

# GOLDEN TRANSPORTATION PLAN

## – ENGAGEMENT ROUND 3

### WHAT WE HEARD REPORT

September 8, 2022





**PREPARED FOR:**

Town of Golden  
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File: 0404.235.01

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# CONTENTS

|                            |   |
|----------------------------|---|
| 1.0 EXECUTIVE SUMMARY..... | 2 |
| 2.0 INTRODUCTION .....     | 2 |
| 3.0 SURVEY RESULTS .....   | 3 |

APPENDIX A - VERBATIM COMMENTS FROM ONLINE SURVEY

APPENDIX B - COMMENTS RECEIVED BY THE TOWN VIA EMAIL/LETTER

## 1.0 EXECUTIVE SUMMARY

The Town of Golden is developing the Golden Transportation Plan (GTP) to shape the future of transportation in Golden and respond to new transportation needs and trends.

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

This report marks the final round of public engagement for this project. During this round of engagement, participants had the opportunity to complete an online survey.

### **Online Survey**

The online survey was comprised of six (6) questions which were hosted on Momentive. The questions asked about the Draft Golden Transportation Plan to understand if the participants had any additional comments about the road network and active transportation network. Additionally, the survey also asked about the overall level of satisfaction participants had with the project's engagement. The survey was open from August 17 to August 30, 2022, and 61 participants took the time to share their perspectives.

## 2.0 INTRODUCTION

The purpose of the first round of engagement in September 2021 was to gain a stronger understanding of the transportation needs and opportunities within the community. The first round of engagement helped to shape the draft vision, goals, potential projects, and future actions for the Golden Transportation Plan (GTP). During this round, the Town hosted two activities on their website to engage the community. The two activities included an online survey and an interactive mapping exercise, and in total 296 participants got involved.

The purpose of the second round of engagement was to share the main components of the Plan and to gather feedback on items of the Draft GTP such as the vision, potential projects, etc. Furthermore, the second round worked to understand what the priority projects and actions were for the community. During this round, participants had the opportunity to get involved through a virtual open house, an online survey, and a virtual information session. In total, 338 participants engaged with the project at this time.

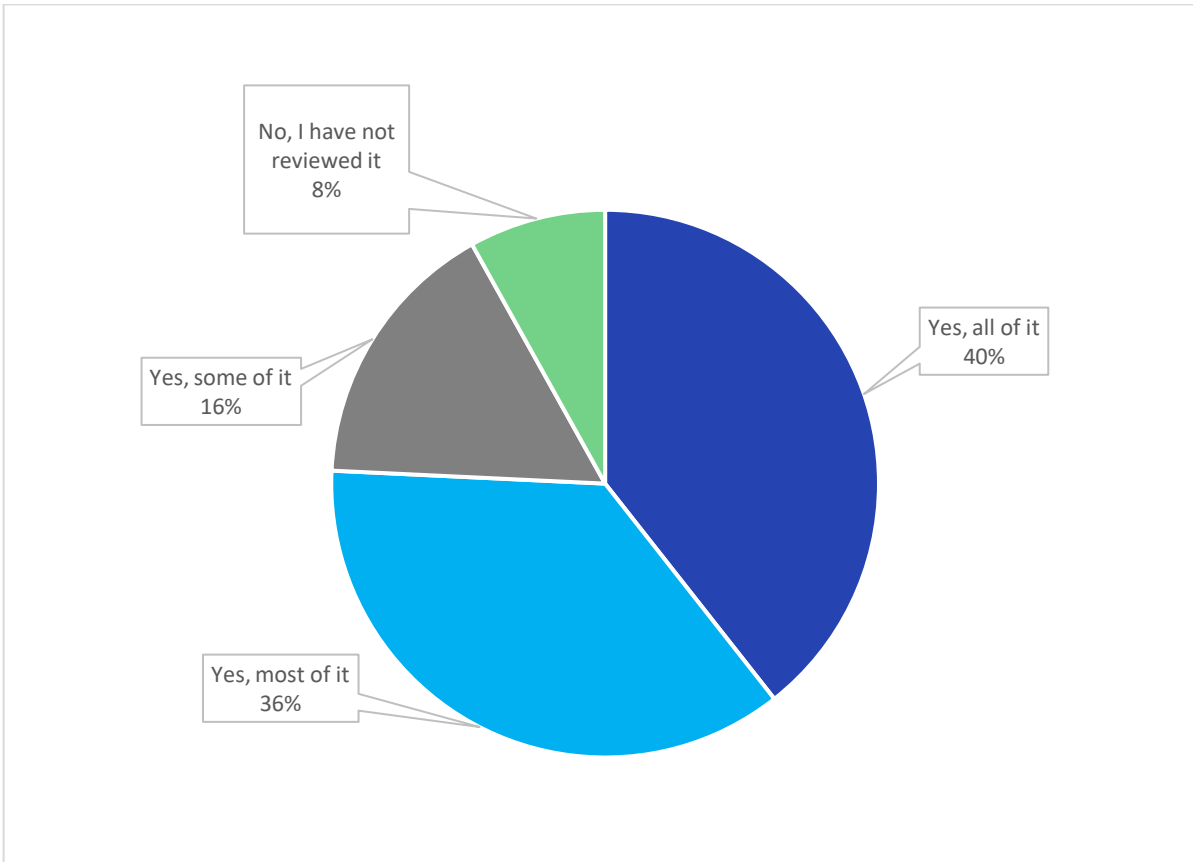
The purpose of the third, and final, round of engagement was to share the Draft GTP with the community, understand if the community had final input about the plan before it was finalized, and gain an understanding of the level of satisfaction the community had about this project's engagement. An online survey was the engagement activity for this round, and 61 participants provided their input. The third round of engagement with 61 participants is a smaller sample; however, the prior two rounds of engagement were very strong with 296 and 338 respondents respectively.

## 3.0 SURVEY RESULTS

1. **Question:** *Have you reviewed the Draft Golden Transportation Plan?*

**Findings:**

**Most participants (76%) indicated that they had reviewed the Draft Golden Transportation Plan either fully or mostly.** Some participants (16%) shared that they had read some of the Plan, while only 8% of participants indicated that they had not reviewed the Plan.



Response rate: 61 responded, 0 skipped.

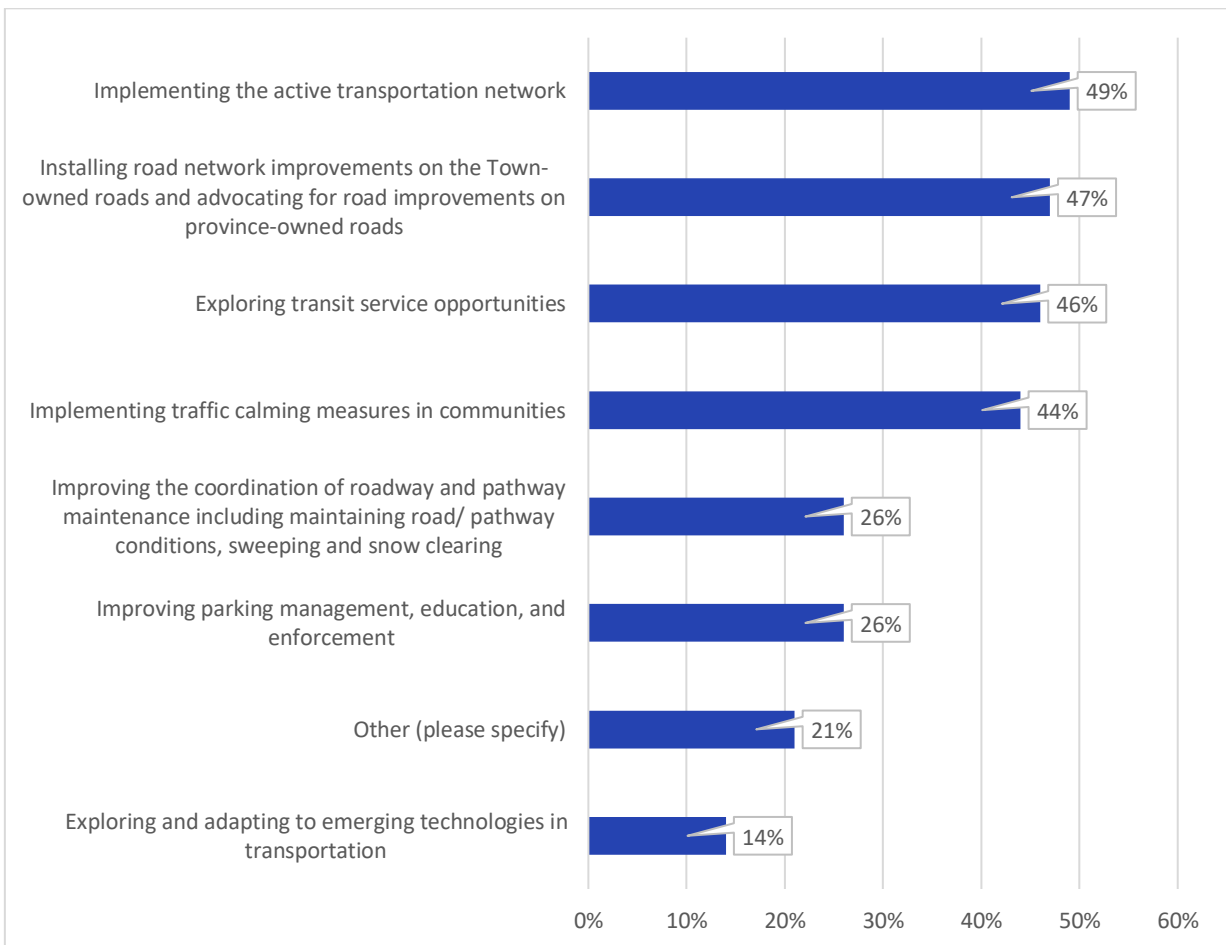
2. **Question:** *What three (3) elements of the Golden Transportation Plan are you most excited about?*

**Findings:**

Four elements of the GTP received similar levels of excitement from participants including.

- **Implementing the active transportation network**
- **Installing road network improvements on the Town-owned roads and advocating for road improvements on province-owned roads**
- **Exploring transit service opportunities**
- **Implementing traffic calming measures in communities.**

Exploring and adapting to emerging technologies in transportation received the lowest level of excitement from participants.



Response rate: 61 responded, 0 skipped.

Of the 21% of participants that selected 'other', the following themes were identified.

- **Active transportation infrastructure.** Participants were excited about infrastructure such as bike lanes and sidewalks.
- **Different approach.** Participants suggested the project could take a different approach to addressing the community's transportation challenges.

To review the verbatim comments of participants, please refer to **Appendix A**.

3. **Question:** *The Vision statement for the future of the transportation network presented in the GTP 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. “*

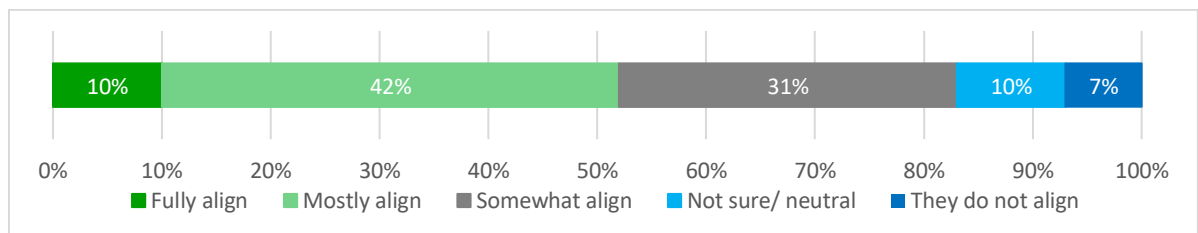
*The goals of the Plan are as follows:*

- *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.*
- *Integrated: Provide an integrated network with various options for moving within and beyond the Town.*
- *Accessible: Provide an accessible network that allows people to move throughout the community regardless of age, ability, and income.”*

*How well do you think the recommendations of the Draft Golden Transportation Plan align with the Plan’s Vision Statement and corresponding goals?*

**Findings:**

**The majority of participants (52%) believed that the recommendations in the Draft Golden Transportation Plan aligned with the Plan’s vision statement and goals.** One-third of participants felt that the Plan, vision statement, and goals were somewhat in alignment. Only 7% of participants felt that they were not in alignment.



Response rate: 60 responded, 1 skipped.

4. **Question:** *Do you have any final comments on the proposed Active Transportation Network and/or active transportation programming and policy recommendations?*

**Findings:**

Thirty-three (33) participants chose to provide comments about the proposed Activity Transportation Network, programming and/or policy recommendations, and the following key themes were identified.

- **Bicyclist safety** – Participants indicated that they wanted to see additional safety measures such as physically separated bike lanes, etc.
- **Specific projects** – Participants took the opportunity to share additional projects they would like to see included the plan such as a bike path to Nicholson and a railway overpass to the Kicking Horse Ski Resort.
- **Selkirk Hill** – Some participants shared that they would like to see alternative solutions to address safety concerns in the area, including greater enforcement of speed limits, etc.
- **Support for the active transportation network** - A few participants shared that they were enthusiastic about the project and its implementation.

To review the verbatim comments of participants, please refer to **Appendix A**.

5. **Question:** Do you have any final comments on the proposed improvements to the road network and/or policy and programming recommendations related to the motor vehicle network?

**Findings:**

Thirty (30) participants provided comments about the proposed improvements to the road network, policies, and/or programs. Several themes were identified.

- **Large report** – Participants shared that they found the draft report lengthy, and complex to understand.
- **Highway 95 Bridge** – Participants shared that they did not like the idea of a new bridge over the Kicking Horse River and would rather the current bridge be updated.
- **Access to Kicking Horse Ski Resort** – A few participants highlighted support for advocating to MOTI for an improved connection to the resort.

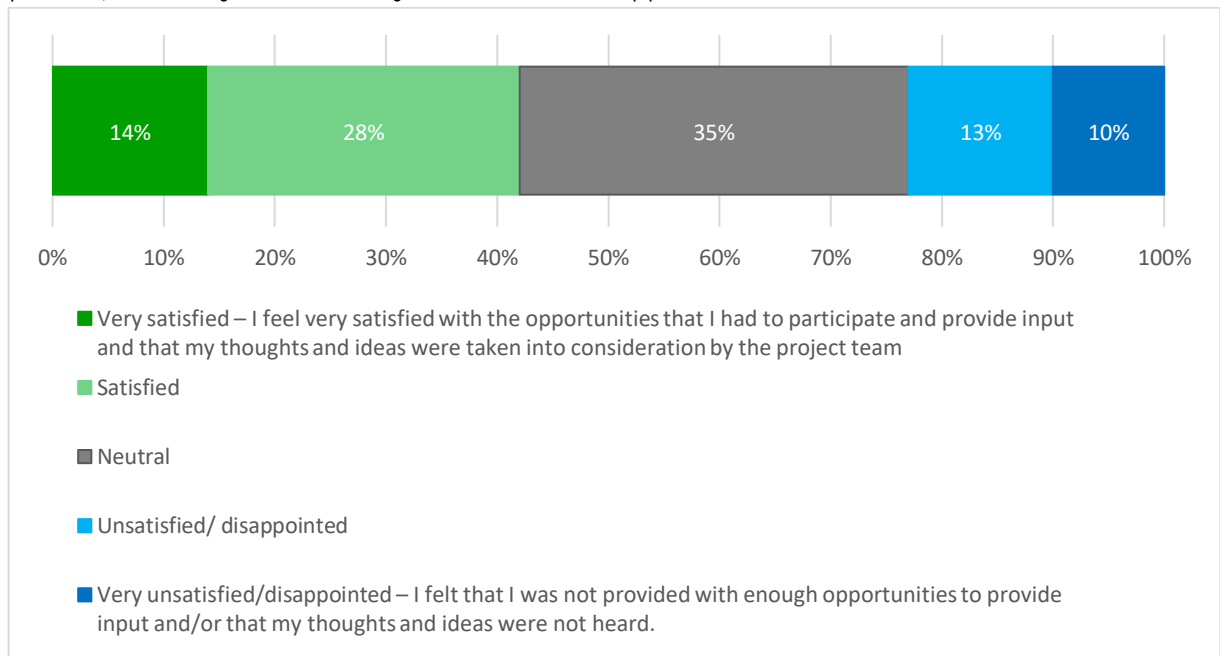
To review the verbatim comments of participants, please refer to **Appendix A**.

6. **Question:** The engagement process included the following opportunities for the public to participate: Three (3) online surveys (including this one), One (1) virtual open house that detailed the proposed road network improvements and active transportation network improvements followed by a question-and-answer period; and One (1) virtual open discussion that provided participants with the opportunity to converse with the project team, gain further understanding of the proposed improvements, and an additional opportunity to provide input on the proposed networks.

Keeping in mind that the engagement for this project took place during the Covid-19 pandemic, indicate your level of satisfaction with the engagement process:

**Findings:**

**Many participants indicated that they were satisfied (42%) with the overall engagement process for this project.** Many participants shared that they were neutral about the engagement process, while only 10% were very unsatisfied or disappointed.



Response rate: 60 responded, 1 skipped.



**APPENDIX A:**  
**VERBATIM COMMENTS FROM**  
**ONLINE SURVEY**

# VERBATIM COMMENTS

| <b>Question 2) What three (3) elements of the Golden Transportation Plan are you most excited about? (Other, please specify)</b> |  |  |
|--|--|--|
| <b>Response</b>  |  | <b>Response Theme</b>                    |
| 1)   | The operation department does an amazing job with our winter roads. No need for improvement. In fact, I don't really see the need for this massive (and probably expensive) planning process.  | good maintenance, do not support project |
| 2)   | not excited. It seems community feedback has not been included in this draft. There were so many options that it looks like many respondents just approved everything. the elements that received either more or less support than the average should be the only ones that are looked at. | not engaged enough, different approach   |
| 3)   | Saw no mention of removing the outside seating areas that reduce parking   | different approach                       |
| 4)   | We need a bike path from Nicholson to Golden!!!  | different approach                       |
| 5)   | Sidewalks  | support active transportation            |
| 6)   | Transit to the ski hill  | transit ski hill                         |
| 7)   | Sound reduction from hwy 1   | sound highway                            |
| 8)   | I would love to see a bike path going south of town!   | support active transportation            |
| 9)   | Specifically bike infrastructure   | support active transportation            |
| 10)  | Truth is nothing excites me in this report   | do not support project                   |
| 11)  | Enforcement of parking violations on residential streets and commercial properties   | parking enforcement                      |
| 12)  | Remove excessive signage throughout the town!  | sign noise                               |
| 13)  | implementing the multiuse pathways   | support active transportation            |

**Question 4) Do you have any final comments on the proposed Active Transportation Network and/or active transportation programming and policy recommendations?**

| Response  | Response Theme   |
|---|--|
| <p>1) More bike parking in downtown area near local businesses and in particular the very popular and well used Riverwalk. 2 Bike stalls at either end of The Riverwalk are not enough. Perhaps a collaboration with the Golden Cycling Club, local businesses and TOG would help with the capital costs. Safe travel route for bikes through Hwy 93 with its increased traffic flow, in particular larger trucks and the like, when the TCH Canyon project and accidents close Hwy 1. The bike/pedestrian connector from town south to Nicholson should be a high priority to implement soon. With the increase of e-bikes and in particular the non pedal assist models (larger and much faster) there is definitely a need to provide both education on speed and safety. Perhaps not allowing the full electric models to share pathways with walkers/runners/reg cyclists/those with mobility issues as they have been observed to go much too fast. No point in waiting for an accident to happen before dealing with this expanding user group. Educational component and enforcement would be necessary. The over-all policies and recommends seem very good to me.</p> | <p>Bike parking, collaboration with locals on projects, bike safety, specific project, education</p> |
| <p>2) Scheduling a "road diet" for Hwy 95 in 8 - 20 years too far too long away. Same with Hwy 95 crossing improvements. And painting lines is never a short-term solution. Physical barriers need to separate active transportation paths from 20 tonne trucks.</p>  | <p>bike safety</p>   |
| <p>3) Current green space should be retained and not developed. Active transportation should complement vehicle access, not remove it</p>   | <p>keep green space, support cars</p>  |
| <p>4) I can't emphasize enough on the speed that Selkirk Hill/Boyle Evans Dr. needs to be dealt with. We live at the top of Selkirk Hill and have a 3.5 year old son. We walk up and down the hill in constant horror at the speed people go up and down the hill in every type of weather and conditions. We've seen car accidents over the years and can't believe no one has been seriously hurt. Where is the enforcement? Please close this road off and make the Boyle Evans Dr. the main thoroughfare to Selkirk Hill.</p>   | <p>Selkirk hill</p>  |
| <p>5) I have serious concerns with elements of the Active Transportation Network Plan. It is recognized that there is already an extensive network of trails (24km of unpaved trail). I walk my dog everyday and by observation the existing trails on Selkirk Hill are quiet and underused. In the</p>   | <p>Not heard, wildlife, triggers for development</p>   |

|     |  |   |
|-----|--|---|
|     | <p>report there are no measures of use, no triggers of when additional trails should be added based on use and no consideration given to the impact of developing trails in established wildlife corridors which facilitate wildlife to transit through town and reduce human wildlife contacts. This concern was raised in the last public engagement but has not been included in this draft. I also consider that the town staff have not been clear about what is in the transportation plan with respect to the Active Transportation Network. This has limited public engagement and feedback.</p>   |   |
| 6)  | would love to see more wide Multi Use Paths in town.   | multi use                                   |
| 7)  | Not enough notice to people directly affected by some of the purposed changes to be able to respond.   | direct impact                               |
| 8)  | Focus on upgrading existing roads such as Golden Upper Donald, then redesign and align Kicking Horse Dr allowing for a pedestrian and bike path along the river bank   | existing                                    |
| 9)  | Sky bridge should not be a town priority, the company should cover upgrade costs to connect as they are NOT in town boundaries.  | do not support                              |
| 10) | <p>The Selkirk Rd trail should use not proceed as proposed but rather be built on the lower toe of the slope and adjacent to the back alley of Alexander Park drive, the park land/play area already established and the old road grade leading to the rotary trail behind the already improved graveyard trail. This is a by far cheaper and safer option that does not involve building on the top edge of an active gravel pit bank. The required retaining wall work would cost more than should be spent giving the many other options for trails or better yet highway improvements that are needed at our main river crossing at the Kickinghorse River. Look at all of the problems town has had with this last TCH 2 day closure due to truck accidents at the yoho park boundary. These problems are not going away everything including all extra money spent should go towards making town safer and more prepared to react to these traffic diversions not trails as we have more than enough to keep folks active and involved in our community.</p> | Selkirk Hill escarpment trail, cost, safety |
| 11) | <p>It seems to me that there's a fundamental flaw in the absence of a proposal to do some work on 10 Ave N and S, for active transport. I understand it's an arterial road; but given that there's unknowns for how to connect from the highway to downtown as acquisition may be required; the development of safe routes on 10th Ave for bicycles seems pretty necessary. It will be a missing link in the chain in my</p>   | specific project, Selkirk hill, speed       |

|     |  |   |
|-----|--|---|
|     | <p>view. The timescales for development are somewhat disappointing with lots in the 8-20yr window. With Canada's federal net zero commitment of 2050 it seems odd to me that we may not have a thorough &amp; decent active transportation infrastructure before 2042. It's exciting to see these plans but I worry they don't go far or fast enough for such a growing &amp; active community. It would be nice for Golden to set an example for how small communities can achieve the enablement of active green transport.</p>  |   |
| 12) | <p>P. 10 shows that 75% of people use cars to around town but this plan seems biased toward cyclist and pedestrians. Why such a focus on a small number of people. If safety is a concern, why do most cyclists in town ride without helmets? Do we need to redo our transportation system for a vocal minority?</p>   | <p>support cars, bike safety</p>  |
| 13) | <p>Several of the proposed Multi Use trails do nothing for active transportation and are purely for tourism. Money should not be spent on those. E.g. Selkirk Escarpment Trail, Bowle-Evans /Reflection Road, Golden Donald Upper Road. I'm disappointed that nothing changed in this draft.</p>   | <p>Not heard, specific projects, project should be for locals, Selkirk hill</p> |
| 14) | <p>I think the priority for improvements to Golden Donald Upper Road need to be moved to short term (under 8 years), as there have been multiple times I have driven past Pine Drive to see people walking on the road and cars having to pass closely by them. A path or more trails need to be built in this area so that residents have more walking options that are safe.</p>   | <p>speed, specific project</p>  |
| 15) | <p>H/W 95 section needs to have a higher speed limit. More traffic lights and immediate improvements on length of green for Xtraffic. Signal light needs to be installed at intersection to skihill.</p>   | <p>higher speed limit, Selkirk hill</p>   |
| 16) | <p>I think the Selkirk Hill needs immediate improvements and speed reduction. I also feel that traffic calming measures will likely not be extremely effective and the best solution for this steep, narrow and twisty road is a full closure to vehicles and only open to pedestrians, bikes and e-bikes. Bowle Evans Drive needs to be the access route for vehicles to the Selkirk Hill area. This eliminates the vast majority of traffic through the sensitive school and playground areas by Alexander Park School, the skatepark and the pump track. I walk the hill daily with my 3 year old and I am terrified and frustrated by the current situation on this section of road every time. No enforcement ever occurs on this stretch of road and I have also witnessed police cars, fire trucks and municipal Golden work trucks travelling at excessive speed</p> | <p>Selkirk hill, speed, enforcement</p>   |

|     |   |  |
|-----|---|--|
|     | on this hill. If these people can't abide by the posted speed limit then I feel it is very unlikely the public users will ever abide by the rules as well.  |  |
| 17) | We need to slow traffic down when driving on the 95 between town and Nicholson. Bus to ski hill ???   | speed, transit to ski hill                 |
| 18) | Desperately need an overpass over the CP rail tracks on the road to the ski hill!!!   | specific project,                          |
| 19) | There needs to be a crosswalk planned for 9th St N. The daycare crosses there and many many people use the town path that crosses the road there to walk towards the mobile home park including several people in wheelchairs I see on a regular basis including councilor Chris Hambruch. Seems like there would be more active network lanes around town appears a bit limited. | specific project, multi use, accessibility |
| 20) | I love the direction our town is headed. Improved access for those with disabilities, or have advanced age is vitally important. I think the town needs to address sound and air pollution coming from hwy 1. I feel like the trucks are in my bedroom sometimes  | accessibility, pollution                   |
| 21) | As walking and bikes are as important in getting around town as driving I think that the safety of these activities is paramount. Thank you for including their development in the plan.  | bike safety                                |
| 22) | In the event of the bridge over the columbia river towards kicking horse resort, it is critical to include separated bike/pedestrian lanes on the new bridge. The current bridge is very dangerous for pedestrians and cyclists alike, and access to the trail system is only growing.  | specific project, bike safety              |
| 23) | Specifically needs to account for and contemplate people using active transportation from south of town (Habart, Nicholson) and entrances to town that aren't on the highway  | bike safety                                |
| 24) | I think that the two plans/policies need to be one plan. I think there needs to be a lot of focus on what the future looks like to ensure that the planning isn't separate  | focus on future                            |
| 25) | However you talk about active transportation network then you allow Summer Kicks to move from downtown to the soccer fields and everyone drives to it.  | behaviour change                           |
| 26) | I believe these "improvements" will cater mostly to the nomadic/seasonal visitors in which the burdens of infrastructure and maintenance should be placed on businesses catering to those who benefit from those  | Project should be for locals               |

|     |   |                           |
|-----|---|---------------------------|
|     | elements. I also feel that those "pursuing an active lifestyle" should be able to walk their vapid, ignorant selves to their destinations.  |                           |
| 27) | Love that getting more bike racks is on the agenda- having them styled so bikes can be locked to the rack by the frame with a u-lock would be awesome (vs needing cable locks that are more easily cut). Not in the plan, but another pedestrian bridge across the river down by the airport/where the train only bridge is would be fantastic! | bike parking, bike safety |
| 28) | More sidewalks in the outer streets of Golden and bike paths  | bike safety               |
| 29) | The proposed multi use path network should be given top priority!   | multi use                 |
| 30) | The multiuse pathway proposed out to the Skybridge needs to happen sooner than 8-20 years. Turn widening at the dump and also skybridge and proposed campground entry need to be included.  | speed, specific project   |
| 31) | I'm very glad to see active transportation being addressed, and the contrast between our outstanding recreational infrastructure and poor active transportation infrastructure being acknowledged. I look forward to improvements in this area.   | support                   |
| 32) | Reducing speed limits doesn't make everyone know what they are? Try more signs.   | speed, enforcement        |
| 33) | No  | NA                        |

| <b>Question 5) Do you have any final comments on the proposed improvements to the road network and/or policy and programming recommendations related to the motor vehicle network?</b> |  |                            |
|--|--|----------------------------|
| <b>Response</b>  |  | <b>Response Theme</b>      |
| 1)   | Traffic calming measures, in particular on the wider and busier streets like 9th St. S. and 5th Ave S. are 2 such locations that should be focused on.   | 5 Avenue S, and 9 Street S |
| 2)   | Do not think all the safety issues of the steadily increasing traffic volume on Selkirk Hill have been addressed.  | Selkirk hill               |
| 3)   | Lighten up your "Draft" watermark. It makes every page very hard to read. 207 pages, plus appendices, is indigestible. US should know this.  | report                     |
| 4)   | Selkirk hill vehicle access and egress should be maintained for residents. Removing vehicle access creates a remote community.   | Selkirk hill               |
| 5)   | The LOS Values identify that currently traffic volumes are not excessive for the existing road network. The Appendices A through F were omitted from the draft report. I am therefore unable to assess or provide comment. In particular Appendix D on traffic volume versus road classification would have been informative. The Collision analysis in section 4.2.3 is poor with respect to fatalities. It is unclear where the 14 fatalities on Hwy 1 and Hwy 95 occurred and this should be clarified as to whether this was within these highway corridors in the Town boundaries or outside. I suspect the majority are outside of Town.   | report                     |
| 6)   | worried new bridge will cause traffic to speed through town. Need 10th Ave S sloooooowed down.   | bridge, speed              |
| 7)   | See above as these plus paving Refection Lake Rd all the way up to Selkirk Heights should be the top three priorities.   | Selkirk hill               |
| 8)   | Oversight on roadway construction quality, some work, even this season has been very poor. Does ToG hire testers and quality control when work is being done? Why not? Who is holding our contractors accountable to repair and deal with warranty? I also believe there needs to be increased care with maintenance of roads and sidewalks. Increased care would have kept my 4 month old section of road being damaged by grader this past winter, same with the less than year old section damaged on 11th ave by the fire station. In both cases, damage was never repaired. The last questionnaire I did had the likes and dislikes on questions reverse mid questionnaire. I hope you're not paying much for the work being done... but I am grateful you're doing it. | Quality of studies         |



|     |  |   |
|-----|--|---|
|     | Thank you and please consider paying more for inspections on future construction work.   |   |
| 9)  | Focus all resources and money of transportation coriander improvements through town South bound including the Kickinghorse bridge improvements   | bridge  |
| 10) | Would really like to see some public transport between Golden and KHMR   | transit   |
| 11) | How can anyone have comments. It's 207 pages and nowhere (that I could find, maybe I missed them in the 200+ pages) does it say specifically what you intend to change. I'm most interested in impact on Selkirk Hill. I see there's a concern about speeds down hill, and a plan to "improve conditions". Does that mean more speed bumps, or one-way streets, or forcing grandparents to bike in winter? Some honest transparency, clearly communicated would be nice. The lack of details has me pondering possible "improvements" based on the clear bias toward "active" transport throughout this plan. We already have two walking/biking trails to Selkirk Hill that I use regularly. I don't support limits to driving, if that's what the town intends to do, but again, that's not in the plan. I like my bike, but you have to remember that cycling is seasonal/weather dependent and not practical for all people. Is this survey simply a rubber stamp so you can pretend to consult with people and have then do whatever a small group of advocates want? | report, Selkirk hill, traffic calming, support cars |
| 12) | Selkirk Hill: I drive or walk this road daily and do not think that it's dangerous. If speed needs to be reduced, it'd be simple enough to add another speed bump. There does not need to be a million dollar strategy to fix something that's not a problem. I'm not aware of any accidents there.  | Selkirk hill  |
| 13) | Town needs to stand up for Golden and demand improvements by the MOT   | Ministry of Transportation                          |
| 14) | Bike paths.  | bike  |
| 15) | Desperately need an overpass over the CP rail tracks on the road to the ski hill!!!!   | desire for overpass over CP rail to ski resort      |
| 16) | It would be nice to fix the bridge between north and south.  | bridge  |
| 17) | The plan is already two years behind at the development stage....  | delayed   |
| 18) | Will there be a need for residents to write into BC ministry of transport and forestry to help lobby for the proposed changes? Can we do more?   | Ministry of Transportation                          |

|     |  |                               |
|-----|--|-------------------------------|
| 19) | Bike path south of town please!!!! Also a bus service south of town!   | transit, bike, Nicholson      |
| 20) | Plan should contemplate removing most parking downtown in favour of a public, walkable boulevard.  | walkable downtown             |
| 21) | Again, I don't think they should be separate, I really believe that the two networks should be intertwined to support one another. Thinking forward, we need to working towards sustainable communities that are climate smart, and I just don't think its worth separating these plans. As we move forward more and more ppl will be travelling via electric means (cars/bikes).  | combine plans                 |
| 22) | Yes the data you collected with regards to traffic was during a pandemic and diversion through town because of bridge work. It really isn't a true measure of the traffic flow. Changes to the lights on 9th and park drive have been completely annoying. I look forward to the bridge being replaced and then there will be truly a active transportation link across down with the propose under bridge bike path. lastly was this plan financed by Golden Resident Tax dollars or a grant? I personally do not have any faith in Urban Systems especially after the mess that occurred in the upgrades by iga, dollar store, and bargain store. How much tax payer money is going to fix all of that? The fire hydrant placement is horrendous . having to remove curb because it blocks limited parking infront of business. As well as the mess at IGA. The information even with regards to number of residents is from 2016 not 2021 so how accurate is the rest of the report? Its an election year and a lot of reports are coming out it seems to make it seem like the town council and administration has done something. | measures, bridge              |
| 23) | Improving roads and sidewalks is an admirable goal, however, with the current staffing issues plague every business, any expansion of current roadways and sidewalks would require increased upkeep and maintenance which Public works is not equipped to deal with on top of their current duties.  | maintenance                   |
| 24) | Why is everything so behind schedule? Why is there not a dedicated route to the ski hill?  | delayed                       |
| 25) | More walkways like what was done down at the river recently  | Support active transportation |
| 26) | Speed limits on designated local roads should be reduced to 30km/h along with traffic calming measures   | speed, traffic calming        |

|     |   |  |
|-----|---|--|
| 27) | It's all good to try and get the province to replace the KH bridge, but what about the CP rail crossing just before it! That's the real traffic problem and I didn't see any mention of it. | desire for overpass over CP rail to ski resort |
| 28) | There were a lot of repeat copies of the same information, next time pare the report to only 1 copy of each and the most relevant version of the data.                                      | report   |
| 29) | I remain disappointed that there seems to be no appetite to address serious transportation issues caused by CP Rail in our community, particularly between town and KHMR.                   | desire for overpass over CP rail to ski resort |
| 30) | No.   | NA   |

**APPENDIX B:**

**COMMENTS RECEIVED BY THE TOWN**

**VIA EMAIL/LETTER**

**AUGUST 2022, VIA FACEBOOK**

There are good elements in this plan with regards to sidewalks in the downtown area. It is unfortunate that the feedback from the last draft was not incorporated regarding the important wildlife corridors on Selkirk Hill that will be obliterated by trails in this plan. Why do we bother paying lip service to being a bear smart community and then produce a plan like this that completely ignores the fact that wildlife needs safe paths from one side of the valley to the other?

Like Reply 2 d 8

agreed! Very contradictory to wildlife management and corridors ( which are limited) in the TOG

Like Reply 16 h 2

Town of Golden how do we raise this point in the survey given our verbatim comments re wildlife corridors on the last draft were not included in this draft?

Like Reply 14 h

I really don't know but I do believe it will be very shortsighted, if the very few remaining forested passageways that the game frequent, are not preserved. The incidents of human/wildlife encounters will increase and the wildlife will be the ones to suffer the consequences...😞 hard to fathom this isn't being considered

Like Reply 13 h

I agree entirely with you.

Like Reply 4 h

**August 18, 2022 – LETTER TO TOWN FROM GOLDEN COMMUNITY ECONOMIC DEVELOPEME**



Golden, August 18, 2022

Town of Golden  
A/S: Phil Armstrong, Director of Planning and Development  
810 9 Ave S  
Golden, BC V0A 1H0

RE: Golden CED feedback on TOG Transportation Plan

Dear Phil,

Congratulations on the fantastic work with the Transportation Plan. It meets many needs and its implementation will surely improve the quality of life for residents.

After reviewing the final draft, our office has some feedback we would like to share before the plan is finalized:

1. Would it be appropriate to incorporate the new Kicking Horse Bridge redevelopment into this plan?
2. According to the plan, the new active transportation corridor along 13th St S ends at a cul-de-sac. Should there be another section of active transportation corridor on 13th Ave S between 13th St S and 11th St S?
3. Should there be a sidewalk along 12th Ave S, between 13th St S and 9th St S to line up with the crossing on 9th St S to the river path?
4. Should there be a safe crossing at the intersection of 11th St S and 14th Ave S, as multiple paths lead to this crossing?
5. Around the TCH 95 interchange/overpass, should there be a connecting trail for bike use, possibly to the proposed multipath that runs behind the gas station instead of having to go on the road on 10th Ave N?
6. Although not an area with a lack of parking, the CP parking lot is challenging to drive out from if heading south. Should there be a traffic light (maybe to enhance the pedestrian crossing)?

7. In the longer term, should there be an additional river crossing option that connects the west side and Kicking Horse Drive around 9th St N (perhaps it could be combined with a vehicle crossing)?

Please feel welcome to contact us to discuss any of these items.

We are looking forward to seeing the final plan and the implementation of it.

Best regards,

**Caroline Tremblay**  
CED Project Coordinator  
GOLDEN COMMUNITY ECONOMIC DEVELOPMENT

**August 18, 2022 – EMAIL TO TOWN FROM RESIDENT**

-----Original Message-----  
From: [REDACTED]  
Sent: August 18, 2022 12:56 PM  
To: Town of Golden - Enquiries <[enquiries@golden.ca](mailto:enquiries@golden.ca)>  
Subject: Community Transportation Plan draft

[External Email - Use Caution & Verify Links Before Clicking]

Good afternoon,

I was reviewing the draft transportation plan and I noticed that the map of trails/pathways indicated that there is an existing trail connecting the end of 6th St S and the Rotary Trail network, about 18 pages into the draft. Is there a way of amending the draft so people understand it is a suggested/future trail? Our concern is that the one of the clearer routes through this area is through our yard, and we don't want people to wander into our yard needlessly looking for a pathway.

Thank you,  
[REDACTED]  
[REDACTED]

Sent from my iPhone

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**August 30, 2022 – EMAIL TO TOWN FROM RESIDENT**

Hi Phil,

I'd like to register my dissatisfaction about the current transportation plan consultation process. I think the process is flawed and does not provide meaningful consultation.

The final document presented is both detailed and has a lot of repetition. It is a heavy document to review and this takes time; it is not a quick or an easy read.

The transportation plan will set actions for the next 20 years and will have a great impact on the community. It should have meaningful consultation with affected residents so that true consultation can take place.

Changing the traffic flow on Selkirk Hill is one example of this. Very few people know that changes to motor vehicle access and egress are encompassed in this document. Some of the details are buried in maps and not mentioned in the narrative. This embedding of data does not speak to open or meaningful consultation.

The consultation process has been loaded in such a way to gain assent from the Town's residents without providing meaningful details. Most people will agree that improved bicycle access is a good idea, but if these same people were informed of the full impact of the improved access their answers would likely be very different.

Holding the public consultation period on such an important issue during the summer when many people are away prevents their voices from being heard.

I would like these issues to be recorded as part of the official commentary.

Regards,  
Resident

**August 30, 2022 – EMAIL TO TOWN FROM RESIDENT**

Dear Mayor, Councillors, CAO and Planner,

Attached you will find two letters providing feedback on the Transportation Plan with respect to Selkirk Hill and the Active Transportation Network plan. I have written to you directly as the survey does not allow me to provide this level of detail and as always, in these documents the devil is in the detail. Also the feedback on the ATN and its potential impact on wildlife corridors was provided in the last phase of public consultations and was not acknowledged in the final draft, I feel it is sufficiently important that it be brought directly to your attention.

I respectfully ask that you consider this feedback as part of your deliberations.

Sincerely  
Resident

**Letter 1 – RE: SELKIRK HILL TRAFFIC OPERATIONAL AND SAFETY REVIEW**

Sent by Email.

**Subject: Selkirk Hill Traffic Operational and Safety Review**

Dear Mayor, Councillors, CAO and Planner

I have recently had the opportunity to review the Urban Systems TOSR report on Selkirk Hill which was referenced in the Golden Transportation Plan.

I was pleased to read that the 2018 condition assessment identified that Selkirk Hill is in fair condition and that the only necessary maintenance identified is asphalt overlay in 2034-35. However, I consider the report has a number of flaws in terms of the analysis, information, and options presented which I wish to bring to your attention.

**SAFETY:**

The report is identified as being prepared based on just two pieces of external correspondence to Council from residents regarding perceived pedestrian safety on Selkirk Hill. As regular users of Selkirk Hill (pedestrian, cyclist and driver) I, and my family, do not share those safety concerns. The safety concerns appear to be a classic case of perceived risk being considerably higher than the actual quantified risk. The Collision History (Section 4.4 pg. 21) identifies that in a ten-year period there have been seven confirmed accidents and six potential accidents in a highly extended study area that extends from the Reflection Lake Road junction with Highway 95 all the way through to the intersection of 14<sup>th</sup> Avenue South and 9<sup>th</sup> Street South. **However, none of those accidents actually occurred on the steep section of Selkirk Hill.** This fact is not stated in the Collision History section of the report and receives just a one sentence mention in the Summary and Next Steps section (page 51).

My specific concerns with the analysis are:

**CYCLING:**

The cycling usage analysis (Section 4.2 pg. 11-12) acknowledges the shortcomings of the Strava global heatmap data but this data is then used to make a case that few people currently cycle on Selkirk Hill. The reality is that there is frequent use of Selkirk Hill by children biking to school, my own child included, and local residents cycling instead of driving. Neither user group is likely to be tracking their journeys on Strava. By observation many of these users primarily use the roadway for descent and the sidewalk for ascent. As the hill is steep they often cycle up the sidewalk as far as they can and then dismount and walk to the top. The height difference between the flood plain and top of Selkirk Hill will always be a



challenge for cycling and none of the proposed options addresses the steepness of Selkirk Hill. The pattern of behaviour of cyclists walking on ascent is likely to continue, even if a dedicated cycle route were developed.

The Traffic movement analysis (Section 4.2 pg. 10) identifies that there are over 1,700 vehicle movements at the bottom of Selkirk Hill and just 300 to 400 vehicle movements at the top of Selkirk Hill. This means that:

- a. Traffic to the daycare and the school is the greater issue
- b. 300 to 400 vehicle movements in a 24-hour period, equates to an average of one vehicle every 3.6 to 4.8 minutes, which is a low traffic volume and demonstrates that the steep section of Spruce Drive is not a busy road. While the volume of vehicles is higher in the morning and evening, as a user of this section of road I observe that when it is busier the traffic naturally travels more slowly.
- c. The Level of Service analysis for the intersections (Appendix A) identifies that none of the intersections is experiencing high volumes of traffic which would result in unacceptable wait times for road users. This is consistent with an assumption that actual traffic volumes are low.

It is noted in the report that the steep section of Selkirk Hill does not conform to current Transport Association of Canada Geometric Design Guidelines or the MOTI supplement to these guidelines. This is a historic road and Golden is not unique in having roads in residential areas that do not meet current guidelines. A good example of another municipality with similar topographic challenges would be North Vancouver, I am sure there are many more. There is no requirement for municipalities to upgrade legacy roadways to meet current guidelines and if there is a liability risk for the Town from not doing so the report should identify and quantify this risk. It currently does not.

#### **ENVIRONMENTAL IMPACT:**

There is no analysis of the environmental impact of routing downhill traffic via Bowle-Evans Drive as proposed in Option 3. This route adds 2km to a journey into town (to traffic light at intersection of 10<sup>th</sup> Street South and 9th Street South) for a resident living in the Selkirk Hill sub-divisions. Over a year, with a current average of 400 vehicles per day, this equates to an increased distance driven of 146,000km per year. This will increase with further residential development. Council has rightly made a decision to move to carbon neutrality in its own internal operations but decisions like this one also have an impact on community greenhouse gas emissions and this should be quantified and considered.

My specific concerns with the options are:

In the Proposed Concept Options (Section 6 pg. 32) Option 4 (maintain road as is) is not fully developed, the justification being that the changes are minor. However, if it is accepted that the road does not have to be modified to meet current guidelines, that the risk of accidents is low and that no accidents have involved pedestrians or cyclists (based on historic data and conclusions of both the 2002 and 1992 traffic studies pg. 5) this would seem to be the most valid option to pursue.

Option 2 has some merit as it downgrades the road to its usage, that it is primarily used as a local road to provide access to the residential areas on Selkirk Hill (page 10 paragraph 1). A wider roadway for cyclists and a divided sidewalk may be desirable and will enhance safety, although, as mentioned above, the actual safety concerns are already quantified as low based on collision history and prior studies.

There is no option that solely considers addressing the traffic movement issues created by the daycare drop-off. The current road layout encourages parking near the daycare, no mention is made to making better use of the existing parking by the pump track on 10<sup>th</sup> Street South which would also reduce the number of people crossing at the bottom of Selkirk Hill rather than using the nearby marked pedestrian crossing. If drop-off close to the daycare is required, an alternate option would be to consider purchasing 1319 14<sup>th</sup> Avenue South, demolishing it and creating a short term drop-off and turnaround space opposite.

#### **MISSING INFORMATION:**

The report identifies on page 2 item 6 that there would be an Economic Evaluation of the Mitigation Measures including an "estimate of the number of collisions that could be reduced if mitigation measures were implemented. Additionally, the reduced costs of collisions were calculated based on the average collision costs." This information is missing from the report and it is a necessary detail for Council to make risk/value judgements on the proposed options.

In summary, this report reads like a report from a consultant who wants to design a new access road to Selkirk Hill via Bowle-Evans Drive or design a west sidewalk for the existing road. Information and options that do not support that outcome have been de-emphasized. I hope that Town Council will seek to exhaust the traffic calming options for Selkirk Hill prior to considering other options and put more emphasis on managing the traffic in the proximity of the daycare in preference to committing to a multi-million-dollar expenditure to create a new route to Selkirk Hill via Bowle-Evans Drive.

I also understand that there have been discussions with residents at the top of Selkirk Hill regarding traffic changes that may arise from this report even though there has been no public consultation on it. This is concerning and I hope that there is not a pre-determined outcome that has already been decided upon.

Sincerely



## Letter 2 – RE: GOLDEN TRANSPORTATION PLAN – ACTIVE TRANSPORTATION NETWORK

**Subject: Golden Transportation Plan – Active Transportation Network**

Dear Mayor, Councillors, CAO and Planner

I am writing to express concerns with elements of the Active Transportation Network (ATN) section of the Golden Transportation Plan. I have documented my comments by letter as the survey response tool does not allow these concerns to be adequately captured and these concerns were not incorporated in the final draft document despite being raised during the last public consultation period and were not even acknowledged.

The ATN identifies that Golden already has 24km of unpaved trails and 21km of sidewalks and 1.7 kilometres of paved multi-use trails for a population of 3,708 residents. As a regular user of many of these trails I observe that the existing trail network is not particularly busy, and the trails certainly do not feel crowded. For example, I walk my dog each day on the trails on Selkirk Hill and pass maybe a handful of people during these walks. The ATN should be prioritising trail development in areas that are currently under-served by trails. Currently the ATN identifies a number of areas for new trail development and treats all opportunities for trail development equally. There is no trail use analysis and no trigger usage levels to justify developing further trails to meet demand in areas that are already well served by trails.

Of particular concern is trail 26 – Selkirk Escarpment Trail. This trail will impact two valuable wildlife corridors which run between the front of the Selkirk Bench and Alexander Park, and between the set-aside area between the properties on the east of Selkirk Drive and the graveyard. These undeveloped and quiet areas provide shelter and safe passage for wildlife without the need to encroach into residential areas. Golden has a well developed Bear Smart program to reduce wildlife attractants but this is only one part of a wildlife conflict management and mitigation strategy. The impact from reducing wildlife corridors is something that should be considered and is not mentioned in the ATN. This proposed trail also does not seem to meet the stated ATN objectives of providing connectivity between key destinations in town and out of town, improving commuting opportunities or improving safety for trail users on existing routes.

I am aware that Wildsight share similar concerns regarding trail development in wildlife corridors and wish to provide input but will be unable to do so before the survey deadline.

I am also concerned that the ATN has been wrapped into the larger Transportation Plan and that this has not been clearly communicated. The ATN while setting direction for the next 20 years has little narrative on what is actually proposed and this is presented in a series of maps which are of such a small scale they are difficult to interpret. The final consultation period has also occurred at a time when many residents are on summer vacation and so they will not have had the opportunity to provide feedback.

I request that Council direct staff:

- a. To review the ATN and identify where trail development is proposed in areas that are already well served by trails and that these proposed trails be deprioritized. Creating redundant trail infrastructure comes with a high maintenance cost.
- b. That criteria for future development of trails should include assessment of nearby trail use and impact on wildlife corridors.
- c. To hold an open house and extended public consultation on the ATN following the provincial elections to allow full feedback from the community.
- d. That the priority focus of the ATN should be on on-street active transportation to connect community and support safe commuting routes which encourage healthy lifestyles and less car use.

Sincerely

**September 11, 2022 – EMAIL TO TOWN FROM RESIDENT**

**From:** [REDACTED]  
**Sent:** Sunday, September 11, 2022 1:07 PM  
**To:** Phil Armstrong <Phil.Armstrong@golden.ca>  
**Subject:** river path speed limits?

[External Email - Use Caution & Verify Links Before Clicking]

Dear Town of Golden,

I would love to see posted speed limits (perhaps 20km/h maximum) along Golden's trail network. With so many varieties of "E-vehicles" --scooters, skateboards, wheel chairs, and especially bicycles-- that may be found on the trail network, I feel that a speed limit for any and all users would increase the feeling of safety and maintain the sense of calm and peace that the trails provide.

Regards,

[REDACTED]  
[REDACTED]

Golden BC