is commonly supported by warning signs.
Traffic Circles	Traffic circles are commonly used long Bicycle Boulevards to allow a change in direction at an intersection without introducing stop control that requires that a cyclist stop.
Bicycle Signals	Bicycle-specific signals may be required as cycling facilities are created on major corridors (i.e., Fifth St, Resthaven Dr) to support cyclist detection and create crossing opportunities.

Lochside Regional Trail

The Lochside Regional Trail plays an important role in facilitating active transportation trips to adjacent communities and throughout the region. The corridor is managed by the CRD, with planning and design objectives and actions identified in the ***Regional Trails Management Plan*** (RTMP).

Recognizing the importance of the corridor, the Town collaborates with the CRD to ensure trail improvements reflect the needs of the local community and meet objectives set out by the CRD and the Town.

The following are key planning directions for the Lochside Regional Trail identified in the RTMP and thereby given consideration and incorporated as part of the ATP.

Trail Crossings

Improved trail crossings are desired as trail and street improvements are made to provide for safe, comfortable crossings. The locations for crossing improvements are as follows:

- Weiler Avenue at Fifth Street / Lochside Drive
- Lochside Trail at Weiler Avenue / Overpass Landing
- Beacon Avenue at Lochside Trail
- Ardwell Avenue
- Ardwell Avenue at McDonald Park Road
- McDonald Park Road at Resthaven Drive

Trail Integration

Connections have been established along the trail throughout Sidney. The following locations meet the pathway but do not cross it, and provide opportunity for improved connectivity using the Connector Walkway design criteria as the Town's active transportation network is built out:

- Lochside Drive at Frost Avenue
- James White Boulevard
- Henry Avenue at Lochside Trail
- Wisteria Place Pathway Connection
- Mills Road
- Bradford Avenue
- Malaview Avenue
- Amelia Avenue
- Bowerbank Connector Pathway
- Gabriola Place

4.0 IMPLEMENTATION STRATEGY

4.1 Action Plan

The success of the ATP will ultimately depend on the level of commitment made by the Town and its partners to carrying out actions to improve active transportation. This includes leadership committed to advancing active transportation, dedicated resources in the form of funding and staff time, and follow-through on identified ATP actions.

A series of **57 actions** have been identified on the following pages. Some actions are discrete with a finite timeline, others are to be carried out continuously over time. All are important and collectively work toward realizing the ATP vision.

Actions have been organized broadly into the following seven themes:

A. Inclusive Design & Pedestrian Facilities
B. Cycling Infrastructure
C. Multi-Modal Transportation
D. Land Development & Development Regulations
E. Facility Maintenance & Monitoring
F. Community Partnerships & Funding
G. Education & Encouragement

A. Inclusive Design & Pedestrian Facilities

Action		Leadership	Resource
A.1	Install an average of 500m of new sidewalk each year over the next ten (10) years.	Engineering	Capital
A.2	Continue working toward sidewalks on both sides of major streets (Arterial, Collector) and at least one side on all others.	Engineering	Capital
A.3	All new sidewalks are to be designed to meet accessible design criteria outlined in the ATP.	Engineering	Capital
A.4	Seek opportunities to achieve pedestrian network improvements alongside capital projects and land development.	Planning, Engineering	Coordination
A.5	Continue working to improve crosswalks based on the identified list of priorities.	Engineering	Capital
A.6	Improve Town traffic signals (3 locations) to include leading pedestrian intervals (LPIs) and audible crossing supports.	Engineering	Capital
A.7	Create an inventory of all Town curb ramps and assess their design and condition for compliance with accessible design criteria.	Engineering	Study
A.8	Establish funding to upgrade all curb ramps in downtown to comply with accessible design criteria, including tactile features and upgrade other priority locations upon completion.	Engineering	Capital
A.9	Pursue downtown streetscape enhancements generally consistent with the Town's *Downtown Streetscape & Urban Design Standards*.	Engineering	Capital
A.10	Establish and enforce requirements to maintain accessible conditions and uninterrupted sidewalks at construction and special events.	Engineering	Operations
A.11	Expand the number of benches throughout the community, including in new sidewalk projects, transit stops, and other high activity areas, targeting seating every 250 metres.	Engineering, Parks	Capital

B. Cycling Infrastructure

Action		Leadership	Resource
B.1	Pursue Priority Cycling Network Improvement projects.	Engineering	Capital
B.2	Design all cycling facilities consistent with guidance in the ATP and ***B.C. Active Transportation Design Guide***, including meeting All Ages & Abilities (AAA) criteria where possible.	Engineering	Capital
B.3	Use traffic calming to support new Bicycle Boulevards to ensure traffic volumes and speeds result in safe conditions for people cycling.	Engineering	Capital
B.4	Review existing Bicycle Boulevard routes to ensure presence of signs and pavement markings do not create unsafe conditions for people cycling and consider removing shared lane markings and/or bike route signs were inconsistent with the design guidance contained in the ATP.	Engineering	Study
B.5	Seek opportunities to achieve cycling network improvements alongside capital projects and land development.	Engineering, Planning	Capital
B.6	Inventory and review existing cycling wayfinding signage and update as required to be consistent with the CRD ***Cycling Destination Wayfinding Guidelines***.	Engineering	Capital
B.7	Provide short-term bicycle parking at all Town facilities, parks and beach accesses.	Engineering	Capital
B.8	Investigate feasibility of potential improvements with MOTI to allow cycling on highway overpasses (McDonald Park Rd, Weiler Ave), including design improvements necessary for safety alongside people walking.	Engineering, MOTI	Coordination

C. Multi-Modal Transportation

Action		Leadership	Resource
C.1	Prioritize and invest in improving trail connections to the Lochside Regional Trail.	Engineering	Capital
C.2	Collaborate with the CRD to improve crossings and maintenance standards along the Lochside Regional Trail.	Engineering, CRD	Capital
C.3	Create trails through and where possible, between, parks (as directed by the ***Parks Master Plan***) consistent with the design guidance contained in the ATP.	Parks, Engineering	Study, Capital
C.4	Create an inventory of all bus stops and assess their design and condition for compliance with accessible design criteria.	Engineering	Study
C.5	Ensure the planned rapid transit exchange is established as a multi-modal hub including bicycle parking, end-of-trip cycling facilities, and potentially e-mobility charging.	Engineering	Capital
C.6	Whenever feasible include street trees, landscape and placemaking features in future active transportation improvements.	Engineering, Parks	Capital
C.7	Create a traffic calming policy to guide where traffic calming is appropriate and to support safe, comfortable active transportation conditions.	Engineering	Operations
C.8	Pursue opportunities to establish a bike share program with public or private providers by collaborating with regional local governments.	Engineering	Policy

D. Land Development & Development Regulations

Action		Leadership	Resource
D.1	Update the ***Subdivision and Development Bylaw No. 1390*** (Schedule C and D) to reflect design guidance for active transportation facilities in the ATP and incorporate cross sections for active transportation corridors.	Planning, Engineering	Policy
D.2	Update the ***Development Cost Charge Bylaw No. 1440*** to reflect the active transportation infrastructure projects identified in the ATP.	Engineering, Finance	Operations
D.3	Provide review and feedback on development applications for opportunities to support walking, cycling and public transit.	Planning, Engineering	Study
D.4	Update the ***Off-Street Parking & Loading Bylaw No. 2140*** to include preference for: • Cycling end-of-trip facilities (showers, repair stations, etc.) for Commercial and Institutional land uses. • Bicycle parking requirements that accommodate cargo bikes and other non-standard bikes. • Requirements for charging infrastructure for e-bikes and mobility scooters.	Planning	Policy
D.5	Update the ***Off-Street Parking & Loading Bylaw No. 2140*** to require pedestrian facilities and connections in off-street surface parking areas.	Planning	Policy
D.6	Introduce policies over time in the ***Streets and Traffic Bylaw No. 1866*** to regulate the safe and appropriate use of mobility devices in cycling facilities.	Planning, Engineering	Policy
D.7	Require a transportation demand management (TDM) study when a development application includes a parking variance.	Planning	Policy

Action		Leadership	Resource
D.8	Secure pathway rights-of-way through redevelopment to connect existing street and pathway networks.	Planning	Operations
D.9	Update the ***Horse Drawn Sightseeing Vehicle Regulations Bylaw No. 1116*** to address route conflicts as the cycling network is built out.	Engineering	Study
D.10	Reclassify roads as needed to align with active transportation design guidelines and to support safe, comfortable cycling conditions, including downgrading Collector roads to support Bicycle Boulevard corridors.	Engineering, Planning	Policy

E. Facility Maintenance & Monitoring

Action		Leadership	Resource
E.1	Maintain and rehabilitate sidewalks and pathways so they remain free of obstructions, hazards and debris.	Engineering	Operations
E.2	Update Town snow removal priorities to include sidewalks, pathways and cycling corridors.	Engineering	Operations
E.3	Consider equipment required to clear and maintain new active transportation infrastructure.	Public Works, Engineering	Capital & Operations
E.4	Include permanent cyclist count equipment in all major bikeway corridor improvements.	Engineering	Capital
E.5	Complete bi-annual progress reporting (i.e., “report card”) to track ATP implementation and celebrate success.	Engineering	Policy
E.6	Complete a minor review of the ATP in 2028 and a comprehensive review in 2033 to reflect progress on actions and refresh priority network improvements.	Engineering	Policy

F. Community Partnership & Funding Approaches

Action		Leadership	Resource
F.1	Collaborate with MOTI to realize improved pedestrian and cycling crossings of the Patricia Bay Highway.	Engineering, MOTI	Capital
F.2	Encourage the CRD on future improvements to the Lochside Regional Trail through Sidney, including new connections, maintenance, and wayfinding.	Engineering, CRD	Capital
F.3	Coordinate land use and active transportation network planning and investments with the District of North Saanich to create connections across borders.	Engineering, N. Saanich	Capital
F.4	Continue to ensure a staff function identifying and preparing grant opportunities to support ATP implementation.	Engineering, Planning	Operations
F.5	Continue to partner with School District No. 63 to improve active transportation infrastructure in the vicinity of schools.	Engineering, SD 63	Coordination, Capital
F.6	Support School District No. 63 and the District of North Saanich on any future school travel planning initiatives.	Engineering, SD 63, N. Saanich	Coordination, Study
F.7	Continue coordinating with Victoria Airport Authority (VAA) on connections to the Flight Path and to ensure active transportation supportive site design in future land development on VAA lands.	Engineering, Planning	Coordination

G. Education & Encouragement

Action		Leadership	Resource
G.1	Develop a campaign to deliver positive messaging to promote active transportation.	Corporate Admin., Planning	Operations
G.2	Allow provisions for educational opportunities for staff to remain up-to-date on best-practices for active transportation, road safety, emerging mobility, and related design considerations.	Corporate Admin, Planning, Engineering	Operations
G.3	Partner with community organization to promote active transportation in Sidney.	Corporate Admin., Community Orgs.	Coordination
G.4	Partner with ICBC, RCMP and CRD to develop road safety awareness campaigns and promote active transportation.	Corporate Admin., Planning, Engineering	Operations
G.5	Work with event coordinators to provide temporary bicycle parking at large events.	Engineering, Planning	Coordination
G.6	Encourage multi-modal commuting for large employers to promote employee travel options.	Corporate Admin.	Coordination
G.7	Celebrate the opening of major active transportation infrastructure projects.	Corporate Admin.	Coordination

4.2 Network Improvements

Significant time and resources will be required to achieve the long-term active transportation networks identified in the ATP. Seeking to be strategic in where funding and resources are allocated, a series of priority network improvements have been identified that are to be the focus for infrastructure investment.

The identified priority improvements represent an annual investment in active transportation of approximately $750,000 over each of the next ten years. This is thought to be an achievable investment level in active transportation infrastructure representing improvements of greatest value to the community. On-going active transportation projects and any costs associated with staff resources, coordination and programming are not included in the list. On-going maintenance and upkeep is important, and is considered separate of the capital projects in this section.

How is Priority Assigned?

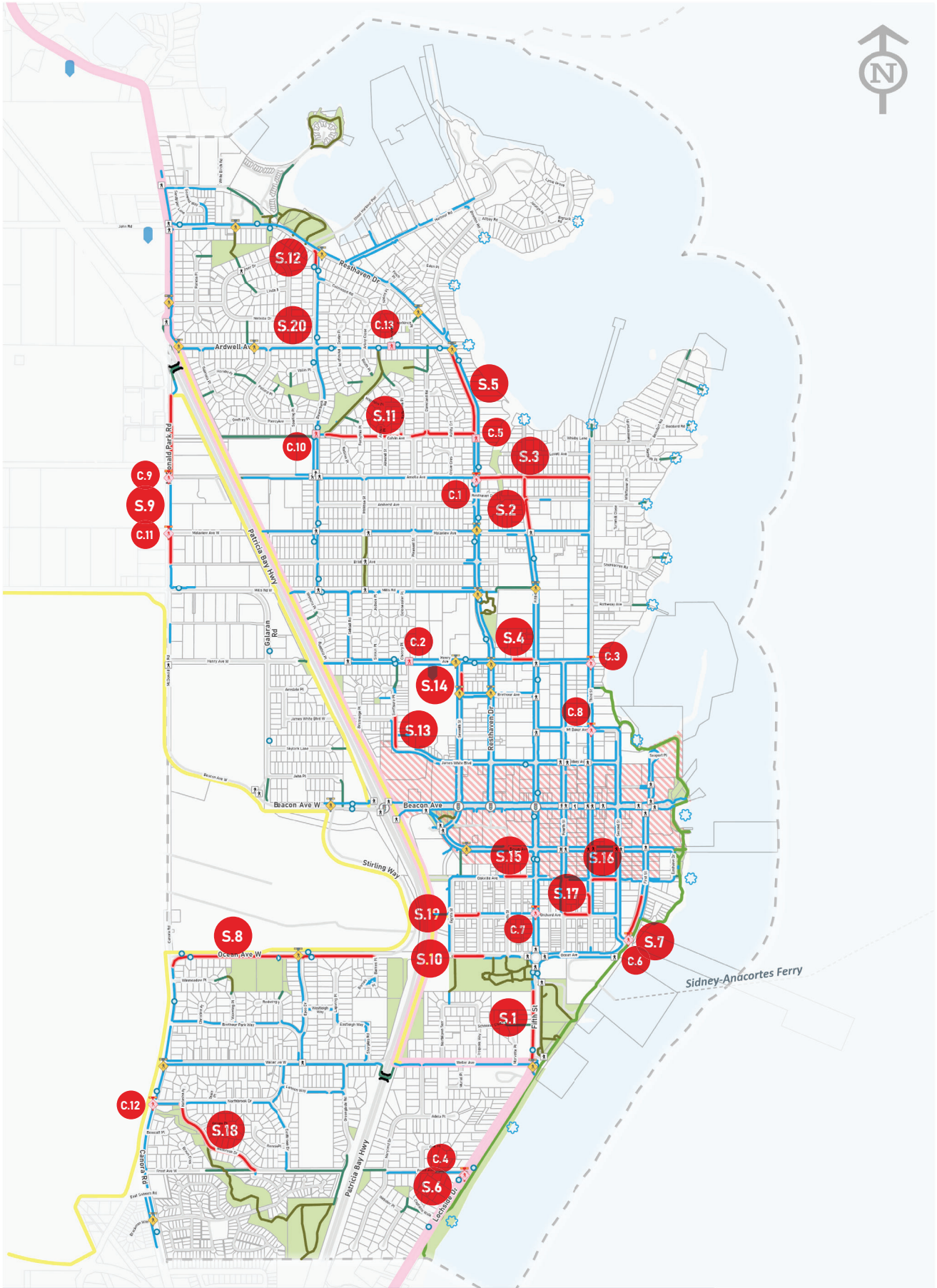
A prioritization exercise was undertaken to identify improvements that best reflect community needs and can realistically be achieved on a ten-year timeline. Prioritization was developed through conversations with Town staff, Council, stakeholders and the community, as well as using the following criteria:

Pedestrian Network

- Locations in or nearby the downtown core
- Corridors supporting safe travel to schools
- Connections to major pathways
- Sidewalks that connect people to bus stops
- Sidewalks on major streets with high traffic speeds and volumes
- Connections to parks and community uses

Cycling Network

- Improvements that address network gaps
- Connections to/from the downtown core
- Corridors supporting safe travel to schools
- Connections to key employment areas
- Facilities that support multi-modal trips (transit, airport)
- Connections to parks and community uses



MAP 7. PRIORITY SIDEWALK NETWORK IMPROVEMENTS

0 100 200 400 600 800
Metres

- Priority Upgrade - Sidewalks
- Sidewalk
- Pathway
- Connector Pathway
- Waterfront Walkway
- Multi-Use Pathway
- Regional Trail
- Bridge
- Traffic Light
- Crosswalk (Hatched)
- Pedestrian Activated Crossing
- Priority Upgrade - Pedestrian Activated Crossings
- Priority Upgrade - Pedestrian Crossings
- Bus Stop
- Beach Access
- School
- Park
- Downtown Core Area

Sidney by the sea

URBAN SYSTEMS

Summary of Priority Sidewalk Improvements

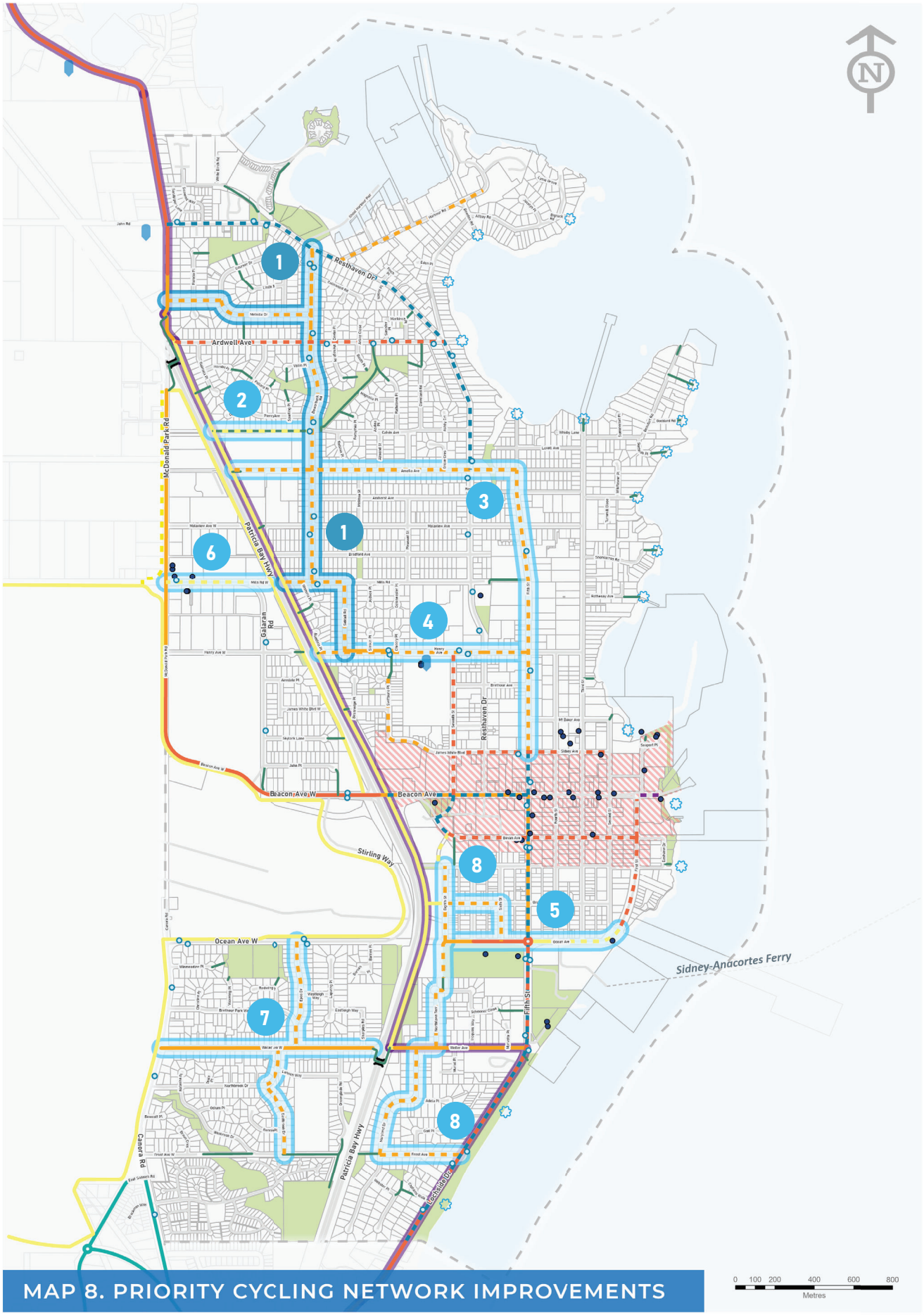
Improvement Location				Length	Cost*
1	Lochside Dr / Fifth St	W	Iroquois Park to Weiler Ave	230m	$175,000
2	Fifth St	E	Malaview Ave to Amelia Ave	190m	$145,000
3	Amelia Ave	S	Resthaven Dr to Third St	370m	$280,000
4	Henry Ave	N	Fifth St to Resthaven Dr	90m	$70,000
5	Resthaven Dr	W	Ardwell Ave to Calvin Ave	300m	$225,000
6	Lochside Dr	W	Frost Ave south (bus stop)	30m	$25,000
7	First St	W	Second St north	140m	$105,000
8	Ocean Ave	S	Canora Road to Barnes Pl	680m	$500,000
9	McDonald Park Rd	E	Glamoran Rd to Mills Rd	400m	$300,000
10	Ocean Ave	S	Iroquois Park frontage	90m	$70,000
11	Calvin Ave	N	Rathdown Park to Resthaven Dr	480m	$360,000
12	Bowerbank Rd	W	Resthaven Dr south (bus stop)	80m	$60,000
13	James White Blvd	E	Swiftsure Pl south	160m	$120,000
14	Seventh St	E	Henry Ave to Brethour Ave	90m	$70,000
15	Oakville Ave	N	Sixth St to Fifth St	60m	$45,000
16	Oakville Ave	S	Third St to Second St (consider shared / one-way street)	80m	$60,000
17	Orchard Ave / Third St	N	Fifth St to Third St	240m	$180,000
18	Westbrook Dr	S	Northbrook Dr to Reay Creek Park Trail Access	450m	$340,000
19	Orchard Ave	N	Eight St to Seventh St	90m	$70,000
20	Ardwell Ave	N	McDonald Park Rd to Resthaven Dr Note: This project is considered a longer term sidewalk priority.	900m	$675,000
Total					**$3.5-4.5 million**

* *Cost estimates are preliminary and should be refined and confirmed through design phases as projects are advanced. Consideration is also to be given to opportunities for additional infrastructure such as lighting, stormwater management, landscape, underground servicing, and bus stop amenities as projects are advanced, with appropriate additional budget carried to account for these items. There may also be opportunities to advance projects alongside other planned capital projects and/or concurrent with adjacent land development. Cost efficiencies may be realized in these cases.*

Summary of Priority Crosswalk Improvements*

Improvement Location			Cost*
1	Resthaven Dr / Amelia Ave Intersection, South Leg	Crossing improvement with new pedestrian activated flashers	$20,000
2	Henry Avenue, at west end of Sidney Elementary schoolyard	Design enhancement at interface with parking area	$10,000
3	Third St / Henry Ave Intersection, South Leg	Crossing improvement with new pedestrian activated flashers	$20,000
4	Lochside Dr / Frost Ave Intersection, South Leg	Crossing improvement with new pedestrian activated flashers	$20,000
5	Resthaven Dr / Calvin Ave Intersection, South Leg	Crossing improvement with new pedestrian activated flashers	$20,000
6	First St / Second St Intersection, North Leg	Crossing improvement with new pedestrian activated flashers	$20,000
7	Fifth St / Oakville St Intersection, North Leg	New crossing with pedestrian activated flashers	$30,000
8	Third St / Mt. Baker Ave Intersection, North Leg	New crossing	$10,000
9	McDonald Park Rd / Glamoran Rd Intersection, South Leg	New crossing with pedestrian activated flashers	$30,000
10	Bowerbank Rd / Calvin Ave Intersection, North Leg	Crossing improvement with new pedestrian activated flashers	$20,000
11	McDonald Park Rd / Malaview Ave Intersection, South Leg	New crossing with pedestrian activated flashers	$30,000
12	Canora Ave / Northbrook Dr Intersection, South Leg	New crossing with pedestrian activated flashers	$30,000
13	Ardwell Ave, mid-block transit connection	New crossing with pedestrian activated flashers	$30,000
Total			**$290,000 - $330,000**

* *All new crosswalk locations require further study to determine if they are warranted using the crossing warrant process contained in the Transportation Association of Canada's (TAC) Pedestrian Crossing Control Guide, which considers traffic volumes, street classification, and pedestrian crossing demand.*



MAP 8. PRIORITY CYCLING NETWORK IMPROVEMENTS

Sidney by the sea

URBAN SYSTEMS

Summary of Priority Cycling Improvements

Improvement Project**		Length	Cost*
1.	Bowerbank Road Bicycle Boulevard	1.5 km	$300,000-$500,000
2.	Multi-Use Pathway from Lochside Trail to Bowerbank Road	350 m	$300,000 - $400,000
3.	Fifth Street / Amelia Avenue Bicycle Boulevard	1.6 km	$400,000 - $600,000
4.	Henry Avenue Bikeway	700 m	$300,000 - $400,000
5.	Ocean Avenue East West Route and Lochside Connection	600m	$400,000 - $600,000
6.	Mills Road West Pathway Connection	350 m	$300,000 - $400,000
7.	Southwest Sidney Bikeway Connections	1.5 km	$200,000 - $300,000
8.	Eighth Street South Bicycle Boulevard	1.1 km	$150,000 - $200,000
Total			**$2.35-3.4 million**

** *The Bowerbank Road Bicycle Boulevard is to be pursued as the Town's top priority. Other priority cycling improvements will be revisited by the Town and prioritization determined through subsequent budget process and as confirmed by Council.*

"Big Moves"

Beyond the priority network improvements being actively planned for the next ten years, a series of longer-term initiatives have been identified through past Town planning initiatives and conversations with Sidney residents. Each requires further planning and more detailed design and costing before they may be pursued.

The following "big moves" are brought forward for consideration through the ATP and in future planning conversations:

Beacon Avenue Streetscape Enhancement

Beacon Avenue is envisioned in the ***Sidney Downtown Streetscape and Urban Design Standards*** as the heart of the community. Over time, streetscape enhancements will be undertaken to improve pedestrian comfort and safety, and support downtown Sidney as the heart of the Saanich Peninsula.

North – South Cycling Corridor

A continuous north-south cycling corridor is supported by the community, one that would connect the downtown core, schools and parks on high-quality, All Ages & Abilities (AAA) infrastructure. Lochside Drive, Fifth Street, and Resthaven Drive is the preferred alignment, although considerable planning and funding is still required to balance impacts such as parking loss and changes in vehicle circulation.

Grade-Separated Highway Crossing

Sidney residents have made clear their desire to see improved opportunity to cross the Patricia Bay Highway, including the desire for improved crossing conditions at Beacon Avenue and the potential for a grade-separated crossing. While a grade-separated crossing is costly and requires partnership to be realized, it is a concept that Sidney residents continue to support. In the meantime, smaller, less expensive improvements could be made to improve active transportation through this corridor.

Lochside Trail Corridor Enhancement

The Lochside Trail is the Town's link to the rest of the region by active modes. As more and more Sidney residents seek to make active transportation a part of their daily routine, the community will increasingly value a safe, well-maintained, and comfortable trail experience, and support the CRD in continuing to enhance the trail toward full All Ages & Abilities (AAA) design.

4.3 Partnerships

Strong working partnerships will be critical in successfully implementing the ATP. The Town is committed to partnering with the following organizations to help realize shared objectives and to accelerate progress toward ATP implementation.

Capital Regional District (CRD)	Continue working to realize improvements along the Lochside Regional Trail, including connections to the Town's walking and cycling network.
District of North Saanich	Coordinate land use and network planning and active transportation investments to create seamless connections across boundaries, especially where connections are made to area schools.
Ministry of Transportation & Infrastructure (MOTI)	Continue to work together to realize improved crossing opportunities of the Patricia Bay Highway.
BC Transit	Coordination on on-going service improvements, rapid bus exchange near downtown, and supporting active travel to access public transit.
Sidney North Saanich RCMP	Support enforcement of motorist behaviour and speed to create safe, comfortable conditions for people walking and cycling.
Saanich School District No. 63	Continue to facilitate safe travel to schools through infrastructure improvements and supporting school travel planning programs.
Community Organizations	Active engagement to support active transportation and travel options among Sidney residents, downtown customers and employees, and visitors to the Town.

4.4 Funding Opportunities

Successfully implementing the ATP will require funding from a variety of sources. Given that funding levels can vary, the ATP has been created to focus on a series of priority projects that provide the greatest benefit and value to the community. The timeframe required to achieve the identified priority projects may vary, depending on the funding made available through the various opportunities identified below.

Funding is broadly achieved through three opportunities – capital planning, land development, external funding, and partnerships. Each is explored in the following sections.

Capital Planning

Planned capital expenditures to support the implementation of active transportation projects will allow the Town to prioritize and plan for capital investments that support the ATP. The Town undertakes regular financial planning to align financial capacity with the community vision and long-term service objectives. Any increase in funding to support new infrastructure requires consideration of the Town's ability to manage new assets and the overall impact on the Town's financial sustainability

The investments identified in the previous section highlight the planned capital investments in active transportation for the next ten (10) years. These lists are to be considered alongside the Town's other expenditures and brought forward as part of the financial planning process.

Land Development

Projects funded through contributions made during the land development process are a key tool to realize new active transportation infrastructure. Contributions can take several forms, with frontage land dedication and improvements, Development Cost Charges (DCCs), and Community Amenity Contributions (CACs) being the primary sources of project financing.

The Town intends to continue to work with prospective land developers to realize active transportation network improvements with reference to the objectives, long-term networks and supporting design guidance contained in the ATP.

External Funding and Partnerships

External funding sources provide a significant opportunity to fund new active transportation infrastructure. Many opportunities have emerged in recent years specifically to fund active transportation facilities in support of greenhouse gas (GHG) emissions reduction and public health objectives. Further, the COVID-19 pandemic resulted in several economic stimulus funding opportunities, many of which may be used toward active transportation.

The key challenge of relying on external funding to support infrastructure investment is the uncertainty on the funding programs made available and the level of funding the Town may secure.

Grant applications are most successful where the project(s) is supported by a Council-endorsed plan (such as the ATP) and has been advanced to a stage where it includes detailed plans and cost estimates. The Town intends to pro-actively monitor grant opportunities, develop design drawings, cost estimates and supporting documentation to select candidate projects in anticipation of future grant intake opportunities, and to assign staff resources to prepare successful grant applications. Most funding programs prioritize financial support for improvements that meet AAA design standards, which may limit the Town's ability to fund projects in the ATP that do not meet these requirements.

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Priority Network Improvements (Cycling)

APPENDIX A

1) Bowerbank Road Bicycle Boulevard

Overview

The Bowerbank Road Bicycle Boulevard is a north-south connection between Resthaven Drive and Henry Avenue, connecting people that live in north Sidney to schools and parks, as well as into planned future bikeway improvements on Amelia Avenue and Henry Street.

The corridor primarily utilizes Bowerbank Road, but also travels along sections of Mills Road and Siddall Road.

Typical cross sections for bicycle boulevards, bike lanes, and multi-use paths are provided following the list and descriptions of priority cycling projects.

Existing Characteristics

Classification	**Collector**
Right-of-Way Width	**15.0m – 20.0m**
Curb-to-Curb Width	**8.0m – 9.5m**
Traffic Volumes (Average Daily Total)	**785** (Melville Dr – Colinwood Rd) **1,671** (Amelia Ave – Calvin Ave) **1,719** (Mills Rd – Bradford Ave)
Other Features	**Traffic circle at Amelia Avenue** **10 bus stops (serves routes no. 72 / 81)**

Planned Improvements

Facility Type	**Bicycle Boulevard**
Corridor Length	**1.5 km**
Estimated Cost	**$405,000**
Design Features / Impacts	**Bicycle Boulevard treatments including shared lane pavement markings and bicycle route signs** **Traffic diversion at Ardwell Avenue to restrict southbound thru / left** **Traffic circles at Mills Road and Henry Street, retain traffic circle at Amelia Avenue intersection** **Improve cyclist connection to Lochside Trail at Mills Road**

2. Fifth Street / Amelia Avenue Bicycle Boulevard

Overview

The Fifth Street / Amelia Ave Bicycle Boulevard is a key connecting route between Sidney's downtown core, northeast Sidney, and the northern portion of the Lochside Regional Trail along the Patricia Bay Highway.

The east-west segment along Amelia Avenue connects to future improvements along Bowerbank Road, while the north-south segment along Fifth Street ties into planned improvements on Mills Road, Henry Avenue, and Sidney Avenue.

Existing Characteristics

Classification	Collector (Fifth St) / Local (Amelia Ave)
Right-of-Way Width	12.0m – 20.5m
Curb-to-Curb Width	6.5m – 12.5m
Traffic Volumes (Average Daily Total)	2,549 (Henry Ave – Brethour Ave)
Other Features	Traffic circle at Bowerbank Road 1 bus stop (serves routes no. 71 / 72 / 85 / 87 / 88)

Planned Improvements

Facility Type	Bicycle Boulevard
Corridor Length	1.6 km
Estimated Cost	$520,000
Design Features / Impacts	Bicycle Boulevard treatments including shared lane pavement markings and bicycle route signs Traffic diversions at James White Boulevard / Sidney Avenue to restrict northbound traffic, and at Malaview Avenue to restrict southbound traffic (except bicycles) Half signal at Amelia Avenue / Resthaven Drive to facilitate cyclist crossing of Resthaven Drive Traffic circle at Amelia Avenue / Fifth Street, retain traffic circle at Bowerbank Road intersection
Design Features / Impacts	Consider changes in stop control at minor intersections to favour cyclist movements Improve cyclist connection to Lochside Trail at Amelia Avenue

3. Henry Avenue Bikeway

Overview

The Henry Avenue Bicycle Boulevard is an east-west connection between the planned future Fifth Street Bicycle Boulevard and the Lochside Regional Trail along the Patricia Bay Highway. The corridor utilizes Henry Avenue, providing access to Sidney Elementary School, and ties into planned future north-south routes leading to the downtown core.

Existing Characteristics

Classification	Local
Right-of-Way Width	18.0m – 21.0m
Curb-to-Curb Width	8.5m – 11.5m
Traffic Volumes (Average Daily Total)	1,155 (Seventh Ave – Resthaven Dr)
Other Features	4 bus stops (serves route no. 81)

Planned Improvements

Facility Type	Bicycle Boulevard
Corridor Length	700 m
Estimated Cost	$385,000
Design Features / Impacts	Bicycle Boulevard treatments including shared lane pavement markings and bicycle route signs Half signal or cyclist activated crossing at Resthaven Drive to facilitate cyclist crossing of Resthaven Drive Enhanced connection to pathway connection to Swiftsure Place to better facilitate cyclists Improve cyclist connection to Lochside Trail at Henry Avenue Consider traffic calming to reduce traffic volumes to provide for safe, comfortable shared road conditions

4. Ocean Avenue East West Route and Lochside Connection

Overview

The Ocean Avenue East West Connection project provides a connection for the Lochside Trail and an east-west route south of downtown Sidney. It will connect to existing bicycle lanes along Ocean Avenue east of Fifth Street and future bicycle facilities along Fifth Street and Bevan Avenue.

Existing Characteristics

Classification	Local and Provincial Secondary
Right-of-Way Width	16.0m – 20.0m (Ocean Avenue)
Curb-to-Curb Width	10.0m – 12.0m (Ocean Avenue)
Traffic Volumes (Average Daily Total)	Traffic volumes not available and should be collected prior to design works
Other Features	Connection to Iroquois Park and Sidney-Anacortes Ferry Terminal, 30km and 50km (Provincial Secondary) posted speed limit Roundabout improvements should consider BC Active Transportation Design Guide and have not been included in the project estimate. Changes will require approval from the Ministry of Transportation and Infrastructure and further feasibility study may be required for this project.

Planned Improvements

Facility Type	Improvements to existing bike lanes, multi-use path segment, and bike boulevard treatments.
Corridor Length	800 m
Estimated Cost	$400,000 - $600,000
Design Features / Impacts	Parking loss of approximately 10-12 spaces Painted bike lanes between Fifth Street and Bevan Avenue Design should consider parking improvements along Ocean Avenue at Iroquois Park to minimize safety concerns.

5. Mills Road West Pathway Connection

Overview

The Mills Road West Pathway is a short multi-use pathway segment complementing the existing and planned pathway facilities west of the Patricia Bay Highway. It will connect the west side of the Patricia Bay Highway to existing facilities along Mills Road towards the Saanich Inlet, and to both existing facilities and planned future improvements by North Saanich on McDonald Park Road.

Existing Characteristics

Classification	Collector
Right-of-Way Width	20.0m – 23.5m
Curb-to-Curb Width	14.0m – 16.5m
Traffic Volumes (Average Daily Total)	1,655 (Galaran Rd, south of Mills Rd West)
Other Features	1 bus stop (serves routes no. 81 / 83)

Planned Improvements

Facility Type	Multi-Use Pathway
Corridor Length	350 m
Estimated Cost	$435,000
Design Features / Impacts	Parking loss of approximately 15 – 25 spaces along north side of Mills Road West Provide crossing of McDonald Park Road to future pathway on west side of McDonald Park Road Connection to highway pathway on west side of Patricia Bay Highway

6. Southwest Sidney Bicycle Boulevard Connections

Overview

These Southwest Sidney bicycle boulevards will provide safe connections to existing multi-use pathways, the Lochside Trail and the Flight Path, and the rest of the existing and planned Sidney cycling network across the Patricia Bay Highway. The bikeways utilize Weiler Avenue to travel east-west, and Northbrook Drive / Epco Drive to travel north-south.

Existing Characteristics

Classification	Collector (Weiler Avenue West) / Local
Right-of-Way Width	15.5m – 20.0m
Curb-to-Curb Width	8.3m – 8.7m
Traffic Volumes (Average Daily Total)	1,004 (Epco Dr: Westleigh Way – Ocean Ave West) 412 (Northbrook Dr: Weiler Ave – Lannon Way)
Other Features	Grade-separated crossing of Patricia Bay Highway at Weiler Avenue

Planned Improvements

Facility Type	Bicycle Boulevard
Corridor Length	1.5 km
Estimated Cost	$285,000
Design Features / Impacts	Bicycle Boulevard treatments including shared lane pavement markings and bicycle route signs Improve crossing at Canora Road to access Flight Path including cyclist activated crossing Improved design of Patricia Bay Highway off-ramp at Weiler Avenue to slow vehicle speeds and better integrate pedestrian overpass

7. Eighth Street South Bicycle Boulevard

Overview

The Eighth Street South Bicycle Boulevard provides a quiet neighbourhood route to connect people in south Sidney to the downtown core, without accessing Lochside Drive. The route follows Maryland Drive, Northlawn Terrace, and Eighth Street, with a connecting pathway adjacent to Iroquois Park.

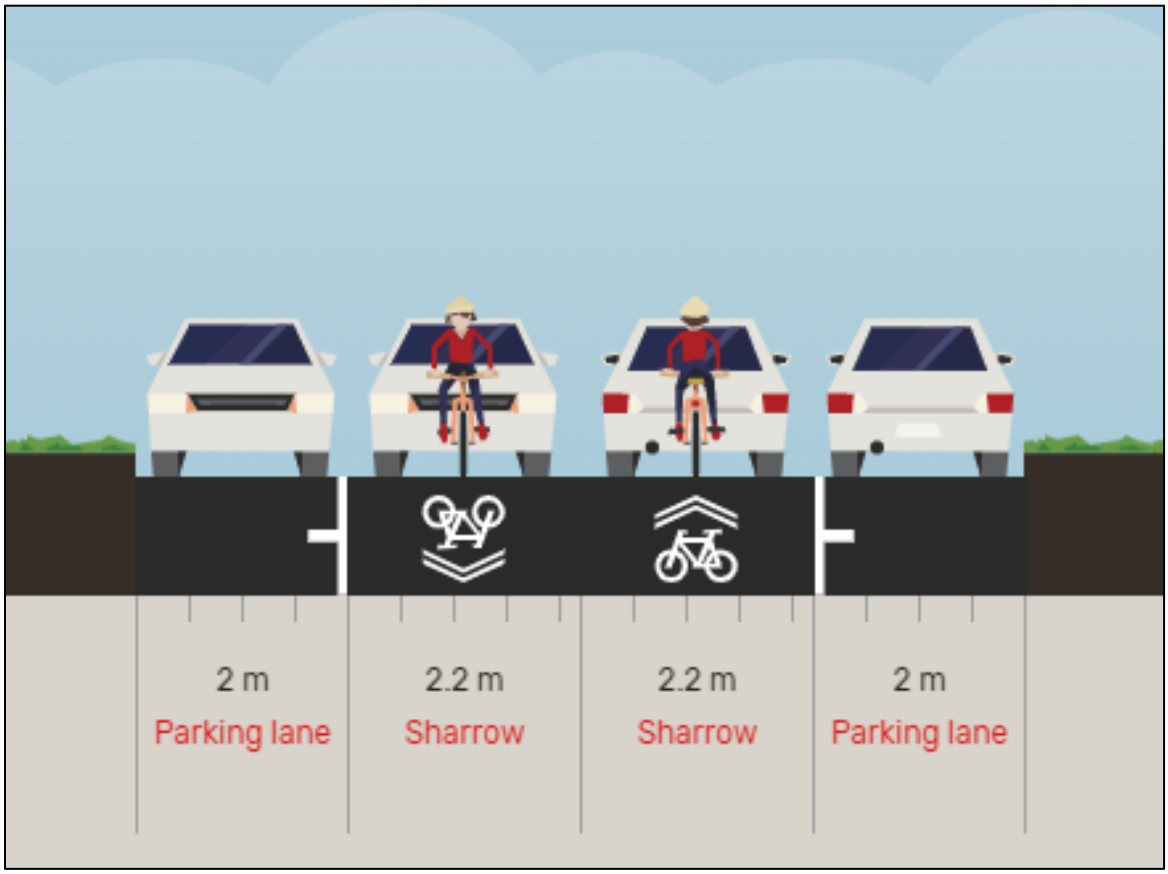
Existing Characteristics

Classification	Local
Right-of-Way Width	15.0m – 20.0m
Curb-to-Curb Width	7.5m – 8.5m
Traffic Volumes (Average Daily Total)	239 (Adela Ave – Weiler Ave)

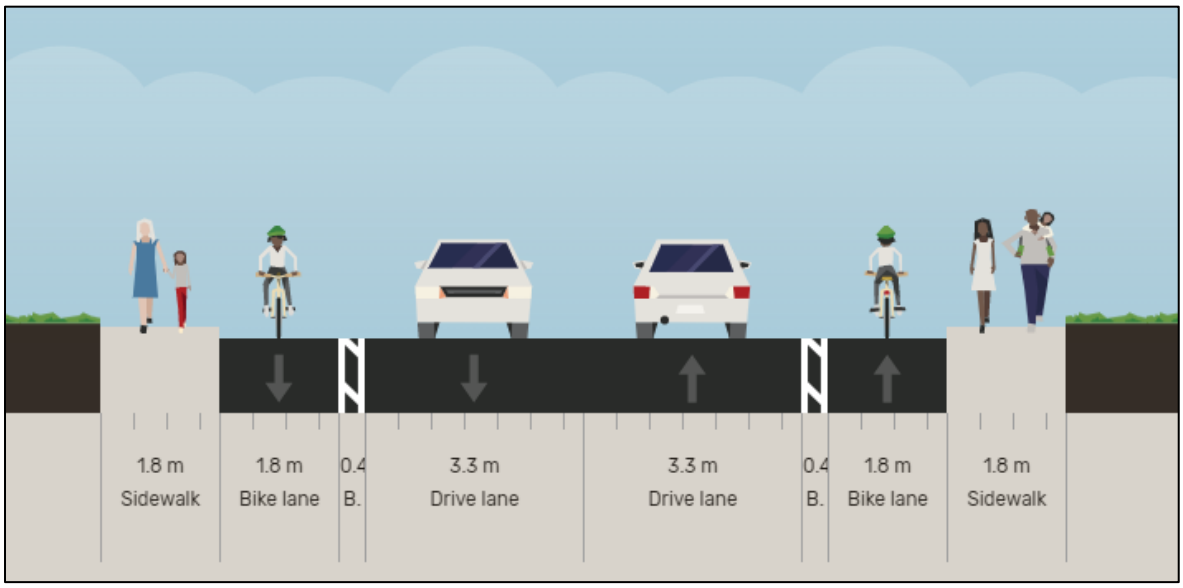
Planned Improvements

Facility Type	Bicycle Boulevard
Corridor Length	1.1 km
Estimated Cost	$170,000
Design Features / Impacts	Bicycle Boulevard treatments including shared lane pavement markings and bicycle route signs Connecting pathway from Northlawn Terrace to Eighth Street, adjacent to Iroquois Field Improve connection to planned future Bevan Avenue Bike Lanes from Eighth Street

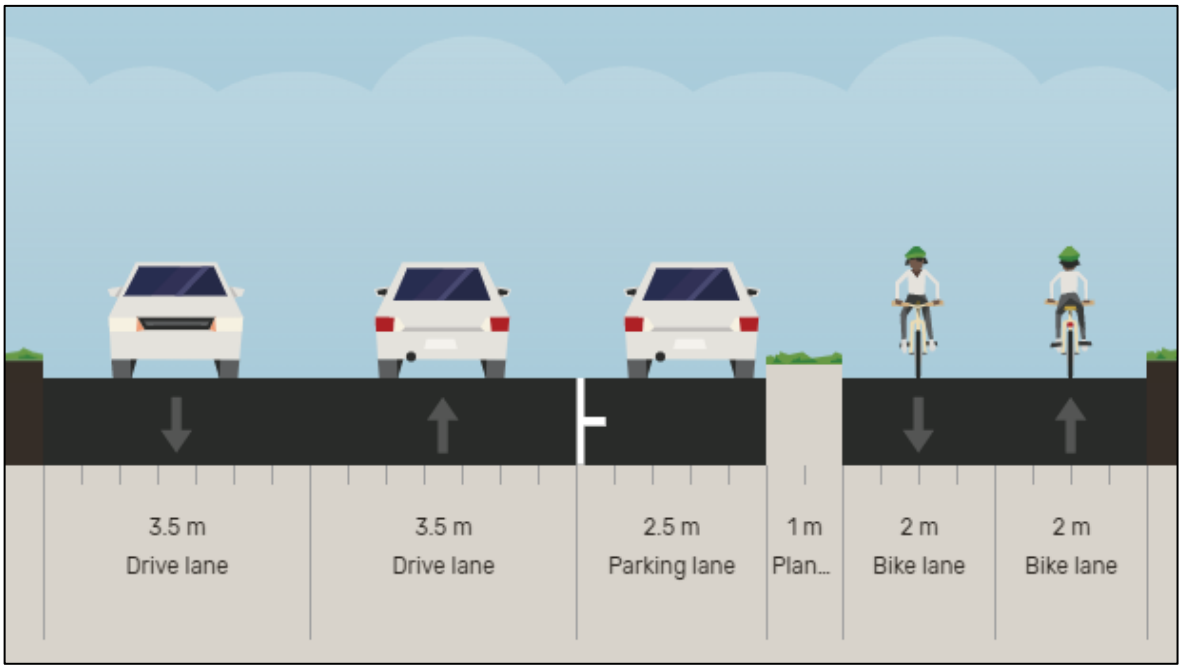
Typical Cross Section: Bicycle Boulevard



Typical Cross Section: Bike Lanes



Typical Cross Section: Multi-Use Pathway (Connection)



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DESIGN GUIDELINES

APPENDIX B

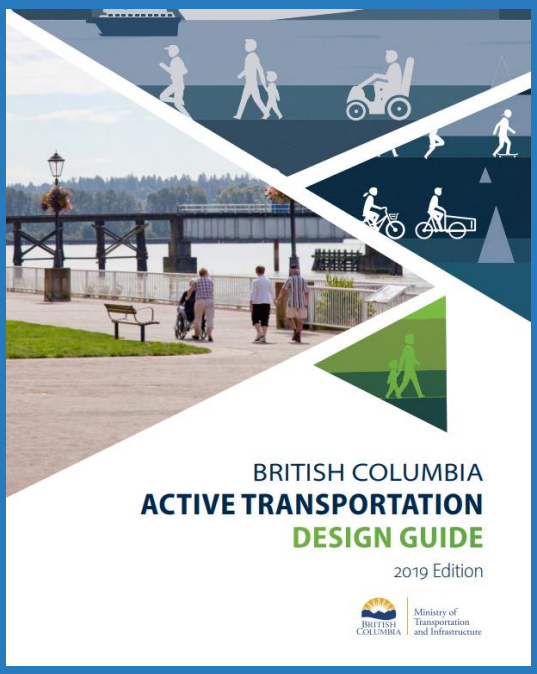
Infrastructure Design

The Sidney Active Transportation Plan (ATP) includes a range of active transportation facility types that are to be applied in appropriate locations and contexts to enhance the overall transportation network and make walking, rolling, and cycling more accessible and attractive throughout Sidney.

The key walking and cycling facility types are identified below in the following sections, each corresponding to the facility types identified in the long-term active transportation network maps.

In addition to facility types, the following section contains guidance relating to universal design to ensure transportation infrastructure is accessible for people of all ages and abilities, including at intersections and crossings.

All infrastructure design guidance contained in the following sections has been developed to reflect pre-existing guidance contained in the Town's newly adopted OCP, as well as more up-to-date best practices. Other existing policy direction has been considered such as the Town's *West Side Area Plan*, and *Downtown Streetscape and Urban Design Standards*. Of importance, *the B.C. Active Transportation Design Guide* was referenced in developing these design guidelines to ensure consistency across the Province, and therefore within the Capital Region and Peninsula communities to ensure safe, comfortable facilities are developed that reflect provincial standards.



The *B.C. Active Transportation Design Guide* contains comprehensive design guidance for walking, rolling, and cycling infrastructure throughout British Columbia. It has been used in developing facility design guidelines for the Sidney ATP and should be further referenced as future active transportation infrastructure projects are advanced.

Design Influences

Community Access

Active transportation is a cost-effective transportation option, accessed by a broad spectrum of the community. Investments in active transportation infrastructure helps ensure that Sidney is connected by safe and accessible facilities that help support a more equitable community.

Safety + Comfort

Investments in pedestrian and cycling infrastructure help people of all ages and abilities feel safe and comfortable engaging in active transportation without fear of collision or conflict with vehicles.

Seven Universal Design Principles

1. Equitable Use

The design is useful and marketable to people with diverse abilities.

2. Flexibility in Use

The design accommodates a wide range of individual preferences and abilities.

3. Simple and Intuitive Use

Use of the design is easy to understand, regardless of the user's experience, knowledge, language skills, or current concentration level.

4. Perceptible Information

The design communicates necessary information effectively to the user, regardless of ambient conditions or the user's sensory abilities.

5. Tolerance for Error

The design minimizes hazards and the adverse consequences of accidental or unintended actions.

6. Low Physical Effort

The design can be used efficiently and comfortably and with a minimum of fatigue.

7. Size and Space for Approach and Use

Appropriate size and space is provided for approach, reach, manipulation, and use regardless of user's body size, posture, or mobility

Accessibility

Ensuring Sidney can be navigated by people of all ages and abilities is a key objective of the Active Transportation Plan.

A series of street design features are identified below to make active transportation facilities universally accessible, including mobility, tactile, audible, and visual aids. These build on the Seven Universal Design Principles.

The following is not an exhaustive list of treatments and further refence to **the *BC Active Transportation Design Guidelines*** and ***CSA Accessible Design for the Built Environment*** at each design stage is encouraged to best ensure design reflects the immediate project context.

The Town's *Downtown Streetscape and Urban Design Standards* include standards to encourage accessibility improvements through the provision of accessibility ramps, transit access, and general accessible design considerations.

Performance Standard 5.2 – Accessibility Ramps

In the case of a grade change, accessibility ramps shall be integrated into the building entrance to provide a safe, attractive access route for the entirety. Ramp entry points shall be clearly visible from the public sidewalk and in close proximity to the main stair. All ramps must comply with relevant best practices, and universal accessible design codes in aspects including slope, surface treatment, railing design, and landing locations. Ramps shall be designed to accommodate various styles of mobility aids, including turning radii for electric scooters.

Performance Standard 8.0 – Access to Transit

Where there is an on-street bus stop within one block of new development, improvements shall be made to the pedestrian route leading to the stop. This includes:

- A continuous, barrier-free pathway
- Curb-cuts and ramps
- Adequate lighting
- Seating in a sheltered waiting area
- Incorporation of CPTED* principles

Performance Standard 11.0 – Accessible Design

All streetscape and public realm improvements shall be free of barriers to individuals of all abilities, including the elderly and those using mobility aids. Pedestrian signals shall be accessible and provide auditory and/ or vibrotactile information to pedestrians who have low vision levels. Tactile warning surfaces shall be used at all street corners, midblock crossings, and sidewalk driveway crossings, to alert pedestrians of the potential danger of entering a vehicle through zone.

Mobility

- Accessible slopes and grades at no more than 5%, with appropriate landing areas and resting spots
- Provide accessible ramps where appropriate grades cannot be realized and/or adjacent staircases
- Surfaces that are smooth, firm, slip-resistant and free of tripping hazards
- Curb ramps at all street access points
- Sidewalks clear of obstructions

Tactile

- Warning surfaces that are detectable underfoot or by cane and alert / guide people with blindness or low vision. This includes thermoplastic lines in lieu of paint at crosswalks.
- Score lines are a series of parallel lines intended to provide directional wayfinding for people who are visually impaired
- Tactile wayfinding information consisting of braille or raised map elements used on signs and wayfinding to allow use by people with visual impairments

Visual

- Contrasting pavement materials to differentiate between different street zones/spaces
- Countdown timers at crosswalks to indicate how long people have to cross the street
- Street lighting on active transportation facilities to support safe pedestrian travel

Audible

- Audible pedestrian signals at signalized intersections and flashing pedestrian crossings to help visually impaired people know when and in which direction to cross the street.

Facility Design

Facility design guidance is contained on the following pages for each of the facility types identified on the long-term network plans, including both pedestrian facilities and cycling facilities.

The following pages identify the range of possible facility types, with basic facility design and dimension criteria. There are special circumstances, such as the Town Centre, where unique sidewalk design and dimensions are to be applied. The BC Active Transportation Design Guide (referenced above) provides more detailed design guidance and should be referenced when designing walking and rolling facilities.

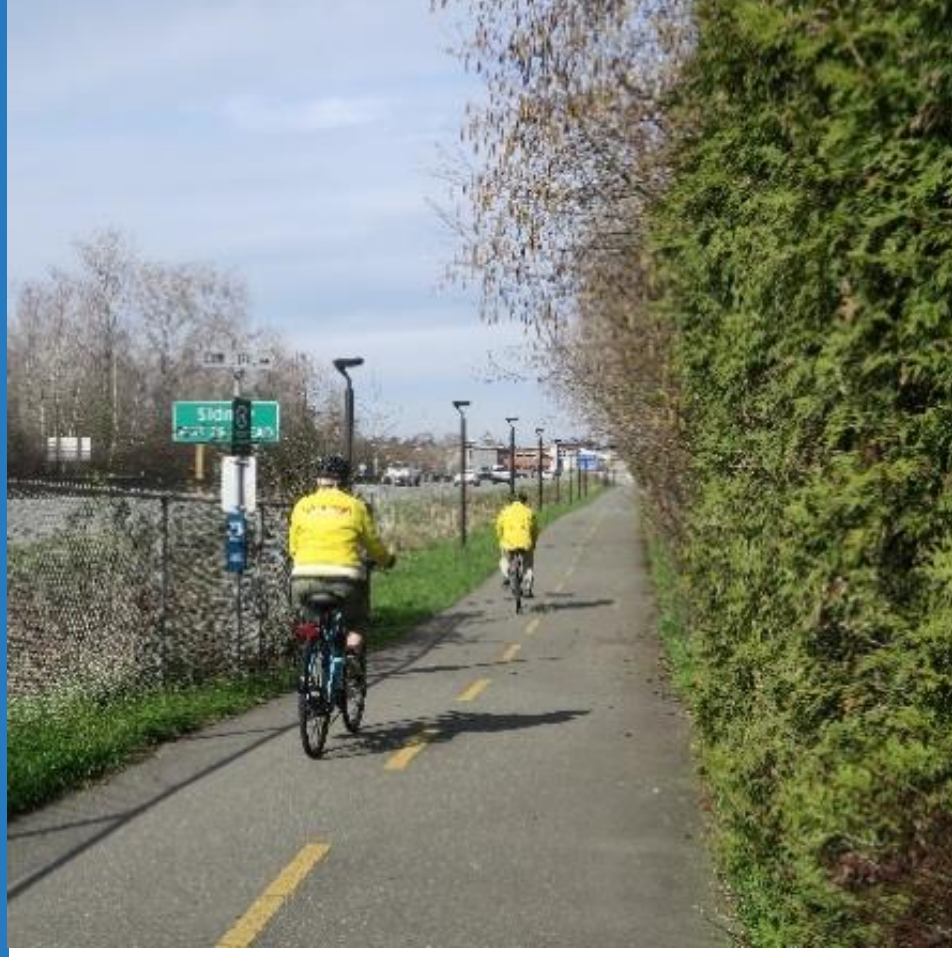
Facility Type	Target Users		
A. Multi-Use Pathway			
B. Sidewalk			
C. Connector Pathway			
D. Protected Bike Lane			
E. Painted Bike Lane			
F. Bicycle Boulevard			
G. Shared Street			

A. Multi-Use Pathway

A multi-use pathway is a wide pathway accommodating people walking, rolling, cycling, and using micro mobility devices. They should be considered in areas where there is availability for large spaces or in outdoor recreation areas such as parks or waterfronts. When within or adjacent to road right-of-way, the multi-use pathway should be physically separated with a boulevard and/or other physical separation.

Multi-use pathways are commonly shared spaces. Separated walking and cycling spaces may be considered where there are many pathway users present and/or trail user conflicts are observed.

The sections of the Lochside Regional Trail adjacent Highway 17 is a local example of an off-road multi-use path way designed and regulated to accommodate walking, cycling, and other non-vehicular travel modes.



Width

4.0 – 6.0m (preferred), 3.0m (constrained)

Surface

Asphalt surface preferred

Concrete and pavers only for decorative treatment or high use areas

Buffer

Buffer between pathway and street (where present)

Accessibility

Lighting to support personal safety and identify hazards

Slope

Up to 5%, ramps up to 8%

Markings

Painted centreline, shared use symbol

Signage

Shared pathway sign

B. Sidewalk

Sidewalks are the key pedestrian facility type in Sidney, providing dedicated space for walking and rolling the downtown area and through many residential neighbourhoods.

Sidewalks are generally at the roadside and ideally include separation in the form of a landscaped boulevard. On-street parking and cycling facilities may also help increase protection from traffic.

Sidewalk design is guided by the *Subdivision Bylaw (Schedule D), Downtown Streetscape and Urban Design Standards* , with specific consideration given to sidewalk widths, surface treatments and street furnishings appropriate for Beacon Avenue and other downtown streets.

Why 2.0m Wide?

2.0m is the width necessary to allow two people with wheelchairs, strollers or similar mobility devices to comfortably and safely pass

Width

2.0m clear space, free of poles and other obstructions. May be reduced to 1.8m over short distances

2.5m+ clear space along Beacon Avenue and downtown commercial areas

Boulevard / Buffer

Boulevard desired between sidewalk and road, minimum 1.5m wide to support trees

Street Furniture

Street furniture to be positioned in dedicated space outside the pedestrian through zone

Surface

Brushed concrete sidewalks preferred

Pavers in special locations, per the Subdivision Bylaw (Schedule D), *Downtown Streetscape and Urban Design Standards*

Accessibility

Cross slopes should not exceed 5%

Sidewalks on driveway cross slopes should be avoided where possible

C. Connector Walkway

A connector pathway is a dedicated facility for walking that may also be shared by other user groups if signage indicates so. Walkways are physically separated from roadways and are typically provided within park spaces or shortcuts to create neighborhood connections.

Sidney's connector pathways walkways may be linear through greenspaces, and are commonly found to connect cul-de-sacs, approaching the Lochside Regional Trail and connecting waterfront accesses.

The *Official Community Plan* also includes recommendations that development shall provide for safe, convenient and barrier free pedestrian travel within a specific development site, between the site and adjacent properties, and connecting to public walkways and multi-use pathways.

Width

Minimum 2.0m wide (preferred), may be narrower in low traffic areas and/or where other accessible design criteria are not met

Surface

Commonly asphalt or concrete surface in urban areas and neighborhood connections

Some walkways may be gravel or bark chip/mulch surfaces where recreation is the primary activity and/or in more natural environments

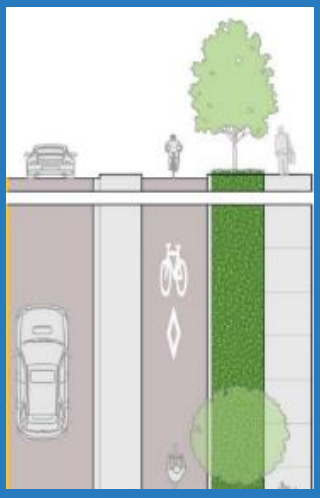
Slope

Up to 10%, ramps up to 15%

D. Protected Bike Lane

Protected bike lanes are separate travel lanes designated exclusively for bicycle use that are physically separated from motor vehicles and pedestrians by vertical and/or horizontal elements. Separation can come in many forms and may include a boulevard, raised planters, on-street parking or similar grade-separated buffer.

Protected bike lanes may be located on each side of the street (i.e., bi-directional) or side-by-side on the same side of the street (i.e., uni-directional).



Uni-Directional

Bi-Directional

Lane Width

Uni-directional (one-way): 1.8m to 2.5m

Bi-directional (two-way): 3.0m to 4.0m (combined)

Lateral Separation

Minimum 0.6m between bike lane and vehicle travel lane (preferred)

Vertical Separation

Elevation may be used where sufficient lateral width/protection cannot be achieved

Street Characteristics

Physical protection recommended on streets with more than 4,000 vehicles per day (VPD) or motor vehicle speeds in excess of 50km/h

Routes with less traffic and lower speeds to be identified where possible including multi-use pathways and/or bicycle boulevards

E. Painted Bike Lane

Painted and buffered bike lanes are separate travel lanes designated for the exclusive use of people cycling. In most cases, bicycle lanes are located on the right side of the road adjacent to the curb or parking lane with bicycle users travelling in the same direction as the adjacent vehicle lane.

Painted bike lanes may be either buffered or unbuffered. Wherever possible, a buffer should be included to provide additional safety and comfort for people cycling.

Unbuffered

Includes a white longitudinal line running parallel to the alignment of the road.

Buffered

Provides additional separation between the bike lane and/or parking lane by way of an additional white longitudinal line that runs parallel to the bike lane.

Depending on the width of the buffer space, the space can be defined by additional markings such as hatched striping.

Lane Width

1.8m – 2.0m wide (preferred)

1.5m wide (constrained)

Buffer

Buffered bike lanes are preferred over painted bike lanes wherever possible

The lateral buffer space between the bike lane and the roadway should be a minimum of 0.6, (wider, if possible, up to 0.9m)

Street Characteristics

Painted bike lanes should include a buffer where motor vehicle speeds are 50km/hr or greater and bicycle volumes are greater than 1,500 bicycles per day.

Markings

The white bicycle symbol and reserve lane diamond to be included to indicate exclusive use of bicycles.

F. Bicycle Boulevard

Streets with low motor vehicle volumes and speeds allow for motor vehicles and people cycling to share the road. Because motor vehicle volumes and speeds are low, bicycle boulevards are comfortable facilities for people of all ages and abilities.

Bicycle boulevards are achieved on connected, continuous corridors with low traffic volumes and speeds (refer to traffic criteria below). Where these characteristics are not met, consideration is given to traffic calming features that prioritize people cycling and aim to reduce vehicle volumes and/or speeds.

Where do they work?

Neighbourhood bikeways work best when the following street characteristics are met:

Average daily traffic volumes are **less than 1,000 vehicles per day** (vpd)

Vehicles speeds are **30 km/h or less**

Width

Clear width of the roadway should be between 4.0 – 5.0m (not including parked vehicles) to allow vehicles and bicycles to comfortably share the space, while ensuring vehicles cannot pass in opposing directions.

Signs and Paint Markings

Shared use markings should be used to guide cyclist activity along the boulevard (marked roadway)

There should be no painted centre line

Bicycle route signs are to be used

Treatments

The corridor may be supported by greenway treatments that reinforce the active transportation user priority such as street furniture, public art, landscape elements, etc.

G. Shared Street

A shared street environment should be considered in places where pedestrian activity is high and vehicle volumes are either low or discouraged, such as some downtown streets. Shared streets can be designed for narrow or wide cross sections but become increasingly complex and difficult to maintain as a shared space as width increases.

Shared streets maintain access for vehicles operating at low speeds and are designed to permit easy loading and unloading for trucks at designated hours. They are designed to implicitly slow traffic speeds using pedestrian volumes, design, and other cues to slow or divert traffic.

Prior to the application of a shared street, cities are encouraged to experiment with car-free hours or to test a conversion using temporary materials to evaluate the potential impact on traffic operations.

Width

Road clear width should be between 4.0 – 5.0m to allow vehicles and bicycles to comfortably share the space

Signs & Paint Markings

Shared use markings are used to guide cyclist travel and reinforce presence of cyclists

There should be no painted centre line

Treatments

Textured surface helps reinforce pedestrian-priority and delineate a non-linear travel path

Street furniture may be sited to delineate the traveled way from the pedestrian area

Street Characteristics

Maintain access for vehicles operating at low speeds and permit loading and unloading for trucks at designated hours

May be closed to traffic for specific portions of the day

Intersections & Crossings

Intersections and crossings represent a critical juncture where pedestrians and cyclists are exposed to potential conflicts with motorists, other active transportation users, and other street activities. To ensure safe and accessible crossing is facilitated at intersections and crosswalks, a series of design treatments are identified that prioritize people walking and rolling, and mitigate crossing conflicts.

The following are some of the most important treatments to be included in intersection and crossing design. The ***B.C. Active Transportation Design Guide*** contains more detailed design guidance on these items and others, as should be consulted as design work is being undertaken.

Crosswalks + Intersections

Curb Ramps	Curb ramps are to be provided at all crosswalks and intersections allowing people to transition from the sidewalk to street.
Tactile Indicators	Tactile indicators are to be used to assist people with low vision where to position themselves as they approach a crosswalk.
Flashing Beacons	In addition to crosswalk signs and pavement markings, Rapid Rectangular Flashing Beacons (RRFBs) are to be installed where appropriate to heighten driver awareness of people crossing.
Pedestrian Half Signal	Half signals introduce stop control on major roads to support safe crossing. Half signals may be warranted to support safe crossing on major corridors (i.e., Fifth St, Resthaven Dr) and/or in coordination with cycling corridor improvements.

Signalized Intersections

Leading Pedestrian Interval (LPI)	Leading pedestrian interval (LPI) is an advanced walk signal that allows people walking or rolling to begin crossing at a signalized intersection before vehicles, providing a head start to ensure they are readily visible to right-turn motorists.
Pedestrian Countdown Timers	Countdown timers indicate the number of seconds remaining for a person to complete their crossing, allowing people to cross with greater confidence and comfort.
Audible Pedestrian Signals	Audible and vibrotactile indications provided at controlled crossings that act as the "walk" signal to support safe crossing for people with vision loss and others benefitting from additional sensory prompts.

Bikeway Crossings

Conflict Paint	Green paint is used where cycling facilities cross intersections and major driveways to bring awareness to the conflict point. Conflict paint is commonly supported by warning signs.
Traffic Circles	Traffic circles are commonly used long Bicycle Boulevards to allow a change in direction at an intersection without introducing stop control that requires that a cyclist stop.
Bicycle Signals	Bicycle-specific signals may be required as cycling facilities are created on major corridors (i.e., Fifth St, Resthaven Dr) to support cyclist detection and create crossing opportunities.

Lochside Regional Trail

The Lochside Regional Trail plays an important role in facilitating active transportation trips to adjacent communities and throughout the region. The corridor is managed by the CRD, with planning and design objectives and actions identified in the Regional Trails Management Plan (RTMP).

Recognizing the importance of the corridor, the Town collaborates with the CRD to ensure trail improvements reflect the needs of the local community and meet objectives set out by the CRD and the Town.

The following are key planning directions for the Lochside Regional Trail identified in the RTMP and thereby given consideration and incorporated as part of the ATP.

Trail Crossings

Improved trail crossings are desired as trail and street improvements are made to provide for safe, comfortable crossings. The locations for crossing improvements are as follows:

- Weiler Avenue at Fifth Street/ Lochside Drive
- Lochside Trail at Weiler Avenue/ Overpass Landing
- Beacon Avenue at Lochside Trail
- Ardwell Avenue
- Ardwell Avenue at McDonald Park Road
- McDonald Park Road at Resthaven Drive

Trail Integration

Connections have been established along the trail throughout Sidney. The following locations meet the pathway but do not cross it, and provide opportunity for improved connectivity using the Connector Walkway design criteria as the Town's active transportation network is built out:

- Lochside Drive at Frost Avenue
- James White Boulevard
- Henry Avenue at Lochside Trail
- Wisteria Place Pathway Connection
- Mills Road
- Bradford Avenue
- Malaview Avenue
- Amelia Avenue
- Bowerbank Connector Pathway
- Gabriola PlacE