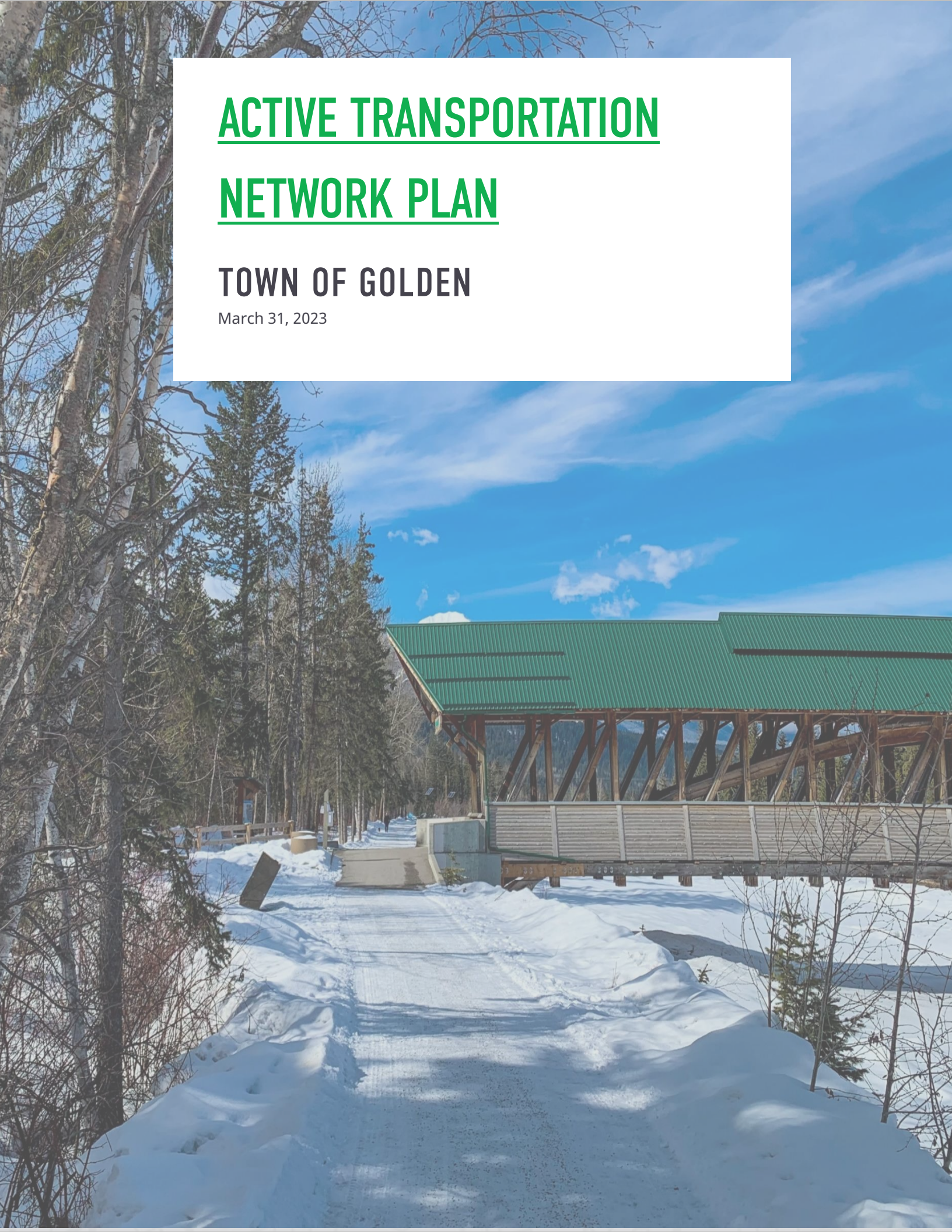


ACTIVE TRANSPORTATION

NETWORK PLAN

TOWN OF GOLDEN

March 31, 2023





PREPARED FOR:

Town of Golden
810 9 Avenue South
BC V0A 1H0

Funding for the Town of Golden Active Transportation Network Plan was provided, in part, by the Province of British Columbia through the B.C. Active Transportation Infrastructure Grants Program. Funding for this plan will help the city develop safe and accessible active transportation routes for pedestrians, runners and cyclists of all ages and abilities.

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1.0 INTRODUCTION

The Town of Golden (Town) is a small community of 3,708 residents, with an additional 3,155 residents in the surrounding rural area. Golden is located on the traditional and ancestral territory of the Ktunaxa and Secwepemc Nations. As a resort community, the Town of Golden is a major tourist destination in British Columbia, attracting a broad range of residents and visitors.

The Town is committed to making it safer, easier, and more enjoyable to walk, bicycle, and use other forms of active transportation. Golden is an active and healthy community with a deep appreciation for the outdoors and maintaining our natural environment. While there is considerable potential to increase mode share to more sustainable and active modes, an Active Transportation Network Plan (ATNP) is the first step in achieving these goals.



The ATNP will assist in connecting visitors and residents of all ages and abilities to year-round attractions and community destinations. The ATNP will guide Golden's investments in active transportation over the next 20 years.

WHAT IS ACTIVE TRANSPORTATION?

Active transportation includes any form of human-powered transportation, such as walking, cycling, or rolling using a skateboard, in-line skates, scooter, mobility aids such as a wheelchair, and other modes. It may also include winter-based active modes (e.g., cross-country skiing and snowshoeing), water-based active modes (e.g., canoe, kayak, and stand-up paddle boarding), and even horseback riding. There are also several new and emerging transportation modes that can fit in this category and may use the same trails and pathways, such as e-scooters, electric skateboards, and other small, one-person electric vehicles.

Planning and designing active transportation facilities for people of All Ages and Abilities (AAA) is a national and international best practice that should be aspired to for all active transportation facilities in Golden.

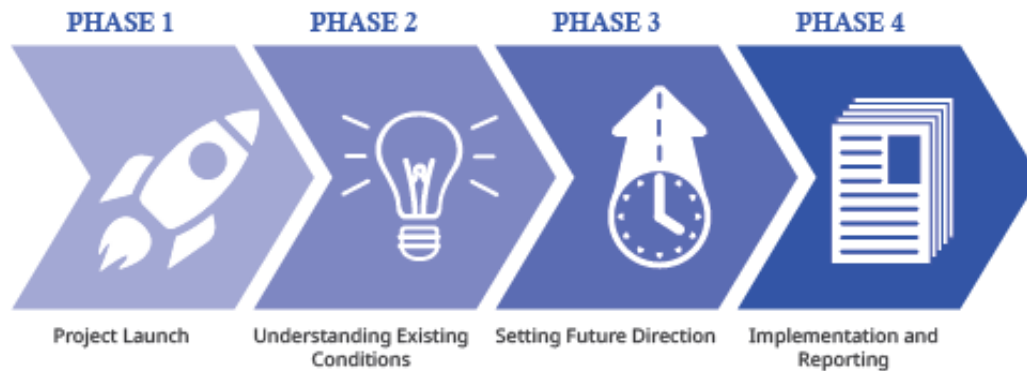
The focus of the Town of Golden's ATNP is on people of all ages and abilities walking, bicycling, and rolling. This means that the ATNP considers people using a variety of mobility devices (e.g., walkers, wheelchairs, and mobility scooters) and bicycle types (e.g., bicycles with trailers, e-bikes, bicycles built for people with mobility challenges, and others) to ensure that active transportation is feasible, comfortable, and enjoyable for all the Town's residents and visitors.



1.1 Plan Process

The ATNP is being developed over a five-month period and includes four phases, as described below and in parallel with the Town of Golden's Transportation Plan.

The Project was completed over four phases from Fall 2021-Spring 2023:



- **Phase 1: Project Launch (October to November)** This phase involved the project kick-off meeting between Town staff and the consulting team, collecting and reviewing background information and data, and conducting a community tour to explore existing conditions. This phase also included preparing a communications and engagement strategy for future phases and aligning all activities with the Transportation Plan.
- **Phase 2: Understanding Existing Conditions (November to December)** This phase focused on understanding the existing state of active transportation in the Town, including a review of existing related policy documents and facilities, as well as engaging with the public to better understand existing issues and opportunities related to active transportation.
- **Phase 3: Setting Future Direction (December to January)** This phase focused on exploring possibilities for the future of active transportation in Golden. This included confirming the ATNP's vision and goals. A draft active transportation network was developed, and policies and programs were identified to enhance active transportation for all. A second round of community and stakeholder engagement took place to seek input on the draft recommendations of the ATNP.
- **Phase 4: Implementation and Reporting (January to March)** This phase involved refining and prioritizing the draft content presented in Phase 3 and developing an implementation plan, including identifying project costs, and funding strategies. The final ATNP document was documented and presented to Town Council for approval.

Community Engagement

The ATNP undertook a significant amount of engagement with community members and stakeholders. Throughout the development of the Plan, Golden residents and visitors were given the opportunity to shape the development of the Plan. Three rounds of engagement took place.

Round 1: Understanding Concerns (September 13-26, 2021) used a 29-question survey to gather feedback from residents and visitors on what the Plan should focus on and collect input on existing issues and opportunities for active transportation within the community. Respondents were able to identify barriers and opportunities for active transportation on an interactive map, what they think could be done to encourage more walking and bicycling, and what type of infrastructure they would like to see. There were 296 responses to the survey and 497 points placed on the interactive map (**Figure 1**).

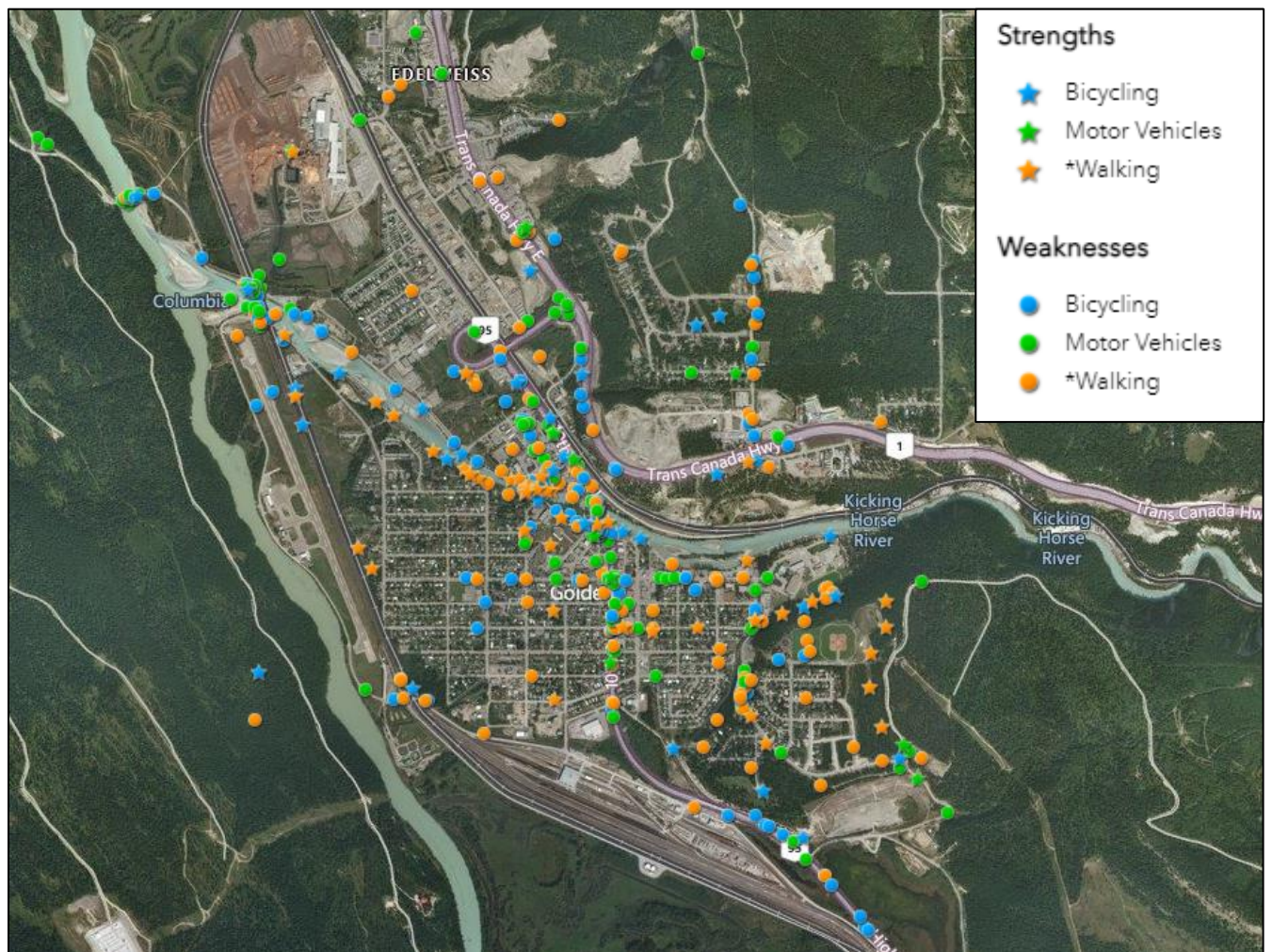


Figure 1: Round 1 Survey Interactive Mapping Results

Round 2: Level of Support (January 26-February 11, 2022) included two virtual sessions and one survey. The first session was held on January 26, 2022, to provide preliminary content of the GTP and ATNP including a draft vision statement, goals and recommended road and active transportation network improvements. There were 40 participants that attended the session.

A survey was launched after the presentation that included 31 questions on the content presented in this session. The survey was available from January 27 to February 13, 2022. The main purposes of the second survey was to gain an understanding of what the priority projects and actions were for the community prior to compiling the draft Plan. There were 266 participants that completed the survey.

The second virtual community session was held on February 7, 2022, as a follow up open discussion. It included two breakout rooms, one to discuss road network improvements and one to discuss active transportation network improvements. There were 32 participants that attended the session.

Round 3: Final Round (August 2022)

The purpose of the third, and final, round of engagement was to share the draft GTP and ATNP with the community, understand if the community had final input about the plan before it was finalized and gain an understanding of the level of satisfaction the community had about the level of engagement throughout the planning process. An online survey was the engagement activity for this round, and 61 participants provided their input.

The detailed results from the three rounds of engagement are provided in the What We Heard Reports included as **Appendix H** of the Golden Transportation Plan. The feedback from the community and stakeholder engagement has been incorporated into the ATNP and is reflected in the strategies, actions, and priorities identified throughout.

1.2 Plan Vision and goals

The ATNP and Golden Transportation Plan have developed a shared vision and set of goals for Golden's transportation networks. The vision is as follows:

"Residents and visitors of the Town of Golden enjoy an **active lifestyle** situated between the Rockies and the Purcells.

The **integrated** and **accessible multi-modal** transportation network enhances this lifestyle, fostering a **vibrant** and **sustainable** community."

The following goals are intended to support the Town to realize the vision.

1. Health and Safety:

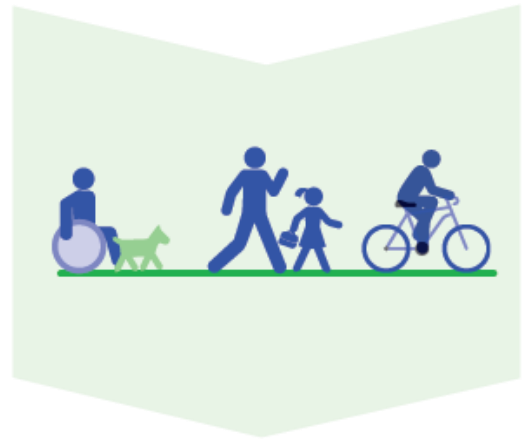
- Provide a safe network for all road users
- Support the health of both people and the environment by encouraging active transportation and reductions in vehicle emissions

2. Integrated

- Provide an integrated network with various options for moving within and beyond the Town

3. Accessible

- Provide an accessible network that allows people to move throughout the community regardless of age, ability, and income



Benefits of Active Transportation

Golden has unique needs when it comes to active transportation due to its designation as a resort municipality, but the benefits remain the same across communities of all sizes. By building safe connections for residents and visitors, the Town will see the benefits of active transportation in a variety of ways, including:

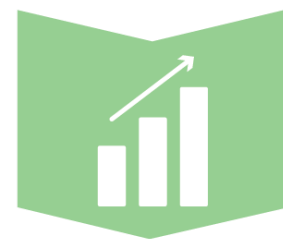
- **Health Benefits:** As Golden is only 11.41 square kilometres and takes approximately 30 minutes to walk across town, walking and bicycling can be the easiest and most affordable ways for people in Golden to add exercise to their daily routines. However, there are limited formal bicycling and walking facilities within the Town. Investing in active transportation has been shown to create more physically active communities, which can in turn improve psychological well-being and reduce the risk of numerous chronic diseases. With Golden’s growing senior population, active transportation infrastructure will support ageing in place.



- **Safety Benefits:** Properly designed active transportation facilities that provide dedicated spaces for active transportation users and make people more visible within the roadway have the potential to reduce the risk of collisions, creating a safer transportation system for all road users. Roads designed for slower motor vehicle speeds have been shown to decrease the probability of serious injury and death for active transportation users, and they are much more comfortable for people walking, rolling, and bicycling.



- **Economic Benefits:** Neighbourhoods and destinations that are attractive and accessible for people walking and bicycling can attract more visitors, who will in turn be patrons of local services and amenities. Investing in active transportation can result in a more balanced transportation system that is cost-effective and more equitable. With tourism seasonality in Golden, an active transportation network can decrease traffic volumes during peak season, support attracting seasonal workers, and grow tourism in a sustainable way.



- Environmental Benefits:** Transportation is one of the largest contributors to greenhouse gas emissions in the province, with motor vehicles the main culprit. With Highway 1 and Highway 95 bisecting the community, air quality can be poor in Golden. Active transportation can help to lower emissions while also reducing air pollution and motor vehicle congestion. As an active and nature-loving community, Golden’s residents and visitors are well-positioned to contribute to a carbon-free future with more active transportation infrastructure.



- Societal Benefits:** Active transportation encourages social interaction, which helps to build trust, respect, understanding, and a sense of co-operation amongst community members. Studies have shown that these important social interactions diminish when motor vehicle volumes increase and walking infrastructure decreases.¹² These interactions are vital for people of all ages and abilities. In addition, providing more active transportation infrastructure can benefit some of the equity-seeking groups in Golden such as women, black, Indigenous and people of colour (BIPOC), as well as mobility and cognitively impaired individuals by creating safer spaces, lowering transportation costs, and improving access.



¹ City of Vancouver. Walking and Cycling in Vancouver: 2016 Report Card. [Online] 2017. <http://vancouver.ca/files/cov/walking-cycling-in-vancouver-2016-report-card.pdf>.

² Lucas, Karen & Peter Jones. Social Impacts and Equity Issues in Transport: An Introduction (guest editorial). *Journal of Transport Geography*. 2012, Vol 21. doi:10.1016/j.jtrangeo.2012.01.032.

Active Transportation in Small Towns

While some planning and infrastructure that supports active transportation is not always feasible in small towns because of community resistance, a small tax base, and limited resources. Small towns can also benefit from often having lower traffic levels, higher levels of community trust, connections and closer relationships between citizens and local leaders.³

There is precedent however, a recent report found, “in the face of persistent, tough challenges, small communities in BC have made great strides in active transportation,” using active transportation as a way to accomplish goals around sustainability, climate action, health, safety and economic development simultaneously. Golden can ‘right-size’ active transportation infrastructure to ensure that it serves the interests of the community and stays true to its roots.



³ BC Healthy Living. Small Towns Big Steps in Active Transport. 2022. <https://www.bchealthyliving.ca/wp-content/uploads/2022/01/22-01-25-STBS-Report-FINAL.pdf>

There are several smaller communities in British Columbia that have been successful in implementing active transportation projects through various approaches and strategies. Some examples include Burns Lake, Nelson, Powell River, and Gibsons.

Some of the key lessons learned from the study of British Columbia communities include:

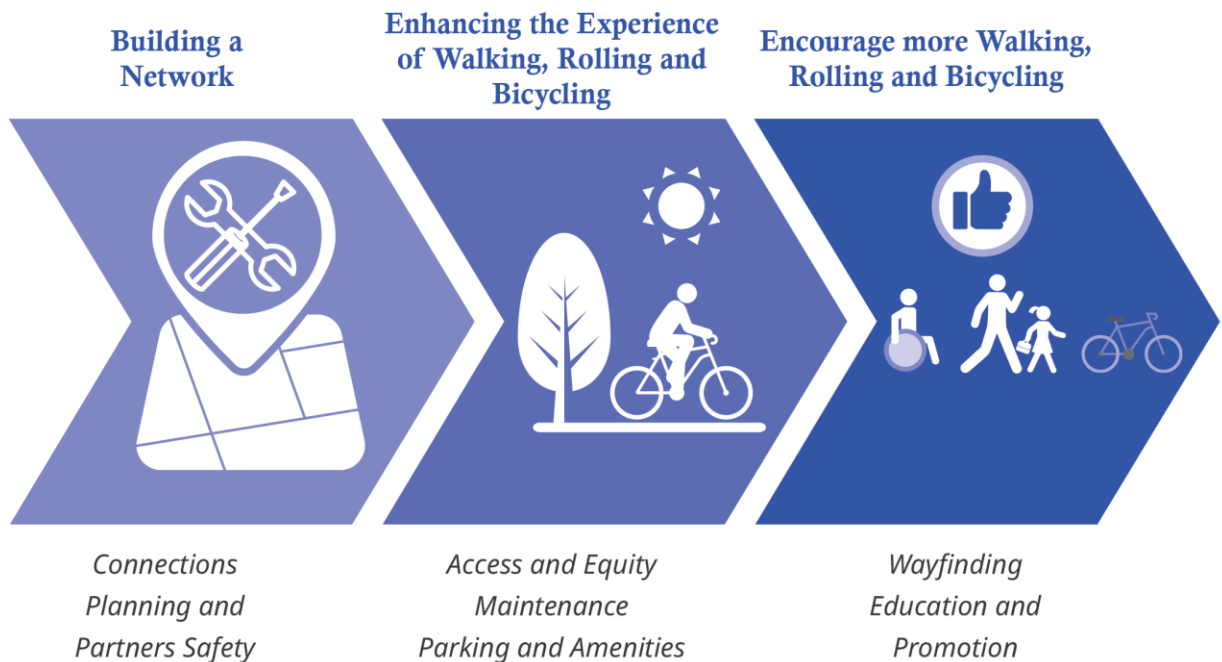
- Collaborating on the planning, design, and implementation of active transportation infrastructure across the community is key indicator of success in small towns.
 - Champions may exist within community organizations or interdepartmentally.
 - Look for opportunities to partner with other organizations or groups within the Town to make projects possible.
 - Look for regional partnerships to create regional connections, including Indigenous communities.
 - Integrate active transportation improvements into other projects to reduce costs.
 - A relationship with MoTI is critical to provide facilities on roads within their jurisdiction.
- Small towns need to ‘start somewhere’ and prioritize progress over perfection
 - Pilot programs are helpful to understand what impacts changes will have.
 - Get Grant Ready: strategies and plans in place to ensure quick action for upcoming funding opportunities.
 - Use existing right-of-way to link trails with roadways.
 - Placemaking creates places people want to cycle and walk in and to.
 - Right-size projects for the Town’s context.
- Equity is an important consideration in small towns and disparities can be greater.
 - There is an opportunity to address some of the issues around accessibility/equity and active transportation in one plan.
 - Increasing access to electric (e-bikes) means that biking can be an option in towns with steep topography and for seniors and for people with mobility challenges.

Pedestrian and bicyclist skills safety is even more important where active transportation infrastructure has not been implemented yet.

1.3 Plan Framework

The ATNP has been divided into three key themes – building a network, enhancing the experience of active transportation, and encouraging more active transportation – and each theme includes key strategies and actions that will support the Town in reaching its vision.

- Building a network
 - Connections
 - Planning and Partners
 - Safety
- Enhancing the experience of walking, rolling, and bicycling
 - Access and Equity
 - Maintenance
 - Parking and Amenities
- Encouraging more walking, rolling, and bicycling
 - Wayfinding
 - Education and Promotion





2.0 ACTIVE TRANSPORTATION IN GOLDEN

Golden is an active and healthy community with a deep appreciation for the outdoors and maintaining its natural environment. Because of Golden's beautiful natural surroundings and proximity to Calgary, Revelstoke, and the Trans Canada Highway, many tourists and recreationalists visit the Town year-round for mountain biking, hiking, skiing, and many more outdoor activities.

Golden has a deep history as an industrial logging and railway town. With the development of the Kicking Horse Mountain Resort and a growing tourism sector, Golden is entering a new era with more of its residents employed in the service industry than any other industry. As Golden continues to attract new visitors and residents, it must grow its active transportation network to accommodate its unique and diverse population in a sustainable way.

2.1 Community Context

Demographics

According to the 2016 census, Golden is a generally young community with 69% of the population between the ages of 15-64, 15.6% of the population over the age of 65, and 15.6% of the population under the age of 14. The median age in Golden is 40.2. However, Golden is also a major tourist and retirement destination for those in British Columbia, Alberta and beyond, creating the need for infrastructure that can also support the youngest and oldest in the community.

Land Use

At only 11.41 square kilometres, Golden is a relatively compact community despite being composed of primarily single-family residential neighbourhoods. Most of Golden's residents live south of the Kicking Horse River on a peninsula that is surrounded by the Columbia River, forests, and mountains. There is another single-family residential development northeast of downtown Golden, separating Golden with Highway 1. Topography, including river crossings, and the spread-out nature of some of Golden's neighbourhoods does create some challenges for walking, but is generally quite reasonable for cycling due to its size.

Golden provides both residents and visitors with numerous amenities, including trails and parks, including the Spirit Square and the river paths/Rotary Trails, and abundant recreational activities as the Town is nestled between the Rockies and the Purcells. There are four schools in Golden, all of which are south of the Kicking Horse River, with three located in the northeast corner of the peninsula. There are ten parks throughout Golden, with six south of the Kicking Horse River and in proximity to schools. **Figure 2** displays the community destinations in Golden.

Policy Context

The ATNP is closely linked to many of the Town of Golden's key guiding policies and plans as well as the Transportation Plan. The ATNP will also consider regional policies and strategies. A summary of the Town's existing policy documents is included in **Appendix A**.

Local Policy

The following local plans and policies shape the direction of the ATNP:

- Council's Strategic Priorities (2019-2022)
- Resort Development Strategy (2019-2022)
- Snow Clearing and Sanding Policy (2017)
- Sidewalk and Pathway Inspection and Maintenance Policy (2016)

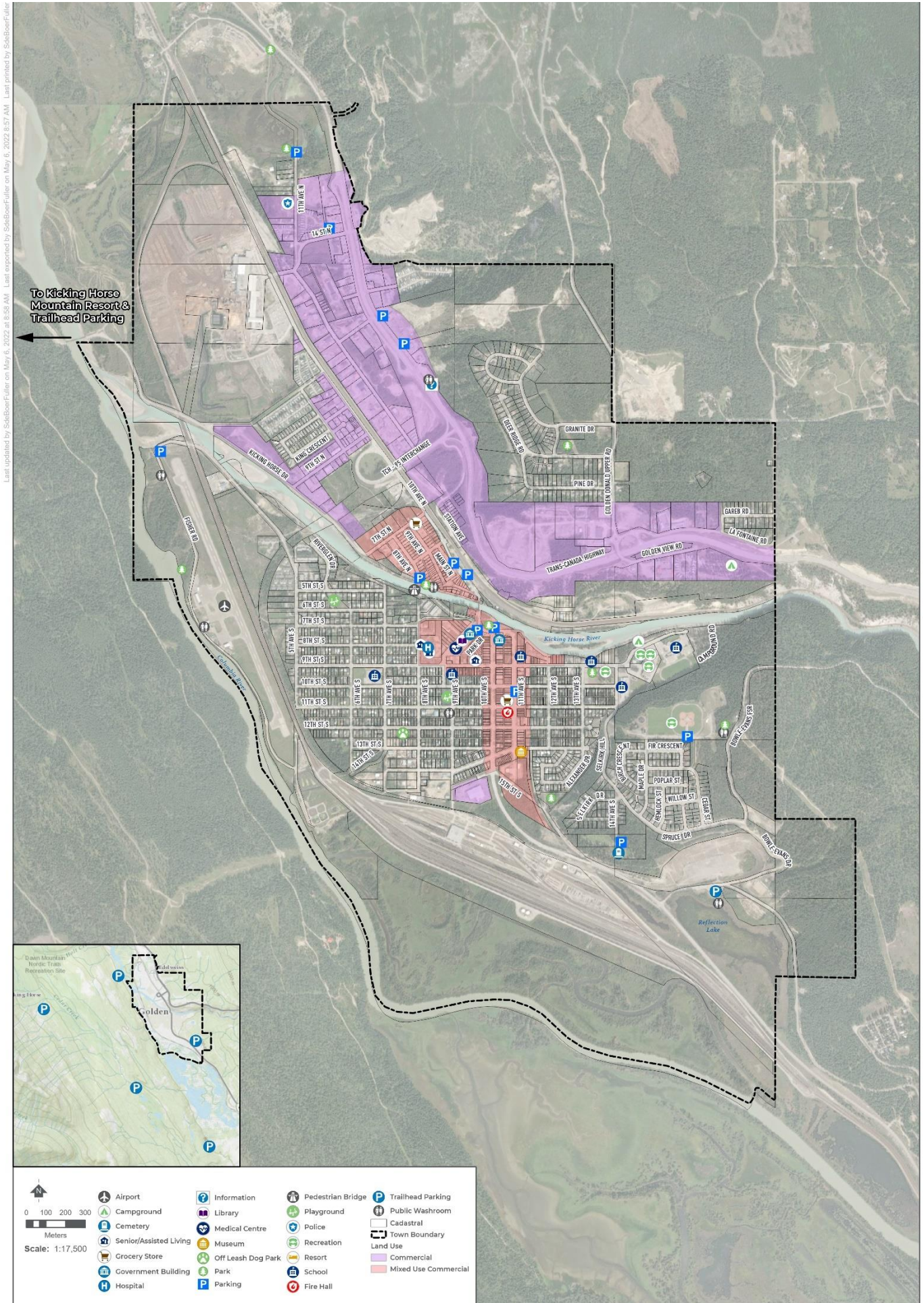
- Age Friendly Community Plan (2014)
- Zoning Bylaw (2011)
- Community Active Transportation Workshop (2008)
- Official Community Plan (2008)
- Subdivision and Development Servicing Bylaw (2008)

Regional, Provincial and Federal Policy

The following regional, provincial, and federal plans and policies shape the direction of the ATNP:

- Columbia Shuswap Regional District's Regional Trails Strategy (2018)
- Province of BC's Move. Commute. Connect.: BC's Active Transportation Strategy (2019)
- Government of Canada's National Active Transportation Strategy (2021)

Figure 2: Community Destinations



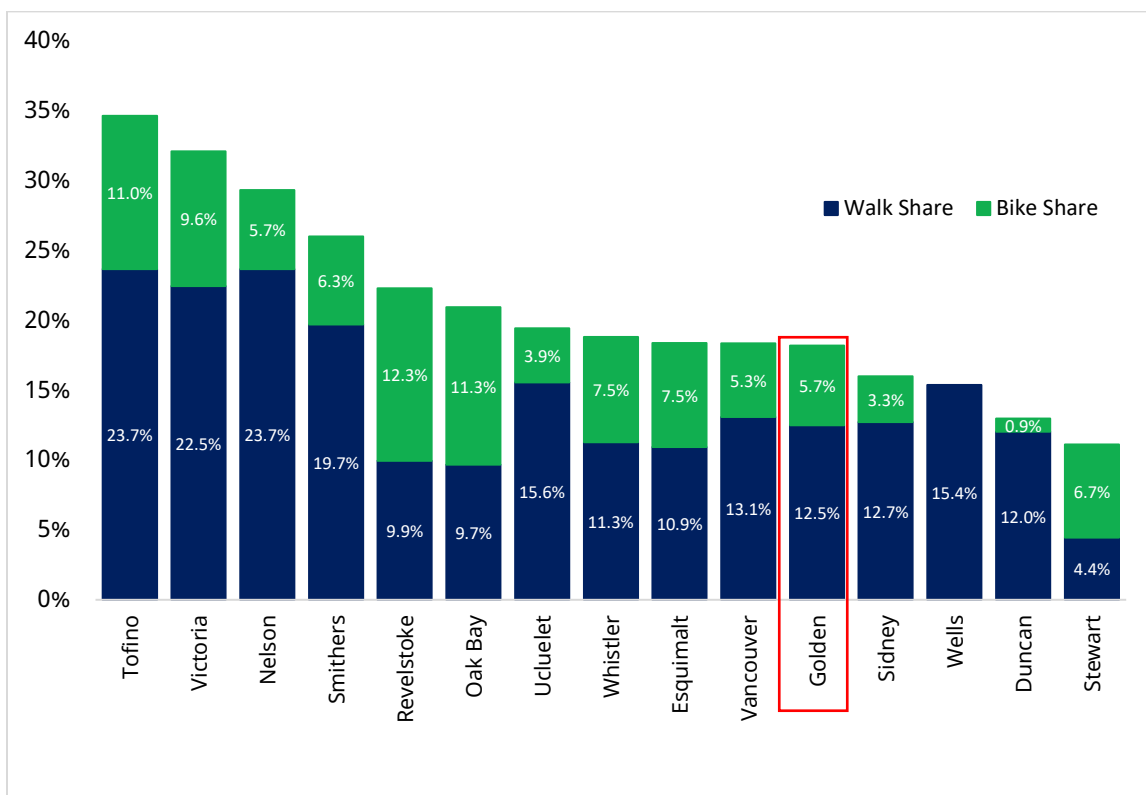
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2.2 Active Transportation Network

Current Travel Patterns

Active transportation mode share in Golden is relatively high, but given the young and active population, could grow significantly with an increase in safe and comfortable infrastructure. According to the 2016 census, 24% of Golden residents travel to work by active transportation with nearly 10% traveling by bicycle and 14% by walking (**Figure 3**). The remaining 76% commute by car.

Figure 3: BC Active Transportation Mode Share by Municipality
(Source: Statistics Canada 2021 Census)



Existing Network

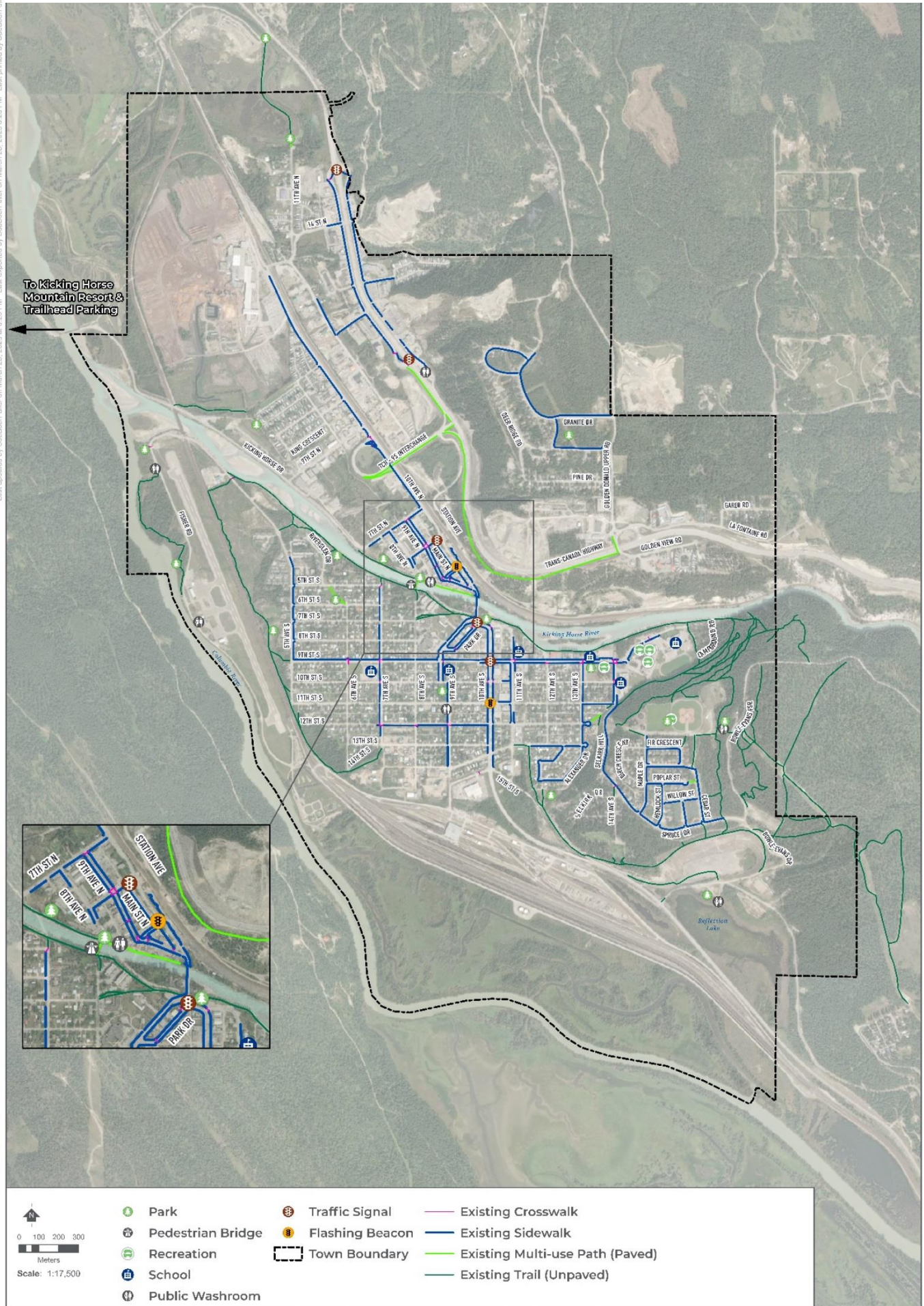
Golden's existing active transportation network consists of sidewalks, multi-use paths, walking paths, and trails (**Figure 4**). Golden has over 24 kilometres of unpaved trails and 21 kilometres of sidewalks, as well as 3.1 kilometres of paved multi-use trails.

The bulk of the sidewalks in Golden are situated in the mixed-use commercial areas such as downtown and along 10th Avenue South, where there are sidewalks on both sides of the street for much of the corridor. There are also sidewalks on one or both sides of the street along 9th Street South, which connects to five of Golden's schools. The Kicking Horse Pedestrian Bridge at 8th Avenue North intersects with the walking trail that circles the Town and provides an active transportation connection over the Kicking Horse River to downtown Golden.

While Golden has some of the best mountain biking trails in the province, there is limited on-street bicycle facilities within the Town. There are currently no on-street bicycle facilities in Golden, with cyclists having to share the lane with motor vehicles or use the limited network of multi-use trails and unpaved trails. The quality of the trail networks and the gap within Town has residents expressing a desire for better connections beyond and within Golden, especially between residential and commercial areas.



Figure 4: Existing Active Transportation Network



Safety

There were 98 ICBC reported collisions in the Town of Golden from 2016-2020. The top safety concerns in the Town of Golden are the Highway 1 Frontage Road turning lane at the Trans-Canada Highway and 10th Ave S and 9th St S. During this same period, two collisions involving pedestrians and three crashes involving cyclists took place

Key Issues and Opportunities

- The top two priorities for residents were around accessibility and walking. When asked about what type of walking and biking infrastructure residents would like to see more of, respondents indicated more multi-use paths, trails, sidewalks, and more bicycle lanes. With an ageing population, the Town
- The Town of Golden does not have an extensive on-street active transportation network for pedestrians or cyclists and community survey results indicate that a low percentage of respondents feel safe when using active modes within the Town.
- Respondents to the survey noted that the lack of active transportation infrastructure is a key reason why they feel unsafe using active transportation. The Town of Golden has many opportunities to enhance and increase active transportation, including building sidewalks, establishing connections, and creating separation between vehicles and cyclists.
- Commute times in Golden are quite short, and almost half of respondents noted that their commute time is less than ten minutes, but more than half of respondents still drive to work or school during warm and dry months. However, residents did note that they would be interested in using active transportation or transit to commute if it were safer and more accessible.
- Golden's relationship with the surrounding community and land is integral to maintaining its healthy lifestyle. However, much of the recreational opportunities are just outside the Town's limits, meaning many people drive to trailheads and Kicking Horse Mountain Resort. The ATNP can help to alleviate parking pressure at community trailheads encouraging residents to ride safely and comfortably to and from trailheads rather than driving to trail destinations.
- Golden experiences seasonal tourism and does not have an active transportation network that connects key destinations for tourists and residents. Regionally, Highway 1's Kicking Horse Canyon has been upgraded to improve safety, and better accommodate cyclists, setting the stage to establish stronger regional connections, and highway crossings to the Town of Golden.

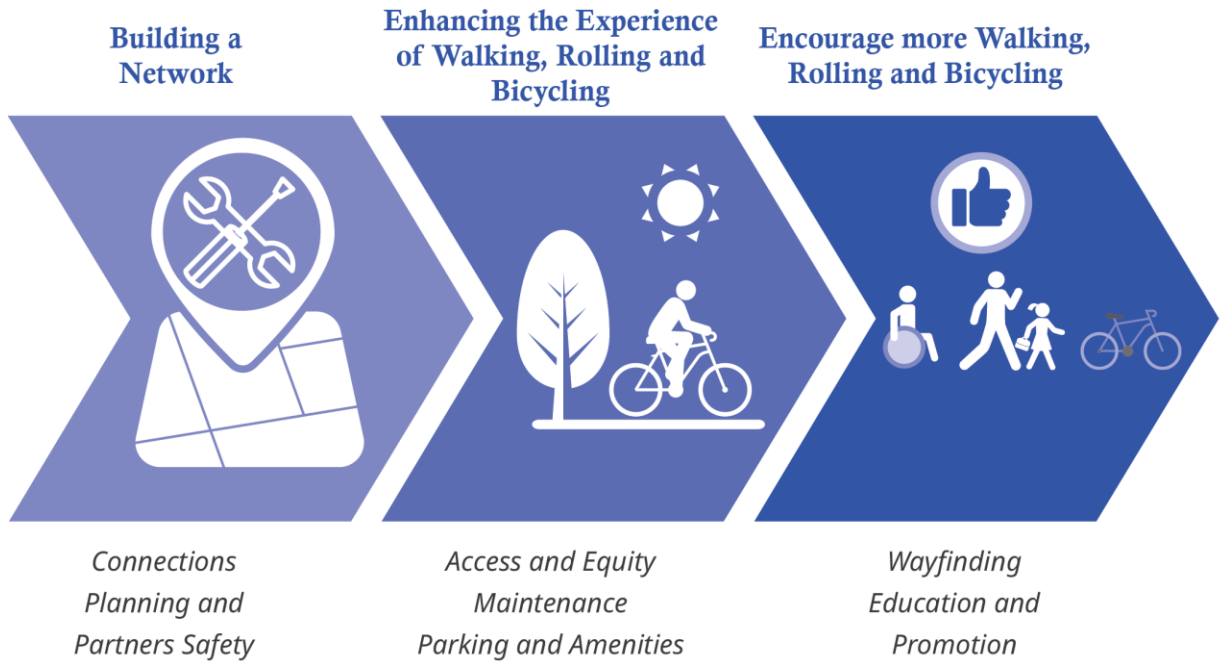


3.0 THE FUTURE OF ACTIVE TRANSPORTATION IN GOLDEN

The future of active transportation in Golden depends on investments in an active transportation network, making active transportation an effortless and enjoyable experience, and working with Golden’s residents and businesses to encourage people to walk, bicycle and roll more often.

As such, the framework of the ATNP consists of three overarching themes: **Building a Network**, **Enhancing the Experience of Walking, Rolling, and Bicycling**, and **Encouraging More Walking, Rolling, and Bicycling**. Each theme contains several core strategic areas and several individual actions that provide a detailed roadmap to enhancing active transportation in Golden over the next several years.

The sections below introduce the themes, strategies and actions that will guide investments in Golden's active transportation network. The following section, **Section 4.0** provides an implementation strategy that identifies next steps for implementing the listed actions, prioritizes actions and investment, and outlines costs and funding strategies for each action.



Theme 1: Building a Network

The theme **Building a Network** focusses on providing more walking and bicycling routes (in the form of infrastructure) and enhancements to existing routes that will make it safe and comfortable for pedestrians and cyclists to travel by walking, rolling in town. There are three focus areas under building a network including – creating connections, looking for opportunities to plan and partner with others, and safety.

Connections

Connections is a core strategic area that aims to establish a network of active transportation facilities that are safe, comfortable, and connected to key destinations in the Town of Golden for people of all ages and abilities. There are four action areas under the Connections strategic area that aim to build out an active transportation network, ensuring its design is inclusive and accessible, forward-thinking, and strategically implemented.

Action 1: Implement a connected All Ages and Abilities (AAA) active transportation network within Golden through a phased implementation approach

Implementing the infrastructure projects identified in **Figure 8** through a phased approach is a key component to provide a connected All Ages and Abilities (AAA) active transportation network within Golden. This includes formalizing connections to and from the Highway 95 bridge replacement project and other Ministry of Transportation and Infrastructure projects. Additionally, ensuring that existing infrastructure is in a state of good repair and well-maintained will ensure that routes can be used by all community members and visitors.

AAA active transportation infrastructure can help make walking, rolling, and bicycling more comfortable, safe, and attractive for everyone, regardless of age or ability. Planning and designing for people of all ages and abilities is a national and international best practice that should be aspired to for all active transportation facilities in Golden.

AAA bicycle facilities are typically physically separated from other motor vehicles and include protected or separated bicycle lanes or multi-use pathways. A designated active transportation corridor (a street where people bicycling, and walking, share the road with motor vehicles) that has low motor vehicle volumes and speeds can also be considered AAA and are often referred to as a local street bikeway or neighbourhood bikeway. Active Transportation Corridors may include treatments such as signage, pavement markings, traffic calming, and traffic diversion to prioritize bicycles and make the facility comfortable for people of all ages and abilities. **Figure 5** displays bicycle facility types, noting which are considered AAA.

Figure 5: Bicycle Facility Types



Walking is the most universal mode of transportation as every trip starts and ends with walking. AAA sidewalk facilities can help make walking a safe, convenient, and comfortable experience for people of all ages and abilities. AAA sidewalk facilities are typically physically separated, have a clear width to allow for more than one person walking to pass one another, firm, smooth and even surfaces, and provide a continuous and direct route between destinations. **Figure 6** illustrates that AAA sidewalk facilities include off-street pathways, enhanced separated sidewalks and separated sidewalks. Non-separated sidewalks and walkable shoulders can make up the supporting walking facilities to the AAA network, supporting more people in walking to and from their destinations.

Figure 6: AAA Sidewalk Facilities
 (Source: BC Active Transportation Design Guide)



In line with best practices, the ATNP proposed a variety of AAA active transportation facilities. **Figure 7** outlines the five proposed facility types in the proposed active transportation network. More details about the projects identified in **Figure 7** can be found in **Appendix B**.

Figure 7: Proposed Facility Types



- **Sidewalks** – proposed sidewalks are continuous, concrete sidewalks that support pedestrians (including people that use mobility aids) to walk comfortably and safely throughout Golden’s sidewalk network. They can be unbuffered, located directly adjacent to the roadway or separated, where the sidewalk is buffered from the roadway by a grassy boulevard and/or swale.
 - Sidewalk Width: 1.8 metre (desirable) | 1.5 metre (minimum)
 - Buffer width can range depending on desired use
- **Multi-use Path** – proposed multi-use pathways are shared facilities for bicycles and pedestrians. Multi-use pathways will likely be paved when adjacent to a roadway and can remain unpaved when located within parks and green space.
 - Multi-use Path Width: 3.0 metre (desirable) | 2.7 metre (minimum) | 2.4 metre (absolute minimum for short segments at pinch points)
- **Trails** – proposed trails are unpaved shared facilities for bicycles and pedestrians. Trails connect greenspace and key destinations within the Town.
 - Trail Width: 2.7 metres (desirable) | 2.4 metres (minimum) | 1.8 metres (constrained absolute minimum)
- **Active Transportation Corridor** - Proposed active transportation corridors will accommodate people walking, rolling, and bicycling. People walking and bicycling can share the road with vehicles on low volume and low speed streets. Some traffic calming may be implemented to ensure slower vehicle speeds and the Town may consider installing sidewalks for pedestrians. Refer to the Golden Transportation Plan for more details regarding traffic calming options and costs. Additionally, a multi-use pathway, painted

bicycle lanes, or protected bicycle lanes could also be considered if traffic speeds, and volumes are too high for a shared facility.

- **Crossing Improvements** – Proposed crossing improvements are intended to enhance the safety, access, and comfort for pedestrians and cyclists at intersections as more active transportation infrastructure is installed. Crossing improvements could include crosswalks, curb extensions, or push buttons to activate rapid flashing beacons or signals. Additional study will be required to identify the appropriate treatment at the locations identified as crossing improvements. At intersections along Active Transportation Corridors and where Multi-use Paths intersect roadways, the Town will add or re-orient stop signs and add traffic calming to keep motor vehicle speeds slow.

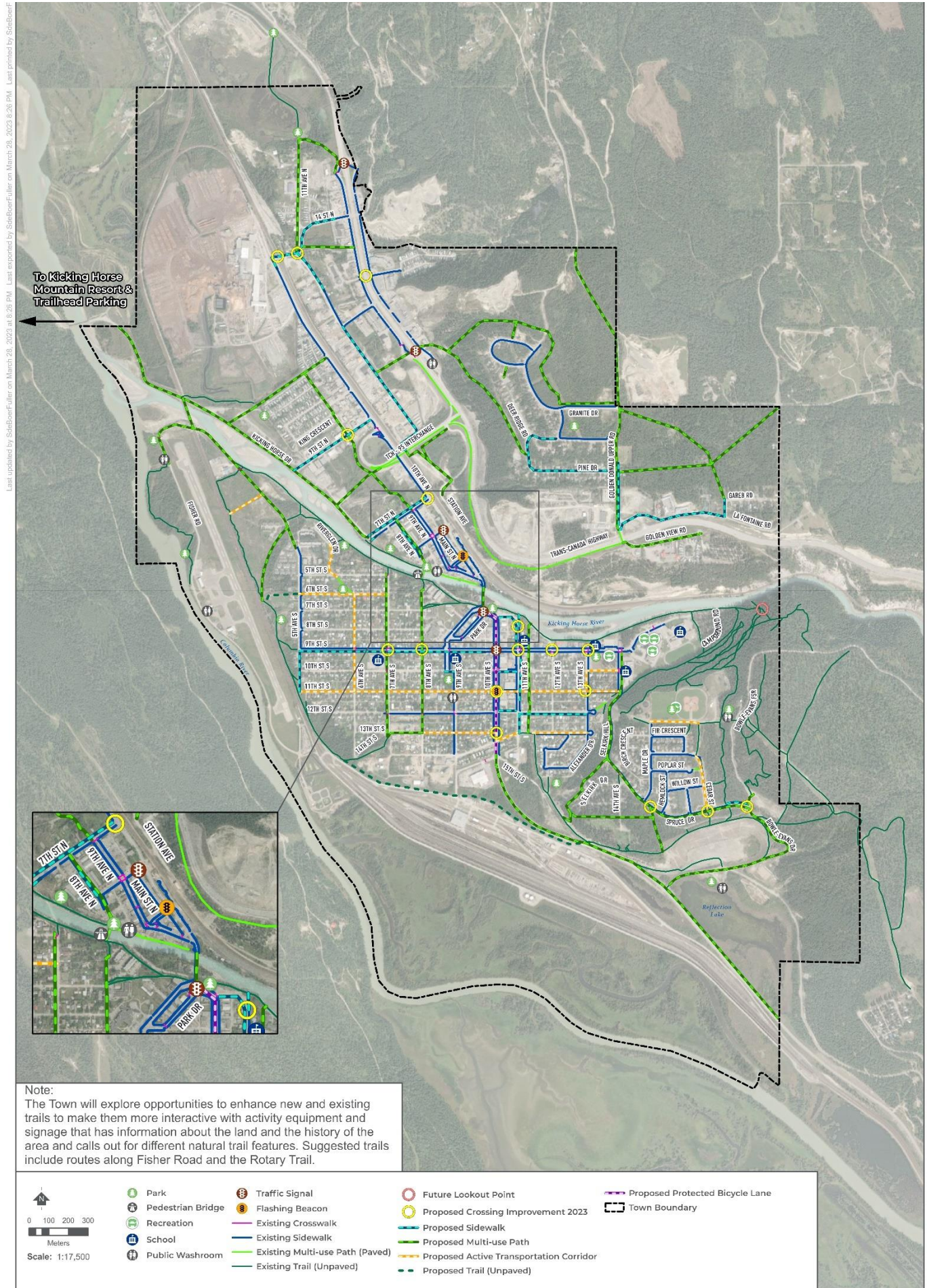
Additionally, active transportation facilities are proposed on 10th Avenue S. While this corridor is under the Ministry of Transportation of Infrastructure’s jurisdiction, there is a desire to provide a continuous connection to the bridge crossing and the cycling facilities being implemented as part of the bridge replacement project. Between the bridge and 15th Street S, the recommended facility type would be uni-directional **protected bicycle lanes**. The bicycle lanes could be introduced first as painted lanes and transition to protected bicycle lanes over time. South of 15th Street S a multi-use pathway would likely be appropriate based on motor vehicle volumes and speeds. The Town will work with the Ministry of Transportation and Infrastructure and the Regional District to implement cycling facilities on 10th Avenue S in the medium to long-term.

It is important to note that the ATNP is intended to be a guiding document. For the proposed active transportation network there is some level of flexibility regarding the specific corridors and the facility types that are recommended, and the Town will use their judgement and technical understanding to determine the preferred routes and facility types. More information about the approach out implementation is outlined in

Section 4.0.

In addition to providing facilities that are considered safer and more comfortable for people of all ages and abilities, the proposed active transportation network is intended to provide connections to key destinations in the community, including schools, parks, by providing direct connections active transportation can become a more convenient transportation choice.

Figure 8: Proposed Active Transportation Network



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Action 2: Consider the impact of new mobility technologies on the active transportation network and facility design

New mobility technologies are evolving at a rapid pace, and uptake is changing the way residents and visitors interface with the transportation network. Technologies such as electric bikes and scooters can change the way people travel within in their community and opens active transportation to those who may not have felt bicycling or active transportation was a viable travel option. There are important design and regulatory considerations as new mobility technologies become more common. For example, recognizing that the operating envelopes and speeds of new mobility technologies may impact facility design and use (e.g., facility width and the need for users to be separated) are important considerations.

The Town can proactively consider the impacts of new devices and modes on its active transportation network, integrating and accommodating supporting facilities such as charging stations and end-of-trip facilities, and exploring new and innovative ways of introducing shared mobility to Golden. This action also recognizes the importance of prioritizing users with accessibility needs and ensure designs address the operating space required and speed of users with mobility aids.

Action 3: Incorporate design best practices from the B.C. Active Transportation Design Guide into the Town's Subdivision and Development Servicing Bylaw

Identifying opportunities to integrate active transportation into existing municipal bylaws, policies, plans, and projects will ensure effective application of the ATNP, and efficient use of the Town's financial resources. At a time when future growth is projected, the Town can align AAA designs and best practices with future development, ensuring that new growth facilitates active transportation.

This can be done by review and updating the Golden Subdivision and Development Servicing Bylaw to include cross sections and incorporating design best practices where possible and appropriate to the local context and ensuring that projects that implement new, or upgrade existing, active transportation infrastructure aim to meet current best practice in design.

Action 4: Look to complete network connections through property acquisitions

To create connections outlined in the long-term network, some property will need to be acquired by the Town. Some of these connections are already used by residents and visitors of the Town and formalizing them allows the Town to upgrade these facilities to reflect design best practices.

Property acquisition also allows the Town to build wider facilities or create new connections for the network.

Planning and Partners

Planning and Partners is a core strategic area that recognizes that the Town can deepen and broaden its active transportation network with the support of local, regional, and provincial partners. By working strategically, the Town can implement aspects of the ATNP simultaneously with other plans, policies, and strategies, as well as work towards facilitating active transportation outside of Town limits. Linking active transportation to other initiatives and developing supporting policy and funding mechanisms will support the Town in realizing its goals and making active transportation a comfortable, easy experience for everyone.

Action 5: Ensure all new community plans, projects, and developments integrate with the active transportation network.

Identifying opportunities to streamline the implementation of active transportation through development and tying active transportation improvements to other plans and projects will support the Town in stretching its financial resources, creating a bigger impact with less budget. The Town can create ways, such as check lists and criteria, that can support staff in reviewing development applications.

Action 6: Work with the Province of British Columbia's Resort Municipality Initiative (RMI) program and funds to implement active transportation infrastructure that meet the goals of the Resort Development Strategy (RDS).

The Town of Golden has unique needs and opportunities as a resort municipality. The Town has an opportunity to advance active transportation infrastructure that supports the goals of the RDS, while also accessing funds through the RMI to do so. While the current RDS does seek to encourage more walking and exploring of the community on foot through the Pedestrian Project, future iterations of the strategy could include projects that incorporate bicycling infrastructure and encourage the use of bicycles by tourists.

The **Pedestrian Project**, identified in the Resort Development Strategy 2019-2022, is focused on encouraging more walking and exploring of the community on foot by improving safety through installation of pathway lighting bollards and improving wayfinding.

Action 7: Create a Future Alternative Transportation Infrastructure Reserve Fund

The Town can continue to levy funds from developers through a variety of means such as Development Cost Charges, density bonuses, or parking. By designating this funding to be spent on active transportation infrastructure, the Town can raise funds to provide transportation infrastructure that supports walking, bicycling, public transit, or other alternative forms of transportation. Municipalities across the province have had great success in raising funds for projects desired by the community that would not otherwise be implemented through development.

Action 8: Work with regional partners to provide well-integrated active transportation connections to nearby communities and regional trails.

Golden and its surrounding natural landscapes are a key destination for both residents and visitors. Creating active transportation connections to nearby communities and regional destinations is important to facilitate more active transportation. The Town should work with local First Nation communities and regional partners to ensure that all users can experience a seamless connection to their destinations, regardless of it being outside of Town boundaries. Additionally, continuing to strengthen the relationship with the Ministry of Transportation and Infrastructure to ensure active transportation infrastructure is considered as part of all new projects and upgrades.



Safety

Safety is a core strategic area that is integral to a thriving active transportation network. To ensure the Town's active transportation network is safe, there are several steps that can be taken, including safety reviews, pilot programs, and traffic calming infrastructure. Community input is also important to understanding where issues and opportunities exist and allows the Town to focus its efforts on locations of concern. The following actions aim to build and maintain an active transportation network that is safe, comfortable and supports users of all ages and abilities.

Action 9: Improve safety along active transportation routes by considering visibility, sightlines, and access where appropriate.

Both real and perceived safety are important factors that influence whether people choose to use active transportation. Active transportation users are considered 'vulnerable road users', as they are subject to higher risk of injury from traffic collisions than people driving or riding transit. Personal safety concerns arising from insufficient lighting, visibility or poor design of public spaces can also deter people from using active transportation. The Town can develop processes to review the transportation network at regular intervals to understand issues and opportunities, and improve the experience of walking, rolling, and bicycling. These processes include (but are not limited to) conducting safety reviews at hot spot locations or along corridors and implementing the recommendations, reviewing, and upgrading crossing treatments, and reviewing signal timing and pedestrian crossing times.

Action 10: Explore the opportunity to reduce speed limits as per Section 146 of the Motor Vehicle Act, in conjunction with traffic calming and traffic diversion.

The provincial government recently granted municipalities the ability to reduce posted speed limits on municipal roads under the Motor Vehicle Act (MVA) as they deem appropriate. There is a default 50 km/h speed limit unless there is a bylaw or signs directing the rate of speed is otherwise. As lower traffic speeds are associated with more comfortable and safe active transportation, the Town can explore the reduction of speeds and traffic calming where appropriate. This can be done through implementing temporary or permanent traffic calming treatments, as identified in the Traffic Calming Toolkit (**Appendix G**) from the Golden Transportation Plan (GTP). Or considering locations that might be appropriate locations to reduce speed limits, this could also include a community-wide reduction in the posted speed limit.

Theme 2: Enhancing the Experience of Walking, Rolling, and Bicycling

The **Enhancing the Experience of Walking, Rolling, and Bicycling** theme considers all potential users and designing the network with them in mind to make the active transportation network in Golden convenient and accessible for everyone. There are three focus areas under enhancing the experience including access and equity, maintenance, and parking and amenities.

Access and equity

Access and equity are important to consider in all contexts to ensure that all members of the community can meet their everyday needs. It is critical to ensure that community infrastructure is built or improved to follow best practices in accessibility aiming to remove barriers to walking, bicycling, and rolling. To understand barriers and the unique needs of all community members, it's important that extra effort is made to engage equity-seeking groups as part of the planning and design process. The following actions aim to make Golden's active transportation network more inclusive and accessible for all.

Action 11: Apply an intersectional, equity-focused lens to the planning, design, and implementation of all active transportation facilities, amenities, and programs to support equity-seeking groups.

The Town of Golden is a diverse community with a wide range of needs. The Town can take an intersectional, equity-focused lens to ensure that the needs of all community members are met. This means being inclusive of – and prioritizing – people of all ages, abilities, backgrounds, and identities, especially equity-seeking populations. This can be done in several ways including, conducting targeted communication and engagement regarding active transportation projects with equity-seeking groups to understand their unique needs and issues. Working to ensure new and improved infrastructure incorporates universal design principles to create a built environment that is accessible to people of all ages and abilities, regardless of any type of physical or cognitive impairment (ex. impairments to mobility, vision, hearing, comprehension, and strength and dexterity).

Additionally, after a project is implemented, the Town can monitor and check-in with equity-seeking groups to make sure the project is having the desired effect and that the design has not created unintended negative consequences for any group.

Action 12: Create opportunities to work with the Ktunaxa and Secwepemc Nations as well as the Columbia Valley Métis on the design and implementation of the active transportation network to continue to advance reconciliation and listen to the voices of Indigenous People in our community.

Golden sits on the traditional unceded territory of the Ktunaxa and Secwépemc People and is home to the Métis Nation Columbia River Society. The Town recognizes the importance of learning about these communities, as well as their perspective. The Town can work with Indigenous communities on the design and implementation of the active transportation network to ensure it meets their needs and fosters a relationship between the communities. This can be done by creating opportunities for input into the connections to First Nations communities, destinations, and sites of cultural significance.

Maintenance

While the installation of new infrastructure to promote and encourage active transportation is often seen as a top priority, ongoing rehabilitation and maintenance of existing and new infrastructure needs to be an equally important focus. For people walking, rolling, and cycling poorly maintained infrastructure, the presence of snow and ice, and inaccessible infrastructure can make it more difficult and less desirable to walk or cycle. Maintenance needs to be considered at all stages of the planning and the design process. The Town has existing policies and procedures for winter maintenance and sidewalk and pathway inspection and repairs that is currently working well, though maintenance continues to be identified as an important priority by community members and survey respondents. The following actions aim to keep active transportation facilities functional and usable throughout all seasons, which ensures that facilities are accessible for all throughout the year.

Action 13: Complete an Active Transportation Asset Management Plan and update the Plan at regularly scheduled intervals.

As part of the Town's larger asset management planning program, conducting an Asset Management Plan to taking stock of the Town's infrastructure is important for planning for capital investments and maintenance requirements. Including active transportation infrastructure in that plan will help to ensure that the active transportation network remains in a state of good

Action 14: Design active transportation facilities to provide adequate drainage, snow storage and removal, and sand and gravel removal.

To ensure the active transportation network can be used year-round, it is critical design and plan for drainage and snow removal/storage, ensuring that active transportation infrastructure can be accessed by maintenance vehicles. This can be done by following guidance provided in the B.C. Active Transportation Design Guide specific to maintenance considerations including facility width and appropriate maintenance techniques for conditions in a winter community.

Action 15: Review and update current maintenance and operating policies and procedures for active transportation infrastructure, including sidewalks, multi-use trails, and active transportation corridors as needed (Snow Clearing and Sanding Policy and the Sidewalk and Pathway Inspection and Maintenance Policy).

Prioritizing active transportation infrastructure for snow clearing and sanding can support active transportation in winter months, making travel safe and convenient for those who would prefer or need to walk, roll, or bicycle. As more active transportation infrastructure is implemented the Town may consider updating its procedures to ensure on-street and off-street active transportation infrastructure is cleared and maintained year-round in a timely manner. This can be done by adding an active transportation route priority list to the policy and outlining the order in which roads and active transportation facilities are cleared.

Action 16: As new infrastructure is implemented, ensure the Town has appropriately sized equipment, Personnel, and operating funding to maintain existing and future active transportation infrastructure.

With the planned growth of the active transportation network, the Town needs to ensure that it has the correct equipment, personnel resources, and that funding is allocated within the budget to maintain the existing and proposed active transportation infrastructure. The Town will review current maintenance funding and equipment levels required to maintain all planned and existing types of active transportation infrastructure. As more walking and bicycling facilities are installed, ensure the amount of funding available and personnel resources grows in accordance with the amount of infrastructure being added to the network.

Parking and amenities

In addition to building infrastructure, it is also important to provide supporting amenities that make walking, cycling, and other forms of active transportation more viable and enjoyable as a transportation option. Features that can increase the ease and appeal of active transportation include secure and convenient bicycle parking, end-of-trip facilities, ebike charging stations, pedestrian amenities at bus stops and streetscape enhancements. The following actions ensure that the active transportation network has amenities that make walking, rolling, and bicycling a more pleasant and enjoyable experience.

Action 17: Support the installation of public amenities such as seating, landscaping, and public art to enhance how people experience walking, rolling, and cycling in Golden

Public spaces that are welcoming and interesting invite residents and visitors to enjoy their environment by foot instead of car. With places to rest and interesting destinations to visit, walking, rolling, and bicycling can become a more accessible and enjoyable experience for all. The Town can develop guidelines for the installation of public amenities and public art through capital projects

and development. This will help ensure that a plan is in place to implement and maintain amenities rather than using a piecemeal, case by case approach. The guide can include suggestions for partnering with local artists and celebrating Indigenous Peoples. Designated an annual budget for installation and maintenance of public amenities will also help support this action.

Action 18: Support the installation of more short- and long-term bicycle parking and end-of-trip facilities throughout the community.

Ensuring quality and secure bicycle parking is provided at key destinations and as part of new developments is critical to make cycling a practical option. Updates to the Town's Zoning Bylaw will help to ensure that secure bicycle parking is provided based on best practices and can accommodate various types of bicycles, including unconventionally sized bikes and charging locations for ebikes etc. Additionally, the Town can conduct a detailed review of existing bicycle parking facilities to assess existing inventory (supply and location) and demand. Building on this inventory the Town, with support from businesses and other partners, can develop a program to install permanent and seasonal bicycle parking options within the downtown and at other high activity locations as need grows.

Action 19: Develop a central hub for active transportation with a network map and information kiosk, protected bicycle parking, and other amenities in the downtown.

Downtown Golden is a destination where residents and tourists gather and travel through. Providing information, maps, protected parking, and other amenities can signal to active transportation users that they are welcome and invited in the Town, as well as provide a central location where active transportation users can start, finish, or stop over on their trip. The Town can identify a location for a central hub for active transportation. Install an information kiosk that could provide amenities such as, covered bicycle parking, a bicycle repair station, an ebike charging station, maps, and information about the on-street and off-street bicycling network, as well as other destinations within the Town and region, including mountain bike trails. There may also be opportunities to implement other amenities at other high demand locations.

Action 20: Consider opportunities to expand dynamic curb-space management to create streets that accommodate a variety of uses.

Forward-looking streets consider new mobilities and technologies as well as prioritizing people over cars. The Town is currently supportive of sidewalk patios and designated food truck areas, and can build on this to create opportunities for people-first areas through road space reallocation for wider sidewalks, future modes, and bicycle parking. This can be done by consulting with downtown businesses and stakeholders to understand the needs and desired use of curb space. Additionally, the Town can continue to explore opportunities for reallocating road space and consider flexible and dynamic use of the street on streets like 9 Avenue N, 8 Avenue N, etc.

Theme 3: Encouraging More Walking, Rolling, and Bicycling

The **Encouraging more Walking, Rolling, and Bicycling** theme includes other measures that can help to promote, encourage, and incentivize active transportation trips beyond infrastructure. Actions under this theme focus on making it easier to navigate the Town by foot and bicycle through the installation of signage to key destinations / trails, supporting events that promote active transportation, and education opportunities.

Wayfinding

While most residents know how to travel through the Town by car, it may not be obvious which routes are the best for people walking or cycling. For both experienced and inexperienced active transportation users, signage and pavement markings can help users find the best routes that match their abilities and comfort levels. They can also help people find new routes as they become more confident. Signage and pavement markings can also highlight to drivers and other road users where they should expect to see greater concentrations of bicyclists and pedestrians, which can help to educate drivers and other road users to improve safety. The following actions create an active transportation system that is intuitive, direct, and easy to navigate.

Action 21: Conduct a Wayfinding Signage Review and look for opportunities to add signage on new and existing facilities (directional, informational, and regulatory signage).

The Town can review its current signage and trail wayfinding and add new signs that support pedestrians and cyclists in navigating the active transportation network. Signage can also help to warn drivers of active transportation routes or give direction to share the road. This can be done by documenting areas where signage is inconsistent, redundant, or needed and prioritize the addition of necessary signage.

Using this information, the Town can develop and implement a Wayfinding Signage Strategy to be implemented on existing routes and as new active transportation infrastructure is built. The Town will also explore opportunities to enhance new and existing trails



to make them more interactive with activity equipment and signage that has information about the land and the history of the area and calls out for different natural trail features. Suggested trails include routes along Fisher Road and the Rotary Trail, to name a few.

The Town can also consider working with partners to develop a regional approach to signage and wayfinding.

Action 22: Work with Tourism Golden and Golden Cycling Club to update the Bike Trail Map to include new facilities and infrastructure.

The Town can work with Tourism Golden and the Golden Cycling Club to update its maps to ensure that the organizations work together to realize its goals and share information as appropriate.

Education and Promotion

Supplementary to infrastructure, Education and Promotion initiatives are important and cost-effective measures to enable Golden residents and visitors to feel safer and more comfortable using active transportation. Education initiatives can include developing materials and tools that educate all road users on how to use cycling routes as well as supporting programs that teach skills and awareness of road safety for all road users. Promotion initiatives can include sharing news about new infrastructure, the benefits of active transportation and hosting events to promote active transportation. The following actions are intended to build awareness about active transportation in Golden, as well as create a culture through encouragement.

Action 23: Support the development of a regional bicycle tourism initiative.

Promoting bicycling from a tourism perspective can provide a variety of benefits to Golden's local economy. Bicycle tourism is also an important part of *Move. Commute. Connect.: B.C.'s Active Transportation Strategy*. Many communities have developed regional bicycle tourism initiatives, and with the improvements to the Trans Canada Highway and Golden's reputation as a recreational destination, the Town is well-positioned to explore partnerships to create a regional bicycle tourism initiative.

The Town can work with Tourism Golden, the Regional District, neighbouring municipalities, and First Nation communities to develop a regional bicycling tourism initiative, promoting hiking, bicycling and other forms of active transportation in Golden.

Action 24: Work with partners to provide bicycle education and skills training for children, youth, adults, and seniors, promoting active travel to work, school, and play.

School travel planning, bicycling education or road safety skills training are important for ensuring community members know how to safely navigate the Town’s transportation network. These initiatives provide information for all road users and may contribute to increased safety and respect among all parties. The Town can support initiatives that encourage safe and active travel for a variety of ages and stages of life, as well as incentivizing people to continue to use active transportation past their training.

This can be done by supporting programs such as active and safe routes to school, bicycle education and skills training for students in elementary school, and targeted community outreach programs for older adults. Additionally, the Town can partner with organizations in the development of road safety awareness and education campaigns for all road users.

Action 25: Develop an active transportation data collection and monitoring program, including a network of counters on bicycling routes and trails to monitor activity.

As the Town begins implementing the strategies and actions of the ATNP, a data collection and monitoring program should be developed to measure and communicate progress towards achieving the vision and goals. Bicycle and pedestrian counters, as well as in-person counts, are ways in which the Town can track active transportation users throughout the year and report back to community members and stakeholders.

Action 26 Work with Tourism Golden to promote the use of active transportation for tourism and seasonal employees.

In addition to attracting tourists to visit Golden, the Town can work with Tourism Golden to encourage local businesses to provide more sustainable transportation options for their customers and employees. This can be done by providing incentives and campaigns to encourage active transportation to and from work such as contests, giveaways, discounts, or street closure events. Additionally, supporting businesses that provide walking and cycling tours or offer discounts to those that travel by active modes can help encourage more trips made by active transportation.



4.0 IMPLEMENTATION FRAMEWORK

The ATNP outlines several short- and long-term projects and policies to enhance and encourage walking, rolling, and bicycling in Golden. These actions will require significant investment and coordination between municipal departments, other levels of government, and external agencies and stakeholders. An Implementation Framework has been created to facilitate this process by identifying priorities, timeframes, and order-of-magnitude cost estimates for each capital project. The sections below provide more information on project prioritization, costs, and funding strategies.

There are a few key considerations for the implementation of the ATNP:

- **The strategies and actions outlined in the Plan lay the groundwork for implementation, but ongoing commitment is required.** To see the strategies and actions achieved, additional capital and operational investments and resources (including labour and personnel) will be required. This includes investments in new infrastructure, upgrades to existing infrastructure, ongoing maintenance of existing and new facilities, resources for development of new standards and policies, funding for new programming and public education, and staff resources. Achieving the vision and goals will require the ongoing support of Golden and its partners, working with developers, and looking for external grant and funding opportunities.
- **The ATNP is intended to be a flexible document to help guide what comes next.** There is some level of flexibility in the proposed active transportation network, particularly regarding the specific corridors and facility types that are recommended. The Plan presents recommendations and suggestions based on the engagement process and technical analysis; however, the Town may determine that a different facility type or route is more appropriate based on planned development, land use, or upcoming infrastructure projects.
- **Additional work may be required.** Many of the initiatives in the ATNP require more detailed input and technical work. Golden will need to work closely with partners, residents, and stakeholder groups to move forward with priorities in the ATNP.

4.1 Priority Actions

Strategies for implementing each action identified in the ATNP are outlined in **Appendix C**. The implementation plan outlines the following:

- **Priority and Timeframe:** Each action is identified as either short term/high priority (within 8 years), medium term (8-20 years), or long term (20 years and beyond). Many actions will be implemented on an ongoing basis. As noted above, these priorities may change over time and should be adaptable to maximize efficiencies and funding opportunities as they arise.
- **Method of Implementation:** This column identifies how each action will be implemented: as a capital project, through ongoing operations and maintenance, or as a policy or programming initiative.
- **Who is Involved:** Each action has been assigned one or more leaders to act as ‘champions’ responsible for implementation. Many actions have identified the Town and a specific department as primarily responsible for these efforts, while some can be supported by external agencies or partners.

4.2 Network Prioritization

Priorities were identified for the active transportation network based on several factors, including:

- Building on the existing network of sidewalks and paths to fill in gaps in the network and provide continuous facilities.
- Connecting key destinations, including schools, parks, community facilities, and the Town Centre
- Applying input received through community engagement.
- Looking for opportunities to implement lower-cost 'quick wins' for rapid implementation.

Figure 9 shows the active transportation network priorities and **Figure 10** shows the intersection improvement priorities. Network segments and intersection improvements have been identified as short-term (implementation within 0-8 years), medium-term (8-20 years), and long-term (20 years and beyond).

Some segments have been highlighted as being implemented through **development and/or will require land acquisition**, as a result their alignment and timeline for implementation is less certain. Due to this uncertainty, these projects have not been included in the cost estimates presented included in the ATNP.

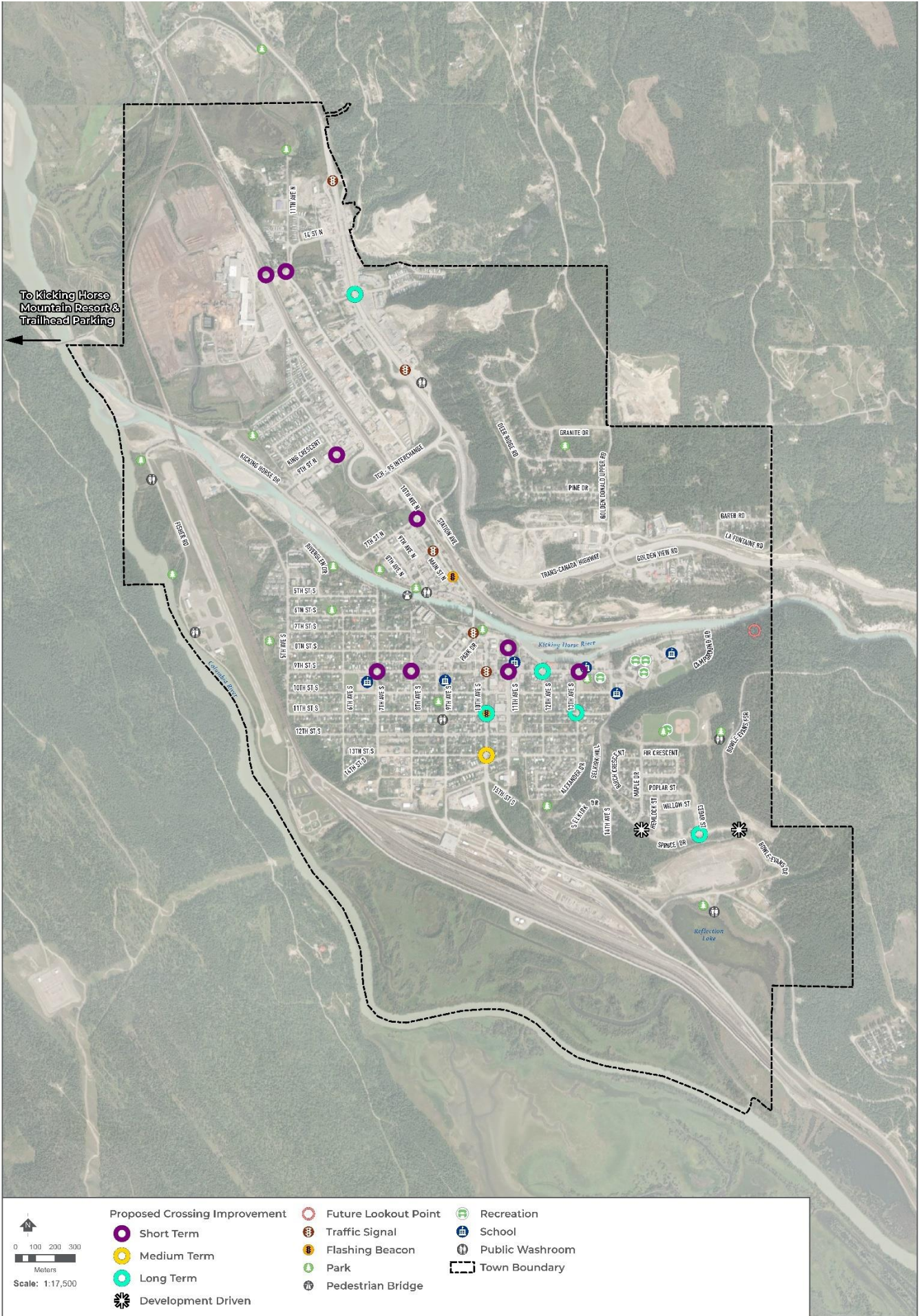
Lastly, proposed projects identified on routes under MoTI's jurisdiction, 10th Avenue S and Highway 95, are highlighted in blue in **Figure 9**. These projects are identified as a multi-jurisdictional and will require partnerships and consultation with MoTI and the Regional District. There may also be cost sharing opportunities to implement these projects.

A description of each proposed improvement projects is included in **Appendix B**. This information was provided during the phase two engagement for the project.

It is important to note that the ATNP is a flexible, working document. As noted above, the specific corridor, facility type, and level of priority may change over time as the Town grows and develops. For example, if an opportunity arises to implement an action or infrastructure project identified as a longer-term priority, such as through a redevelopment opportunity or other capital project, the Town should seek to maximize that opportunity. The Town will continually review the feasibility and desirability of each infrastructure project regarding changes to the overall transportation network and will adapt the network as required.

Figure 10: Intersection Improvement Priorities

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4.3 Implementation Techniques and Strategies

As communities throughout North America and internationally implement their active transportation networks, they often face significant challenges technically, politically, and financially. Some of the challenges and questions that arise when implementing pedestrian networks include:

- Funding limitations (including operational) and capital resources can make implementing new infrastructure a challenge.
- Some residents and stakeholders may not be supportive of implementing new infrastructure.
- Standard active transportation infrastructure may not always be feasible, appropriate, or desirable in all contexts.



As a result, it can be important and helpful to find flexible alternative designs that still provide adequate user comfort, accessibility, and safety. These common challenges have resulted in communities looking for ways to implement facilities in a timely and cost-effective manner through innovative techniques and strategies. This includes:

- **Demonstration Projects** are typically considered short term (one or multi-day) temporary installations that help to show new opportunities to enhance a street for active transportation. They are a great way to engage with the public and illustrate the impacts of a potential project. They may include but are not limited to demonstrations of protected pathways adjacent to a roadway, improved crossings, plazas and woonerf or shared streets.
- **Pilot Projects** often refer to a project that is used as a test case to evaluate factors such as feasibility, cost, safety and improve upon the design before implementing the full-scale project or making it a permanent feature.
- **Interim Designs** are permanent features that have been implemented quickly usually with low-cost materials that can be adjusted and/or replaced easily. This allows for design flexibility and opportunities to adjust as needed. An interim design can be used to build more infrastructure at a lower cost.
- **Permanent Installations** require more time for planning, public engagement, and construction time. They include higher cost materials that are less flexible and intended for long-term durability.

Pilot projects and interim designs offer ways to make significant strides in network implementation while respecting financial constraints. These strategies include the use of low-cost materials such as adjustable curbs, ongoing monitoring of project success and the understanding that the project can be changed if it is failing to meet the intended needs. Some of the benefits of interim design options include:

- Faster implementation and more flexible design;
- Ability to make design changes based on feedback received from users and other stakeholders;
- If the project is introduced as a pilot project, it can ease tensions of those with opposition as they know the project is not being forced upon them; and
- Relatively low financial risk if the facility does not perform well or reverted to its previous design.

4.4 Cost Estimates

The unit cost assumptions for implementing active transportation infrastructure are shown in **Table 1**, which represents typical unit costs and recent construction pricing in other similar sized communities in British Columbia. The cost estimates are based on retrofitting an existing right-of-way with an active transportation facility or crossing improvement or installing a new multi-use pathway on an existing City-owned property, with minimal additional surface preparation and grading required. The unit costs recognize that sidewalk and pathway installation may require curb, gutter, and drainage in some contexts. Any required land acquisition, structures, traffic control devices, burying hydro lines, and further engineering studies have not been included in the cost.

Projects such as intersection upgrades and grade separated crossings require a more detailed review to determine the cost for construction. As a result, the cost estimates for these projects have been included but are intended to illustrate order of magnitude of the anticipated treatment.

Table 1: Unit Costs (based on 2023 construction costs)

| Facility | Unit Cost (per Km) | Operations Costs (includes year-round maintenance) |
|---|---|--|
| On-Street Facilities | | |
| Protected Bicycle Lane | \$350,000 - \$1,250,000 | \$60,000 |
| Active Transportation Corridor (no sidewalks) | \$50,000 | \$2,100 |
| Trails | | |
| Multi-Use Trails (1-side) | \$500,000 - \$1,300,000 | \$9,000 |
| Unpaved Trails | \$500,000 | \$1,500 |
| Sidewalks | | |
| Sidewalk (1-side) | \$1,250,000 | \$1,500 |
| Intersection Treatments | | |
| Marked Crosswalk (one crosswalk) | \$2,500 to \$5,000 | - |
| Rectangular Rapid Flashing Beacon (RRFB) / Enhanced Crosswalk | \$50,000 to \$75,000 | - |
| Full Signal (four-way traffic signal) | \$350,000 to \$450,000 | - |
| Traffic Calming | Refer to GTP for different types of traffic calming | - |

As summarized in **Table 2** and **Table 3**, the identified cost to implement all recommended active transportation infrastructure, is approximately **\$25 million**. This total does not include amenities (e.g., bicycle parking, benches, public art, etc.) or the maintenance of active transportation facilities or amenities. This total also excludes other funding opportunities. Wherever possible, the Town will work with other agencies and levels of governments to establish cost sharing agreements or to seek grant opportunities to off-set total project costs. Potential funding opportunities are outlined in **Section 4.5**.

Table 2: Proposed Active Transportation Network Breakdown (by Facility Type)

| Facility Type | Length (m) / Total # | Cost Estimate* |
|--------------------------------|-------------------------|----------------------|
| Sidewalk | 6.6 m | \$ 6,360,000 |
| Multi-use Pathway** | 21.3 m | \$ 15,490,000 |
| Trail | 3.2 m | \$ - |
| Protected Bicycle Lane | 0.8 m | \$ 980,000 |
| Active Transportation Corridor | 4.6 m | \$ 270,000 |
| Intersection | 17 locations | \$ 1,875,000 |
| Total | | \$ 24,975,000 |

* Excludes development driven/alignment unknown projects

** Does not include Selkirk Hill (#39) and Bowle Evans Drive (Project #36)

Table 3: Proposed Active Transportation Network Breakdown (by Facility and Implementation Timeline)

| Facility Type | Short-Term (0-8 years) | Medium-Term (8-20 years) | Long-Term (20 years +) | Multi- Jurisdictional | Total |
|--------------------------------|---------------------------|-----------------------------|---------------------------|--------------------------|-------------------------|
| Sidewalk | \$ 690,000.00 | \$ 860,000.00 | \$ 4,810,000.00 | \$ - | \$ 6,360,000.00 |
| Multi-use Pathway** | \$ 2,480,000.00 | \$ 3,330,000.00 | \$ 7,010,000.00 | \$ 2,670,000.00 | \$ 15,490,000.00 |
| Trail | \$ - | \$ - | \$ - | \$ - | \$ - |
| Protected Bicycle Lane | \$ - | \$ - | \$ - | \$ 980,000.00 | \$ 980,000.00 |
| Active Transportation Corridor | \$ 130,000.00 | \$ 50,000.00 | \$ 90,000.00 | \$ - | \$ 270,000.00 |
| Intersection | \$ 640,000.00 | \$ 75,000.00 | \$ 710,000.00 | \$ 450,000.00 | \$ 1,875,000.00 |
| Total | \$ 3,940,000.00 | \$ 4,315,000.00 | \$ 12,620,000.00 | \$ 4,100,000.00 | \$ 24,975,000.00 |

4.5 Funding Strategies

To maximize value and benefit, the ATNP identifies potential funding strategies and sources that the Town may consider implementing the active transportation network, amenities, and policy and development improvements. The Town should regularly check with all levels of government to keep up to date on current funding opportunities and should actively pursue all available sources of funding.

Note: as funding opportunities change regularly, the information in this section is subject to change.

Local

The Town should incorporate the recommendations from the ATNP into its short-, medium-, and long-term budgeting plans to ensure that the active transportation network is accounted for in the capital planning process. To accommodate this, the Town may seek changes to its capital budget to fund the implementation over the medium- and long-term. The Town should also seek to integrate transportation improvements with other capital projects, such as road renewals and utility projects.

The Town has a Development Cost Charges (DCC) bylaw that should be updated to include projects identified in the ATNP. It should be emphasized that DCC eligible projects should not only include street network projects but can also include active transportation and transit projects that benefit new growth in the community.

An important component of the implementation of the ATNP will be the Town's ability to leverage transportation investments during planning of new development projects. Some ways in which transportation investments can be leveraged through developers include:

- Voluntary public realm improvements;
- Community amenity contributions;
- Density bonusing contributions;
- Funding in lieu of parking; and
- Providing high quality bicycle parking facilities.

Provincial

The Provincial Government administers the **Active Transportation Infrastructure Grant** program (previously known as BikeBC) which promotes new, safe, and high-quality active transportation infrastructure through cost-sharing with local governments. Funded projects promote active transportation to work, school, or errands. Funded projects can also generate tourism-related traffic based on their proximity to amenities and points of interest for tourists and through linkages

to other communities. To ensure maximum success at obtaining grant funding, the Town should have grant-ready concepts pre-developed for application.

The Province provides cost-share funding of up to \$500,000 per project. Funding is offered based on applicant's community profile. Indigenous governments or partnership between local government(s) and an Indigenous government may apply for up to 80% of total projects. Municipal or regional governments may apply up to 70% of total eligible project costs depending on the community's population size.

Union of BC Municipalities' **Community Works Fund** is one of three funding streams of the Renewed Gas Tax Agreement between Canada, British Columbia, and the Union of BC Municipalities. The fund provides predictable, long-term, and stable funding to local governments for investment in infrastructure and capacity building projects. Project examples include public transit, active transportation, parks, trails, bicycle facilities, cultural infrastructure, and long-term infrastructure plans. Funding is delivered twice annually to local governments, with the amount of funding determined by a per capital formula.

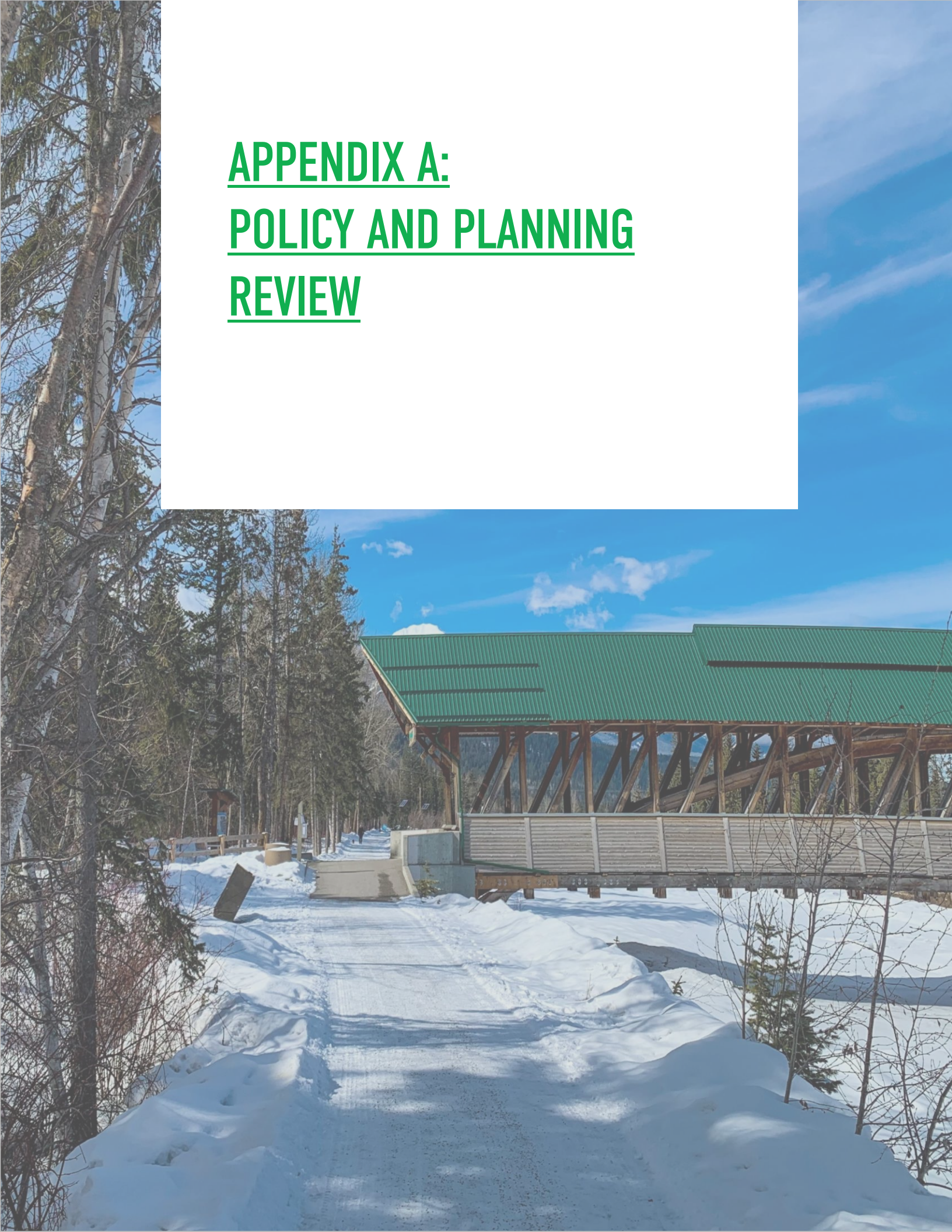
ICBC provides funding for road improvements, including pedestrian and bicycle infrastructure, particularly where these have the potential to reduce crashes, improve safety, and reduce claims costs to ICBC. Funding is available through ICBC's Road Improvement Program. Other ICBC programs include the Speed Watch Program (through the Community Policing Centres), Speed and Intersection Safety Program, Counter Attack, Operation Red Nose and Road Sense Speaker Program for Schools. Funding is available annually, with the application deadline typically in February.

Federal

Green Municipal Funds are managed by the Federation of Canadian Municipalities, with a total allocation of \$550 million. This fund is intended to support municipal government efforts to reduce pollution, reduce greenhouse gas emissions and improve quality of life. The expectation is that knowledge and experience gained in best practices and innovative environmental projects will be applied to national infrastructure projects.

Infrastructure Canada manages several programs that provide funding for environmental and local transportation infrastructure projects in municipalities across Canada. Typically, the federal government contributes one-third of the cost of municipal infrastructure projects. Provincial and municipal governments contribute the remaining funds, and in some instances, there may be private sector investment as well. In 2022, the Federal Government announced and the **National Active Transportation Grant** program, which will fund \$400 million in active transportation across Canada over the next five years.

APPENDIX A: POLICY AND PLANNING REVIEW



POLICY AND PLANNING REVIEW

TOWN OF GOLDEN

Council's Strategic Priorities (2019-2022)

The Town's Council established strategic priorities outlining the current Council's priorities which include taking inventory of existing land through a Land Strategy Assessment, securing property for the Highway 95 Bridge Project, mitigate impacts from the Highway 1 Canyon Project, determine the future viability of the airport, and establish an Asset Management System.

Council's priorities are important to the Active Transportation Network Plan in understanding how interconnected Golden is with Highway 1, and construction on the corridor influences the ability of people – especially tourists – to travel to and from Golden. The Highway 95 Bridge Project priority demonstrates the importance of the river crossing and that it is a core component of Golden's local transportation network.

Resort Development Strategy (2019-2022)

The Province of British Columbia launched the Resort Municipality Initiative to help develop greener, healthier, more sustainable resort municipalities that attract more visitors to British Columbia's resort communities and entice them to stay longer. The Town of Golden signed a new strategy in 2019 to strive for the following goals:

1. Improve and enhance the built environment
2. Enhance cultural vibrancy and identity
3. Enhance key existing tourism product infrastructure
4. Diversify municipal tax revenue
5. Increase visitation and length of stay
6. Foster environmental responsibility and sustainability

The Active Transportation Network Plan will consider the importance of connections to and from tourist destinations and amenities to promote more sustainable transportation opportunities and use from visitors to Golden. Active transportation infrastructure is a key way to entice more tourists to Golden, as enjoying Golden's natural amenities is a complementary itinerary item for recreationalists.



Snow Clearing and Sanding Policy (2017)

Golden has a significant amount of annual snowfall with approximately 184 cm, serving as a catalyst for policy surrounding winter road, trail, and sidewalk maintenance. The policy aims to create an effective, efficient, and affordable way to clear snow, providing prioritization to hills, major streets, school routes, emergency routes and some public parking lots are cleared first to ensure public safety. Once the main routes are cleared, snow removal continues with Town owned parking areas, remaining residential streets, the airport, and remaining sidewalks and trails. There are special provisions to support the mobility of seniors and those who are mobility impaired. Intersections, pedestrian crossings, hills, and sidewalks get sanded first to ensure public safety.

The Active Transportation Network Plan will consider winter maintenance and snow clearing in recommending facility types, as well as considering how to best facilitate winter active transportation.

Sidewalk and Pathway Inspection and Maintenance Policy and Procedures (2016)

Coming into effect in 2016, the Sidewalk and Pathway Inspection and Maintenance Policy is intended to provide “inspection and priority-based repairs of pedestrian walkways through effective, efficient, and affordable operations within the context of available municipal resources to ensure all walkway assets are safe for use by the public”. The sidewalk and pathways in the Town are grouped into three categories:

- Type A: Commercial, Institutional and Stairs – inspected once annually in the spring after ground frost has ended.
- Type B: Residential - inspected once annually either in the spring after ground frost has ended or in the fall prior to the end of the local construction season and the onset of frost.
- Type C: As-developed Recreational Walkways and Trails - inspected once annually in the spring after ground frost has ended.

In addition to this planned annual inspection, if a defect, hazard is reported at any time by the public or staff, the location shall be inspected within three business days.

During the inspection, the inspector will identify the “Walkway Defect Classification and Response”. Defect classification includes:

- Level 1: Minor Defect, No Effect on Service – defect will be documented and reviewed again during the next regularly scheduled inspection.
- Level 2: Moderate Defect, Serviceable – defect shall be placed on a repair list and scheduled for repair according to available staffing and budgetary resources.
- Level 3: Major Defect, Not Serviceable, Priority Repair Required - defects classified as Level 3 shall be marked for public safety or cordoned off at the time of inspection to prevent



further use, and repaired within 7 regular business days following the inspection, weather permitting.

The Level associated with the defect is based on the type and size of the defect. Guidance is provided to the inspector as part of the procedure documentation.

Age Friendly Community Plan (2014)

The Town's Age Friendly Community Plan (AFCP) provides guidance on creating a community where older people can live active, socially engaged lives through policies, services and structures designed to support them. Age friendly communities do all of the following:

- Recognize the wide range of capacities and resources among older people
- Anticipate and respond flexibly to aging-related needs and preferences
- Respect decisions and lifestyle choices
- Protect those who are most vulnerable
- Promote inclusion and contribution in all areas of community life

Gaps and opportunities are detailed for each Dimension with concluding recommendations and priorities. There are several priorities that relate directly to the Transportation Plan:

- Prioritize improving sidewalk condition and availability
- Prioritize sidewalk snow and ice clearing
- Explore the potential for reintroducing a local transit service to the Town
- Support age-friendly active transportation facilities

The Active Transportation Network Plan will follow national and international best practices to create an AAA network that will align with the Age Friendly Community Plan.

Zoning Bylaw (2011)

The purpose of the Zoning Bylaw is to provide an effective system of land use regulation for the orderly, economic, and sustainable development and redevelopment within the Town of Golden. The bylaw is important for active transportation as it guides the overall direction of the Town and its specific neighbourhoods.

The Historic Downtown Commercial land use is intended to be small-scale commercial development that is pedestrian oriented and preserves the historic downtown. This is the only mention of pedestrian in the Zoning Bylaw.



The Zoning Bylaw does outline minimum bicycle parking requirements for certain land use types. The bylaw also provides requirements on the type of parking that is to be provided, including the type of racks, preferred location, and level of surveillance.

Community Active Transportation Workshop (2008)

In 2008, Golden held two active transportation workshops for Town staff and the public where participants rated Golden's walkability as being either "poor" or "very poor" and bikeability as "very poor." Participants praised the quality of the trail networks but expressed desire for better connections beyond and within Golden, especially between residential and commercial areas.

Official Community Plan (2008)

The vision of the Official Community Plan (OCP) is, "Golden provides the opportunity for all to live in a healthy, vibrant community." The OCP's goals centre around preserving and enhancing Golden's unique character, regional collaboration, social sustainability, economic sustainability, and environmental sustainability. The OCP notes that the Town and surrounding areas require additional tourism-related infrastructure to be able to meet the needs of the expected tourists. The OCP has specific chapters on transportation and sustainability that are relevant to the development of the Active Transportation Network Plan.

It is also important to note that through the OCP engagement process, active transportation was mentioned frequently. Many users cycled as their main mode of transportation, and residents desired bicycle paths, and preferred adding pedestrian walkways/underpasses over road improvements.

Golden's goal is to provide adequate transportation infrastructure and services that promote pleasant, safe pedestrian travel and other forms of alternative transportation methods as a primary means of movement and an important quality of life attribute.

The OCP notes that Golden has expressed commitment to ensuring that safety considerations hold paramount importance in land use and transportation planning by adopting of Safety Conscious Planning, which includes the following:

- separating travel modes such as bicycle, bus, and other vehicles;
- reducing the exposure of a crash by minimizing the need to travel by car;
- reducing operating speeds using techniques such as traffic calming;
- achieving compatibility between a road's use, and its form and function;
- providing for local access and mobility of through traffic; and

- accommodating pedestrians, cyclists and public transit on the transportation network and desired crossings.

To achieve this goal, Golden has outlined several objectives and policies. Those related to active transportation are listed below.

Objectives

- To promote downtown parking and safe and efficient pedestrian and vehicle movement to ensure that the downtown remains a vibrant commercial district while promoting Smart Growth planning principles by integrating transportation and land use decision making, including the exploration and adoption of alternative road standards, bicycle lanes, pedestrian movement and mixed-use, so that residents can work and shop close to home.
- To promote Golden as a transportation hub for rail, road, air and trail infrastructure.
- To develop supportive land use and transit policies, including pedestrian friendly streets, identification of appropriate transit routes and bus stops and transit friendly land use patterns.
- To encourage neighbourhood-scale mixed-use commercial nodes.
- To promote multi-modal transportation systems.
- To develop connectivity between existing sidewalks and trail systems to schools, parks and commercial areas including along the river, rail, and highway crossings.
- To create human scale development that encourages walking.
- To continue to promote the downtown as pedestrian friendly.
- To promote safe, efficient, and economical operation for all users of the existing and future road networks, including regional transportation links.

Policies

- Golden will establish criteria for identifying improvements to existing transportation links.
- The Town will ensure that appropriate transportation planning and design standards are met, including the exploration of Alternative Development Standards for colder climates.
- Future accessibility issues in and to the downtown will be studied to ensure that the downtown remains a vibrant commercial district.
- The Town will continue to promote Safety Conscious Planning Principles, including all modes of transportation such as vehicle, transit, pedestrian, and bike travel.

- The Town will explore the potential for, and location of, a transportation focal point or hub for rail, road, transit, cycle, and pedestrian movement.
- The Town will encourage VIA Rail to reinitiate a passenger friendly train station and stop in Golden.
- The Town will continue to promote Golden as a pedestrian friendly community in which pedestrian facilities are established and integrated with planning for transit service.
- Street lighting will be required to ensure that lighting is sufficient to not only illuminate an area, but also promote a feeling of safety without being polluting or intrusive.

As it relates to sustainability, Golden has developed two policies that support LEED applications which encourage and promote pedestrian and bicycle friendly transportation in terms of sidewalks and trails, provide sufficient green space and encourage higher densities to minimize urban sprawl.

Subdivision and Development Servicing Bylaw (2008)

The Subdivision and Development Servicing Bylaw's purpose is to establish standards for works and services which must be constructed and installed to service any subdivision or development of lands in the area within the municipal boundaries of the Town of Golden for the benefit of the community as a whole. The bylaw is particularly important for the future of active transportation infrastructure in Golden as the bylaw can require new developments to include AAA infrastructure that facilitates walking, rolling, and bicycling without having to retroactively construct these facilities.

The Subdivision and Development Servicing Bylaw does not include reference to bicycle lanes or on-street bicycle infrastructure.

The bylaw does require that in subdivisions where highways are provided, sidewalks and curbs and gutters will be provided. Sidewalk widths are noted as 2000mm (2.0 metres) for arterial roads and 1500mm (1.5 metres) for local and collector roads, and 1350 mm (1.35 metres) for cul-de-sacs and industrial roads. It is important to note that 1.8 metres is considered the desirable sidewalk width as recommended in the BC Active Transportation Design Guide. Sidewalk and shoulder width requirements are noted in **Table 4**.

Table 4: Golden Subdivision and Development Servicing Bylaw

| | Sidewalk Requirements | Shoulder Width | Sidewalk Requirements | Shoulder Width |
|-------------------------------|---|-----------------------|---|-----------------------|
| Roadway Classification | Highway Standard 1 – These highway standards are required in new subdivisions and developments in all Service Level 1 areas delineated in Schedule A. | | Highway Standard 2 – These highway standards are required in new subdivisions and developments in all Service Level 2 areas delineated in Schedule A. | |
| Arterial (4 lane undivided) | 2.0 m both sides | Not req'd | Not req'd | 2 m |
| Collector (2 lane) | 1.5 m both sides | Not req'd | Not req'd | 1.5 m |
| Local (2 lane) | 1.5 m one side* | Not req'd | Not req'd | 1.0 m |
| Cul-de-sac entrance | 1.35 m one side* | Not req'd | Not req'd | 1.0 m |
| Cul-de-sac terminus | 1.35 m one side* (halfway around bulb) | - | Not req'd | - |
| Industrial (2 lane) | 1.35 m one side | Not req'd | Not req'd | 1.5 m |
| Lanes | Not req'd | Not req'd | Not req'd | 1.5 m |

** Developments in High Density Residential Zones shall be required to provide sidewalks on both sides of the street unless otherwise approved by the Approving Officer.*

REGIONAL, PROVINCIAL AND FEDERAL

[Columbia Shuswap Regional District's Regional Trails Strategy \(2018\)](#)

The Regional Trails Strategy is a comprehensive plan to guide the development and management of a sustainable recreation network within the region for both motorized and non-motorized trail users. The Regional Trails Strategy is community and stakeholder-driven, developed through a series of working group and stakeholder workshops, community consultation open houses, GIS inventory mapping, and SWOT analyses. The strategy makes an extensive list of recommended trail projects, land acquisitions and future opportunities, and in general, found that increased connections are needed across the region.

The Vision of the strategy is, "Golden and Electoral Area A will be an internationally recognized outdoor recreation destination with a recreation network that is environmentally responsible,



intelligently connected, and a model of sustainability. The community will work collaboratively and constructively to provide four season support and funding. The trail network throughout Golden and Area A will be authentic, diverse, designed and constructed to meet trail standards, and considered a valuable asset to the community.”

The guiding principles of the Trails Strategy are that the plan will be informed by the community; align with the Golden Backcountry Recreation Access Plan (GBRAP) land use designations; environmental sustainability; collaboration and cooperation; stewardship – community, trails, environment; cultural values and heritage; inclusive; equity – (all come to the same level, not equality); respectful communication; equity of assets – to ourselves and others; healthy community; safety and awareness; recognize intrinsic values of environment, natural areas, wilderness, wildlife; maintain value to community while recognizing the significant biodiversity of the area; trails are well signed and well maintained; and innovation.

While the Trails Strategy does not touch on active transportation in town, it does establish a strong framework that the active transportation network can connect to in order to facilitate the best connections to popular recreational trails and destinations. The priorities of the plan is to complete the following studies/projects:

- Complete a phased feasibility study for a multi-modal trail within the Highway 95 ROW from Golden to Nicholson (Phase 1)
- Complete trail surfacing and guardrail improvements for the Rotary Trail to Keith King Memorial Sportsfield
- Construct a new bike skills park utilizing terrain based principles
- Complete Rotary Trail widening potential paving, lighting in strategic locations
- Develop interpretive trails/signage at the Old Mill Heritage Site
- Formalize trails and signage improvements at the Confluence Park
- Establish bush party trailhead/potential staging area
- Ensure multi-modal pedestrian access across the Columbia River when bridge updates are planned
- Provide trail improvements to Anderson Road/Edelweiss Slough and explore opportunities for interpretive/nature information signage
- Strategic Initiative: Proceed with skatepark expansion Phase 2
- Complete signage improvements of Hospital Falls Trail
- Create a multi-modal trail along the Highway Bypass from 6th Street to Reflection Lake



- Create a pedestrian cycling crossing of the Kicking Horse River at the CP Bridge near Confluence Park
- Create a multi-modal pathway along Fisher Road
- Create a community trail connection from the Golden Visitor Centre to Canyon Ridge
- Create a multi-modal pathway along Kicking Horse Drive

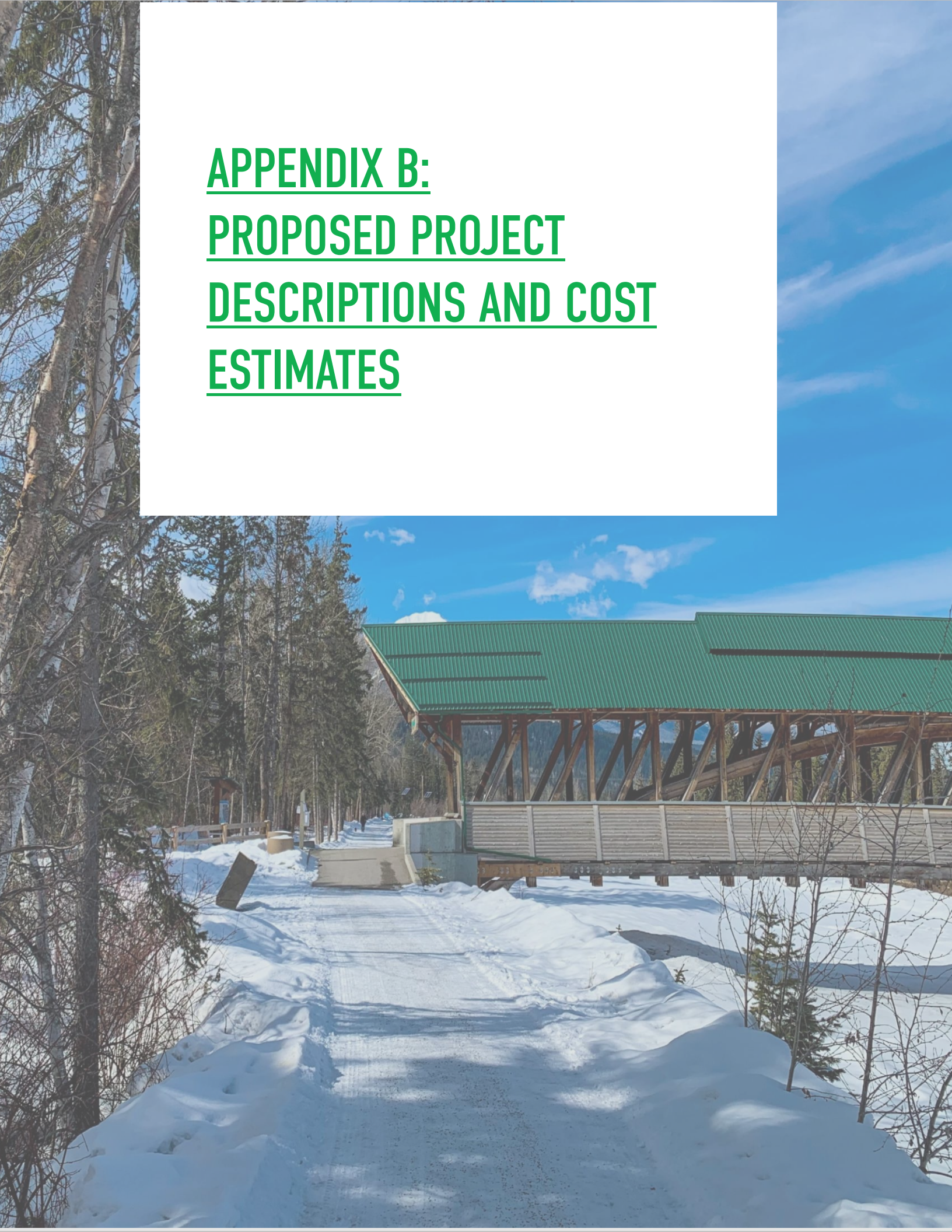
Province of British Columbia – Move. Commute. Connect.: B.C.’s Active Transportation Strategy

Through CleanBC, the provincial government established bold targets to reduce greenhouse gas (GHG) emissions to 40% below 2007 levels by 2030, 60% by 2040, and 80% by 2050. As part of this strategy, the Province released Move. Commute. Connect.: B.C.’s Active Transportation Strategy in 2019. The strategy sets bold targets to double the percentage of trips taken with active transportation by 2030 as a way to help the Province meet its GHG emissions targets. To support the implementation of active transportation infrastructure, the Province released the British Columbia Active Transportation Design Guide to ensure consistent active transportation facility design across the Province. The Province also administers the Active Transportation Infrastructure Grant to support active transportation investments across British Columbia.

Government of Canada – National Active Transportation Strategy

Canada has set a target to cut its GHG emissions by 40-45% below 2005 levels by 2030. To support this effort, Canada has recently established a federal National Active Transportation Strategy and National Active Transportation Fund to encourage and support investments in pathways and trails for cycling, walking, wheelchairs, e-bikes and scooters, to give everyone the opportunity to be active and access public transportation. The strategy ensures that communities of all sizes can look to incorporate more active transportation in their everyday lives through new partnership opportunities to help finance transformational active transportation infrastructure programs for communities with shovel-ready projects that meet the goals of making active transportation safe, comfortable, and connected.

APPENDIX B:
PROPOSED PROJECT
DESCRIPTIONS AND COST
ESTIMATES



| # | Route Name | Streets (Description) | Implementation | Facility Type | Length (km) | Cost |
|------------------|---|--|----------------|---------------|-------------|----------------|
| Sidewalks | | | | | | |
| 1 | 11 th Avenue North | New sidewalks on one side of the street on 11 th Avenue N from 13 th Street N to the Highway 95 interchange. | Long-term | Sidewalk | 1.04 | \$1,310,000.00 |
| 2 | Highway 1 to Rail Crossing at 10 th Avenue North/13 th Street North | New sidewalks on one side of the street on 14 th Street N, 11 th Avenue N, 13 th Street N, 10 th Avenue N. | NA | Sidewalk | 0.49 | \$620,000.00 |
| 3 | Pine Drive | New sidewalks on one side of the street on Pine Drive. | Long-term | Sidewalk | 0.73 | \$920,000.00 |
| 4 | 8th Avenue North | New sidewalks to fill in the gaps in the sidewalk on the west side of 8 th Avenue N between 7 Street N and 6 Street N. | Short-term | Sidewalk | 0.14 | \$180,000.00 |
| 5 | 7th Street N | New sidewalk on the north side of 7th Street N between Kicking Horse Drive and 10th Avenue N. | Medium-term | Sidewalk | 0.35 | \$450,000.00 |
| 6 | 11th Avenue South /8th Street South | Short connection between existing sidewalk on the east side of 11th Avenue S and the river trail. | Short-term | Sidewalk | 0.06 | \$80,000.00 |
| 6b | 11 th Avenue South /8th Street South | New sidewalks on the south/west side of 11th Avenue S/8th Street S | Medium-term | Sidewalk | 0.23 | \$290,000.00 |
| 7 | 5th Avenue South | New sidewalks on 5th Avenue S between 9th Street S and 11th Street S. | Long-term | Sidewalk | 0.20 | \$260,000.00 |
| 8 | 9 th Street South | New sidewalks on the south side of 9 th Street S between 5 th Ave Street to 10 th Ave Street. | Long-term | Sidewalk | 0.94 | \$1,190,000.00 |
| 9 | 10 th Street South | New sidewalks on the south side of 10 th St S between 10 th Ave S and 11 th Ave S. | Medium-term | Sidewalk | 0.09 | \$120,000.00 |
| 10 | 11th Avenue South | New sidewalk on the E side of 11th Avenue S. | Short-term | Sidewalk | 0.29 | \$360,000.00 |
| 11 | 9th Street North | New sidewalk on 9th Street N from Kicking Horse Drive to 10th Avenue N. | Long-term | Sidewalk | 0.47 | \$590,000.00 |
| 12 | 12 th Street South | New sidewalks on S side of the street on 12 th Street S between 10 th Avenue S and 13 th Avenue S. | Long-term | Sidewalk | 0.42 | \$540,000.00 |
| 13 | La Fontaine Road and Golden Donald Upper Road | New sidewalks on E side of Golden Donald Upper Road south of Pine Drive and on the north side of La Fontaine Road to Gareb Road. | NA | Sidewalk | 0.98 | \$1,230,000.00 |
| 14 | Spruce Drive to Bowle-Evans Drive | New sidewalks on the north side of Spruce Drive where it transitions to Bowl E-Evans Drive. | NA | Sidewalk | 0.10 | \$130,000.00 |
| 15 | 10th Street South | A new short sidewalk segment connecting the 9 Avenue S jog. | Short-term | Sidewalk | 0.05 | \$70,000.00 |

To Kicking Horse Mountain Resort & Trailhead Parking

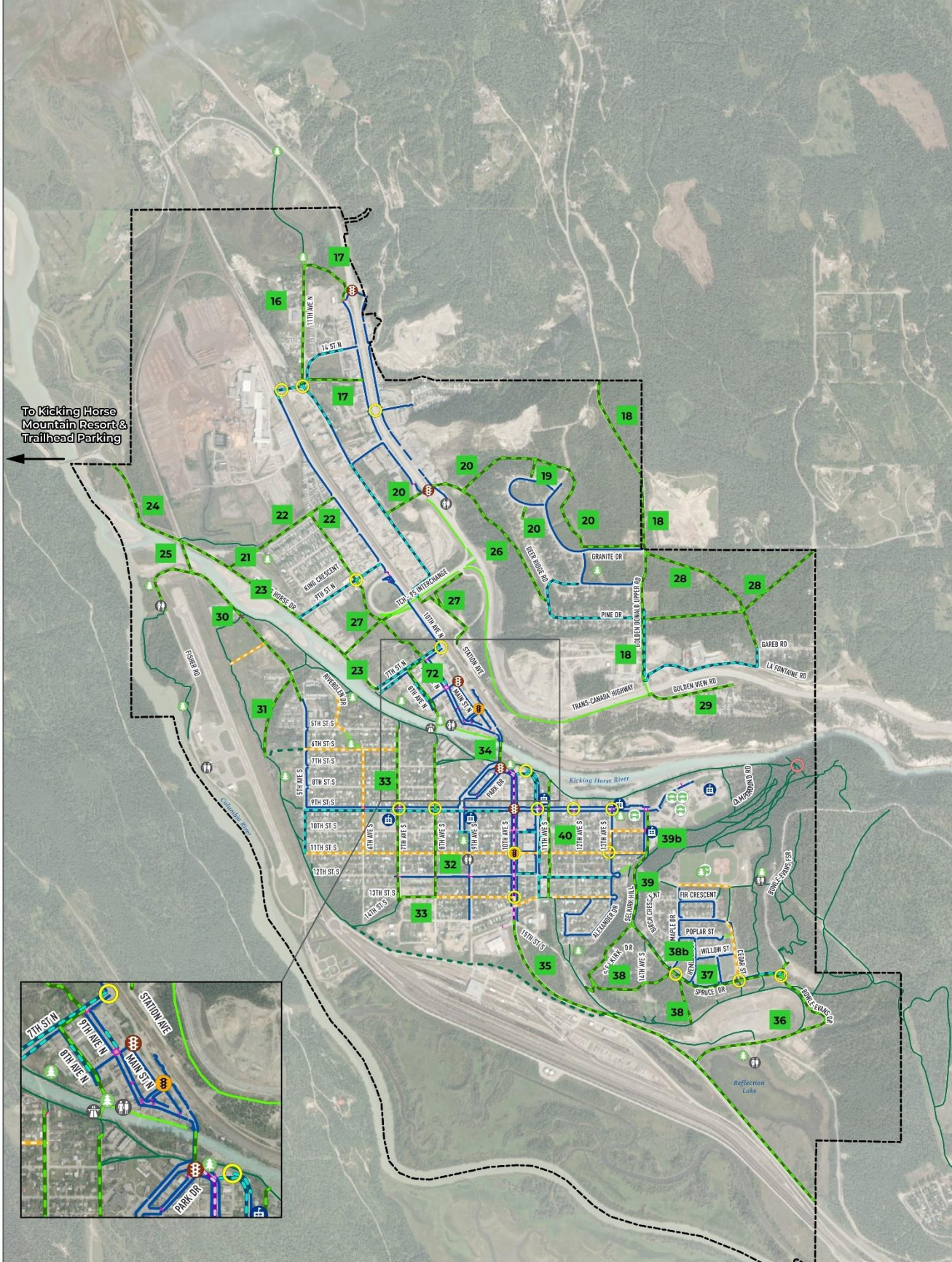


Note:
The Town will explore opportunities to enhance new and existing trails to make them more interactive with activity equipment and signage that has information about the land and the history of the area and calls out for different natural trail features. Suggested trails include routes along Fisher Road and the Rotary Trail.

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| Scale: 1:17,500 | | | | |
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| # | Route Name | Streets (Description) | Implementation | Facility Type | Length (km) | Cost |
|---------------------------|--|--|----------------|-------------------|-------------|----------------|
| Multi-Use Pathways | | | | | | |
| 16 | 11th Avenue North | New multi-use path along 11th Avenue N from 14th Street N connecting to Highway 1 Connector and 11th Avenue Connector (Project #16). | Long-term | Multi-use Pathway | 0.57 | \$750,000.00 |
| 17 | Highway 1 Connector and 11th Avenue Connector | Connect 11 th Ave N to Highway 1 Frontage Rd on the south and north portions of the 11th Avenue N proposed multi-use path. | NA | Multi-use Pathway | 0.57 | \$750,000.00 |
| 18 | Golden Donald Upper Road | Connect Highway 1 to Golden Skybridge via Golden Donald Upper Road. | Medium-term | Multi-use Pathway | 1.50 | \$1,950,000.00 |
| 19 | Quartz Crescent Connection | Proposed multi-use pathway connection between Quartz Crescent pathway (Project #19) and Quartz Crescent. | Long-term | Multi-use Pathway | 0.08 | \$110,000.00 |
| 20 | Quartz Crescent | Connect Highway 1 to Golden Donald Upper Rd via 11th Avenue N. | NA | Multi-use Pathway | 1.68 | \$2,190,000.00 |
| 21 | Kicking Horse Drive to 11th Street North | Multi-use pathway connection between Kicking Horse Drive with 11th Street N | NA | Multi-use Pathway | 0.15 | \$200,000.00 |
| 22 | 11 th Street North/9 th Avenue North | New MUP along 11th Street N to 10th Avenue N, along 9th Avenue N to 9th Street N. | Long-term | Multi-use Pathway | 0.84 | \$1,090,000.00 |
| 23 | Downtown-Kicking Horse Drive | Connect downtown to 11th Street N via Kicking Horse Drive. Due to space constraints at this location a 2.5 metre pathway is anticipated. There may be opportunities to widen in the longer-term. | Short-term | Multi-use Pathway | 0.93 | \$1,210,000.00 |
| 24 | Kicking Horse Drive North | Connect 11th Street N to Columbia River Crossing via Kicking Horse Drive. | Medium-term | Multi-use Pathway | 0.79 | \$1,030,000.00 |
| 25 | New Kicking Horse River Crossing | New MUP bridge crossing connecting Kicking Horse Drive to Fisher Road. | Long-term | Multi-use Pathway | 0.16 | \$220,000.00 |
| 26 | Deer Ridge Connector | Connect Highway 1 to Pine Drive. | NA | Multi-use Pathway | 0.67 | \$880,000.00 |
| 27 | TCH-95 Interchange MUP | Connect to Highway 1 via Station Avenue, 9th Avenue N, Kicking Horse Drive, and 9th Street N. | NA | Multi-use Pathway | 1.45 | \$1,890,000.00 |
| 28 | Gareb Road | Extend Pine Drive with a new MUP which extends past Gareb Road and also loops back to Golden Donald Upper Road via Gareb Road. This would be a new road project as part of development with a multi-use pathway. | NA | Multi-use Pathway | 1.68 | \$2,190,000.00 |
| 29 | Golden View Road | Connect Golden Hill Path to Whispering Spruce Campground via Golden View Road. | Long-term | Multi-use Pathway | 0.41 | \$540,000.00 |
| 30 | Fisher Road | Connect Confluence Park to 5 th Avenue S via Fisher Road. | NA | Multi-use Pathway | 1.17 | \$1,530,000.00 |

| # | Route Name | Streets (Description) | Implementation | Facility Type | Length (km) | Cost |
|---------------------------|--|--|----------------------|-------------------|-------------|----------------|
| Multi-Use Pathways | | | | | | |
| 31 | Trail to Fisher Road | Connect Fisher Road and the existing trail. | NA | Multi-use Pathway | 0.41 | \$540,000.00 |
| 32 | Kicking Horse River Pedestrian Bridge Connector via 9th Avenue South | Connect the Kicking Horse River Pedestrian Bridge to 13 th Street S via 8 th Avenue S. | Short-term | Multi-use Pathway | 0.74 | \$960,000.00 |
| 33 | 7th Avenue South & 13th Street South | Connect the Kicking Horse River Pedestrian Bridge to 8th Avenue S and 13th Street S via 7th Avenue S. | Long-term | Multi-use Pathway | 0.99 | \$1,290,000.00 |
| 34 | Highway 95 Bridge Replacement Project | Connect north and south Golden with the Highway 95 Bridge Replacement Project. | NA | Multi-use Pathway | 0.12 | \$170,000.00 |
| 35 | 10th Avenue South /Highway 95 | 10th Avenue S south of 15 Street S multi-use pathway adjacent to 10th Avenue S/Highway 95. This project will connect to the proposed protected bicycle lane north of 15th Street S on 10 Avenue S (Project #54). | Multi-jurisdictional | Multi-use Pathway | 2.05 | \$2,670,000.00 |
| 36 | Bowle-Evans/Reflection Road | Connect Bowle-Evans Drive and Reflection Rd to Highway 95. | Medium-term | Multi-use Pathway | 0.95 | See GTP |
| 37 | Spruce Drive | Connect Selkirk Street to Bowle-Evans Drive via Spruce Drive. | Long-term | Multi-use Pathway | 0.85 | \$1,110,000.00 |
| 38 | Selkirk Escarpment Trail | A proposed multi-use pathway around Selkirk Dr to Spruce Dr, connects existing trail south of Hemlock Street. Alignment to be confirmed. This project will provide both a transportation and recreational connection for community members and an alternative route to Selkirk Hill. | Long-term | Multi-use Pathway | 0.88 | \$1,150,000.00 |
| 39 | Selkirk Hill | Connect 11 th Street S to Selkirk Drive via Selkirk Hill. The Town will work to confirm the proposed facility, multi-use pathway is one option that is to be confirmed through the design process. | Medium-term | Multi-use Pathway | 0.36 | See GTP |
| 40 | 11th Avenue South | Connect the Rotary Trail along the Kicking Horse River to 13th St S via old railway corridor between 11th Ave S and 12th Ave S. | Long-term | Multi-use Pathway | 0.57 | \$750,000.00 |
| 72 | 8th Avenue N | A multi-use pathway on the east side of 8th Avenue between 7th Street N and the existing pedestrian bridge. | Medium-term | Multi-use Pathway | 0.27 | \$350,000.00 |
| 39b | 14 Avenue S | A multi-use pathway is proposed on the east side of 14 Avenue S between Selkirk Hill and 9 Street S. | NA | Multi-use Pathway | 0.20 | \$270,000.00 |
| 38b | Selkirk Escarpment Trail (north/south extension) | This proposed connection is between Spruce Drive and the existing trail. Current alignment is unknown and additional study will be required to confirm feasibility. | Short-term | Multi-use Pathway | 0.24 | \$310,000.00 |



To Kicking Horse Mountain Resort & Trailhead Parking

Note:
 The Town will explore opportunities to enhance new and existing trails to make them more interactive with activity equipment and signage that has information about the land and the history of the area and calls out for different natural trail features. Suggested trails include routes along Fisher Road and the Rotary Trail.

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|   Scale: 1:17,500 | <ul style="list-style-type: none">  Park  Pedestrian Bridge  Recreation  School  Public Washroom | <ul style="list-style-type: none">  Traffic Signal  Flashing Beacon  Existing Crosswalk  Existing Sidewalk  Existing Multi-use Path (Paved) Existing Trail (Unpaved) | <ul style="list-style-type: none">  Future Lookout Point  Proposed Crossing Improvement 2023  Proposed Sidewalk  Proposed Multi-use Path  Proposed Active Transportation Corridor Proposed Trail (Unpaved)  Proposed Protected Bicycle Lane  Town Boundary |
|---|--|---|---|

| # | Route Name | Streets (Description) | Implementation | Facility Type | Length (km) | Cost |
|---|---|--|----------------------|--------------------------------|-------------|--------------|
| Trails | | | | | | |
| 41 | Rail Trail Extension (parallel pathway) | This proposed trail follows the north side of rail tracks from the existing trail (Project #43) at 14th Street S to 10th Avenue S. | NA | Trail | 1.35 | \$540,000.00 |
| 42 | 6th Street S | Connect 6th Street S to existing trail to the west of 5th Avenue S. | NA | Trail | 0.19 | \$80,000.00 |
| 43 | Existing Rail Trail | This existing trail is not located on private property, the town will work to acquire a permit for the existing trail. | NA | Trail | 1.62 | \$0.00 |
| Proposed Active Transportation Corridors | | | | | | |
| 44 | Riverglen Connector | Connect the Rotary Trail along the Kicking Horse River to 6 th St S. | Short-term | Active Transportation Corridor | 0.19 | \$10,000.00 |
| 45 | 6 th Street South | Connect 5 th Avenue S to 7 th Avenue S via 6 th Street S. | Long-term | Active Transportation Corridor | 0.45 | \$30,000.00 |
| 46 | 6 th Avenue South | Connect 11 th Street S to 6 th Street S via 6 th Avenue Street. | Short-term | Active Transportation Corridor | 0.49 | \$30,000.00 |
| 47 | 11 th Street South | Connect 5 th Avenue S to 14 th Avenue S via 11 th Street S. | Short-term | Active Transportation Corridor | 1.64 | \$90,000.00 |
| 48 | Alexander Park Elementary Connector | Connect to Alexander Park Elementary from 11 th Street S via 13 th Avenue S and 10 th Street S. | Medium-term | Active Transportation Corridor | 0.28 | \$20,000.00 |
| 49 | 13 th Street South | Connect 8 th Avenue S to 10 th Avenue S, and 11th Avenue S to 13th Avenue S via 13 th Street S. | Long-term | Active Transportation Corridor | 0.65 | \$40,000.00 |
| 50 | 13th Street South Diagonal | Connect 10th Avenue S to 11th Avenue S via 13th Street S. | Medium-term | Active Transportation Corridor | 0.16 | \$10,000.00 |
| 51 | Fir Crescent | Connect Maple Drive to existing trails via Fir Crescent. | Long-term | Active Transportation Corridor | 0.25 | \$20,000.00 |
| 52 | Cedar Street Connector | Connect Spruce Drive and Maple Crescent via Fir Crescent and Cedar Street. | Medium-term | Active Transportation Corridor | 0.29 | \$20,000.00 |
| 53 | Active Transportation Connection to Fisher Road (New Development) | Connect Fisher Road to existing SW trails. | NA | Active Transportation Corridor | 0.20 | \$10,000.00 |
| Protected Bicycle Lane | | | | | | |
| 54 | 10th Avenue S | Protected Bicycle Lane from Park Drive to 15th Street S along 10th Avenue S. | Multi-jurisdictional | Protected Bicycle Lane | 0.78 | \$980,000.00 |

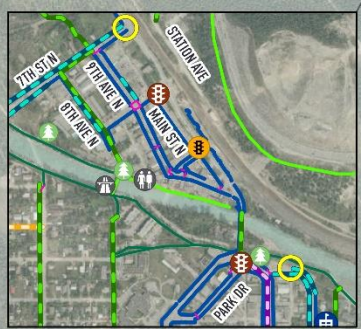
To Kicking Horse Mountain Resort & Trailhead Parking



Note:
 The Town will explore opportunities to enhance new and existing trails to make them more interactive with activity equipment and signage that has information about the land and the history of the area and calls out for different natural trail features. Suggested trails include routes along Fisher Road and the Rotary Trail.

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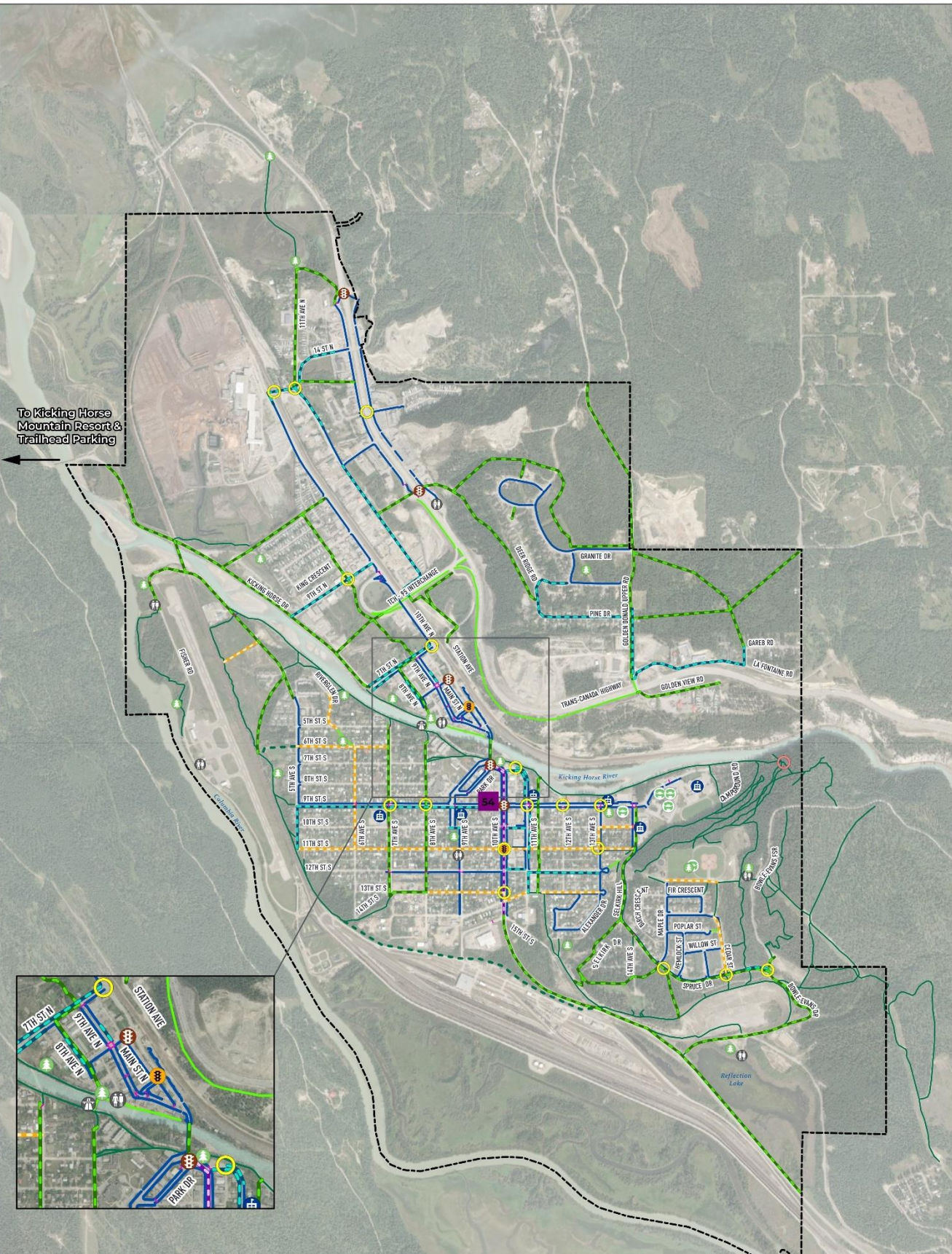
To Kicking Horse Mountain Resort & Trailhead Parking



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Scale: 1:17,500



To Kicking Horse Mountain Resort & Trailhead Parking

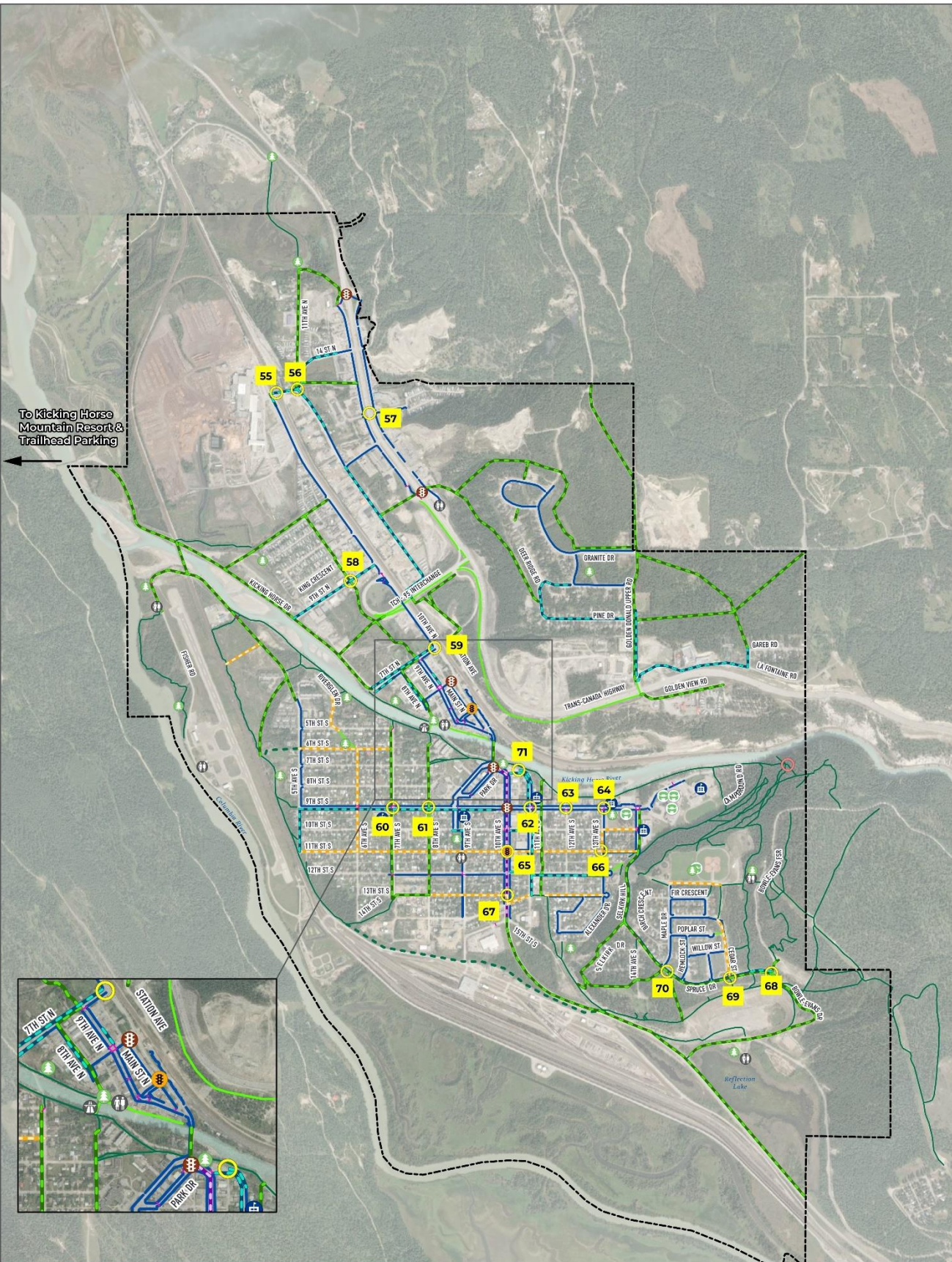


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| <p>0 100 200 300 Meters Scale: 1:17,500</p> | <ul style="list-style-type: none"> Park Pedestrian Bridge Recreation School Public Washroom | <ul style="list-style-type: none"> Traffic Signal Flashing Beacon Existing Crosswalk Existing Sidewalk Existing Multi-use Path (Paved) Existing Trail (Unpaved) | <ul style="list-style-type: none"> Future Lookout Point Proposed Crossing Improvement 2023 Proposed Sidewalk Proposed Multi-use Path Proposed Active Transportation Corridor Proposed Trail (Unpaved) | <ul style="list-style-type: none"> Proposed Protected Bicycle Lane Town Boundary |
|---|---|---|---|--|

| # | Route Name | Streets (Description) | Implementation | Facility Type | Length (km) | Cost |
|---------------------------------------|---|---|----------------------|---------------|---|-----------|
| Proposed Crossing Improvements | | | | | | |
| 55 | 13 th Street North Railway Crossing | 13 Street N at 10 th Avenue N. | Short-term | Intersection | Interim treatment to better delineate space leading up to the crossing. | \$120,000 |
| 56 | 13th Street North | 13 Street N at Industrial Driveway. | Short-term | Intersection | Crosswalk | \$15,000 |
| 57 | Highway 1/12 th Street North Crossing | 12 Street N at Highway 1. | Multi-jurisdictional | Intersection | New Signal | \$450,000 |
| 58 | 9th and 9th Intersection | 9th Street N and 9th Avenue N. | Short-term | Intersection | Crosswalk | \$20,000 |
| 59 | 10 th Avenue North / 7 th Street North Crossing | 10 th Avenue N at 7 th Street N. | Short-term | Intersection | Crosswalk | \$5,000 |
| 60 | Lady Grey Elementary School Crossing | 7 th Avenue S at 9 th Street S. | Short-term | Intersection | Crosswalk & Curb-extensions | \$120,000 |
| 61 | Golden & District Hospital Crossing | 8 th Avenue S at 9 th Street S. | Short-term | Intersection | Crosswalk & Curb-extensions | \$120,000 |
| 62 | École La Confluence Crossing | 11 th Avenue S at 9 th Street S. | Short-term | Intersection | Crosswalk & Curb-extensions | \$120,000 |
| 63 | 12th Avenue and 9th Street South | 12th Avenue and 9th Street S. | Long-term | Intersection | Crosswalk & Curb-extensions | \$120,000 |
| 64 | College of the Rockies Crossing | 13 th Avenue S at 9 th Street S. | Short-term | Intersection | Crosswalk & Curb-extensions | \$120,000 |
| 65 | Highway 95 / 11 th Street South Crossing | 10 th Avenue S at 11 th Street S. | Long-term | Intersection | Upgrade to signal | \$450,000 |
| 66 | 13 th Avenue South at 11 th Street South | 13 th Avenue S at 11 th Street S. | Long-term | Intersection | Crosswalk & Curb-extensions | \$120,000 |
| 67 | 13th Street S / 10th Avenue South | 13th Street South and 10th Avenue S. | Medium-term | Intersection | RRFB | \$75,000 |
| 68 | Spruce Drive Crossing | Cedar St at Spruce Drive. | NA | Intersection | Crosswalk | \$5,000 |
| 69 | Spruce and Cedar Crossing | Spruce Drive at Cedar Street. | Long-term | Intersection | Crosswalk | \$20,000 |
| 70 | Spruce and Maple | Spruce Street at Maple Drive. | NA | Intersection | Crosswalk | \$5,000 |
| 71 | 11 Avenue South | Midblock crosswalk trail connection. | NA | Intersection | Crosswalk | \$5,000 |

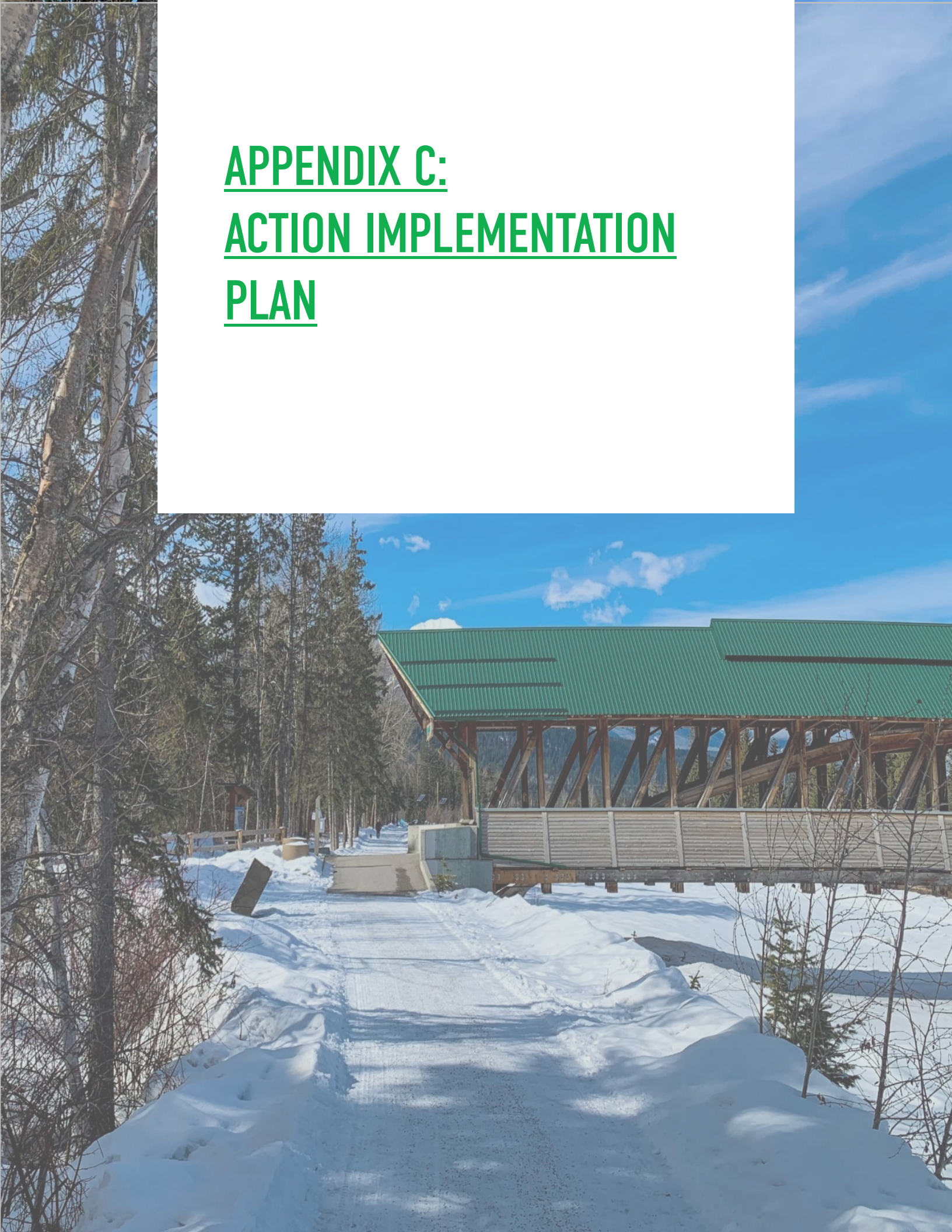
To Kicking Horse Mountain Resort & Trailhead Parking



Note:
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APPENDIX C: ACTION IMPLEMENTATION PLAN



| # | THEMES AND ACTIONS | TIMEFRAME | | | METHOD OF IMPLEMENTATION | | | WHO IS INVOLVED |
|------------------------------------|--|--|------------------------|---------------------|--------------------------|--------------------------|----------------------|--|
| | | *Ongoing – starting in the short-term but will either take multiple years to implement or should be a key consideration through the implementation of the action | | | Capital | Operations & Maintenance | Policy & Programming | |
| | | Short-Term 0-8 yr | Medium-Term 8-20 yr | Long-Term 20+ yr | | | | |
| THEME 1: BUILDING A NETWORK | | | | | | | | |
| CONNECTIONS | | | | | | | | |
| 1 | <p>Implement a connected All Ages and Abilities (AAA) active transportation network within Golden through a phased implementation approach.</p> <ul style="list-style-type: none"> Advance the proposed active transportation implementation plan as outlined in Figure 8 of the Active Transportation Network Plan, prioritizing community, and tourist destinations in Town, as well as connections at municipal boundaries to local trailheads and Kicking Horse Mountain Resort. Formalize connections to and from the Highway 95 Bridge Replacement Project. Continue to monitor the quality of existing active transportation infrastructure and inventory infrastructure locations where upgrades are needed. Prioritize based on demand, connectivity, and need. | | Ongoing | | ✓ | ✓ | | <p>Town of Golden</p> <ul style="list-style-type: none"> Planning and Development Public Works Recreation Services Corporate Services & Communications |
| 2 | <p>Consider the impact of new mobility technologies on the active transportation network and facility design.</p> <ul style="list-style-type: none"> Ensure new active transportation facilities are designed for all intended users, recognizing that the operating envelopes and speeds of new mobility technologies may impact facility design (e.g., facility width and the need for users to be separated). Proactively regulate e-bikes and other micromobility devices in the Town and on trails. Explore the feasibility of creating a bikeshare or scooter share program with a private operator in Golden, with convenient connections to Kicking Horse Mountain Resort for tourists. | ✓ | | | | | ✓ | <p>Town of Golden</p> <ul style="list-style-type: none"> Planning and Development Public Works Recreation Services Finance & Administrative Services Corporate Services & Communications Town Council <p><i>With support from partners & stakeholders (ex. Kicking Horse Mountain Resort, Tourism Golden, Regional District(s) etc.)</i></p> |
| 3 | <p>Incorporate design best practices from the B.C. Active Transportation Design Guide into the Town’s Subdivision and Development Servicing Bylaw.</p> <ul style="list-style-type: none"> Review and update the Golden Subdivision and Development Servicing Bylaw to include cross-sections incorporating design best practices where possible and appropriate to the local context. Review existing sidewalk, multi-use trails, and on-street bicycling facility requirements on roadways (based on classification) and update to reflect best practices in the B.C. Active Transportation Design Guide. | ✓ | | | | | ✓ | <p>Town of Golden</p> <ul style="list-style-type: none"> Planning and Development Public Works Recreation Services Town Council |



| # | THEMES AND ACTIONS | TIMEFRAME | | | METHOD OF IMPLEMENTATION | | | WHO IS INVOLVED |
|------------------------------|--|----------------------|------------------------|---------------------|--------------------------|--------------------------|----------------------|--|
| | | Short-Term 0-8 yr | Medium-Term 8-20 yr | Long-Term 20+ yr | Capital | Operations & Maintenance | Policy & Programming | |
| 4 | <p>Look to complete network connections through property acquisitions.</p> <ul style="list-style-type: none"> Formalize existing and new trail connections by acquiring (rezoning, subdivision, or property purchase) right-of-way and enhancing infrastructure. | Ongoing | | | ✓ | ✓ | ✓ | <p>Town of Golden</p> <ul style="list-style-type: none"> Planning and Development Finance & Administrative Services Corporate Services & Communications Town Council |
| PLANNING AND PARTNERS | | | | | | | | |
| 5 | <p>Ensure all new community plans, projects, and developments integrate with the active transportation network.</p> <ul style="list-style-type: none"> Seek opportunities to implement new pedestrian and bicycling facilities in conjunction with other projects, plans, and developments. Ensure future development projects include active transportation infrastructure (including new sidewalks, bicycle facilities, multi-use trails, and amenities) and are connected to the network outlined in Figure 8 of the Active Transportation Network Plan. Develop a list of reference criteria for reviewing new plans, developments, and infrastructure projects, ensuring bylaws are followed and there is integration with the active transportation network such as bicycle parking, cut-throughs, and sidewalk connections. | Ongoing | | | | | ✓ | <p>Town of Golden</p> <ul style="list-style-type: none"> Planning and Development Public Works Town Council |
| 6 | <p>Work with the Province of British Columbia’s Resort Municipality Initiative (RMI) program and funds to implement active transportation infrastructure that meet the goals of the Resort Development Strategy (RDS).</p> <ul style="list-style-type: none"> Implement and enhance the RDS’s Pedestrian project to encourage more walking and exploring of the community by any type of active transportation through All Ages and Abilities (AAA) facilities. In the next RDS, develop a project to encourage more bicycling and exploring of the community by bicycle with AAA facilities | ✓ | ✓ | | | | ✓ | <p>Town of Golden</p> <ul style="list-style-type: none"> Planning and Development Corporate Services & Communications Town Council Administrative (CAO) |
| 7 | <p>Create a Future Alternative Transportation Infrastructure Reserve Fund.</p> <ul style="list-style-type: none"> The Town can continue to levy funds from developers through a variety of means such as Development Cost Charges, density bonuses, or parking cash in lieu funds can be utilized for “transportation infrastructure that supports walking, bicycling, public transit or other alternative forms of transportation.” | Ongoing | | | | | ✓ | <p>Town of Golden</p> <ul style="list-style-type: none"> Planning and Development Finance & Administrative Services Town Council Public Works |



| # | THEMES AND ACTIONS | TIMEFRAME | | | METHOD OF IMPLEMENTATION | | | WHO IS INVOLVED |
|---------------|---|----------------------|------------------------|---------------------|--------------------------|--------------------------|----------------------|---|
| | | Short-Term 0-8 yr | Medium-Term 8-20 yr | Long-Term 20+ yr | Capital | Operations & Maintenance | Policy & Programming | |
| 8 | <p>Work with regional partners to provide well-integrated active transportation connections to nearby communities and regional trails.</p> <ul style="list-style-type: none"> When implementing the Active Transportation Network Plan, conduct ongoing stakeholder meetings with First Nation communities, neighbouring municipalities, and the Regional District(s). Meet regularly with the Ministry of Transportation and Infrastructure to request they provide high quality walking and bicycling infrastructure on roads under their jurisdiction, including the Highway 95 bridge replacement project. Explore additional Columbia River and Kicking Horse River crossings that can facilitate active transportation | Ongoing | | | | | ✓ | <p>Town of Golden</p> <ul style="list-style-type: none"> Planning and Development Public Works Corporate Services & Communications Town Council <p>Ministry of Transportation and Infrastructure</p> <p><i>With support from partners & stakeholders (ex. Indigenous Communities, Regional District(s), etc.)</i></p> |
| SAFETY | | | | | | | | |
| 9 | <p>Improve safety along active transportation routes by considering visibility, sightlines, and access where appropriate.</p> <ul style="list-style-type: none"> Continue to review corridors, intersections, and crossings where ICBC collisions, near misses and community members have voiced concerns about safety and accessibility, and make improvements as required. Work with MoTI to review and update signal phasing and pedestrian crossing times at intersections to ensure adequate time is provided for all road users. Review existing pedestrian crossing locations and look for opportunities to reduce crossing distances by providing narrower roads and lanes and considering curb extensions where feasible. Review crossing recommendations in Figure 8 and implement where warranted and develop a prioritization plan for enhancing existing crossing locations. Improve crossing treatments where multi-use trails intersect with a roadway in accordance with current best practices. Inventory the location of curb ramps and accessibility features at intersections. Provide curb ramps or a continuous paved surface to access the road at all intersections and consider accessibility for all. | Ongoing | | | ✓ | ✓ | ✓ | <p>Town of Golden</p> <ul style="list-style-type: none"> Planning and Development Public Works Town Council <p>RCMP</p> <p>ICBC</p> <p>Ministry of Transportation and Infrastructure</p> |
| 10 | <p>Explore the opportunity to reduce speed limits as per Section 146 of the Motor Vehicle Act, in conjunction with traffic calming and traffic diversion.</p> <ul style="list-style-type: none"> Identify opportunities for installing traffic calming infrastructure features as listed in the Transportation Plan's Traffic Calming Toolkit to help reduce motor vehicle speeds and volumes. Focusing first on routes to schools and Active Transportation Corridors as identified in Figure 8. Explore the feasibility of reducing speed limits in appropriate areas where traffic calming is not possible or has not been effective. | ✓ | ✓ | | ✓ | ✓ | ✓ | <p>Town of Golden</p> <ul style="list-style-type: none"> Planning and Development Public Works Town Council <p>RCMP</p> |

| # | THEMES AND ACTIONS | TIMEFRAME | | | METHOD OF IMPLEMENTATION | | | WHO IS INVOLVED |
|---|---|----------------------|------------------------|---------------------|--------------------------|--------------------------|----------------------|--|
| | | Short-Term 0-8 yr | Medium-Term 8-20 yr | Long-Term 20+ yr | Capital | Operations & Maintenance | Policy & Programming | |
| THEME 2: ENHANCING THE EXPERIENCE OF WALKING, ROLLING, AND BICYCLING | | | | | | | | |
| ACCESS AND EQUITY | | | | | | | | |
| 11 | <p>Apply an intersectional, equity-focused lens to the planning, design, and implementation of all active transportation facilities, amenities, and programs to support equity-seeking groups.</p> <ul style="list-style-type: none"> Identify and work with stakeholders, including marginalized and under-represented groups, to develop a checklist of the different lenses and factors that should be considered during the design and implementation of all active transportation facilities, amenities, and programs. Consider the development of a Council adopted Accessibility Policy that ensures new and improved infrastructure incorporates universal design principles ensures that the built environment is accessible to people of all ages and abilities, regardless of any type of physical or cognitive impairment. Working to ensure it considers various types of accessibility challenges (ex. impairments to mobility, vision, hearing, comprehension, and strength and dexterity). Conduct targeted communication and engagement regarding active transportation projects with equity-seeking groups to understand their unique needs and issues. After project implementation, monitor and check-in with equity-seeking groups to make sure the project is having the desired effect and that the design has not created unintended negative consequences for any group. | | Ongoing | | | | ✓ | <p>Town of Golden</p> <ul style="list-style-type: none"> Planning and Development Public Works Corporate Services & Communications Finance & Administrative Services Town Council |
| 12 | <p>Create opportunities to work with the Ktunaxa and Secwepemc Nations as well as the Columbia Valley Métis on the design and implementation of the active transportation network to continue to advance reconciliation and listen to the voices of Indigenous People in our community.</p> <ul style="list-style-type: none"> Offer opportunities to provide input into the connections to First Nations communities, destinations, and sites of cultural significance. | ✓ | | | | | ✓ | <p>Town of Golden</p> <ul style="list-style-type: none"> Planning and Development Public Works Corporate Services & Communications Town Council <p><i>With support from partners & stakeholders ex. (Indigenous Communities)</i></p> |

| # | THEMES AND ACTIONS | TIMEFRAME | | | METHOD OF IMPLEMENTATION | | | WHO IS INVOLVED |
|--------------------|---|----------------------|------------------------|---------------------|--------------------------|--------------------------|----------------------|---|
| | | Short-Term 0-8 yr | Medium-Term 8-20 yr | Long-Term 20+ yr | Capital | Operations & Maintenance | Policy & Programming | |
| MAINTENANCE | | | | | | | | |
| 13 | <p>Complete an Active Transportation Asset Management Plan and update the Plan at regularly scheduled intervals.</p> <ul style="list-style-type: none"> Complete an Asset Management Plan and an inventory of the Town’s existing infrastructure including active transportation facilities Continue to conduct regularly scheduled reviews (every year) of the condition of active transportation infrastructure. Infrastructure would include sidewalks, signage, bicycle lanes, curb ramps, and crosswalks. The intent is to ensure that they are well maintained, marked (where appropriate), and ensure sightlines are unobstructed. Create a system to track and prioritize maintenance required on active transportation infrastructure. | | ✓ | | | ✓ | ✓ | <p>Town of Golden</p> <ul style="list-style-type: none"> Public Works Planning and Development Corporate Services & Communications Finance & Administrative Services Recreation Services Town Council |
| 14 | <p>Design active transportation facilities to provide adequate drainage, snow storage and removal, and sand and gravel removal.</p> <ul style="list-style-type: none"> Follow guidance provided in the B.C. Active Transportation Design Guide specific to maintenance considerations including facility width and appropriate maintenance techniques for conditions in a winter community. | Ongoing | | | | ✓ | | <p>Town of Golden</p> <ul style="list-style-type: none"> Public Works Planning and Development Corporate Services & Communications Finance & Administrative Services |
| 15 | <p>As new infrastructure is installed, review and update current maintenance and operating policies and procedures for active transportation infrastructure, including sidewalks, multi-use trails, and active transportation corridors as needed (Snow Clearing and Sanding Policy and Sidewalk and Pathway Inspection Policy and Procedures Policy and the Sidewalk and Pathway Inspection and Maintenance Policy).</p> <ul style="list-style-type: none"> As more active transportation infrastructure is implemented, review existing debris, sand, gravel, ice, and snow removal requirements for walking and bicycling infrastructure, including multi-use trails, and provide additional guidance specific to on-street active transportation facilities (active transportation corridors). This includes requirements for property owners, Town departments, employed contractors, and the existing fleet of machinery. Consider adding an active transportation prioritization list to the policy and outlining the order in which roads and active transportation facilities are cleared. | | ✓ | ✓ | | ✓ | ✓ | <p>Town of Golden</p> <ul style="list-style-type: none"> Public Works Development Services Corporate Services & Communications Finance & Administrative Services Bylaw Enforcement Town Council |
| 16 | <p>As new infrastructure is implemented, ensure the Town has appropriately sized equipment, personnel, and operating funding to maintain existing and future active transportation infrastructure.</p> <ul style="list-style-type: none"> Review current maintenance funding, personnel resources, and equipment levels required to maintain all planned and existing types of active transportation infrastructure. As more walking and bicycling facilities are installed, ensure the amount of funding available grows in accordance with the amount of infrastructure being added to the network. | Ongoing | | | | ✓ | ✓ | <p>Town of Golden</p> <ul style="list-style-type: none"> Public Works Finance & Administrative Services Planning and Development Recreation Services |



| # | THEMES AND ACTIONS | TIMEFRAME | | | METHOD OF IMPLEMENTATION | | | WHO IS INVOLVED |
|------------------------------|--|----------------------|------------------------|---------------------|--------------------------|--------------------------|----------------------|--|
| | | Short-Term 0-8 yr | Medium-Term 8-20 yr | Long-Term 20+ yr | Capital | Operations & Maintenance | Policy & Programming | |
| PARKING AND AMENITIES | | | | | | | | |
| 17 | <p>Support the installation of public amenities such as seating, landscaping, and public art to enhance how people experience walking, rolling, and cycling in Golden.</p> <ul style="list-style-type: none"> Develop guidance for the installation of public amenities through capital projects and developments. Develop a public art program that includes guidelines for partnering with local artists, provides opportunities for equity-seeking groups, and seeks opportunities for partnering with and celebrating the area's Indigenous Peoples. Identify an annual budget for the installation and maintenance of public amenities. | | ✓ | | ✓ | ✓ | ✓ | <p>Town of Golden</p> <ul style="list-style-type: none"> Planning and Development Public Works Recreation Services Finance & Administrative Services Corporate Services & Communications Town Council <p><i>With support from partners & stakeholders (ex. Indigenous Communities, etc.)</i></p> |
| 18 | <p>Support the installation of more short- and long-term bicycle parking and end-of-trip facilities throughout the community.</p> <ul style="list-style-type: none"> Review and update the Town's Zoning Bylaw to ensure that ample secure parking is being provided based on best practices in similar communities, guidance from the B.C. Active Transportation Design Guide, and a review of existing bicycle parking utilization, including accounting for the space requirements for 'non-standard' bicycles (e.g., e-bikes (i.e., charging), cargo bikes, etc.) Conduct a detailed review of existing bicycle parking facilities to assess existing inventory (supply and location) and demand. (Includes identifying the number of spaces, quality, age, security level, and supporting destination) to identify gaps within the downtown and at other high activity locations. Develop a program to install bicycle parking within the downtown and at other high activity locations as need grows. Ensure the program is also designed to support businesses and other partners in implementing more bicycle parking as desired. Identify an annual budget for the installation of bicycle parking facilities, considering seasonal offerings such as bike lockers and partnerships with local employers. | ✓ | ✓ | | ✓ | ✓ | ✓ | <p>Town of Golden</p> <ul style="list-style-type: none"> Planning and Development Public Works Recreation Services Finance & Administrative Services Town Council <p><i>With support from partners & stakeholders (ex. Local Businesses, etc.)</i></p> |

| # | THEMES AND ACTIONS | TIMEFRAME | | | METHOD OF IMPLEMENTATION | | | WHO IS INVOLVED |
|--|---|----------------------|------------------------|---------------------|--------------------------|--------------------------|----------------------|--|
| | | Short-Term 0-8 yr | Medium-Term 8-20 yr | Long-Term 20+ yr | Capital | Operations & Maintenance | Policy & Programming | |
| 19 | <p>Develop a central hub for active transportation with a network map and information kiosk, protected bicycle parking, and other amenities in the downtown.</p> <ul style="list-style-type: none"> Identify a location for a central hub for active transportation. Install an information kiosk that provides covered bicycle parking, a bike repair station, maps, and information on the on-street and off-street bicycling network, as well as other destinations within the town and region, including mountain bike trails. Identify locations in high demand locations and as new infrastructure is installed for the installation of bicycle repair stations. | | ✓ | | ✓ | ✓ | | <p>Town of Golden</p> <ul style="list-style-type: none"> Planning and Development Public Works Recreation Services <p><i>With support from partners & stakeholders (ex. Tourism Golden, Golden Cycling Club, Trails Alliance etc.)</i></p> |
| 20 | <p>Consider opportunities to expand dynamic curb-space management to create streets that accommodate a variety of uses.</p> <ul style="list-style-type: none"> Consult with downtown businesses and stakeholders to understand the needs and desired use of curb space. The Town can continue to explore opportunities for reallocating road space and consider flexible and dynamic use of the street on streets like, 9 Avenue N, 8 Avenue N, etc. | | | ✓ | | | ✓ | <p>Town of Golden</p> <ul style="list-style-type: none"> Planning and Development Public Works Corporate Services & Communications Town Council <p><i>With support from partners & stakeholders (ex. Local Businesses, etc.)</i></p> |
| THEME 3: ENCOURAGING MORE WALKING, ROLLING, AND BICYCLING | | | | | | | | |
| WAYFINDING | | | | | | | | |
| 21 | <p>Conduct a Wayfinding Signage Review and look for opportunities to add signage on new and existing facilities (directional, informational, and regulatory signage).</p> <ul style="list-style-type: none"> Document areas where signage is inconsistent, redundant, or needed and prioritize the addition of necessary signage. Develop a Wayfinding Signage Strategy that includes best practice guidance on pedestrian and cycling wayfinding. Consider working with partners to develop a regional approach to signage and wayfinding. Identify trails where it is appropriate to add interactive signage that provides information about the land and history of the area and calls out different natural trail features. This can include the Rotary Trail on the south side of the river and new trails as they are formalized. Follow the direction of the Wayfinding Signage Strategy and add signage as new active transportation infrastructure is implemented. | | ✓ | ✓ | ✓ | ✓ | ✓ | <p>Town of Golden</p> <ul style="list-style-type: none"> Planning and Development Recreation Services Public Works Corporate Services & Communications <p><i>With support from partners & stakeholders (ex. Indigenous Communities, Trails Alliance, Regional District etc.)</i></p> |



| # | THEMES AND ACTIONS | TIMEFRAME | | | METHOD OF IMPLEMENTATION | | | WHO IS INVOLVED |
|--------------------------------|---|----------------------|------------------------|---------------------|--------------------------|--------------------------|----------------------|---|
| | | Short-Term 0-8 yr | Medium-Term 8-20 yr | Long-Term 20+ yr | Capital | Operations & Maintenance | Policy & Programming | |
| 22 | <p>Work with Tourism Golden and Golden Cycling Club to update the Bike Trail Map to include new facilities and infrastructure.</p> <ul style="list-style-type: none"> Work with Tourism Golden and Golden Cycling Club to update the Bike Trail map as new facilities and infrastructure are implemented Develop route recommendations for tourists and residents based on sites and skill level | | ✓ | | | | ✓ | <p>Town of Golden</p> <ul style="list-style-type: none"> Planning and Development Public Works Corporate Services & Communications <p><i>With support from partners & stakeholders (ex. Golden Cycling Club etc.)</i></p> |
| EDUCATION AND PROMOTION | | | | | | | | |
| 23 | <p>Support the development of a regional bicycle tourism initiative.</p> <ul style="list-style-type: none"> Work with Tourism Golden, the Regional District, neighbouring municipalities, and First Nation communities to develop a regional bicycling tourism initiative. Work with Tourism Golden to promote hiking, bicycling and other forms of active transportation in Golden | | ✓ | ✓ | | | ✓ | <p>Town of Golden</p> <ul style="list-style-type: none"> Planning and Development Recreation Services Corporate Services & Communications Town Council <p><i>With support from partners & stakeholders (ex. Tourism Golden, Neighbouring Municipalities, Indigenous Communities etc.)</i></p> |
| 24 | <p>Work with partners to provide bicycle education and skills training for children, youth, adults, and seniors and promote active travel to work, school, and play.</p> <ul style="list-style-type: none"> Support active and safe routes to school programming and initiatives. Work with partners to provide bicycle education and skills training for students in elementary school. Support and encourage targeted community outreach programs for older adults. Partner with organizations in the development of road safety awareness and education campaigns for all road users. Work with local associations such as the Golden Cycling Club to promote year-round active transportation to and from trails, as well as around the Town. Promote and educate on how to safely and comfortably walk and cycle in the winter months Educate and incentivize walking and bicycling to grocery shop, eat out, and do errands and appointments through various campaigns such as Bike or Walk to Work/School Week. | ✓ | | | | | ✓ | <p>Town of Golden</p> <ul style="list-style-type: none"> Planning and Development Recreation Services Corporate Services & Communications <p><i>With support from partners & stakeholders (ex. Golden Cycling Club, School District, Local Businesses)</i></p> |

| # | THEMES AND ACTIONS | TIMEFRAME | | | METHOD OF IMPLEMENTATION | | | WHO IS INVOLVED |
|----|--|----------------------|------------------------|---------------------|--------------------------|--------------------------|----------------------|--|
| | | Short-Term 0-8 yr | Medium-Term 8-20 yr | Long-Term 20+ yr | Capital | Operations & Maintenance | Policy & Programming | |
| 25 | Develop an active transportation data collection and monitoring program, including a network of counters on bicycling routes and trails to monitor activity. <ul style="list-style-type: none"> • Develop an Active Transportation Data Collection Strategy. • Install automatic bicycle and/or pedestrian counters as part of all new infrastructure projects. • Implement a reporting program to communicate results of the monitoring program on an annual basis. | | | ✓ | ✓ | ✓ | ✓ | Town of Golden <ul style="list-style-type: none"> • Development Services • Public Works • Recreation Services • Corporate Services & Communications |
| 26 | Work with Tourism Golden to promote the use of active transportation for tourism and seasonal employees <ul style="list-style-type: none"> • Provide incentives and campaigns to encourage active transportation to and from work such as contests, giveaways, discounts, or street closure events. • Support businesses that provide walking and cycling tours or offer discounts to those that travel by active modes can help encourage more trips made by active transportation. | | ✓ | | | | | Town of Golden <ul style="list-style-type: none"> • Development Services • Recreation Services • Corporate Services & Communications <i>With support from partners & stakeholders (ex. Tourism Golden etc.)</i> |



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