

# GOLDEN TRANSPORTATION MASTER PLAN & ACTIVE TRANSPORTATION PLAN - WHAT WE HEARD REPORT

October 19, 2021





**PREPARED FOR:**

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## 1.0 WHAT WE HEARD SUMMARY

The Town of Golden is developing a Transportation Master Plan and an Active Transportation Plan to shape the future of transportation in Golden and respond to new transportation needs and trends.

Two public consultation activities were hosted on the Town of Golden's website including, an online survey and an interactive mapping exercise.

### SURVEY

The survey ran between September 13 and September 26, 2021. The survey asked a total of 29 questions, and there were 296 responses to the survey.

The main take-aways from the survey were as follows:

- Most participants **lived in and work in Golden year-round**. The majority of participants were between the **ages of 24-44**, and **more than 50% of participants identified as female**.
- Most households were made up of 2 people, and **most households owned 2 vehicles**.
- The method of transportation used by participants had slight correlations with weather conditions. Regardless of the conditions, **most participants indicated that they relied on vehicles to get around. During warmer/ dryer months, there was a higher proportion of participants who informed us that they walked or biked to work as compared to the colder/ wetter months.**
- Depending on the purpose of travel, participants preferred different means of transportation. Users who were going to/from **recreational or exercise locations indicated that they used walking, biking, and driving in near equal measures**. In contrast, when participants were **running errands, getting groceries, or going out to dine**, they were **substantially more likely to use vehicles**.
- Most participants indicated that **COVID-19 had not substantially altered their transportation habits**, although some reported that they walked more often.
- When asked to consider the most important outcome of the Transportation Plan, participants informed us that **improving user safety** was a critical outcome, as well as **reducing the environmental impacts** of transportation.
- Participants shared that the highest priority aspect of the Transportation Plan should be **accessibility** and **walking**.
- When **walking** in Golden, the primary challenges identified were the lack of sidewalks and pathways and the poor condition of the existing pathways and sidewalks. **Users would like to see more pave and unpaved multi-use trails.**
- When using a **wheelchair, motorized scooter, or assistive device** in Golden, the primary challenges identified were the lack of trails and bike lanes. **Users would like to see more pave multi-use trails and accessibility ramps.**
- When **biking** in Golden, the primary challenges identified were the lack of sidewalks and pathways and the poor condition of the existing pathways and sidewalks. **Users would like to see more pave multi-use trails and painted bike lanes.**
- When **driving** in Golden, the primary challenges identified were that it is **difficult to find parking** and that there is **too much congestion during rush hour**.
- Depending on the season, participants indicated the community faces different transportation challenges. During the **summer**, participants find there is **too much traffic from tourists & resort traffic, and a lack of vehicle parking**. During the **winter**, participants find that there is **not sufficient snow removal on bike paths, and there remained a lack of vehicle parking**.

- The **most common transportation barriers and challenges** that participants highlighted to us were the lack of regional transit and accessibility in the community. To address this, participants indicated they would like to see the community address this by **re-exploring local on-demand transit options and creating more safe multi-use pathways.**

## INTERACTIVE MAP

Participants were asked to place geographic tags throughout the map of Golden to highlight transportation strengths and weaknesses using different means of transport including driving, walking, or biking. This activity was open between September 13 and September 26, 2021.

### Bicycling

- 35 strengths and 133 weaknesses were identified by participants.
- Strengths: Clusters were noted to be around the Keith King Memorial Sports Fields and along the river.
- Weaknesses: One cluster is located along Selkirk Hill where participants identified steep grades and safety concerns between bicyclists and pedestrians. Another cluster is located at the pedestrian crossing at 10<sup>th</sup> Avenue South and Park Drive, on the south side of the Highway 95 Kicking Horse River Bridges. Participants also indicated that there were long delays at the at-grade rail crossing on Fisher Road and Kicking Horse Drive. Finally, there was a desire for a bicycle connection between Reflection Lake and Nicholson.

### Walking

- 51 strengths and 127 weaknesses were identified by respondents
- Strengths: Clusters were noted to be around the Keith King Memorial Sports Fields and along the river.
- Weaknesses: Unique clusters of weaknesses were identified along the traffic circle on Lafontaine Road where the multi-use path ends. Participants also wanted to see a formal railroad crossing to connect to the Rotary trails at the east end of Fisher Road. Finally, there are winter safety concerns on the trail switchbacks on the trails to the north of the Keith King Memorial Sports Field

### Motor Vehicles

- 11 strengths and 140 weaknesses were identified by respondents
- Strengths: located throughout the community. Many of these points either did not have comments or were positive reactions to recent changes to the road network.
- Weaknesses: One cluster was located along Selkirk Hill with the comments referring mostly insufficient sight distance. Major clusters of points were identified along 10 Avenue South, at the intersections leading up to Highway 95 Kicking Horse River Bridge. On the north side of the river, some respondents suggested that 9 Avenue should become a one-way street and that parking and poor road conditions on this road are an issue. On the bridge, some respondents indicated turning compliance issues by vehicles leaving the Island Restaurant. On the south side of the bridge, some respondents identified left-turn compliance issues for southbound vehicles on 10 Avenue South onto 11 Avenue South. At the intersection of 10 Avenue and 9 Street South, several respondents indicated that the green time at the traffic signal for east/west vehicles is insufficient given the congestion caused by school drop off/pickups. Furthermore, lane markings were considered not enough to direct traffic. Finally, there are concerns

regarding adequate signage/compliance of the yield and merge traffic operations for vehicles at the intersection of Highway 95 and Highway 1.

To review the maps please review **Appendix A**. For the verbatim comments, refer to **Appendix B**.

## 2.0 INTRODUCTION

The Town of Golden is developing a Transportation Master Plan and an Active Transportation Plan to shape the future of transportation in Golden and respond to new transportation needs and trends.

Transportation is a big part of our lives, it affects how we move throughout town, how our community looks and feels, and how we interact with one another.

To gain a stronger understanding of the needs and opportunities within the community, two public consultation activities were hosted on the Town of Golden's website including, an online survey and an interactive mapping exercise.

## 3.0 APPROACH

To synthesize the results of the public consultation, we followed a consistent approach to review and analyze data collected through the online survey and the interactive mapping exercise.

### **Online Survey**

First, for the survey, the quantitative results were downloaded, reviewed, and analyzed. Next, questions including comment fields were read and tagged to identify the key themes of the comments that were submitted.

To develop findings for each question, we used the quantitative data points from the survey (i.e., number of votes received). Comments, tags, and the frequency of tags were used as information that offered insights into stakeholders' perspectives and sentiments.

### **Interactive Map**

To analyze the results of the mapping exercise, the maps and comments received were collected and reviewed, to identify themes. Then the spatial distribution of points was used to identify clusters where multiple respondents had identified strengths and/ or weaknesses throughout the community.

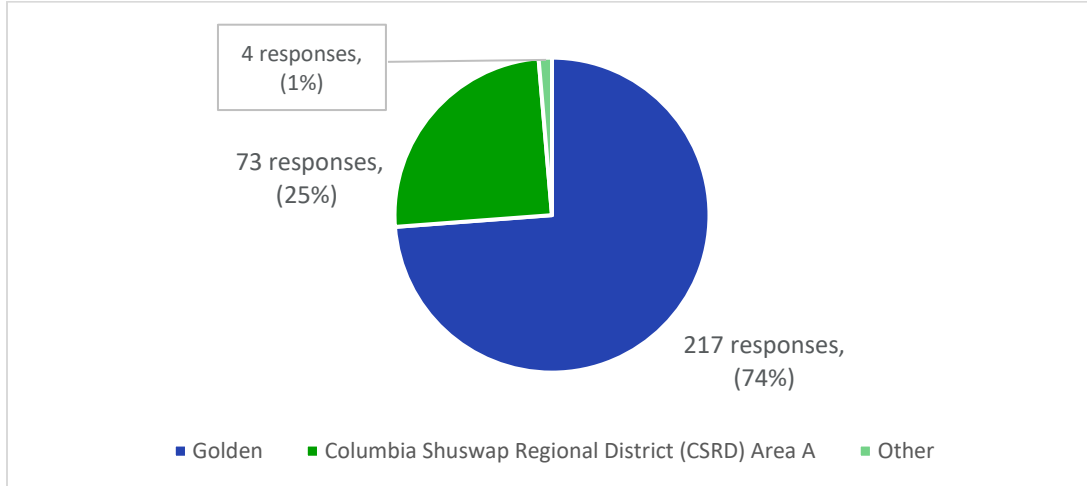
## 4.0 SURVEY QUESTIONS

The survey was promoted through a variety of platforms including the project website, Facebook, Instagram, and in the Golden Star.

The survey ran between September 13 and September 26, 2021, and was accessible through the Town of Golden Active Transportation website. The survey asked a total of 29 questions, all of which were voluntary. There were 296 responses to the survey, with question formats ranging from multiple-choice, open-ended, to ranking style formats.

**QUESTION 1**  
**WHERE DO YOU LIVE?**

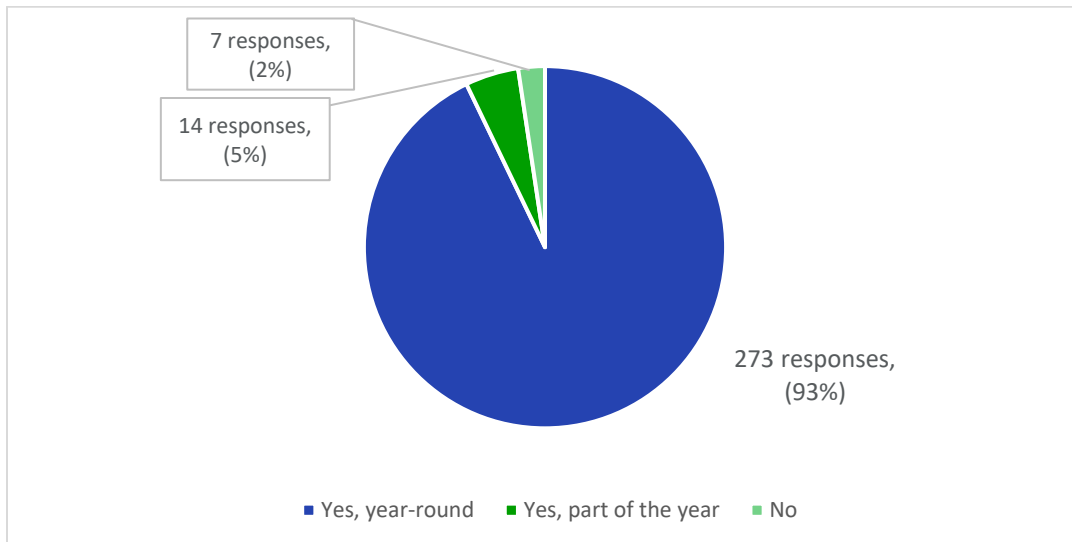
Most respondents (217 responses, 74%) informed us that they live in Golden, while one-quarter of respondents (73 responses, 25%) indicated that they live in the Columbia Shuswap Regional District (CSRD) Area A.



Question 1 response rate: 294 responses, 2 skipped

**QUESTION 2**  
**DO YOU LIVE IN GOLDEN?**

Most respondents (273 responses, 93%) informed us that they live in Golden year-round, with a small portion of participants (14 responses, 5%) living in Golden for part of the year.



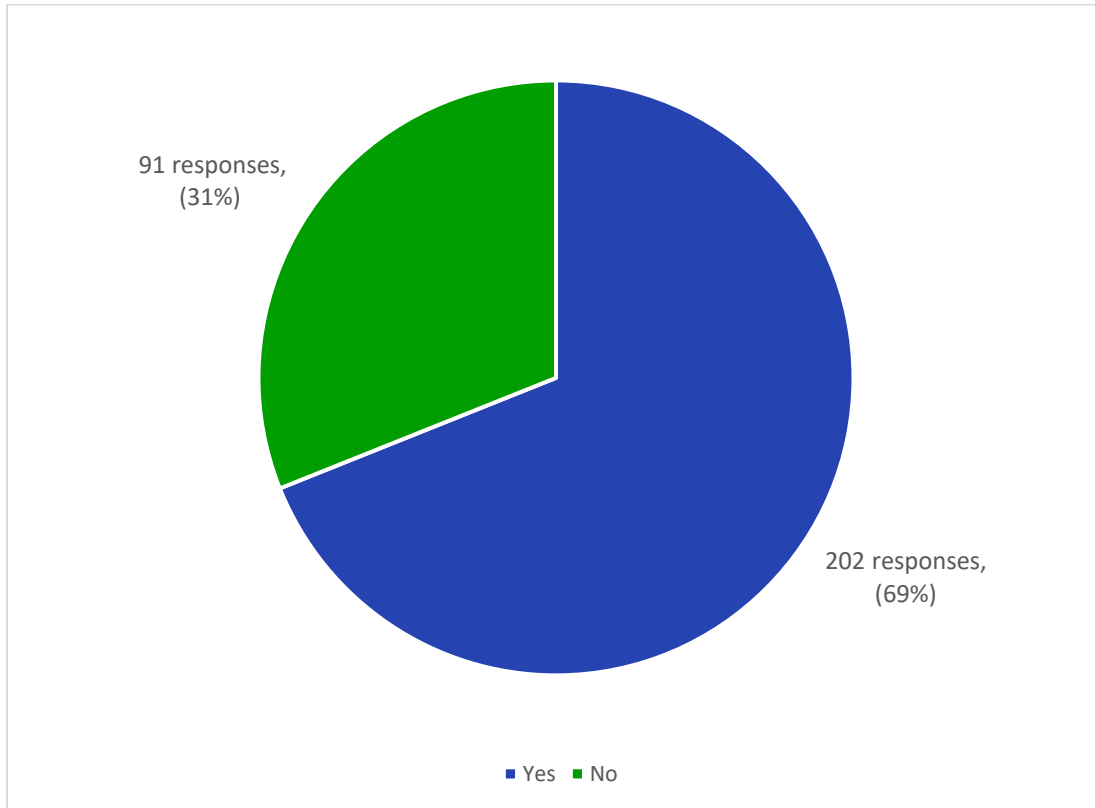
Question 2 response rate: 294 responses, 2 skipped



### Question 3

#### Do you work/telecommute or attend college/high school in or near Golden?

Most respondents (202 responses, 69%) indicated that they either worked/telecommute or attend high school or college in or near Golden. Some respondents (91 responses, 31%) told us that they did not work/telecommute or attend high school/ college in or near Golden. Those that answered “No” were directed to Question 8. Those that answered “Yes” were directed to Question 4.

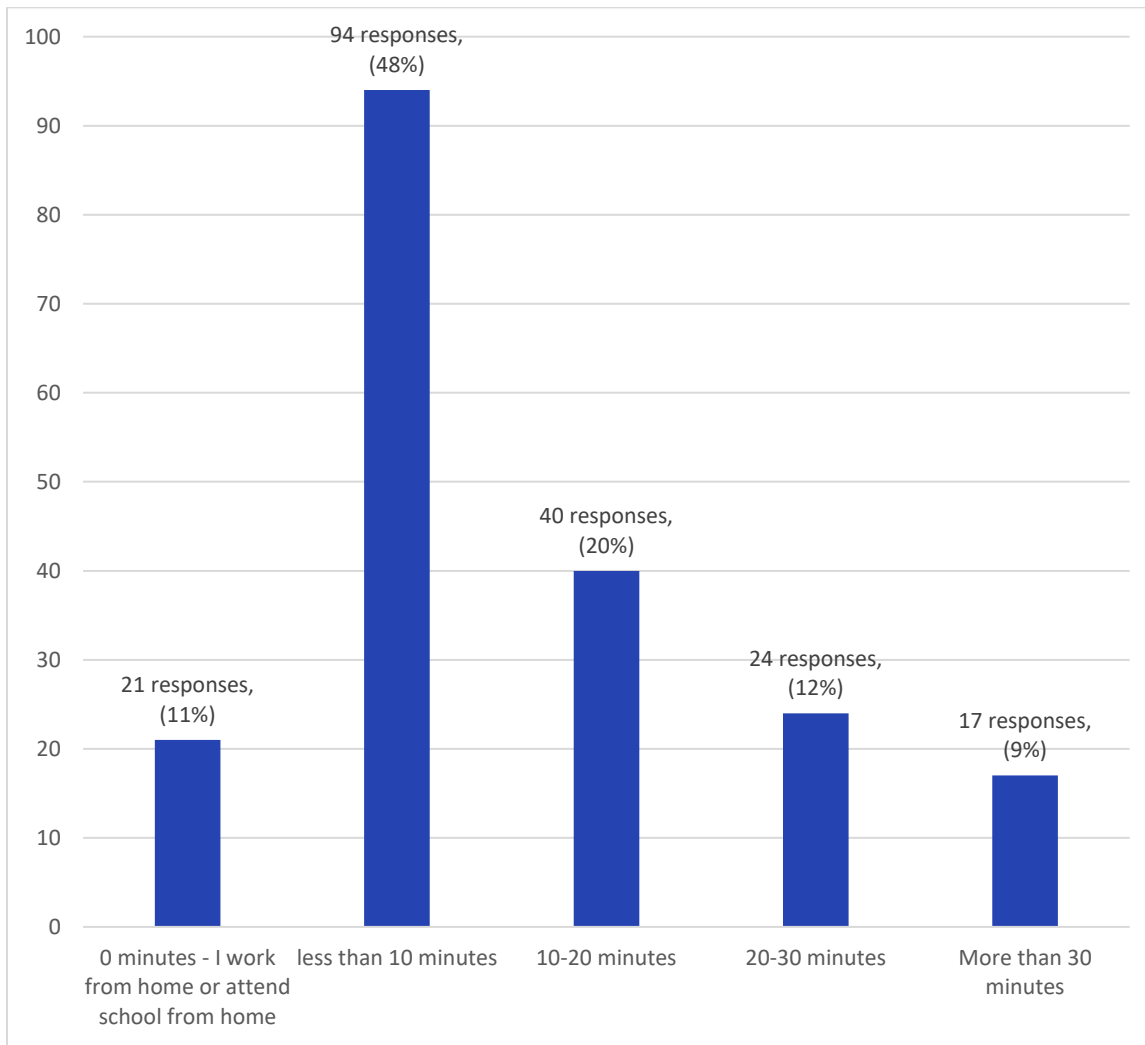


Question 3 response rate: 293 responses, 3 skipped.

## Question 4

### What is your average commute time to work or school?

When asked about their average commute times to work or school, many respondents (94 responses, 48%) informed us that their commute time was under 10 minutes. Some respondents (40 responses, 20%) shared that their commute times were between 10- 20 minutes on average. Even fewer respondents informed us that their commute time was between 20-30 minutes (24 responses, 12%).

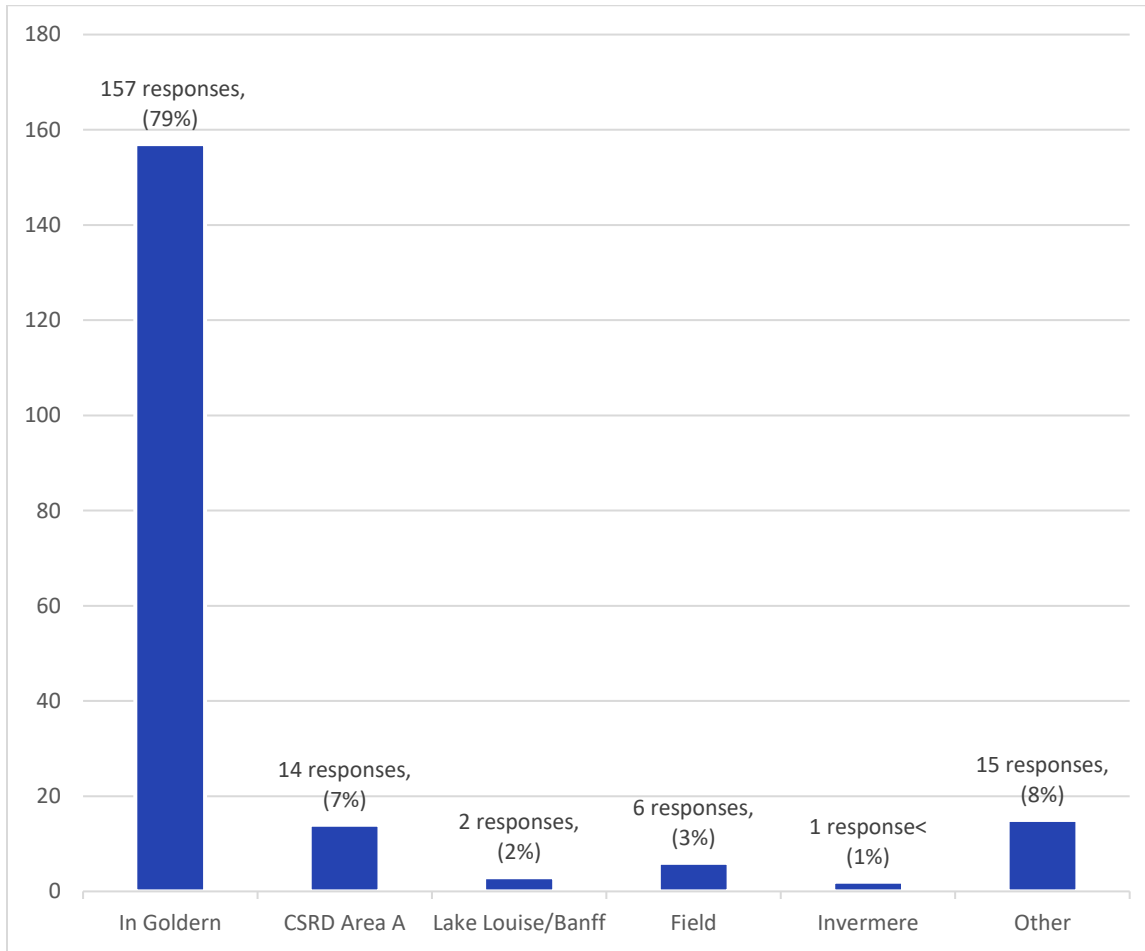


Question 4 response rate: 196 responses, 100 skipped.

## Question 5

### Where do you work or attend college/high school?

Participants were asked where they worked or attended college/ high school, and the majority (157 responses, 79%) informed us that they did so in Golden itself. Of those that indicated they worked elsewhere (15 responses, 8%), respondents informed us that they worked in communities near Golden or Donald.

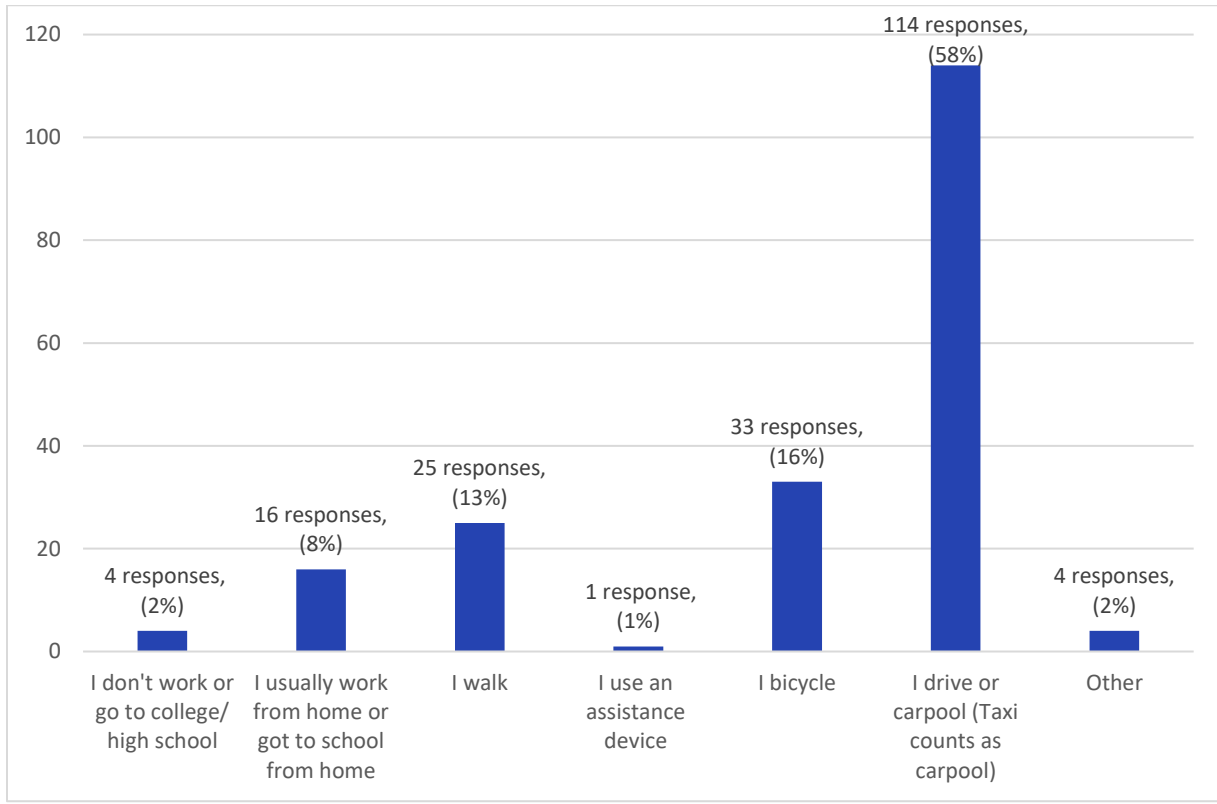


Question 5 response rate: 195 responses, 101 skipped.

## Question 6

**In a month where it is warm/dry, how do you typically get to work or college/ high school?**

Participants were asked when it is warm and dry, how they typically get to work or college/ high school. The majority (114 responses, 58%) informed us that they drove or carpooled, which included the use of Taxis. Biking (33 responses 16%) and walking (25 responses, 13%) were other common means of getting to work or academic institutions.

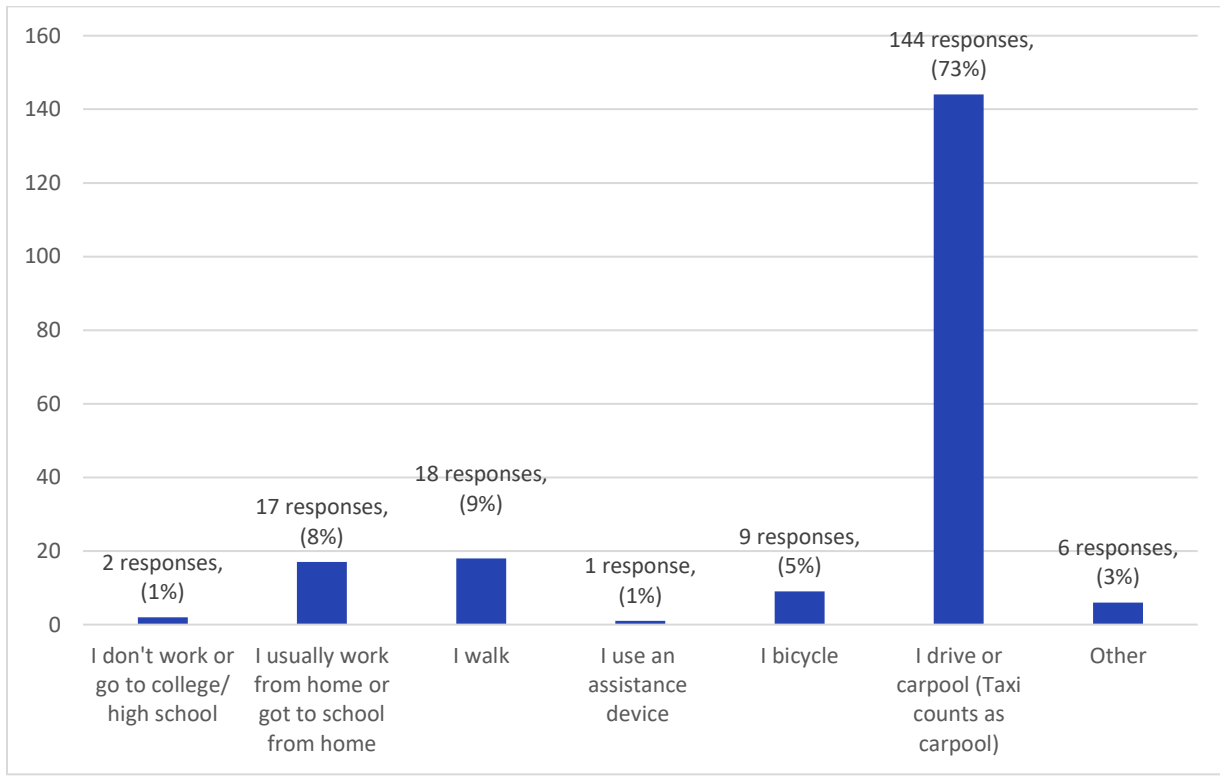


Question 6 response rate: 197 responded, 99 skipped.

## Question 7

### In a month where it is cold/wet/snowy, how do you typically get to work or school?

Participants were asked when it is cold and wet how they typically get to work or college/ high school. During the colder and wetter months, more participants informed us that they drove or carpoled, (144 responses, 73%) which was up by 15% compared to warmer and drier months. Notably, the number of respondents that biked (9 responses, 5%) or walked (18 responses, 9%) to work or academic institutions declined.



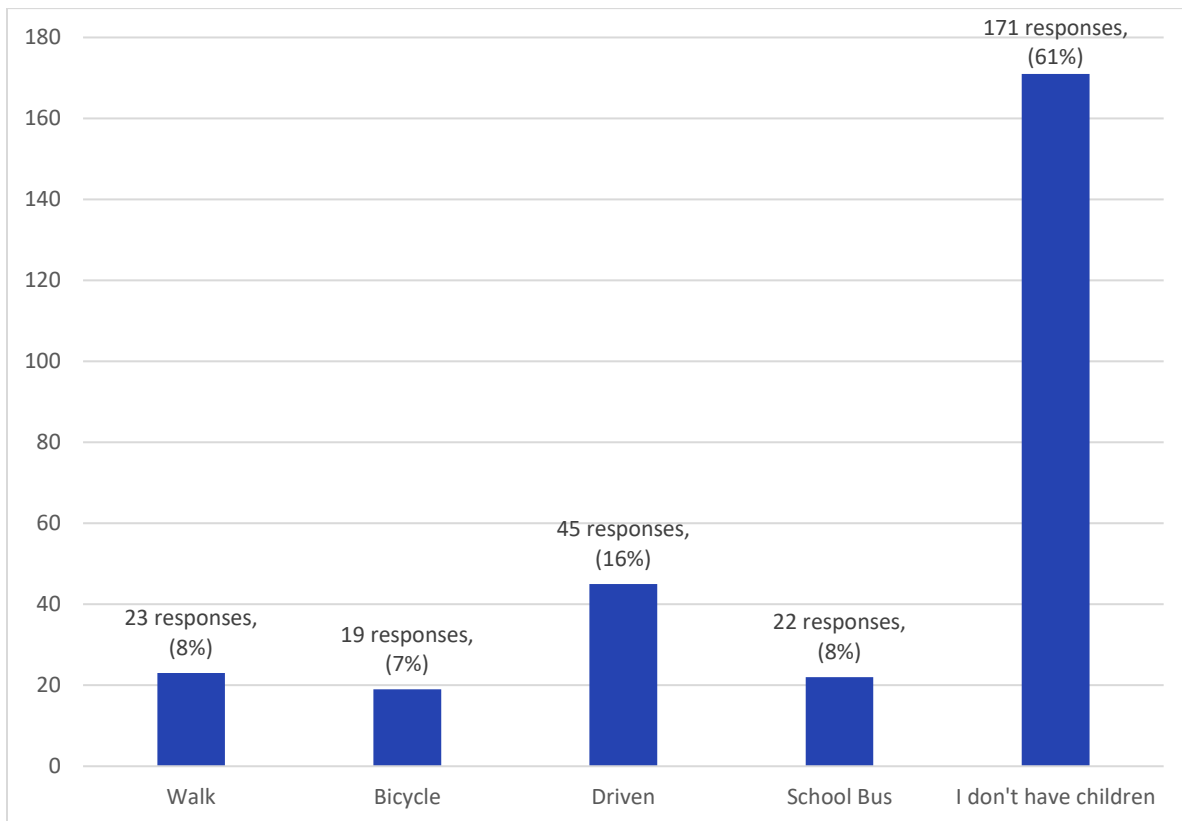
Question 7 response rate: 197 responses, 99 skipped.

## Question 8

### If you have children that attend school in Golden, how do they typically travel to school?

Participants with children who attend school in Golden were asked how they typically traveled to school. Most participants (171 responses, 61%) informed us that they did not have children. However, for those that did, many drove their children to school (45 responses, 16%), and some took school buses (22 responses, 8%). Removing participants that don't have children from the question, 41% of those that do, drive their children to school and 20% take the school bus. This means that 38% of the participants' children typically use active transportation (walking 21% and biking 17%) to travel to school.

Further, none of the respondents indicated that children traveled to school using assistive devices such as wheelchairs, motorized scooters, or assistance devices, nor did any respondents indicate that their children were homeschooled.



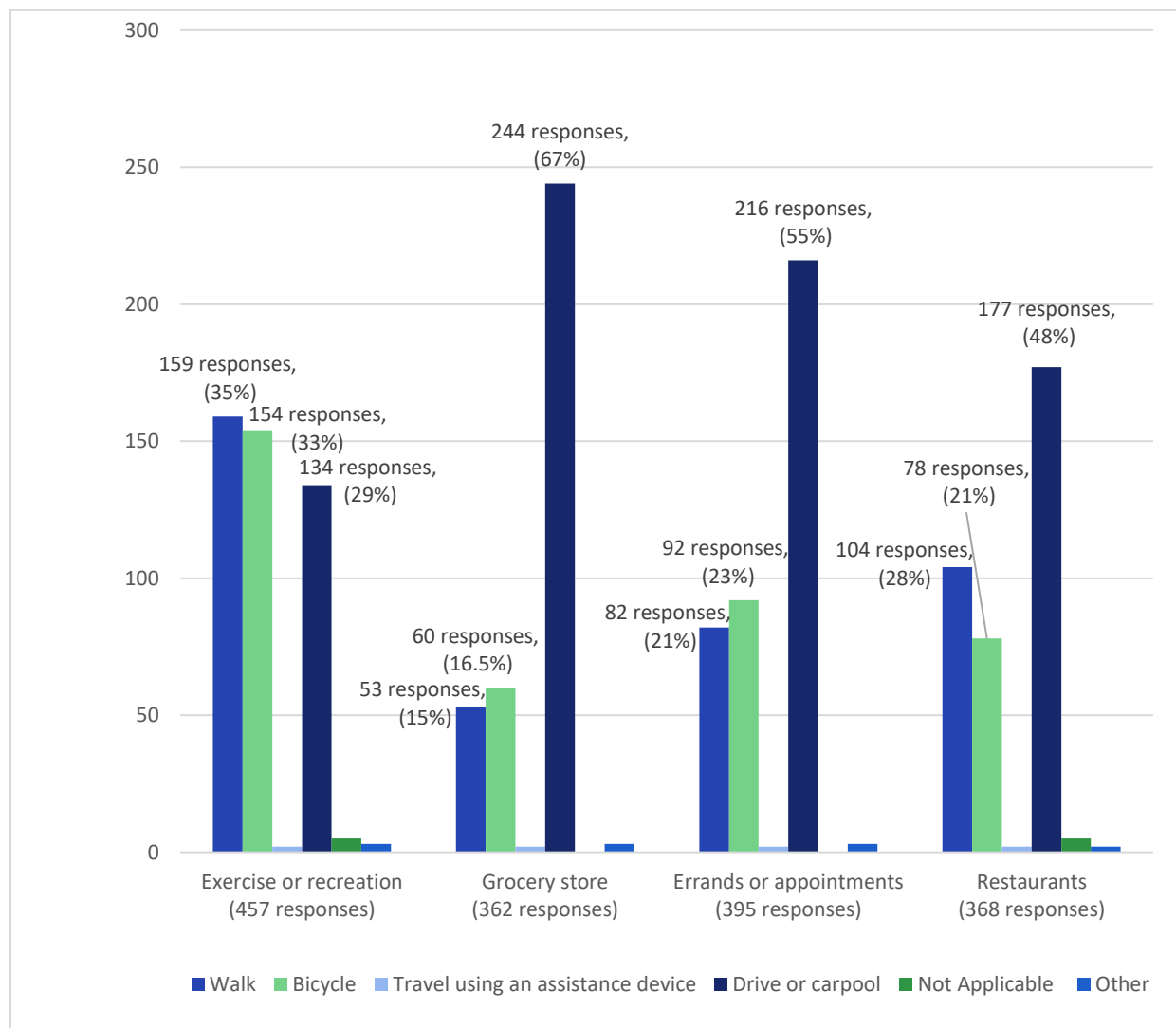
Question 9 response rate: 208 responded, 16 skipped.

## Question 9

### How do you typically travel to/from the following? (Please select all that apply)

Survey respondents were asked how they typically travel to and from popular destinations. Driving and carpooling were the top mode of transportation used to get to and from restaurants (177 responses, 48%), errands or appointments (216 responses, 55%), and grocery stores (244 responses, 67%). It is worth noting that driving was not the most popular means to get to exercise or recreation destinations. For participants traveling to and from exercise or recreation destinations, the most popular travel methods were to walk (159 responses, 35%) or bike (154 responses, 33%). Cycling and walking are often popular travel methods for other destinations, highlighting their importance as a means of transportation for respondents.

Note that *travel using assistance devices* refers to those that travel by wheelchair, motorized scooter, or other assistance devices.



### Question 9 response rate: 281 responded, 15 skipped.

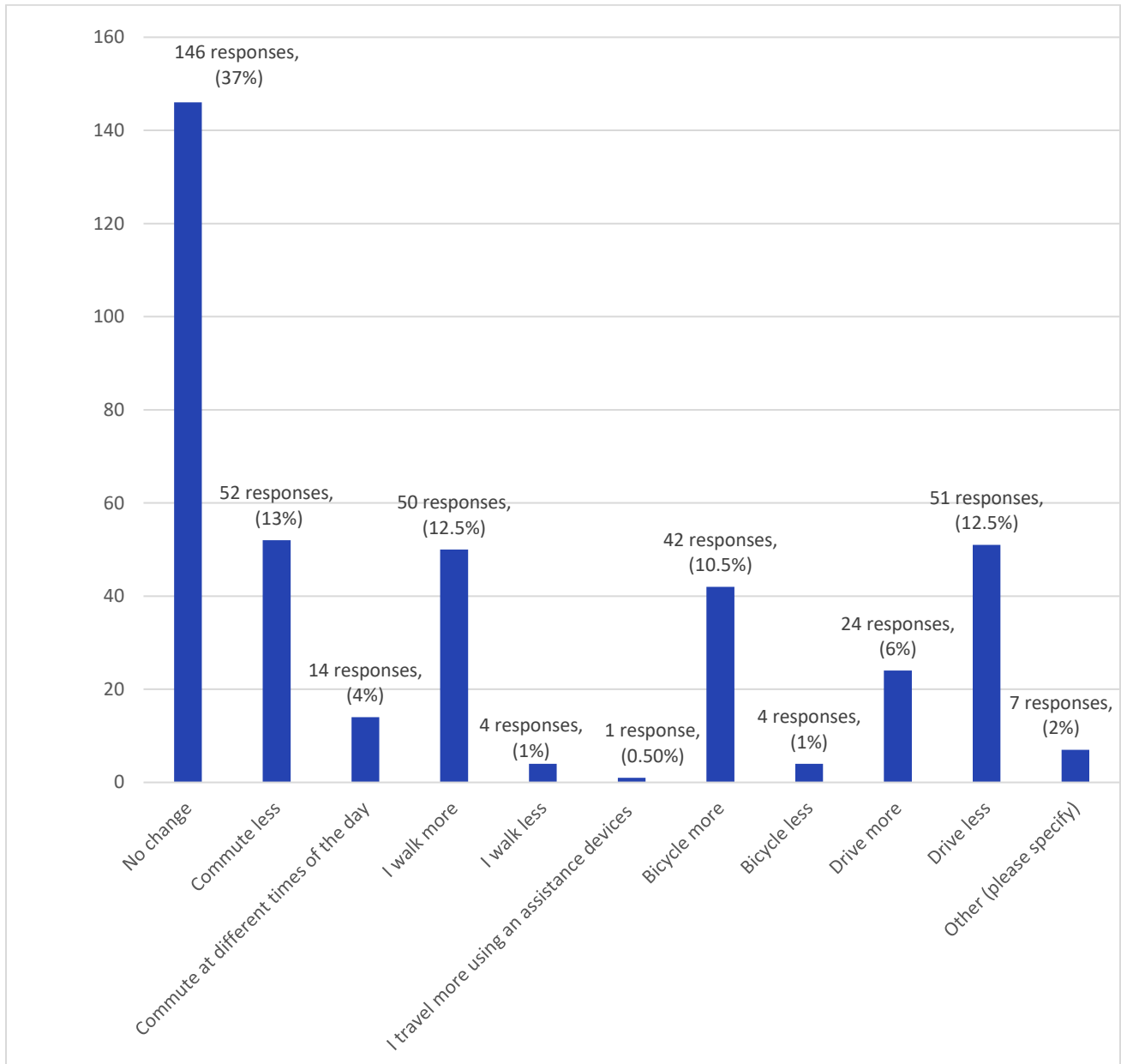
Note that because participants could select more than one response for each destination, the response rates per destination are higher than the overall response rate. This response rate reflects the interest of the community in accessing these locations, as well as their method of travel.

## Question 10

### How has COVID-19 impacted your transportation habits and travel patterns? (select all that apply)

Participants were asked to identify how their transportation habits and travel patterns had been impacted because of COVID-19. The majority of participants (146 responses, 37%) identified that they did not experience a change in their habits or patterns. For those respondents whose transportation habits and travel patterns had changed, participants indicated they were commuting less (52 responses, 13%) and, others identified walking more (50 responses, 12.5%).

None of the participants identified using their wheelchairs/ motorized scooters less.



Question 10 response rate: 279 responded, 17 skipped.

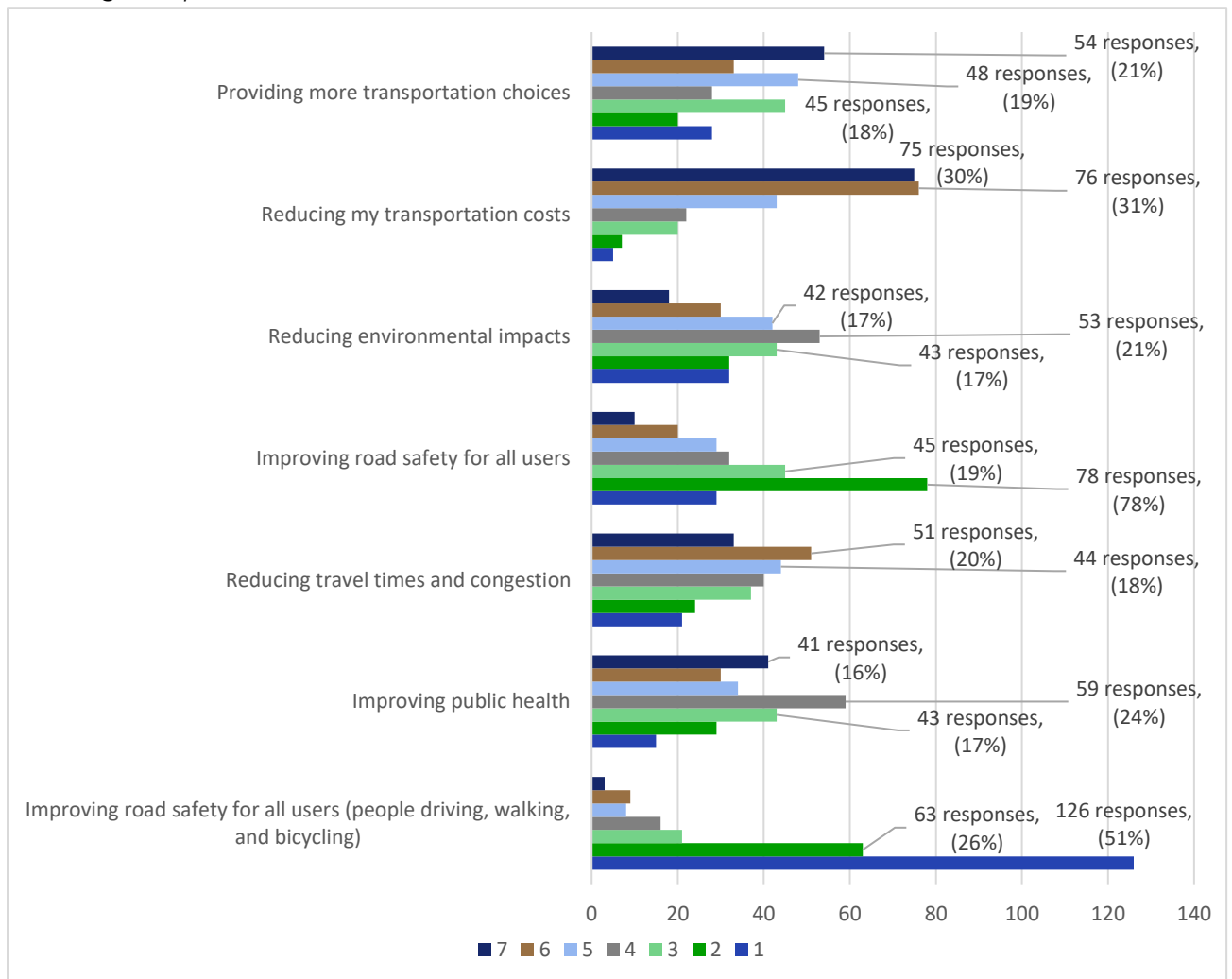


## Question 11

As the Transportation Plan is developed, which of the following outcomes are most important to you? Rank these topics in order of priority from 1 (most important) to 6 (least important):

Respondents were presented with a list of six topics and asked to rank their highest priorities from 1 (most important) to 6 (least important). Due to a transcription error, *improving road safety for all users* was included twice in the list of priorities for respondents to rank. Treating the duplicate priorities as separate, all priority rankings were averaged so they could be sorted from most important to least important overall.

1. *Improving road safety for all users*
2. *Improving road safety for all users*
3. *Reducing environmental impacts*
4. *Improving public health*
5. *Reducing travel times and congestion*
6. *Providing more transportation choices*
7. *Reducing transportation costs*



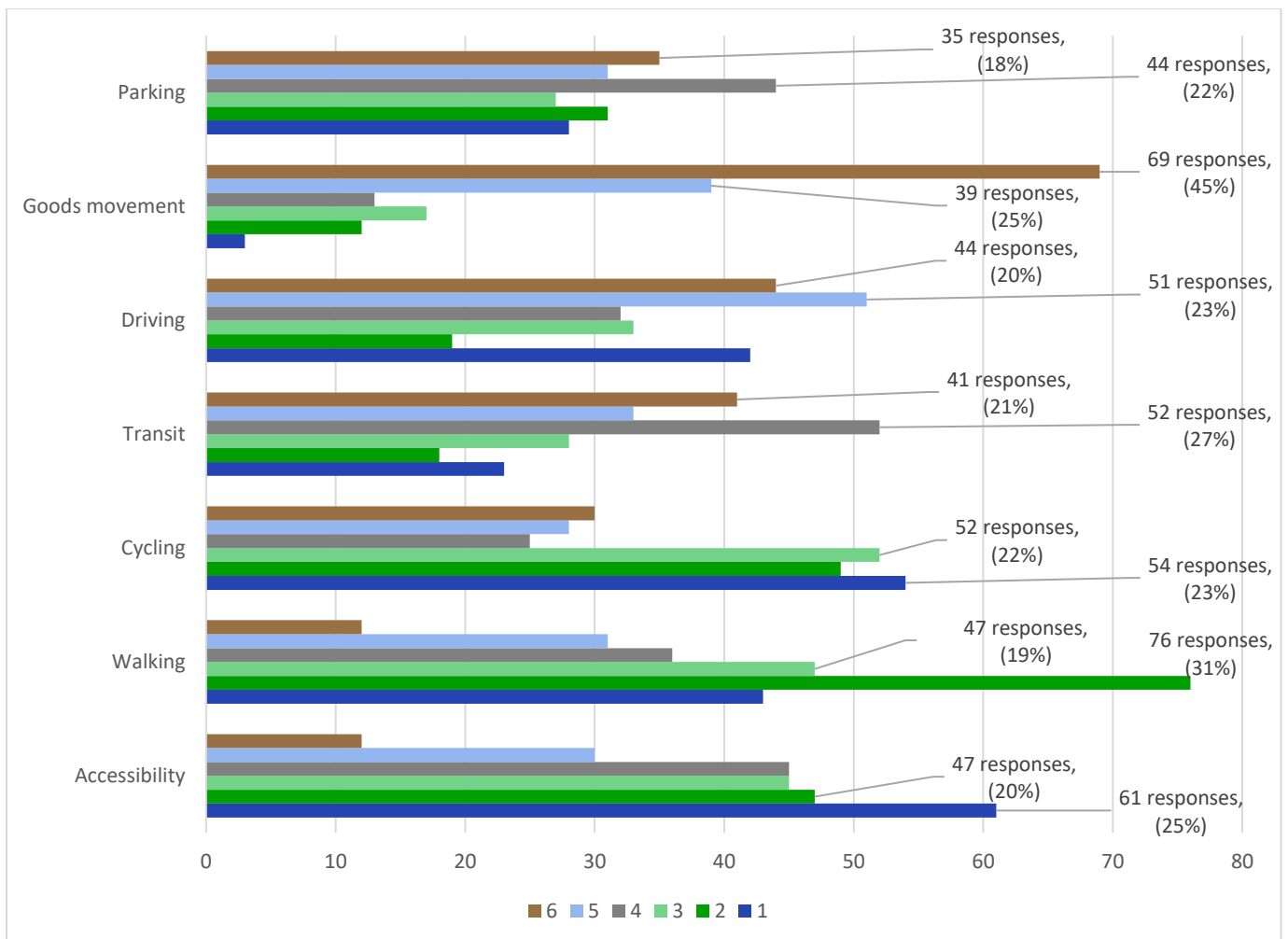
Question 11 response rate: 258 responded, 38 skipped.

## Question 12

What aspects of Golden's transportation system should be considered the highest priority? Please rank these topics in order of priority from 1 (most important) to 6 (least important):

Respondents were presented with a list of seven topics and asked to rank their highest priorities from 1 (most important) to 6 (least important). All priority rankings were averaged so they could be sorted from most important to least important overall. It is worth noting that *goods movement* was not ranked among the top six priorities.

1. *Accessibility*
2. *Walking*
3. *Cycling*
4. *Driving*
5. *Parking*
6. *Transit*

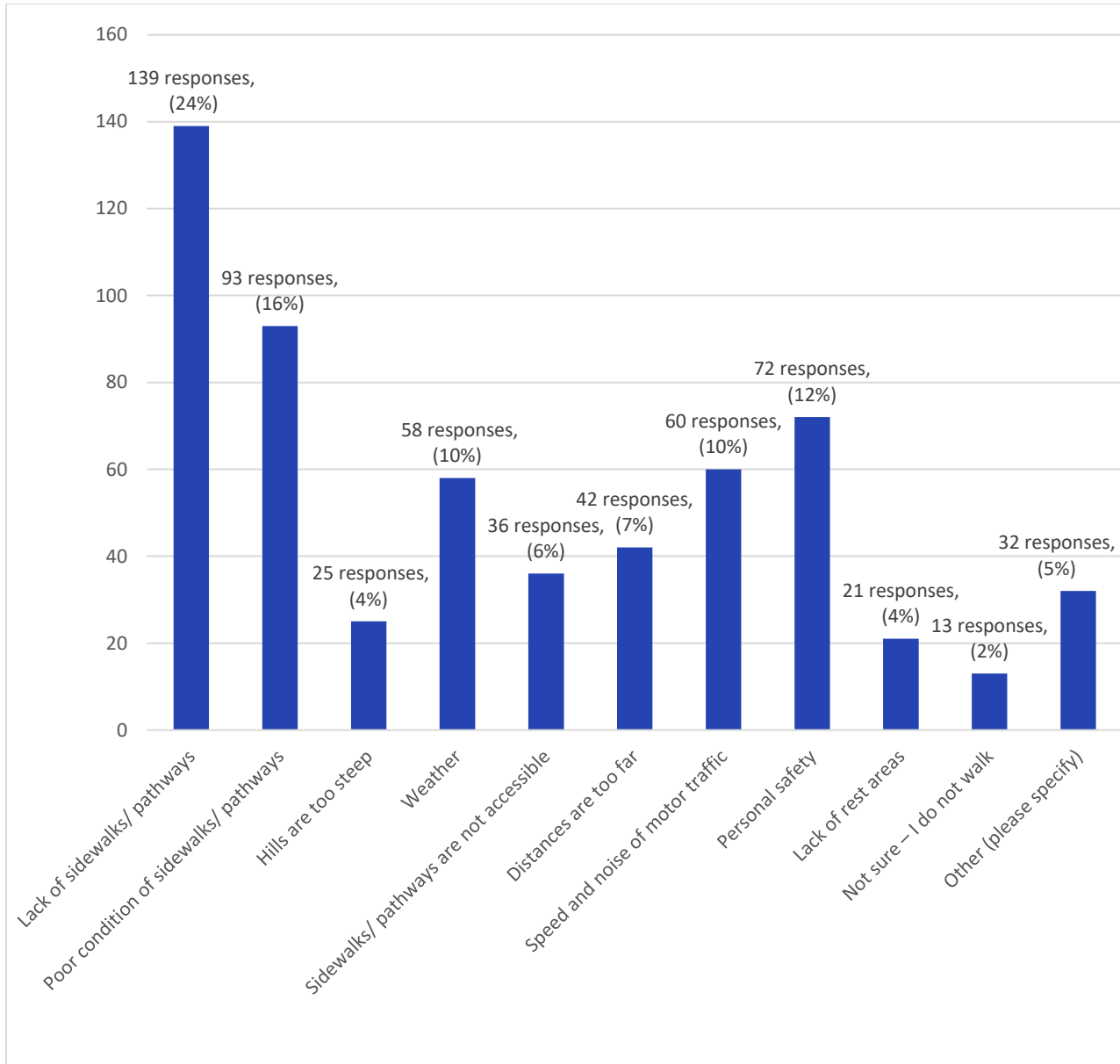


Questions 12 response rate: 256 responded, 40 skipped.

### Question 13

**What are the main issues or challenges for walking in Golden? (Choose your top three).**

When asked to identify the top three issues or challenges of walking in Golden, The top three selected responses were *lack of sidewalks and pathways* (139 responses, 24%), *poor condition of existing sidewalks and pathways* (93 responses, 16%) and *personal safety* (72 responses, 12%).

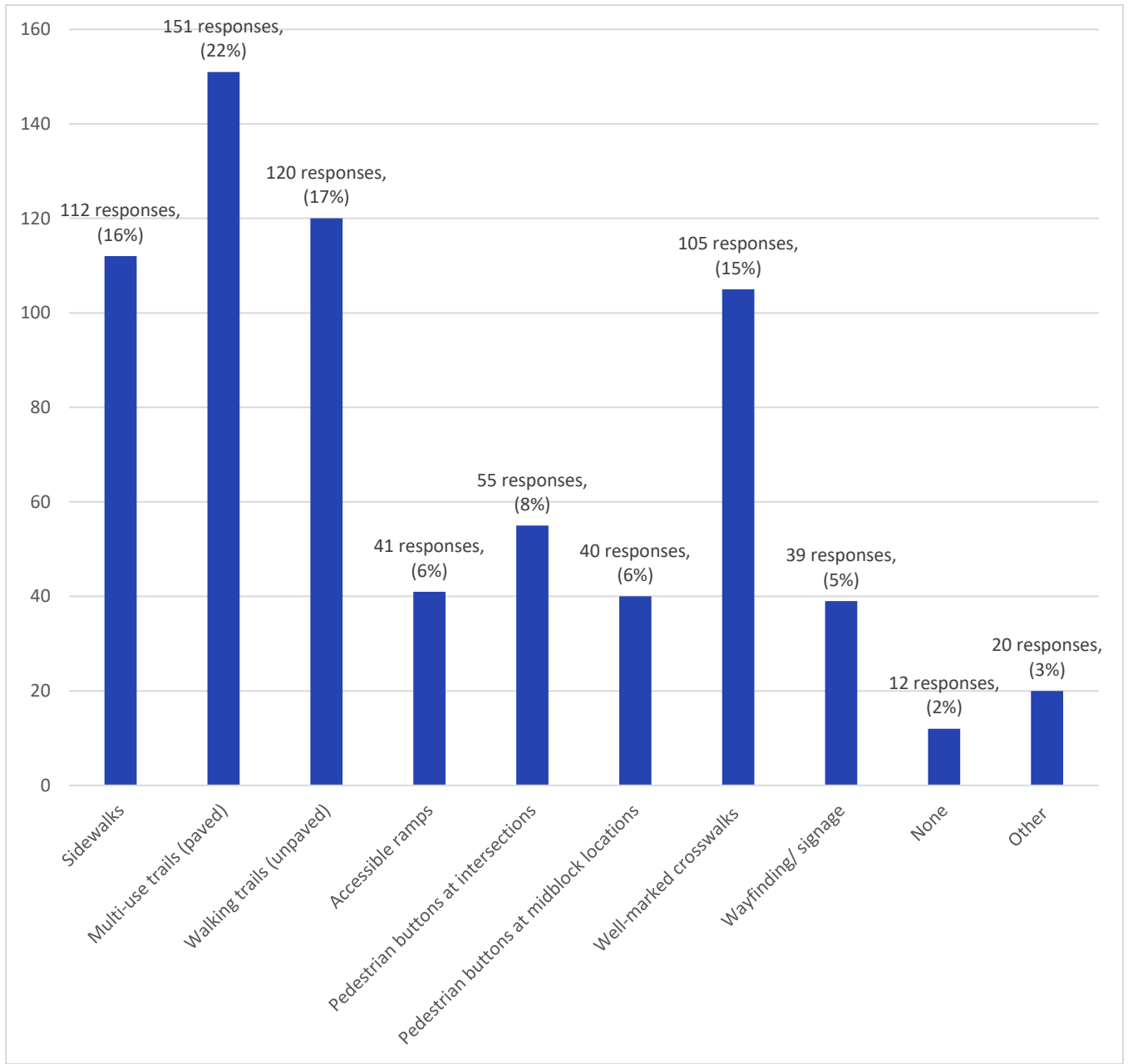


Question 13 response rate: 236 responded, 60 skipped.

## Question 14

**What types of walking infrastructure would you like to see more of in Golden? (Choose your top three).**

Participants were asked to identify the top three types of walking infrastructure they would like to see more of in Golden. The most popular responses were *paved multi-use trails* (151 responses, 22%), followed by *unpaved walking trails* (120 responses, 17%), *sidewalks* (112 responses, 16%), and *well-marked crosswalks* (105 responses, 15%).

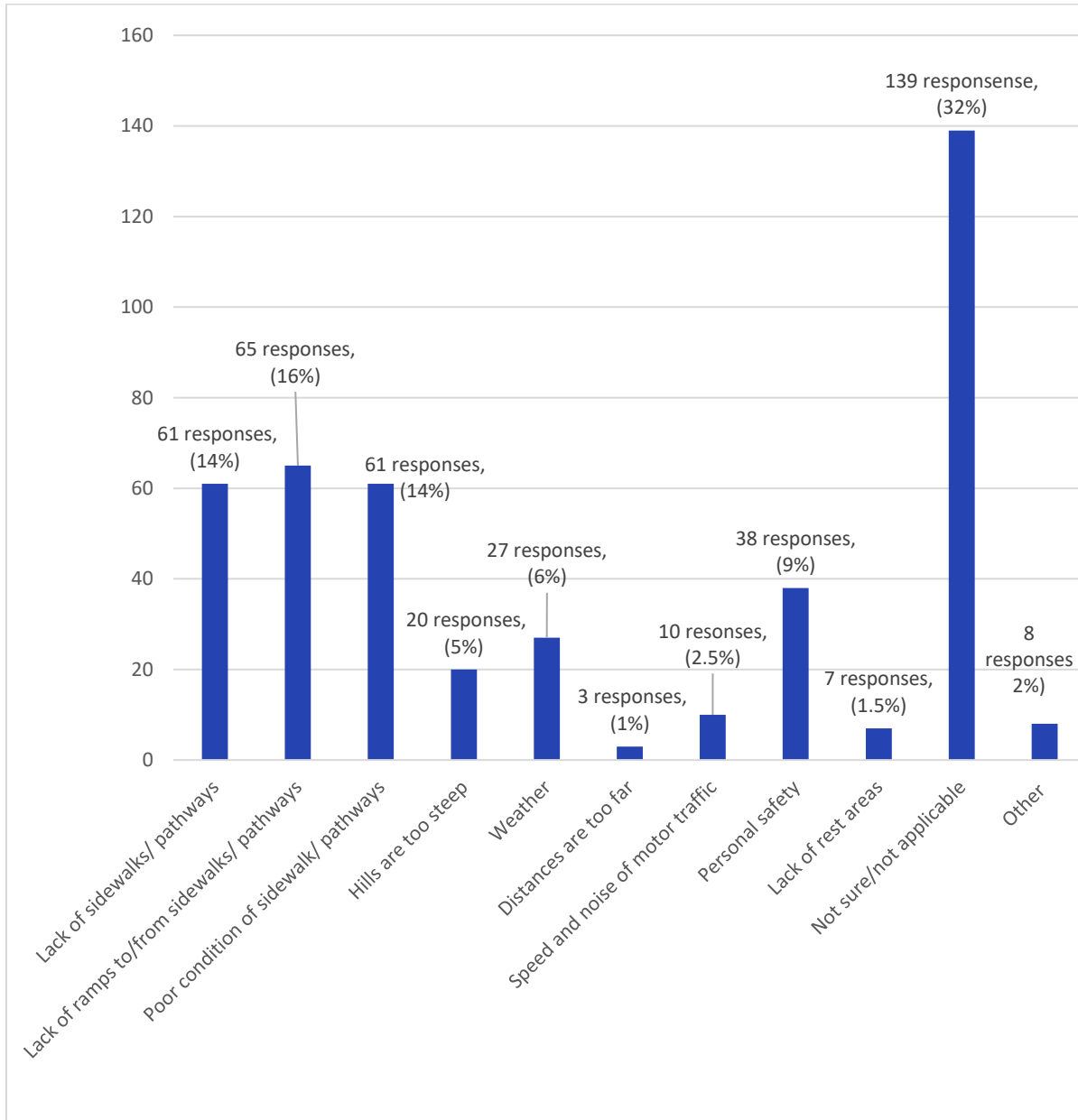


Question 14 response rate: 236 responded, 60 skipped.

## Question 15

**What are the main issues or challenges for using a wheelchair/ motorized scooter or other assistive devices in Golden? (Choose your top three).**

Participants were asked to identify the top three issues or challenges for using a wheelchair/ motorized scooter or assistance device in Golden. Most respondents indicated that they were *not sure or not applicable* (139 responses, 32 responses). Of the identified issues and challenges, the three primary concerns included; the *lack of ramps to and from sidewalks and pathways* (65 responses, 16%), *poor conditions of sidewalks and pathways* (61 responses, 14%), and the *lack of sidewalks and pathways* (61 responses, 14%).

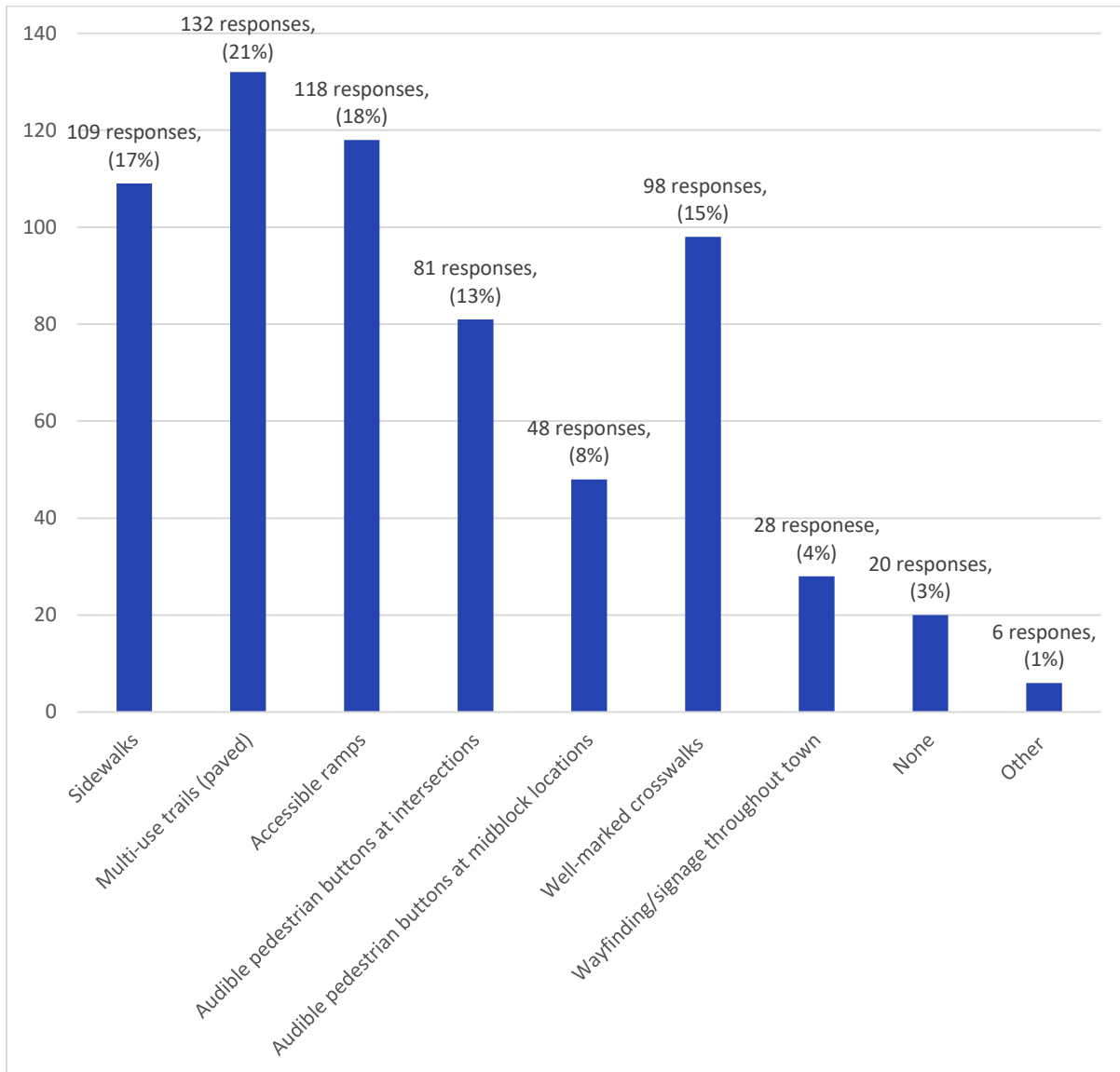


Question 15 response rate: 234 responded, 62 skipped.

## Question 16

**What types of accessible infrastructure (infrastructure designed for all abilities – people using wheelchairs, motorized scooters, crutches, or other assistive devices) would you like to see more of in Golden (check all that apply)?**

Participants were asked to select the types of accessible infrastructure that they would like to see more of in Golden. The top responses were an interest in having more *paved multi-use trails* (132 responses, 21%), followed by *accessible ramps* (118 responses, 18%), *sidewalks* (109 responses, 17%), and *well-marked crosswalks* (98 responses, 15%).

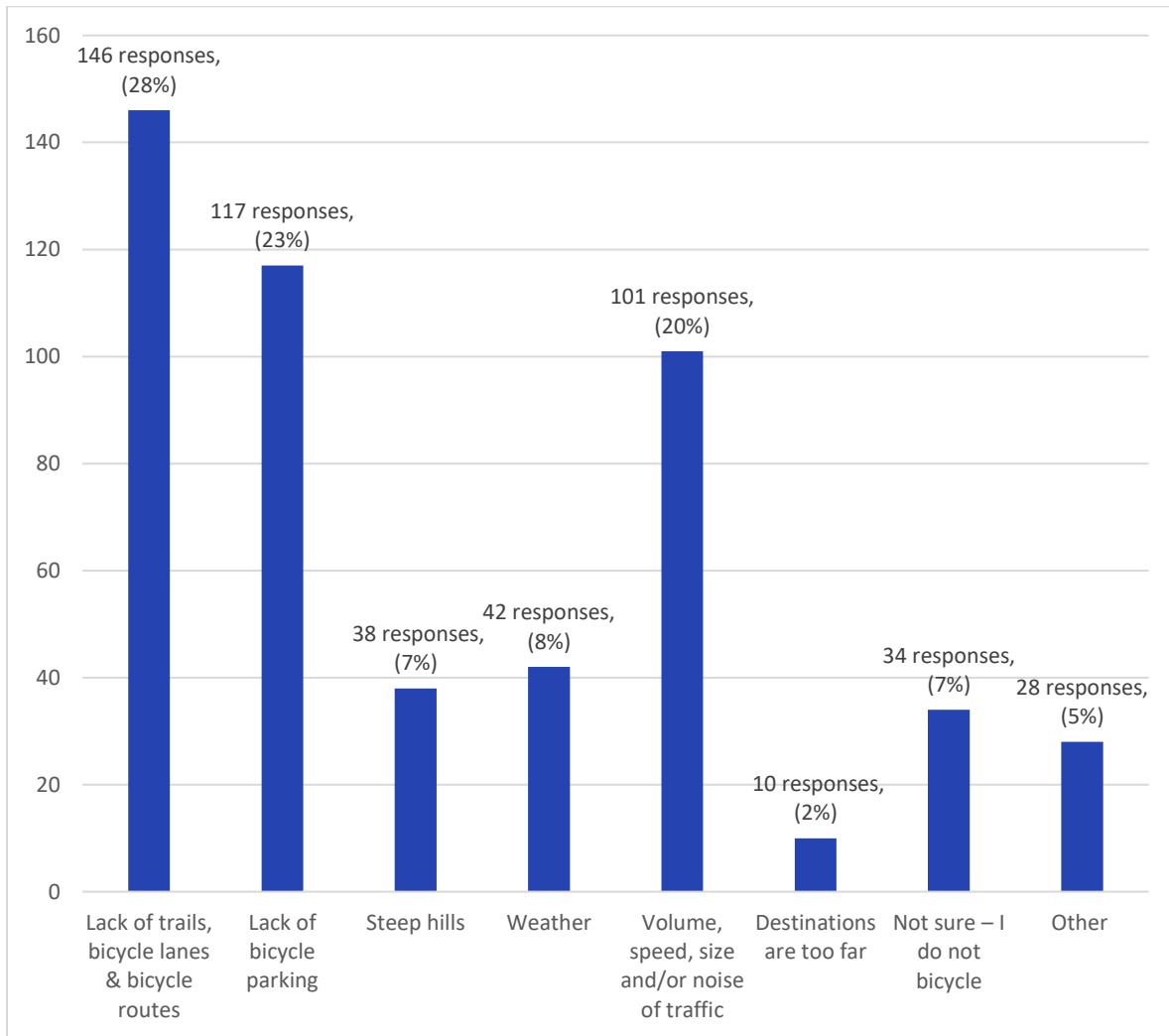


Question 16 response rate: 231 responded, 65 skipped.

## Question 17

### What are the main issues or challenges for bicycling in Golden? (Choose your top three)

When asked to identify the top three issues or challenges for biking in Golden, respondents indicated three clear priorities, The first being the *lack of trails, bicycle lanes, and bicycle routes* (146 responses, 28%). The second issue/ challenge that respondents identified was the *lack of bicycle parking* (117 responses, 23%), followed by the *volume, speed, size, and/or noise of motor vehicle traffic* (101 responses, 20%).

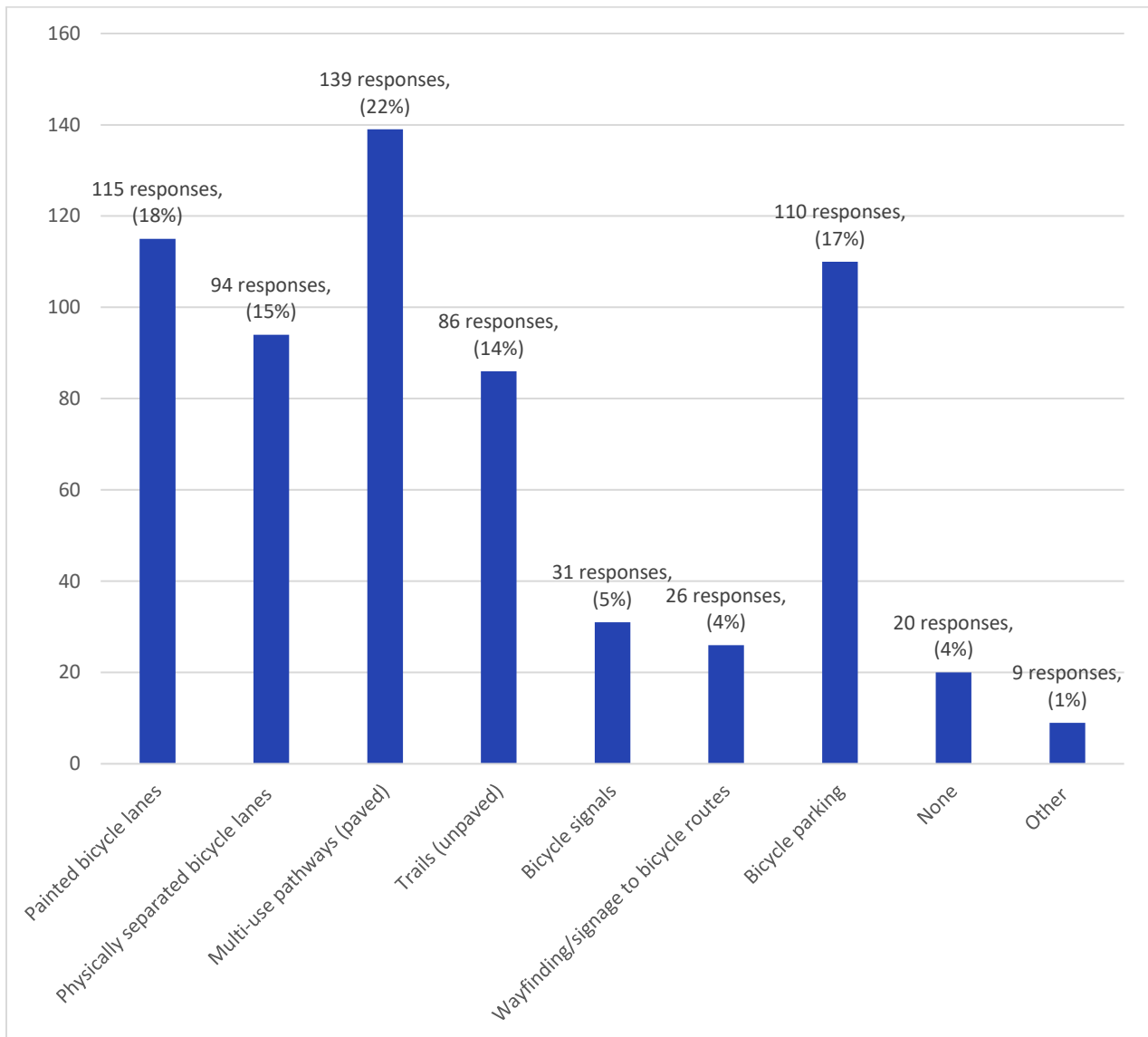


Question 17 response rate: 238 responded, 58 skipped.

## Question 18

### What types of bicycling infrastructure would you like to see in Golden? (Choose your top three)

When asked what types of bicycle infrastructure respondents would like to see in Golden, participants indicated that they would like more *paved multi-use pathways* (139 responses, 22%), followed by *painted bicycle lanes* (115 responses, 18%). Lastly, respondents indicated they would like more *bicycle parking* (110 responses, 17%). It is also worth noting that a high proportion of respondents (94 responses, 15%) indicated they would like to see more *physically separated bicycle lanes*. Since participants were not briefed on the differences between painted and physically separated bicycle lanes, it could be reasonably concluded that at least some of those that selected *painted bicycle lanes* would prefer *physically separated bicycle lanes*.



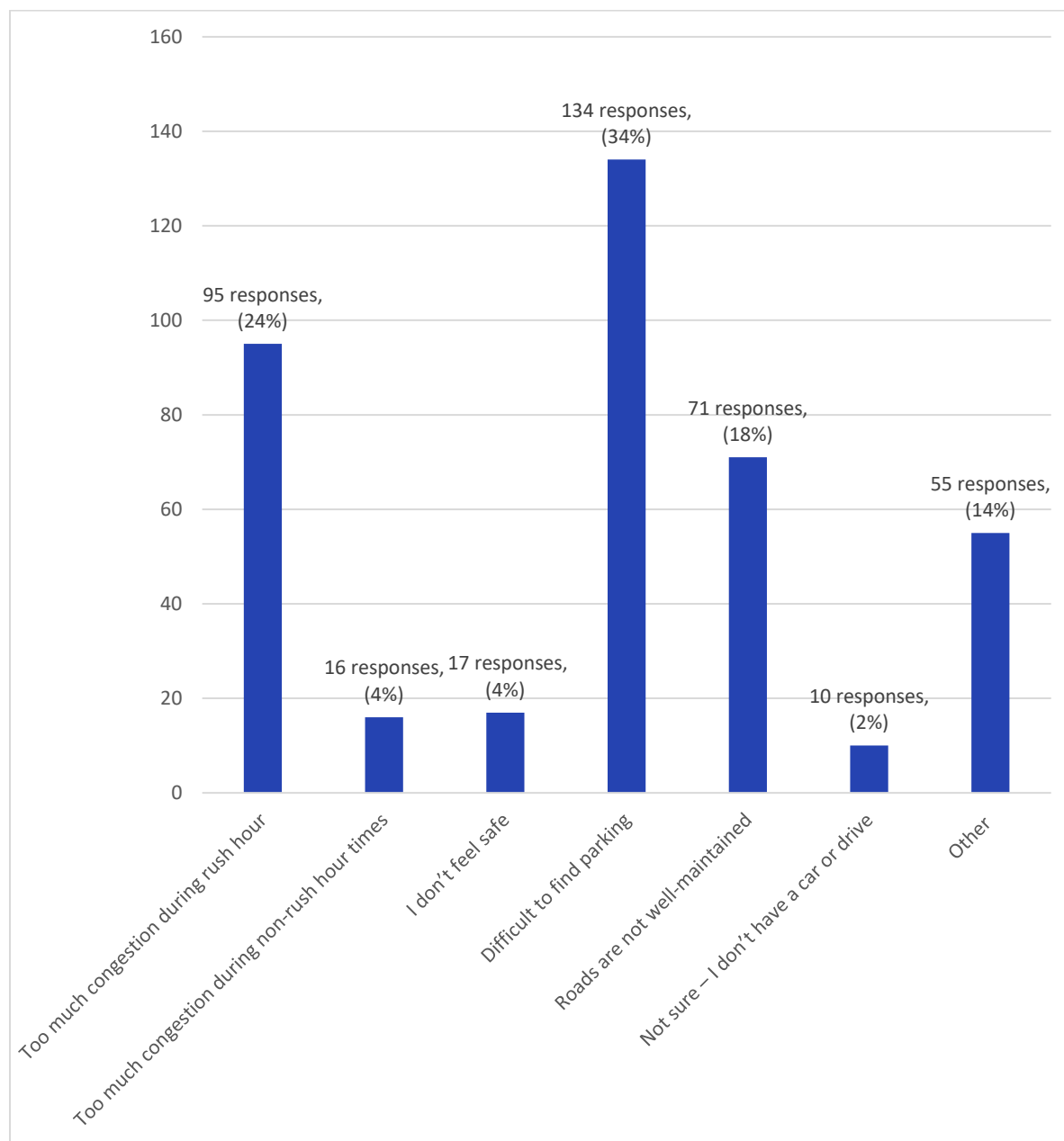
Question 18 response rate: 236 responded, 60 skipped.



## Question 19

### What are the main issues or challenges for driving or carpooling in Golden? (Choose your top 3)

Respondents indicated that the three main issues or challenges for driving or carpooling in Golden were that it is *difficult to find parking* (134 responses, 34%), that there is *too much congestion during rush hour* (95 responses, 24%), and that the *roads are not well-maintained* (71 responses 18%). Several themes were noted under the open ended “other” response option including train delays, congestion due to parking downtown and lack of parking downtown, and 11 respondents indicated they have no issues or challenges driving or carpooling in Golden.

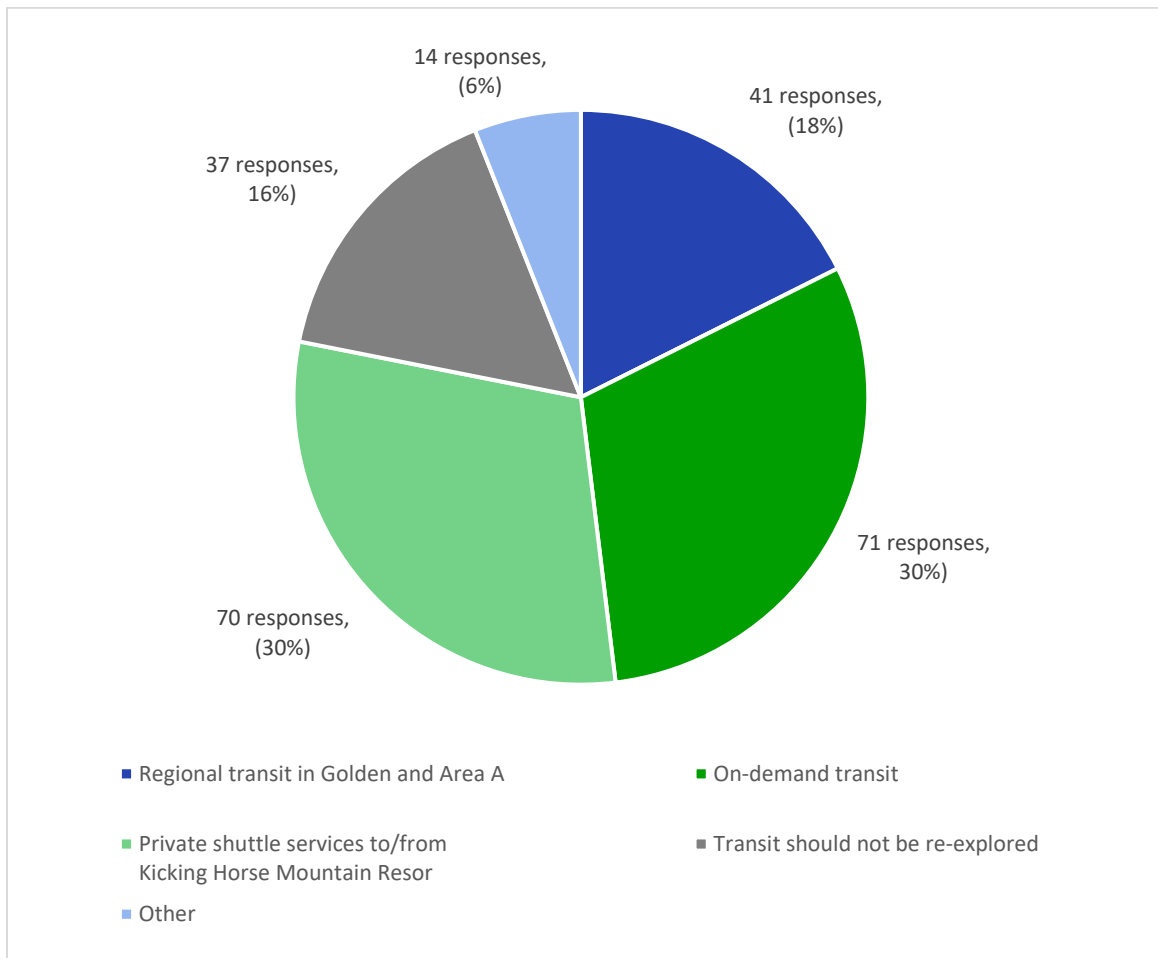


Question 19 response rate: 224 responded, 72 skipped.

## Question 20

In the past (between 2008 to 2011) there was a transit system in Town that was a partnership between the Town, Columbia Shuswap Regional District (Area A), and BC Transit. The bus did a morning and afternoon trip to/from Town to Donald, Blaeberry, and Parson. The service was canceled due to very low ridership and cost. What type of local transit options should be re-explored, if any, in the Golden and nearby surrounding areas:

Participants were asked what types of local transit options should be re-explored, if any, in Golden and surrounding areas. Participants were split between providing a *private shuttle service to and from Kicking Horse Mountain Resort* (71 responses, 30%) and providing *on-demand transit* (70 responses, 30%). Some participants were interested in *regional transit in Golden and Area A* (41 responses, 18%) while others thought that *transit should not be re-explored* (37 responses, 16%).

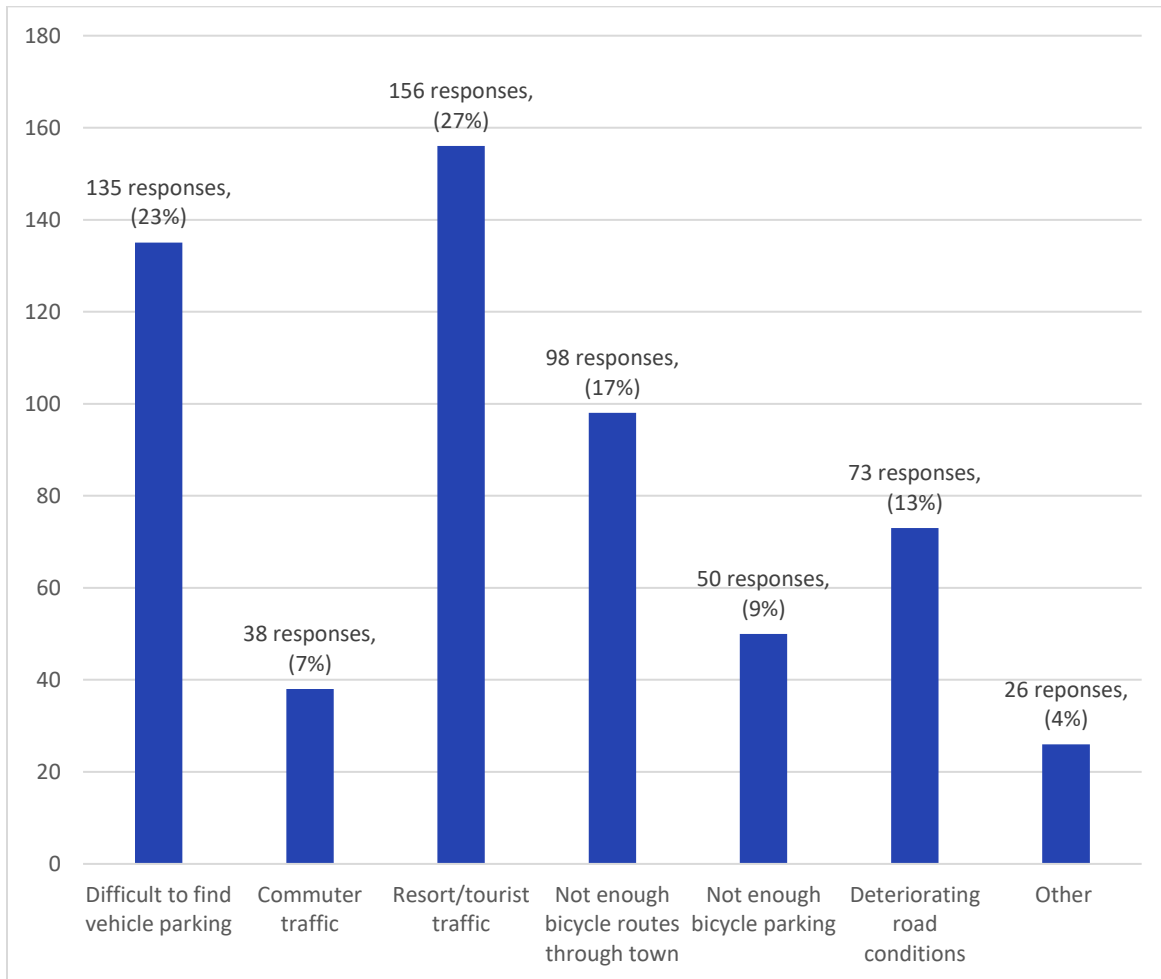


Question 20 response rate: 233 responded, 63 skipped.

## Question 21

**What are the main transportation issues in Golden in the summer months? (Choose your top three)**

When asked to indicate the three main transportation issues in Golden in the summer months, participants indicated that *resort and tourist traffic* was the top issue (156 responses, 27%). The second top issue was that it is *difficult to find vehicle parking* (135 responses, 23%) and the third top issue was that there are *not enough bicycle routes through town* (98 responses, 17%).

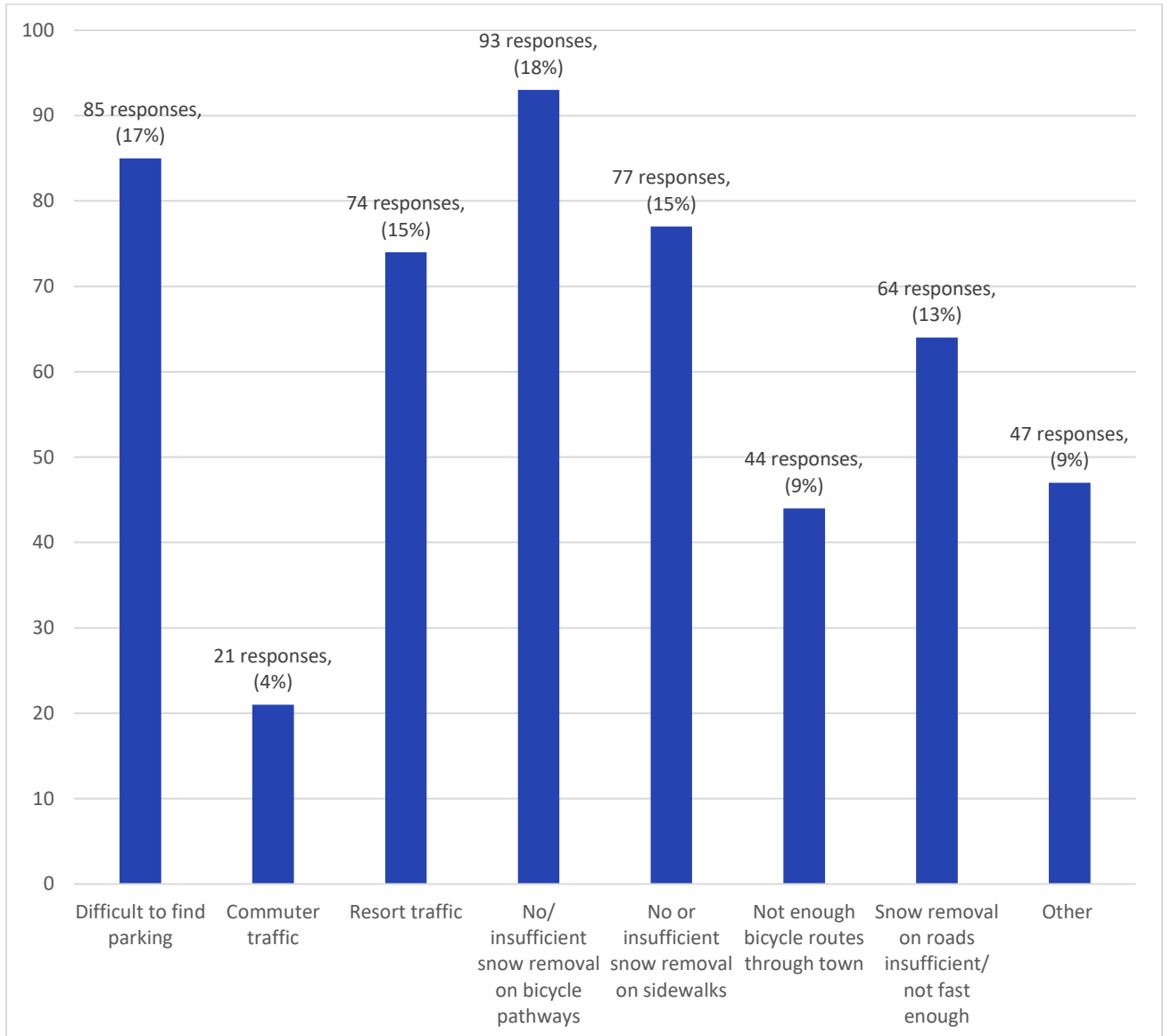


Question 21 response rate: 235 responded, 61 skipped.

## Question 22

### What are the main transportation issues in Golden in the winter months? (Choose your top three)

During the winter months, respondents indicated that the top three transportation issues were *no/insufficient snow remove on bicycle paths* (93 responses, 18%), that it is *difficult to find parking* (85 responses, 17%), that there is *no/insufficient snow removal on sidewalks* (77 responses, 15%), and *resort traffic* (74 responses, 15%). Of those that selected *other*, respondents highlighted the need for ongoing improvements with the Towns snow removal practices, some residents highlighted its strengths, but also sought improvements regarding sidewalks, alleys, etc. management. Furthermore, those that selected *other*, also identified that the train passing through town causes major delays.

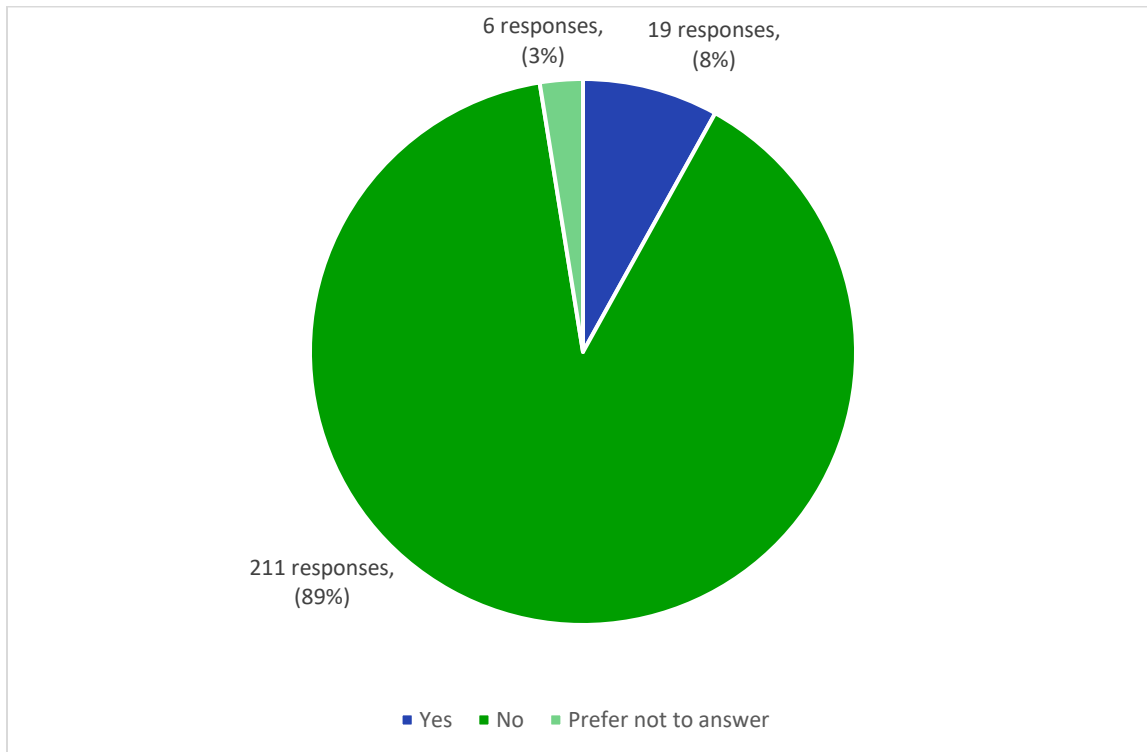


Question 22 response rate: 228 responded, 68 skipped.

### Question 23

**Have you faced any barriers or challenges related to transportation as a result of your race, national or ethnic origin, age, gender identity, sexual orientation, disability, family makeup, a conviction for an offense, or other factors?**

When asked if participants had faced any barriers or challenges to accessing transportation as a result from their backgrounds, orientation, or family structure, most respondents indicated that they had not (211 responses, 89%). Some respondents (19 responses, 8%) indicated that they had faced barriers to accessing transportation due to a variety of factors.



Question 23 response rate: 233 responded, 63 skipped.

## Question 24

### What are some examples of these transportation barriers or challenges?

Of the 18 participants who responded to this question, three primary themes stood out.



**Lack of regional transit.** Participants informed us that they found it difficult to travel to and from work and/or medical appointments without a vehicle if they were coming from locations outside of Golden.



**Lack of accessibility.** Participants shared that there are not enough accessible pathways for those with disabilities or small children in strollers.



**Safety concerns.** Respondents highlighted their concerns regarding carpooling, cycling on the road, and moving throughout the community at night.

## Question 25

### What could the town do to address these transportation barriers and challenges?

Of the 18 participants who responded to this question, a few themes stood out.



**Local on-demand transit.** Respondents indicated they felt a local transit system should be re-explored, with a few indicating that it would be most effective if it were an on-demand service.



**Safe multi-use paths.** Respondents highlighted that there is a need for more paved multi-use trails for all abilities and users.

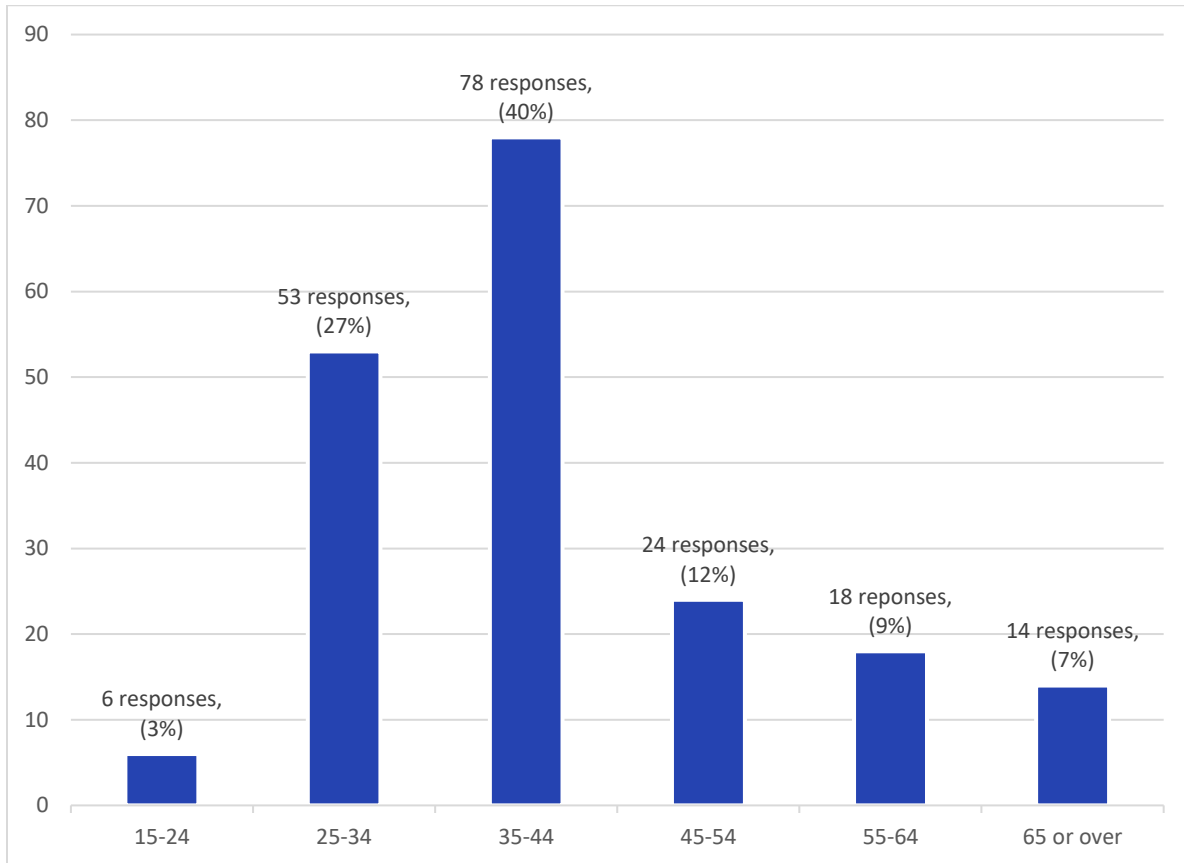


**Speed limits.** Participants told us that they felt that speed limits in town were too high and made them feel unsafe while walking along the road.

## Question 26

### How old are you?

Participants were asked to identify their age, the majority of those who filled out this question were between 35-44 years old (78 responses, 40%). The second-largest demographic to respond to this question were those between 23-34 years (53 responses, 27%). None of the participants were 14 years of age or younger.

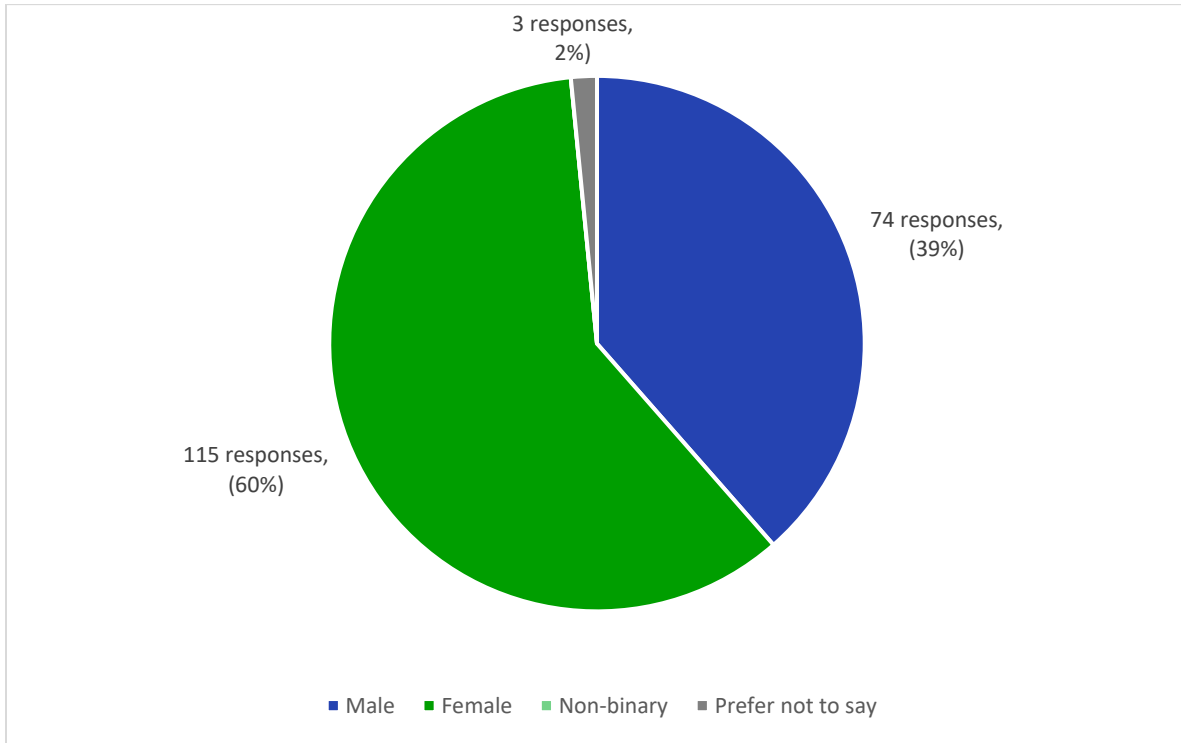


Question 26 response rate: 193 responded, 103 skipped.

## Question 27

### What is your gender?

To understand more about the participants of our survey, we asked about gender. Most respondents identified as female (115 responses, 60%), while males made up a smaller portion of our respondents (74 responses, 39%).



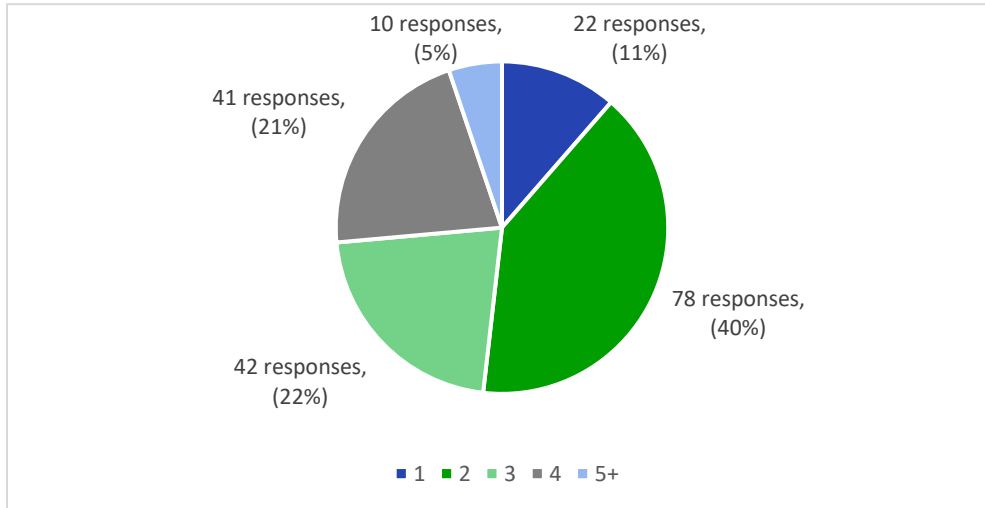
Question 27 response rate: 192 responded, 104 skipped.



## Question 28

### Including yourself, how many people live in your household??

Participants were asked how many people live in their households, including themselves. The average household size of respondents was 2 people (78 responses, 40%), three-person households were also common (42 responses, 22%), as well as four-person households (41 responses, 21%).

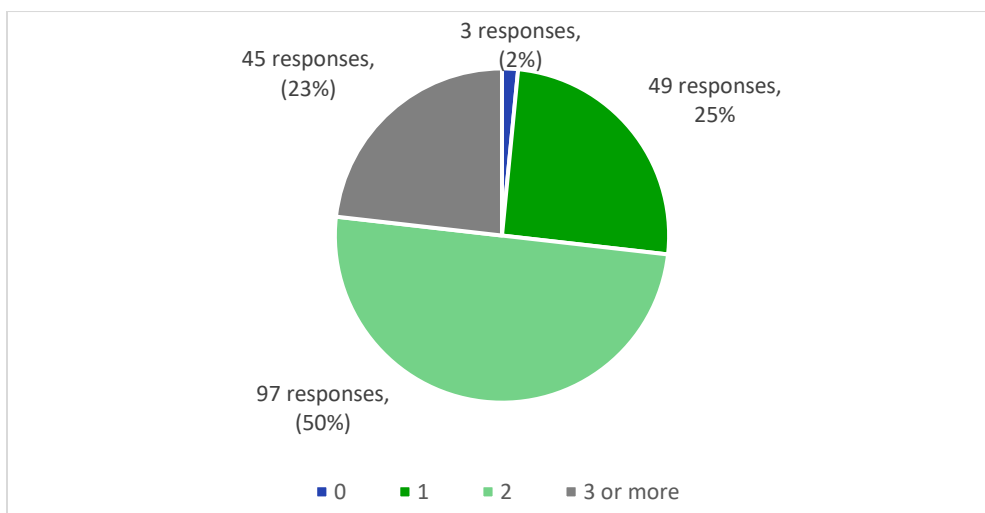


Question 28 response rate: 193 responded, 103 skipped.

## Question 29

### How many vehicles are registered to your household?

Participants were asked how many vehicles were registered to their households. Most households had 2 vehicles (97 responses, 50%). Households with 1 vehicle were common (49 responses, 25%), as were households with three or more vehicles (45 responses, 23%).



Question 29 response rate: 194 responded, 102 skipped.

## 5.0 INTERACTIVE MAP QUESTIONS

Using the Town of Golden Transportation Plan website, participants were asked to place geographic tags throughout the map of Golden to highlight transportation strengths and weaknesses using different means of transport including driving, walking, or biking. The exercise was hosted on an ArcGIS storyboard. This activity was open between September 13 and September 26, 2021. Copies of the maps with callouts, highlighting the clusters of strengths and weaknesses, are included in **Appendix A**. For the verbatim comments, refer to **Appendix B**.

For Participants it was clarified that the term *walking* in this activity included those that travel by wheelchair/ motorized scooter or another assistance device.

### Question 1

#### What are some strengths in the transportation network?

- a. For people bicycling? (Blue star)
- b. For people in motor vehicles? (green star)
- c. For people walking? (orange star)

To identify strengths participants were provided the following instructions: “Place star where you would like to highlight the transportation network strengths and provide a brief comment/description. Be sure to select the appropriate transportation mode.” It is important to note that while respondents were asked to provide comments, comments were not provided for all strengths.



**Bicycling strengths.** 35 strengths were identified by participants for bicycling. The locations of cycling strengths were more dispersed in the community as opposed to the strengths identified for motor vehicles, which were concentrated. Clusters of stars are located in the southeast corner near Keith King Memorial Sports Fields. There was an abundance of stars located along the River path/Rotary Trail, the Kicking Horse Pedestrian Bridge. There were also a few stars included near Pine Drive, in the north part of the community.



**Motor vehicle strengths.** 11 strengths were identified by participants, they were located throughout the community, with 5 identified along 10 Avenue South. One star was provided near the at-grade rail crossing on Kicking Horse Drive and one was provided adjacent to Frontage Road, north of Highway 1, in the KFC parking lot . The remaining stars were placed on Bowle-Evans Drive. Many of these points either did not have comments or were positive reactions to recent changes to the road network.



**Walking strengths.** 51 strengths were identified by respondents, the locations of these stars were the most widespread among the three transportation modes. The locations of walking strengths and cycling strengths overlapped in areas such as the Keith King Memorial Sports Fields. There was an abundance of overlap along the river path/Rotary Trail, and the Kicking Horse Pedestrian Bridge. Some unique locations identified as walking strengths included along 9 Avenue South and 5 Avenue South.

## Question 2

### What are some weaknesses in the transportation network?

- a. For people bicycling? (Blue circle)
- b. For people in motor vehicles? (green circle)
- c. For people walking? (orange circle)

To identify weaknesses participants were provided with the following instructions: "Place a circle where you would like to highlight a transportation network weakness and provide a brief comment/description. Be sure to select the appropriate transportation mode." It is important to note that while respondents were asked to provide comments, comments were not provided for all strengths.



#### **Bicycling weaknesses.** 133 weaknesses were pinpointed by respondents for bicycling.

The locations of the weaknesses were dispersed throughout the community. One cluster is located along Selkirk Hill where participants identified steep grades and safety concerns between bicyclists and pedestrians. Another cluster is located at the pedestrian crossing at 10<sup>th</sup> Avenue South and Park Drive, on the south side of the Highway 95 Kicking Horse River Bridges. Participants also indicated that there were long delays at the at-grade rail crossing on Fisher Road and Kicking Horse Drive. Finally, there was a desire for a bicycle connection between Reflection Lake and Nicholson.



#### **Motor vehicle weaknesses.** 140 weaknesses were identified by stakeholders for driving.

One cluster of weaknesses was located along Selkirk Hill with the comments referring mostly insufficient sight distance. Major clusters of points were identified along 10 Avenue South, along the intersection leading up to Highway 95 Kicking Horse River Bridges. On the north side of the bridge, some respondents suggested that 9 Avenue should become a one-way street and that parking and poor road conditions on this road are an issue. On the bridge, some respondents indicated turning compliance issues by vehicles leaving the Island Restaurant. On the south side of the bridge, some respondents identified left-turn compliance issues for southbound vehicles on 10 Avenue South onto 11 Avenue South. At the intersection of 10 Avenue and 9 Street South, several respondents indicated that the green time at the traffic signal for east/west vehicles is insufficient given the congestion caused by school drop off/pickups. Furthermore, lane markings were considered not enough to direct traffic. Finally, there are concerns regarding adequate signage/compliance of the yield and merge traffic operations for vehicles at the intersection of Highway 95 and Highway 1.



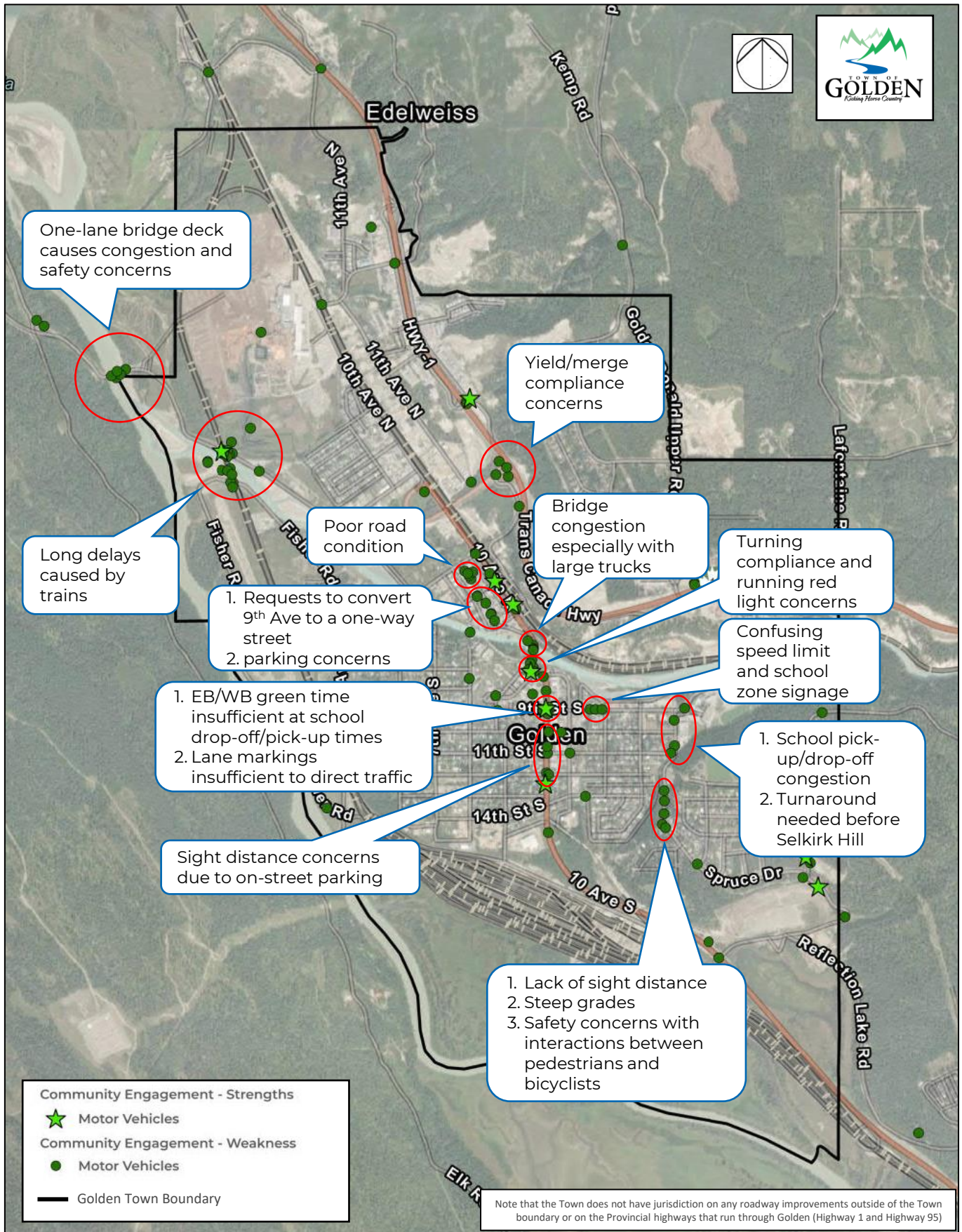
#### **Walking weaknesses.** 127 weaknesses were identified by stakeholders for walking.

The locations of the weaknesses are dispersed in the community with a similar distribution to those weaknesses identified for cycling. Unique clusters of weaknesses for walking were identified along the traffic circle on Lafontaine Road where the multi-use path ends. Participants also wanted to see a formal railroad crossing to connect to the Rotary trails at the east end of Fisher Road. Finally, there are winter safety concerns on the trail switchbacks on the trails to the north of the Keith King Memorial Sports Fields.

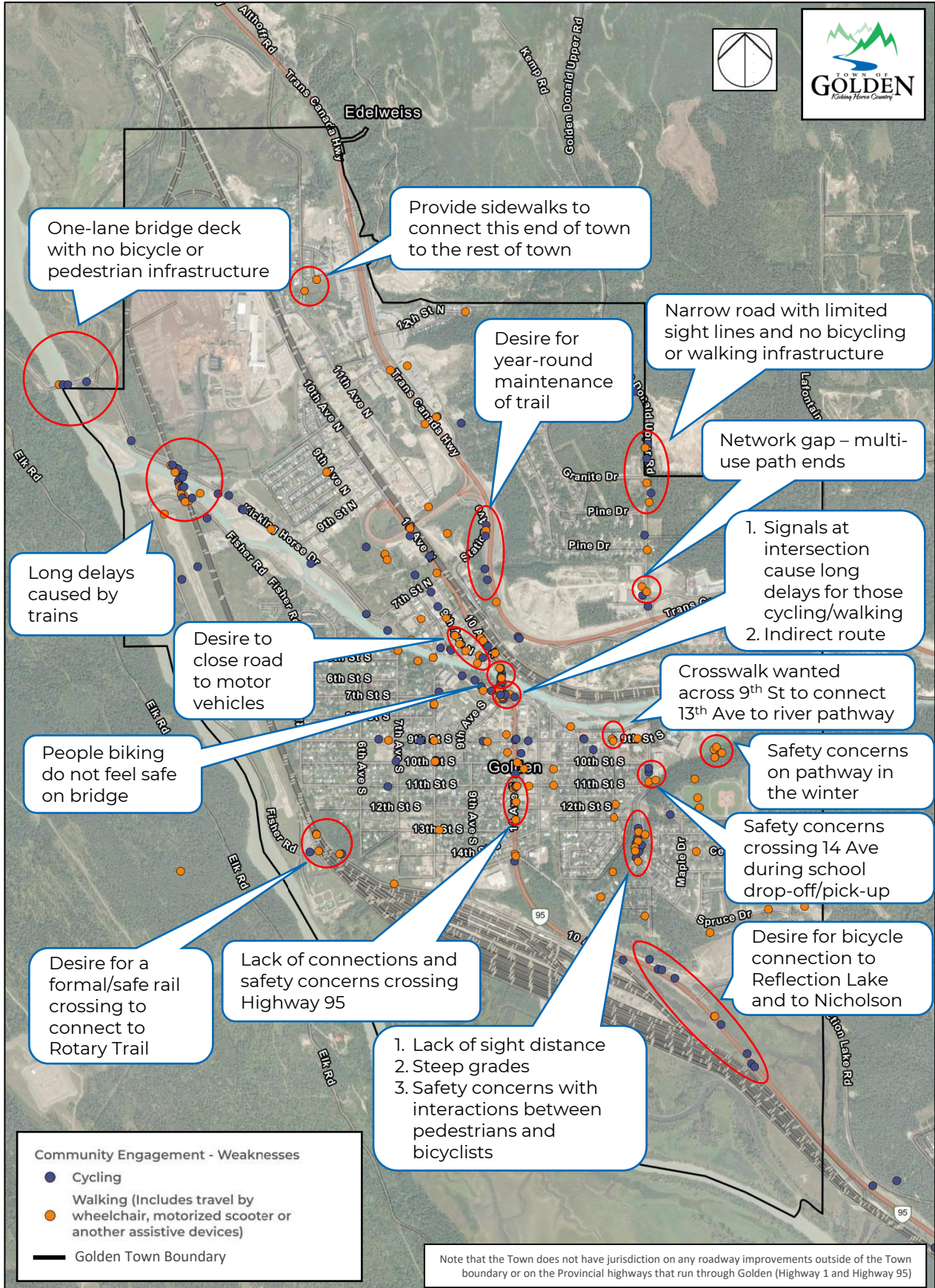


# APPENDIX A: INTERACTIVE MAPS

# Motor vehicle Strengths and Weaknesses



# Bicycling and Walking Weaknesses







# APPENDIX B: VERBATIM MAPPING COMMENTS



## Transportation Network Strengths

### Transportation

Network	Your Comments
*Walking	<Null>
*Walking	Spirit square, the rotary trails and the new river walk combine to make for excellent walking infrastructure around the river
Motor Vehicles	This crossing sucks. Everyone knows why. I put this as a star by accident and can't change it. It is not. It's the worst.t wastes hours of peoples' time and costs who knows how much money for businesses and staff at KHMR.
Cycling	The rotary trails
*Walking	Rotary Trail along the river is amazing - excited for the new river walk
Cycling	Excellent trail access to ball diamonds
*Walking	Great pathway to avoid the sidewalks & enjoy nature a bit more.
Cycling	Our family really enjoys this loop; more so when the kids were younger and being introduced to mountain biking!
*Walking	This trail is a very handy connection and should be preserved/improved
Cycling	KH trail is decently well designed for cyclists at current traffic levels, but could use extra shoulder room or a dedicated multiuse trail as traffic increases with future growth
*Walking	The rotary trail is fantastic, particularly along the river
Cycling	<Null>
*Walking	<Null>
Cycling	the path is awesome to help connect
Motor Vehicles	speed bump helps keep speed at 30
*Walking	Rotary trail is great!
Cycling	Dedicated bike lane
Motor Vehicles	left turn arrow is great
Cycling	the Rotary Trails are a great asset to our town
Cycling	wide sidewalk is great
Motor Vehicles	excellent reconfiguration (if only people would follow the rules)
Cycling	fantastic trails in town and near town
Cycling	amazing bike trails for kids/novices
*Walking	Speed bumps and no u-turn greatly appreciated!
Cycling	<Null>
*Walking	Great walk along the river, needs a way to cross the river at the railway bridge.
*Walking	Fantasic walk through the wetlands, could be upgraded.
Motor Vehicles	A fun place to drive.
*Walking	<Null>
*Walking	<Null>
*Walking	the river path is a great resource.
*Walking	<Null>
*Walking	<Null>
*Walking	<Null>
*Walking	<Null>
*Walking	Can we keep the bridge as a pedestrian bridge once the new highway comes in?
Cycling	Bike path is great
*Walking	<Null>
*Walking	<Null>
*Walking	<Null>
*Walking	<Null>
*Walking	<Null>
*Walking	<Null>
*Walking	<Null>
*Walking	<Null>
Cycling	<Null>
Cycling	good alternative to road for biking
Cycling	<Null>
Motor Vehicles	<Null>
*Walking	<Null>
Cycling	Rotary trail network is great
*Walking	a pedestrian only bridge. Great!
Cycling	The current bike rack and pocket park is completely underused. It is nice that it's now a pathway to the businesses (albeit through a backyard). It could be a great place for more efficient bike parking and a dedicated use that is obvious when you look at
Cycling	<Null>
*Walking	<Null>
Motor Vehicles	traffic light is a big improvement
*Walking	The new sidewalk will be awesome
Cycling	Trail network is awesome
*Walking	<Null>
*Walking	The pedestrian bridge provides fantastic connectivity
Cycling	It is fun to take a bike under the bridge and emerge to grin at all the stuck drivers as you carry on your way
*Walking	This park is well located for walking access by the community
Motor Vehicles	<Null>
*Walking	The addition of the light is much safer than crossing at 9th street and hwy

*Walking	<Null>
Cycling	The wide river path is great; usually lots of room for pedestrians and cyclists.
*Walking	Excellent trail network; much appreciated
*Walking	Minor roads are very wide with good visibility. Safety is good.
*Walking	These trails are a great plus and should be examples for future trails
Cycling	Awesome trails make sure they are kept
Cycling	Path could have been wider, but great to have
*Walking	This bridge is amazing. Need another one down by CP tracks for people to do a loop
Cycling	Need a cycling lane on the bridge
Cycling	<Null>
Cycling	<Null>
*Walking	Love that bridge
Motor Vehicles	Good to have this parking downtown. But not too much.
Cycling	Love the river paths for cycling.
Cycling	this path is really good
*Walking	this path is really good for exercise and a good place to take dogs for a walk as long as you clean up the poop.
Cycling	Bicycle parking in new addition to spirit square (dike improvement project)
Cycling	Rotary Trail is great
Cycling	Good connector
Cycling	Good connector trail
Cycling	<Null>
*Walking	<Null>
*Walking	<Null>
*Walking	<Null>
*Walking	<Null>
*Walking	<Null>
*Walking	<Null>
*Walking	<Null>
*Walking	<Null>
Motor Vehicles	I feel that making Selkirk Hill pedestrian/cycle only and having vehicle traffic use Bowle-Evans Drive is something that should be considered.
*Walking	This would be a good spot for a bus stop.
*Walking	This spot (just past the larger set of mailboxes on Spruce Drive) is also a good spot for a bus stop.
*Walking	AMAZING BRIDGE
*Walking	Would be nice to formalize this path with an agreement with Interior health
Cycling	nice path along TCH in the last decade!
Motor Vehicles	<Null>

## Transportation Network Weaknesses

### Transportation

#### Network

#### Your Comments

Motor Vehicles	waiting for stopped trains for over an hour is unacceptable and reporting it does nothing
Cycling	separated paved multi use path from Nicholson to town
Cycling	improve pavement on old road that is now the bike path off of hwy 95 into town through low traffic alexander park to the KH river
Cycling	the paved multi use pathway up the TCH to golden upper donald needs to be cleaned of gravel more often
*Walking	anyone who lives on this side of town has few sidewalks to walk into downtown
Cycling	golden upper donald needs to be widened to make cycling safer
*Walking	this is a popular route and could use some dedicated walk/bike paths or at least wider shoulders
Cycling	wider shoulders needed
Motor Vehicles	we need way better signage and painting for the school zones in all areas
Motor Vehicles	there needs to be a turnaround or pull in for daycare drop off
Motor Vehicles	Crossing frequently blocked by trains.
Motor Vehicles	Crossing frequently blocked by trains.
Cycling	Crossing frequently blocked by trains. Can get under bridge when the water is low, but it's very difficult with a bike because you have to cross big rocks on a steep slope.
Cycling	Crossing frequently blocked by trains, no way around by bike or foot.
*Walking	Crossing frequently blocked by trains. No safe way around by foot.
*Walking	Crossing frequently blocked by trains. You can get under the bridge when water is low, but it's inaccessible walking.
*Walking	CP doesn't want you to use this footbridge (between the tracks) over the river, but it frequently is used, so there is obviously a demand.
Cycling	CP doesn't want you to use this footbridge (between the tracks) over the river, but it frequently is used, so there is obviously a demand.
*Walking	The multi-use trail up beside the highway needs to be kept clear of snow and ice in the winter.
Cycling	The multi-use trail up beside the highway needs to be kept clear of snow and ice in the winter.
	The sidewalks over the overpass leave a lot to be desired, including better access up and down to the overpass on each side of the bridge on each side of the road, instead of having to go all the way around by the road.
*Walking	Cross walk needed here
*Walking	<Null>
*Walking	This fence is way too close to the sidewalk and is so dangerous for the kids walking to and from school and people driving out of the alley
Motor Vehicles	NO LEFT TURNS should be enforced here
Cycling	I agree! Separated paved multi use path from Nicholson to town - especially with all the traffic from the re-route in Spring and Fall
*Walking	In the winter the switchbacks behind the high school are VERY sketchy
Cycling	Many cyclists use the pedestrian bridge to cross the river versus using the highway.
Cycling	There needs to be a bicycle/walking path that safely links Golden to Habart/Nicholson
*Walking	All streets with commercial traffic (including logging trucks) should have sidewalks to ensure pedestrian safety.
*Walking	This pedestrian cross walk from Save On to the Pharmacy is terrible. Blind spots with bushes and drivers just not watching.
*Walking	While recently improved, people continue to blast through this highly visible pedestrian cross walk. It's quite dangerous and very important to improve.
*Walking	These trails need more maintenance in the winter. They get very icy and many children walk up this hill with classrooms and commuting to school
Cycling	Is it possible to explore making this corridor vehicle free during some times of the year. It's terrible to bike through and very congested with vehicle parking.
Motor Vehicles	Horrible train intersection; wait times can be up to an hour
*Walking	This intersection can be scary; some cars don't stop for the pedestrians & they go through the red light
Motor Vehicles	I still see vehicles make left turns here.
Cycling	Northbound vehicles often fail to realize they are in a left turn lane. This can make it very scary to be a cyclist waiting in the left turn lane in the other direction.
*Walking	The switchbacks are awesome in the summer but desperately need better winter maintenance.
Cycling	Poor maintenance (gravel) and high traffic volumes make cycling miserable between Golden and Nicholson. A multiuse path would be an amazing improvement.
Motor Vehicles	Probably not the town's jurisdiction, but an awful intersection. Traffic using the side road is never aware of traffic turning from the highway, resulting in near-collisions daily
Cycling	Not enough room for cyclists. Fear of this bridge causes me to ride over the ped bridge instead
Cycling	Difficult and dangerous to turn left as a cyclist, either to access ski hill road or flyover to GDU
Cycling	Poor maintenance makes for difficult riding conditions
*Walking	<Null>
Cycling	path ends, try your luck on the road
Cycling	The connection between the rotary loop and reflection lake needs improvement for all users, particularly where it's just a highway ditch
Cycling	Multiuse trail from town to Nicholson to provide options commuting and also accessing trail networks.
*Walking	<Null>
*Walking	A walking trail from town to Nicholson would be amazing and safe for all ages.
Motor Vehicles	this end of the street gets forgotten about for weeks at a time during the winter
Motor Vehicles	needs to either be paved or grated more often-gets extremely bumpy
Motor Vehicles	build a bridge or tunnel!!!
Motor Vehicles	Turning onto anderson road from town is extremely dangerous we need a turning lane!! 18 wheelers pass me on the shoulder often
Cycling	path ends here, you're on your own now
*Walking	path ends, now where? I just want to get home without getting hit by a pick up truck
Motor Vehicles	need a speed bump in the middle as drivers speed between the bumps
Motor Vehicles	vehicles often turn illegally here
Motor Vehicles	many people don't realize it is a free flow lane
Motor Vehicles	<Null>
Motor Vehicles	people treat as a yield when it's a merge
Motor Vehicles	drivers yield rather than merge (it is signed as a merge)
Motor Vehicles	many transport drivers do not have the skill to properly navigate this bridge in their own lane.
Motor Vehicles	drivers are driving too fast here
*Walking	hard to cross to get the mail
*Walking	rotary trails could be paved to allow access for everybody
Cycling	following every significant rain event gravel washes on to the path and it needs to be swept (this is directly due to poor clean-up in the spring as the gravel is not removed sufficiently, rather just dumped on the sides to wash back on the path again).
Motor Vehicles	often a long wait for trains
Cycling	often a long wait for trains
*Walking	<Null>
Cycling	<Null>
*Walking	<Null>
*Walking	<Null>
Cycling	<Null>
Motor Vehicles	<Null>
Cycling	<Null>
Motor Vehicles	There needs to be a turn light turning left onto highway 95 from 9th
Motor Vehicles	<Null>
Motor Vehicles	Waiting for the train
Motor Vehicles	Drivers merge instead of yield
*Walking	Need a sidewalk from 9st to the pedestrian bridge. Lots of pedestrian, bicycle and vehicle traffic sharing the road
Motor Vehicles	Needs a left hand turn signal turning North from 9st. Often in the mornings and afternoons it is a multi light wait to cross the intersection.
Cycling	A multi use trail from Nicholson to town would be a safe and great way for people to not have to drive and kids to get too and from school
*Walking	In the winter the switchbacks are so icy and dangerous
*Walking	A groomed cross country ski trail that is dog friendly would be awesome

Cycling <Null>  
Cycling Dedicated bike lane ends awkwardly. Should be extended through town to Nicholson and back towards the CBT trails for full connectivity  
Frequent train blockages are concerning for health and safety for transportation of injured people from ski hill. I fear to think what would happen if there was a life or death emergency and the ambulance couldn't get through.

Motor Vehicles Need a pedestrian/cycling bridge to connect existing trail network  
\*Walking We should purchase this land to straighten the roadway for a direct bridge crossing, eliminating the S-curves. The existing roadway could be converted to the Farmers market and would encourage further business development along main St

Motor Vehicles Lines need to be painted on the road to identify the yield and who has the right of way  
Motor Vehicles Would love to see a bike path from golden to habart/nicholson  
Cycling left turn arrow is too short during peak times (i.e. school drop-off)  
Motor Vehicles sidewalk ends  
\*Walking <Null>  
Cycling many illegal lefts from Hwy 95 S to River St.  
Motor Vehicles <Null>  
Motor Vehicles 9th St S starting W of Lady Grey goes 50 to 30 to 50 to 30 to 50 to 30 to 50 to 30. That's a lot of speed changes on one road!  
Cycling homeless camp can be scary at times when using the trails that pass through  
\*Walking homeless camp can be daunting when passing through on the trails and meeting resistance from the occupants  
Cycling <Null>  
Cycling <Null>  
Cycling <Null>  
Cycling It would be great if 9thSt had completely separated bicycle lanes in both directions to go safely too and from the schools, pool, Rec centre, pump track.  
Cycling A multi use trail from Nicholson to town would awesome especially to avoid the use of the car to drive kids to school  
Cycling Add bicycle lanes to get to schools and recreation area safely  
\*Walking no side walk here  
\*Walking need a cross walk so we can access the river  
Motor Vehicles Poor visibility because too many cars parked too close to intersection. They park even where there is yellow curbs  
\*Walking Very awkward time between flashing lights. If you arrive right after someone else has crossed, the flashing lights won't turn on when you hit the button. Half the cars stop for you, half don't, while you wait there with no lights.  
\*Walking Cross walk here would be great. Lots of J walkers all the time!  
\*Walking need a cross walk. This is our route to the Pedestrian bridge  
\*Walking Need Cross walk to go from reflection lake to disc golf course  
Cycling Access to trails here by bike is always blocked by Chains. Have to lift my bike over them  
\*Walking I don't walk this path in the winter. Way too icy  
Motor Vehicles <Null>  
Motor Vehicles <Null>  
\*Walking Difficult to cross safely during school rush hour  
\*Walking Right hand lane often doesn't see pedestrian traffic/traffic doesn't signal  
Motor Vehicles <Null>  
Motor Vehicles <Null>  
Motor Vehicles <Null>  
\*Walking Too close to highway  
Cycling Need a paved dirt path to walk or bike from Habart, Almberg, and Nicholson.  
Motor Vehicles Constant train blockages  
Motor Vehicles This parking lot is very full in summer months  
Cycling Need more bike parking/lockable racks  
Motor Vehicles Speeds are way above posted and make the intersection very risky. Recommend more enforcement.  
Motor Vehicles Turning left from the highway onto Almberg is often extremely dangerous. Desperately need a turning lane.  
Motor Vehicles winter.  
Motor Vehicles <Null>  
Cycling designated and guarded bike lane to access schools, rec grounds, etc  
\*Walking when the bridge is redone it would be nice to keep it for a secondary pedestrian cyclist bridge into the city, also a pedestrian underpass would be beneficial so you wouldn't have to cross the road. It would speed up flow of traffic, etc  
Motor Vehicles Need bus route  
Motor Vehicles Bus route  
Motor Vehicles Turning lane into the skybridge causes a great deal of back up during peak times. Turning lane?  
Cycling Dangerous conditions due to the amount of traffic on the hill and the narrow road  
Motor Vehicles Is there a possibility to make this a one way vehicle road/2 way transit road?  
Cycling Making this a raised cross walk would be worth while. It's a busy pedestrian crossing.  
Motor Vehicles This bridge is wild with all the semi traffic. I know this will be changed, but we need a wider bridge.  
Cycling This is a major pedestrian/cyclist corridor and connector to the trail network and downtown. It would be great to see separation via sidewalks/paths for cars vs. other modes of transportation.  
Cycling Would be nice to do something here if possible to prevent the huge backups every day.  
Cycling Need a proper bike lane here or pathway for the large amount of walkers/bikers.  
\*Walking This is a major pedestrian/cyclist corridor and connector to the trail network and downtown. It would be great to see separation via sidewalks/paths for cars vs. other modes of transportation.  
Motor Vehicles Parking lot could use a refurbish. It's really busy in the summer and could use more space.  
Motor Vehicles <Null>  
Motor Vehicles congestion on bridge for motor vehicles  
Motor Vehicles Congestion and long waits due to trains. Unacceptable given the importance of this road to our towns tourism economy  
\*Walking walking/biking between tracks is often used but is trespassing. Needs to be a bridge built or option for crossing here.  
\*Walking <Null>  
Cycling <Null>  
Cycling <Null>  
Motor Vehicles difficult corner for large vehicles  
Cycling <Null>  
Motor Vehicles <Null>  
\*Walking <Null>  
Motor Vehicles Turning left from the highway onto Almberg is often extremely dangerous. Desperately need a turning lane, and for the passing lane through the corner to be removed..  
Cycling Need a safe, multi-use trail from Nicholson to Golden  
\*Walking Need a safe, multi-use trail from Nicholson to Golden  
\*Walking A half burnt out motel should not be allowed in downtown Golden. It detracts from the walk-ability of town.  
\*Walking Abandoned buildings should not be allowed in downtown Golden. It reduces the walkability of Golden.  
Motor Vehicles Major bottleneck, especially with large vehicles  
Cycling It's awful riding across this bridge. New bridge needed  
Motor Vehicles <Null>  
Motor Vehicles Needs to be restricted from RVs and trailers parking here. Dedicated and signed RV parking in the vicinity is necessary (CP Lot maybe), but they shouldn't be allowed to park on this already congested street  
Motor Vehicles Better signage needed for the right turn only lane. Too many near misses with non locals going straight through southbound in the RHL past the courthouse  
Cycling This junction feels high risk on a bicycle, and bicycles don't feel welcome neither on the sidewalk nor in the street  
\*Walking 9 Ave N should be closed to motorized traffic.  
Cycling Bridge is too narrow for bikes  
Cycling <Null>

Cycling The school zones are too busy during peak drop off and pick up times

Cycling The school zones are too busy, feels unsafe for kids on bikes, parents chose to drive their kids, school zones become even busier, etc

Cycling The S curve and bridge are terrifying on a bike. Add to that the truck traffic, and it's no wonder people ride their bike on the sidewalk.

95 should be rerouted on the outside of town. Too much traffic makes it unsafe for pedestrians and bicyclists. It is also congested for cars, especially during mornings and afternoons.

Motor Vehicles The sidewalks are narrow and the bricks on on their last legs. I trip on the uneven bricks frequently.

\*Walking A one way bridge, congested.

Motor Vehicles Downtown should become a one-way traffic only.

Motor Vehicles Train stoppages to frequent and long. What are the impacts for emergency vehicles?

\*Walking Walking or biking, you're moving through a parking lot. This is a connector to our new downtown area. It deserves sidewalks/bike lanes

Cycling a safe biking trail to Nicholson!

Cycling a cross walk would be helpful for bikers too

Cycling <Null>

Motor Vehicles Turn into a one way with more parking

Motor Vehicles This intersection is an accident waiting to happen. People turning onto the TransCanada to go west often are only fixated on the east bound traffic and forget that other west bound traffic may be turning left off of the TransCanada right in front of them.

Motor Vehicles <Null>

Cycling road is too steep to bike

Motor Vehicles this corner is terrifying

Motor Vehicles pave this section if you are going to keep building more homes up here

Cycling multi use path from nicolson/habart

Motor Vehicles worst intersection in canada

Cycling dangerous to bike on

Motor Vehicles this road is in terrible condition!

Motor Vehicles need a left turn light and lane at this intersection for 9th St to Hwy 95

Motor Vehicles the lights at this intersection need to reflect traffic patterns in all directions. Need a left turn light and lane going from 9th St to Hwy 95

Motor Vehicles removing parking here was perhaps not a good idea!

\*Walking these flashing lights for the pedestrian crossing are not positioned for the motorized traffic to see them.

Motor Vehicles Getting stuck behind trains!

Motor Vehicles Getting stuck behind trains and the one way bridge!

Motor Vehicles This whole grid has to use the main road because all of these streets are blocked off

\*Walking <Null>

Motor Vehicles The town needs to partner with KHMR to offer a shuttle service between the resort and town. Revelstoke has proven this model works. It reduces traffic and encourages those staying on the mountain to visit town and vice versa.

Motor Vehicles A huge increase in traffic and user numbers over the last several years. Town needs to work with BC government and local stakeholders to make the Mt.7 FSR a user-pay tourism resource.

Motor Vehicles The new bridge must have wider bike / pedestrian lanes and/or the old bridge should be kept for pedestrian and bike access.

Cycling <Null>

Cycling <Null>

Motor Vehicles <Null>

\*Walking <Null>

Cycling <Null>

\*Walking <Null>

Motor Vehicles <Null>

\*Walking <Null>

Motor Vehicles Could use a second bridge here for Kickinghorse traffic to reach the community. Avoiding highway and town traffic

Cycling <Null>

\*Walking Needs salt in winter, very icy

Motor Vehicles Great spot for second bridge leading to neighborhoods of golden

Motor Vehicles <Null>

Motor Vehicles Frequent and long train blockages. Needs a bridge.

Cycling <Null>

Cycling <Null>

\*Walking Little connection between hill neighbourhood and lower town

\*Walking Bus stop by Husky should be more accessible, better connected to town

\*Walking A biking and walking trail here into town would provide a quicker way into town without breathing in exhaust pollution.

Cycling should be a pedestrian over or underpass

\*Walking <Null>

Motor Vehicles should be a pedestrian over or underpass for safety and traffic flow

Cycling ped underpass needed

Cycling <Null>

\*Walking <Null>

Cycling <Null>

Motor Vehicles <Null>

Cycling <Null>

Cycling <Null>

Cycling <Null>

Cycling <Null>

Cycling <Null>

\*Walking Crossing with the lights is still often dangerous with only one traffic lane. Cars are in a rush to make a right turn and often cut off pedestrians.

Motor Vehicles <Null>

Motor Vehicles People not yielding to the right of way on the single lane bridge

Motor Vehicles Terrible road condition!

Motor Vehicles People that stop in the middle of the lane when turning left so people going right can't move

Motor Vehicles <Null>

Motor Vehicles Parking on the side of the road makes it very unsafe for peoplw turning onto the main road,no visibility

Motor Vehicles Parking on the side of the road makes it very unsafe for peoplw turning onto the main road,no visibility

Motor Vehicles Good luck turning left.

Motor Vehicles <Null>

Motor Vehicles Literally the worst spot to drive or park.

Motor Vehicles <Null>

Cycling Very dangerous trying to cycle across this bridge with semis ripping through; forced onto the "no bike" sidewalk

\*Walking It would be AMAZING to have a safe, legal river crossing for walking / biking

\*Walking <Null>

\*Walking A legal, safe crossing to allow for a circle route would be incredible

\*Walking The crossing of this road should be on top of your list, as it is extremely dangerous for younger kids to cross it. Side parking limits the vision and traffic coming down from Selkirk Hill is going too fast.

Cycling <Null>

Cycling The crossing of this road is too dangerous for kids (and adults) and should be top priority. Side parking limits visibility, traffic is going too fast and too much drop off/pick up traffic.

Motor Vehicles Drop off and pick up traffic during school times causes way too much traffic. Providing safe walking and bike riding options and promoting car pooling/bus riding could help with this issue.

Motor Vehicles Think about introducing a free "drop off/pick up pass" for students that actually need to be driven to school, and a fee for others. Promote using school busses for others.

\*Walking Poor condition in winter/spring

\*Walking Lack of sidewalks/safe connections along 11st, especially in this area with much traffic

\*Walking Pedestrian (and bicycle) crossing is missing

\*Walking Pedestrian crossing is too dangerous. Long waiting times and "detour" lead to walking at a red ped light

Cycling Poor connection and horrible with bike trailers to cross this road

\*Walking Back alley feels unsafe, which is sad as spirit square is great

Cycling This place really needs a river crossing!

\*Walking Nice trail, but a bit scary at night

Cycling Would be great to have a connection from here to 10th ave

Cycling Seperate bike trail would increase safety for bike riders tremendously

Cycling Would be so awesome being able to cross over to the rotary trail

\*Walking 9th ave could be a "real" downtown with outside dining, steet festivals and so much more if motorized vehicles would be restricted. Or at least get rid of the parking!

Cycling Rather dangerous road for bike riders (road condition, side parking)

Cycling <Null>

\*Walking What a scary road to walk along!

Motor Vehicles Motorized vehicles drive into town way too fast, which makes crossing for peds/bikes to Rona very dangerous. Adjust the road layout.

\*Walking Scary place for pedestrians

Cycling We need a paved walkway/bicycle path along the Kicking Horse river road from town to the train bridge.

\*Walking It would be nice to have a pedestrian bridge across the Kicking Horse river near the train bridge that would connect the two sides. Also it would be good to have a walkway from town along the road to this bridge as many people walk along the busy road.

Cycling Should be allowed to cross on this bridge

Motor Vehicles Need a rail overpass

\*Walking Need sidewalk on tight spot poor viz GDUR

Cycling Need a separate bike/walking path from interchange to edge of town on GDUR

Cycling Cycle path should continue to edge of town and all the way to Lake Louise

Cycling We should have a separate greenway path all the way to Radium

Cycling Should have a separate greenway cycle path through Roger's pass

\*Walking <Null>

Cycling Limited to no bicycling access to cross the river at this spot.

Cycling No continuties in the Rotary trail and double crossing

\*Walking All of 9th street should have stop sign considering it has a school and it is a busy street. Perhaps all street should have stop signs as people have tendency on driving too fast for a residential area.

Cycling Second pedestrians bridge please.

Cycling Great cycling path! But earlier spring sweep will be greatly appreciated as it can be hazardous to bike down this path in the spring with the winter gravel wash over.

\*Walking More crossing light are required

Cycling Biking trail between Golden and Nicholson would greatly improve the safety and enjoyment

Motor Vehicles 9th st green light WAY too short. This has become the most inconvenient and frustrating intersection. Especially at school drop off/pick up. Trying to turn left from 9th street on to 95 heading north takes multiple red light sessions

Motor Vehicles Green light for 9th street traffic is way too short, especially at school drop off/pick up time

Motor Vehicles I understand that trains must block road but the length at which they are allowed to block traffic is astounding. I can leave for work at the same time every day and somedays I can be stopped for 45+mins. How can you plan for that?

Cycling Biking across the bridge on either the side walk or the road is sketchy. Semi's on the bridge or people on the sidewalk

\*Walking 9 Ave N should be like main street in Banff or Canmore where it is closed (especially in summer) and allow businesses to have large patios.

\*Walking More people outside on 9th ave N would attract even more people to the centre of town. Start by closing traffic down in summer and have bigger patios.

Motor Vehicles Pot hole fest on this road.

\*Walking Need another bridge here for pedestrians

Motor Vehicles Why do so many people leave their vehicles running in this parking lot while they shop? Never seen it so bad anywhere in BC. This has got to be the worst parking lot for diesel exhaust fumes. Fark covid, diesel exhaust kills.

Motor Vehicles Traffic Circle... traffic lights are so 1980s

Motor Vehicles CP needs to be forced to follow the rules, so the rest of us don't waste an hour each. There can be 50-100 cars in line some days and everyone is wasting 45minutes to 1 hour watching the CP trains move back and forth.

Motor Vehicles <Null>

Motor Vehicles This road some how needs to connect with the road to the ski hill on the other side of the annoying tracks / bridge by the river.

Motor Vehicles Single lane bridge is inadequate

Motor Vehicles Need an overpass, train waits are too long and impact emergency services

Motor Vehicles <Null>

Cycling unsafe biking

Motor Vehicles <Null>

Cycling needs a bike lane

Motor Vehicles needs a left hand turning lane when drive south and turning onto reflection lake road

\*Walking overpass would be beneficial

\*Walking this trail should be maintained in the winter

Cycling needs a do not overtake bikes on bridge signage

Motor Vehicles None

Cycling Improve safety by adding a cycling lane on the bridge

Cycling <Null>

\*Walking <Null>

Cycling A bike lane on

Cycling A bike lane on Kicking Horse Drive, on both sides. Currently the gravel shoulder gives some space but this is often used as a parking space for tourist and when traffic is busy it is sometimes dangerous commuting down that road to the industrial area

Cycling lighting for commuting safely in the evening or early mornings

Cycling <Null>

Cycling frequent long train delays

Motor Vehicles frequent long train delays

Cycling frequent long train delays

Motor Vehicles frequent long train delays

\*Walking frequent long train delays

Motor Vehicles Feeling nervous about having to cross increasing traffic here b/c of Hwy 1 shut down.

\*Walking Narrow sidewalk along bridge made it hard to physically sighted during COVID.

Motor Vehicles The new Vehicle Bridge on Hwy 95 over the kicking Horse needs to be a 4 lane bridge. Building a 2 lane Bridge is very short sighted. Golden has room for 4 lanes of traffic on both the North and South sides of the bridge

Motor Vehicles North Bound Lane is too narrow from 9th St to the theatre. A better served by 2North & 2 South bound lanes with the Left hand lanes having the option of going straight or turning left. This would require coordinating the traffic lights to alternate dir

Cycling Snowplowing of non-main arteries can take a long time. The amount of snow is usually OK for driving, but not conducive to biking. Biking can be a great way to travel in the winter with well-plowed streets.

Cycling Parking is a challenge along the downtown area

\*Walking <Null>

Motor Vehicles <Null>

Motor Vehicles Parking has become sketchy since the main traffic lane is moved to the right lane only, going north. Traffic is too fast and too close to safely park along the road there.

Cycling A paved multiuser trail from Nicholson to Golden would be awesome and very popular

	Access across to the river used to be possible here and was very useful. Takes a very long time to walk around from here for residents to walk to the river to by going around now
Cycling	now
*Walking	Access to the river used to go through a section of the railway yard and made much better access to get you the river trail system
Motor Vehicles	Being trained for too long too often
Motor Vehicles	Big potholes on dirt road
Motor Vehicles	<Null>
Motor Vehicles	<Null>
Motor Vehicles	<Null>
Motor Vehicles	<Null>
*Walking	<Null>
Cycling	Sketchy section that connects great trail system for going to reflection lake and trailer court
*Walking	<Null>
Cycling	<Null>
*Walking	<Null>
Motor Vehicles	Motor vehicles having to pass cyclists on Selkirk Hill is very dangerous.
*Walking	So steep! Maybe install a funicular to assist pedestrians?
Cycling	Long-term, consider leveling all of Selkirk Hill to the same altitude as the rest of town. It will make walking and cycling much less strenuous.
*Walking	Long-term, consider leveling all of Selkirk Hill to the same altitude as the rest of town. It will make walking and cycling much less strenuous.
Motor Vehicles	Long-term, consider leveling all of Selkirk Hill to the same altitude as the rest of town. This would reduce a lot of maintenance issues.
Cycling	This corner is terrifying for cyclists.
*Walking	This corner is terrifying for pedestrians.
*Walking	Parts of Selkirk are alarmingly dark at night, creating threatening situations for people using the sidewalk.
*Walking	So steep! Consider installing a funicular or similar.
*Walking	Why no sidewalk?
*Walking	Why isn't the developer installing sidewalks on both sides of the street?
*Walking	A bench right here would be nice in the warmer months.
Motor Vehicles	<Null>
Cycling	<Null>
*Walking	<Null>
Cycling	<Null>
Cycling	<Null>
Cycling	<Null>
Cycling	<Null>
*Walking	<Null>
Cycling	For such a biking cultured town, we need safe bike lanes for us all to travel around town and residential areas
*Walking	<Null>
Motor Vehicles	train blocking both Fisher and KH River Drive for all modes
Cycling	Need multi-modal path from Dogtooth bridge to 7th St N
Cycling	multi modal path
*Walking	sidewalk needed
*Walking	<Null>
*Walking	Town needs to own this trespassing trail. needs lighting, fencing
Cycling	need trail for walking biking here
*Walking	sidewalk for those going to transcanda
*Walking	lights are ALWAYS out here
Cycling	cannot see around the corner here. Trail should be moved north or trees / bushes cleared.
Cycling	path too narrow after dike raising
*Walking	vehicles should NOT be allowed here
*Walking	should be an escarpment trail. Too many land owners stealing a bit more land in this area. should be public path.
*Walking	trail from here to west view point and then north east to connect to top of Selkirk Hill
*Walking	tail should continue here then eventually under MOTI bridge by Cp rail yard and connect to reflection lake and Selkirk Hill
*Walking	Town should buy pathway connection
*Walking	Quartz to Deer Ridge connector
Cycling	Mutli Modal connection to transcanada
*Walking	noth south path (from museum to 9th st S east of 11th Ave) could be a nice spot here.
Motor Vehicles	right in with a diverter at 13th Ave to force traffic to head north bound. this would help with u turns at daycare
*Walking	stairs
*Walking	connection from 11th Ave N to Hwy 95 overpass would be nice.
*Walking	connection from station ave to Hwy 95 overpass would be nice
*Walking	loop trails are awesome. This connection is illegal.
*Walking	access under bridge on west side of Hwy 95 from bridge to 6th Ave S. This would connecto to reflection lake and Selkirk Hill
*Walking	A trail behind the houses
Motor Vehicles	stop sign too far back
Motor Vehicles	stop sign should be on Maple, not east side of Spruce
*Walking	should be public access to waterfall
*Walking	<Null>