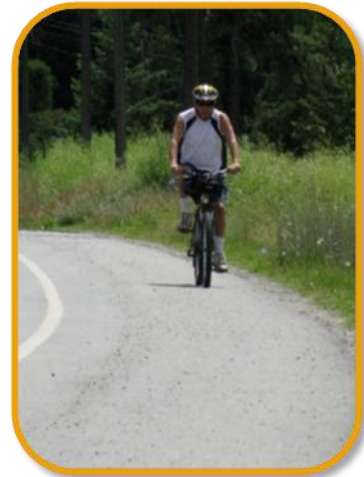




Active Transportation Plan



December 2009

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1.0 INTRODUCTION

The District of Barriere is located in the Central North Thompson Valley at the confluence of the Barriere and North Thompson Rivers, approximately 65 kilometres north of Kamloops on Highway 5. Barriere is home to approximately 1,800 residents and encompasses an area of approximately 1250 hectares. Barriere is a gateway for the Lakes area and a growing destination for active living in all seasons.



The District of Barriere is a new municipality that was incorporated in December, 2007. This is an exciting time as the community begins taking on many of the local government services previously provided by other agencies. Incorporation also means that Barriere's decisions about the future of the community, into which local residents have previously had limited input, can now be made directly by the municipality and community members. The community now has the opportunity to directly influence decision-making for the future direction of local transportation infrastructure, including active transportation facilities.

The District of Barriere has identified the need to improve opportunities for residents and visitors to use active transportation within the community. Registered as an Active Community¹, Barriere is committed to helping achieve the goal of raising physical activity levels in British Columbia by 20%.



Barriere is also a participant of the *Measuring Up: Communities of Accessibility and Inclusion* program. As part of this program, the District conducted a number of initiatives aimed to promote active living, such as a community assessment to being the process of enhancing accessibility and inclusion throughout Barriere; an accessible community garden; and installing benches, planters, and garbage cans along Barriere Town Road. In addition, the District has recognized the importance that active

transportation can play in reducing Greenhouse Gas (GHG) reductions. As a municipality that has recently signed the British Columbia *Climate Action Charter* to commit to carbon neutrality by 2012, there is a growing recognition that active transportation can play a key role in promoting sustainability.

¹ Through the BC Recreation and Parks Association's Active Communities Initiative

1.1 Scope

In response to feedback collected from the community's first Open House, regarding a new Official Community Plan and a Community Park Master Plan, the District has undertaken this comprehensive active transportation planning process to identify opportunities for encouraging all human-powered forms of travel throughout Barriere. The purpose of the plan is to develop a network of active transportation facilities to encourage and support active transportation for all purposes. The active transportation network prepared through this process will support multi-modal travel between key community destinations, and encourage recreational pursuits. The intent is to integrate this active transportation network with the proposed 5 kilometre greenway in the District's Community Park, thereby connecting residents to this central hub and destination point. The network will also provide the opportunity to connect with activity trails extending out from the District.



Active transportation includes human-powered forms of travel such as walking, jogging, cycling, rollerblading, skateboarding, and the use of a wheelchair or scooter. Active transportation infrastructure will provide safe opportunities to move seamlessly throughout Barriere without the need for a vehicle. This will encourage healthy living for all residents. The active transportation network will foster a built environment that reduces vehicle dependency and decreases associated GHG emissions. This is a unique opportunity for Barriere to integrate municipal practices, such as



planning for a sustainable future, ensuring active living, and building a disability and seniors-friendly community, from the onset of incorporation.

1.2 Goals

Well planned and implemented municipal infrastructure which supports active living can encourage healthy lifestyles. It can also provide safe and accessible opportunities for walking, cycling, rollerblading, and similar forms of travel. In addition, alternatives to motor vehicle travel can reduce GHG emissions.

The District of Barriere would like to guide the development of a community-wide network that supports variety of accessible alternatives to using a car. As such, the active transportation plan has been developed to achieve the following goals:

- Identify active transportation opportunities for all community members, regardless of age or ability, thereby creating an inclusive environment and encouraging healthy lifestyles;
- Connect key destinations within the community;
- Provide a detailed strategy that can integrate transportation planning with the creation of a new Official Community Plan; and
- Engage stakeholders in the planning process.

The District of Barriere has received a grant from the Union of BC Municipalities and the BC Recreation & Parks Association (BCRPA), through the Community Planning Grant Program, to prepare this Active Transportation Plan. The intent is to assist Barriere in undertaking comprehensive planning for active transportation that considers all user groups. The program will better position the District to secure and more effectively utilize existing funding opportunities offered through private, provincial and federal government programs. The Active Transportation Plan is also a vital step towards integrating transportation planning with the District's new Official Community Plan.

1.3 Planning Process

The Active Transportation Plan was prepared through a process that involved extensive consultation with District Council and staff as well as local stakeholders. The following steps describe the planning process that was used to develop Barriere's Active Transportation Plan:



- **Prepare a Base Plan.** A base transportation infrastructure plan of Barriere was prepared using available mapping, orthophotos, cadastral data, and other information provided by the Thompson-Nicola Regional District (TNRD).
- **Conduct Site Reconnaissance.** Site visits were conducted to verify all existing transportation infrastructure in the base plan, including roads, pedestrian paths, formal and informal trails, and pedestrian crossings. Potential opportunities and constraints were identified.
- **Public Consultation.** A survey and travel diary were prepared by the consulting team, and distributed by the District, to provide opportunities for all residents to share their thoughts regarding active transportation in Barriere. Feedback from the survey and travel diary was presented at a stakeholder workshop. The purpose of the workshop was to engage stakeholders in an interactive process to share their experience and thoughts for active transportation opportunities in Barriere. Stakeholders were invited to attend a walkabout along Barriere Town Road immediately preceding the workshop.
- **Develop Proposed Active Transportation Maps.** The ideas brought forward during the workshop and through the survey, were translated into maps that illustrate potential active transportation network layers such as sidewalks, bicycle routes, and multi-use paths.
- **Identify Potential Infrastructure Facilities.** Treatment options vary, depending on the preferred infrastructure facilities for each type of active transportation mode. Based on the potential active transportation network layers, as well as feedback from the workshop, treatments for infrastructure facilities were identified to support each mode of active transportation in Barriere.
- **Review Active Transportation Options with Council and Stakeholders.** The proposed active transportation network layers and potential infrastructure facilities were reviewed with District Council and stakeholders in an interactive workshop. Maps were finalized based on the feedback received.
- **Prepare Active Transportation Plan.** This active transportation plan was prepared based on the information gathered through the previous steps. The plan includes an approach for implementation which prioritizes the recommended infrastructure improvements and identifies how the District can focus their resources over the short and long term. This plan will guide the implementation of an active transportation network throughout Barriere.



1.4 Community Participation

Community participation and public consultation are essential to developing a community-driven plan to encourage active modes of transportation. Input from various stakeholders including residents, business owners, and District Council and Staff, was an important part of the process. This plan is intended to reflect community input and meet the needs identified, while building support for project implementation.

1.4.1 Community Survey and Travel Diary

A Community Survey and Travel Diary were developed and mailed to each household in Barriere in May, 2009. This provided an opportunity for all residents of Barriere to share their thoughts regarding active transportation at the beginning of the development of the plan. The Community Survey collected information such as:

- Common destinations;
- Frequency of visits to various destinations;
- Type and frequency of travel using active transportation;
- Purpose of trips;
- Challenges when engaging in active transportation;
- Potential improvements for active transportation; and
- Preferred facilities.

The Travel Diary was a record of individual and household travel practices over a two-day period. Residents tracked common origins, destinations, primary modes of travel, and the purpose of trips were during this period. This provided more detailed information to supplement the survey results.

15 responses were received to the Community Survey from residents, about a third of whom also work within Barriere. 10 respondents also used the Travel Diary to record a detailed summary of their travel habits over two days.

A summary of the community survey and travel diary information is described as part of the community profile in Section 4. A sample of the community survey and travel diary is provided in **Appendix A**.

1.4.2 Walkabout and Stakeholder Workshop

Interested residents, business owners, and other stakeholders such as the school district, BC Ministry of Transportation & Infrastructure, Chamber of Commerce, and seniors groups were invited to attend a Community Walkabout and Stakeholder Workshop on June 29, 2009. The Community Walkabout was intended to identify potential opportunities and constraints, primarily along Barriere Town Road. The purpose of the Stakeholder Workshop was to engage stakeholders, who represent community interests, in an interactive process to identify and develop transportation opportunities in Barriere. During the workshop, participants developed and refined their ideas regarding appropriate active transportation facilities. Participants also identified important destination nodes, helping to delineate major activity routes, for example between the central business district, schools, community service centres, recreation facilities, parks and greenspaces, and residential areas. A summary of the workshop is provided in **Appendix B**.



1.4.3 Review of Active Transportation Options

Proposed active transportation network layers and potential infrastructure facilities were reviewed with District Council and the stakeholders that participated in the community workshop on October 19, 2009. Maps were finalized based on the feedback received, which formed the basis for the Active Transportation Plan.

2.0 BENEFITS OF ACTIVE TRANSPORTATION

The District, as a newly incorporated rural community, has a unique opportunity to start from scratch and build active transportation facilities that support a healthy and sustainable alternative for moving throughout the community. An active transportation plan will establish best practices that can be and used to guide decisions-making in future projects within Barriere, as well as act as an example for other municipalities. Benefits of active transportation include:

- **Health** – significant benefits can be realized by being physically active. In particular, active transportation facilitates regular exercise, making it easier to meet minimum guidelines for recommended physical activity. Active living can help reduce health problems such as diabetes and high blood pressure.
- **Environment** – decreased motor vehicle use and the necessity for associated infrastructure. Active transportation helps to reduce GHG emissions, improve local air quality, reduce noise pollution generated from motor vehicles, and potentially reduce water pollution from stormwater runoff.
- **Affordability** – alternative modes of travel are universally affordable. In addition, active transportation options support tourism, and increase access to community facilities and services as well as commercial areas. This can be an important feature for enhancing the community's quality of life, along with attracting new residents and business. It is also cost effective because since active transportation is less expensive to build and maintain than traditional vehicle-based infrastructure.
- **Social** – active transportation can be accessible to everyone, providing an equitable method for travel within the community. This ensures that all community members, including children, seniors, and people with disabilities, can move around safely and efficiently without a car.
- **Safety** – roads designed primarily for vehicle use can present significant safety concerns for pedestrians, cyclists, and others using non-vehicular forms of travel. Adequate active transportation infrastructure will provide safer facilities for moving throughout the community.





3.0 RELEVANT PLANS AND POLICIES

This section reviews other relevant plans and policies which provided support and direction for the development of the Active Transportation Plan. The District of Barriere is in the process of updating its Official Community Plan (OCP). The current OCP, as well as draft Vision and Guiding Principles that have been established for the District's new OCP, were considered at the outset of the planning process. The recently completed Community Park Master Plan, including an extensive planned network of multi-use pathways for this centrally located park, requires seamless integration into a broader active transportation network for the community. Similarly, the Barriere Town Road Revitalization Plan, for which visioning and concept development is currently taking place, is influencing how active transportation takes place along the District's primary transportation corridor. Relevant portions of these plans and policies are summarized below.

3.1 Current Official Community Plan

The District of Barriere's current Official Community Plan was prepared in 1997 by the TNRD. It contains several broad objectives and policies with respect to the form and character of existing and proposed land use and servicing requirements within the plan area. Although the existing OCP does not include policies or objectives specific to active transportation, it does include some relevant general objectives and policies related both to transportation and recreation.

The primary objective for Transportation in the OCP is "to plan towards a rational and effective transportation network designed to protect its expansion potential while enhancing safe and efficient movement to and within the plan area."

The primary objective for Recreation is "to provide outdoor recreation and conservation opportunities while minimizing recreational-resource use conflicts and preserving the rural character and environmental quality of the plan area."

The Active Transportation Plan supports a community-wide transportation network by facilitating the safe and efficient movement of non-vehicular modes of travel. This will increase the opportunities for outdoor recreation in a way that is appropriate for the rural character of Barriere. Facilities developed in response to the Active Transportation Plan will also contribute to the safety of residents and visitors traveling through Barriere by car. Furthermore, planned trails will support unimpeded public access to Barriere's rivers.



3.2 New Official Community Plan

A new OCP is in the early stages of being prepared, in order to reflect the needs of the recently incorporated District of Barriere. This will be wide-reaching document that sets policies for the physical and environmental form of Barriere, its economic foundation, and community services. The draft vision and guiding principles developed as the first stage of this OCP include a focus on 'active living' and 'moving around the community' such that infrastructure will support walking as a primary mode of transportation within Barriere. Transportation planning is a critical component of this supporting the direction in the new OCP. The draft vision is detailed below, along with the guiding principles which strongly support the development of an Active Transportation Plan. A complete set of the guiding principles are provided in **Appendix C**.

Vision

In 2030, the District of Barriere provides a unique and memorable experience for residents and visitors. A distinct gateway announces your arrival in Barriere and your entrance to a district of lakes. Take a trip along Barriere Town Road and you'll be drawn to the Community Park. Look across the large expanse of green space that has been preserved in the heart of the community; observe families having picnics, children playing in the BMX park, and spectators cheering on their baseball team. Continuing from the Community Park, you will probably pass cyclists heading downtown to meet a friend for coffee. The downtown is easily identifiable by the decorative benches, lighting, and well-kept storefronts. It is bustling with activity as people walk from store to store, exploring specialty shops and doing their weekly grocery shopping. Take one of Barriere's pathways in any direction and you'll be able to explore the community, and connect to trails that extend into the wilderness of the North Thompson Valley.

Guiding Principles

Barriere's quality of life is influenced by a vibrant social network, strong and diverse economy, and sustainable environment. The following characteristics describe the features that best identify the distinctiveness of Barriere.

- Barriere has a unique small community character;
- Barriere's downtown is a vibrant place to work and visit;
- Barriere promotes economic development and diversification;
- Barriere ensures residents can move seamlessly through the community;
- Barriere is committed to building the community's infrastructure;
- Barriere has high quality buildings and aesthetically pleasing spaces;



- Barriere is a community that encourages active living;
- Barriere provides local health and social services;
- Barriere is a green community;
- Barriere is a safe place to live; and
- Barriere facilitates the development of appropriate and compatible land uses.

In particular, the following two Guiding Principles are particularly relevant to the Active Transportation Plan:

- ***Barriere ensures residents can move seamlessly through the community.*** Walking is the primary mode of transportation within Barriere, while vehicles are used for trips to destinations outside of Barriere. Travelling between neighbourhoods along the well maintained pathway system evokes a sense of connection between residents, the built environment, and natural areas within the community. A community transportation system provides regular access to Kamloops for residents that choose to visit friends, family, or take a shopping trip.
- ***Barriere is a community that encourages active living.*** Barriere is a destination for active living through all seasons. Whether you're a child, parent, business professional, or senior, there are abundant activities at the Community Park to suit your interests. Nature is at your fingertips as you walk, ski or ride along a one of the many trails within and connecting Barriere to the country. You can enjoy life at a leisurely pace; experience time slowing down as you visit the river flowing through Barriere or explore of the many tranquil lakes nearby. If you're interested in fast-paced adventure, you can fly through the forest while enjoying some of the best snowmobiling around.

The Active Transportation Plan has been developed explicitly recognizing these goals and using active transportation as a means to not only achieve transportation benefits, but also to help the community to achieve its overall vision. The Active Transportation Plan network will subsequently be incorporated into the Final OCP.

3.3 Community Park Master Plan

The District recently prepared a master plan to guide future development, upgrades and maintenance for the Community Park. The objectives of the Community Park Master Plan are to:



- Express a vision for Barriere that supports an economic transition to emerging sectors such as tourism, service and lifestyle;
- Develop a long-range plan and program that contributes to community, recreation and economic development;
- Identify community needs and opportunities related to the Community Park;
- Effectively use public land;
- Conserve natural areas;
- Guide responsible investment of funds;
- Leverage community finances; and
- Apply and document a process and plan that engages the community.

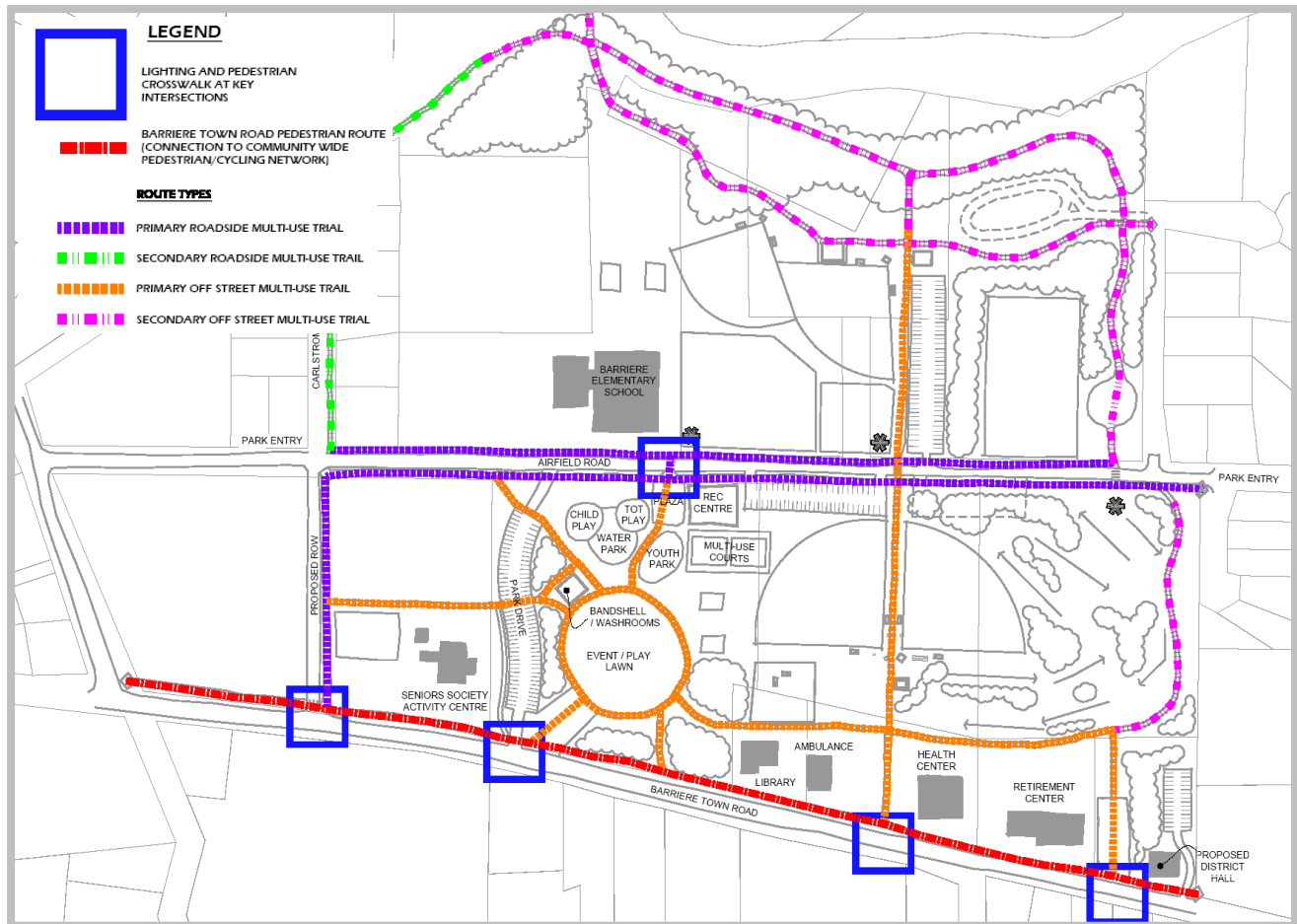
The guiding principles for the Master Plan stated that the Community Park should:

- Be inviting and accessible to all;
- Reflect the heart of the community;
- Be sustainable, functional and well-maintained; and
- Support economic development and community growth.

As shown in **Figure 1**, the Community Park Master Plan contains a proposed multi-use greenway network, which consists of the following types of facilities:

- *Primary Roadside Multi-Use Trail*, which is recommended along both sides of Airfield Road and the east side of a proposed extension of Carlstrom Road between Airfield Road and Barriere Town Road;
- *Secondary Roadside Multi-Use Trail*, which is recommended along Carlstrom Road north of Airfield Road to Barriere River;
- *Primary Off-Street Multi-Use Trail*, which is recommended within the Community Park;
- *Secondary Off-Street Multi-Use Trail*, which is recommended along the periphery of the Community Park and along the riverfront; and
- *Barriere Town Road Pedestrian Route*, which recommended connections to a future community-wide pedestrian/cycling network.

Figure 1: Community Park Multi-Use Greenway Network Plan



3.4 Barriere Town Road Revitalization Plan

In conjunction with the Active Transportation Plan, the District is preparing a study for the revitalization of Barriere Town Road. This revitalization plan is intended to ensure the District can maximize the potential of infrastructure within the existing right-of-way, while facilitating a built environment that supports active transportation. The objectives of this study include:

- Outlining potential physical enhancements to infrastructure within the road corridor, particularly water and road assets;
- Improving stormwater management;
- Encouraging active transportation through the use of pathways and/or sidewalks; and
- Contributing to a safe, compact, and accessible community.



As a first step in development of the Barriere Town Road Revitalization Plan, the District hosted a Community Walkabout and Stakeholder Workshop on June 29, 2009. The workshop engaged residents, business owners and other stakeholders who represent community interests, in an interactive process to develop a vision for the revitalization of Barriere Town Road. This workshop, held concurrently with brainstorming for the Active Transportation Plan, was a great success. The events of the day were well attended; approximately 10 people participated in the community walkabout and approximately 15 people attended the stakeholder workshop. The information and feedback collected during this workshop was used to develop a vision for Barriere Town Road. **Appendix D** provides a summary of the workshop. The Vision for Barriere Town Road that was developed through this planning process is provided below:

Barriere Town Road Vision

Barriere Town Road, the primary corridor through the community, has a cohesive and attractive identity that sets a high standard for the community. Functional public spaces alongside the road corridor encourage social interaction. This vibrant, safe, and accessible street accommodates vehicular traffic while providing facilities to allow residents to engage in a variety of forms of active transportation. Businesses along Barriere Town Road are thriving, business owners are investing in improvements to their buildings and facades, and the improved streetscape is attracting new businesses to the downtown.

The Barriere Town Road Revitalization Plan will be an important tool for implementing significant portions of the Active Transportation Plan along Barriere Town Road. The proposed cross-sections included in the Barriere Town Road Revitalization Plan will be aligned with the recommendations of this Active Transportation Plan.



4.0 EXISTING CONDITIONS

Understanding existing conditions in Barriere provides a basis from which to build an active transportation network. This will ensure a made in Barriere approach. This section provides a community profile which summarizes key demographic and employment characteristics, common travel practices, and some parallels to comparable communities. This section also identifies key active transportation generators, which are frequently travelled destinations within the community, and summarizes existing road network characteristics, and identifies existing active transportation infrastructure. Finally, opportunities and constraints, along with potential active transportation facilities, are identified to help set a direction for future active transportation initiatives in Barriere.

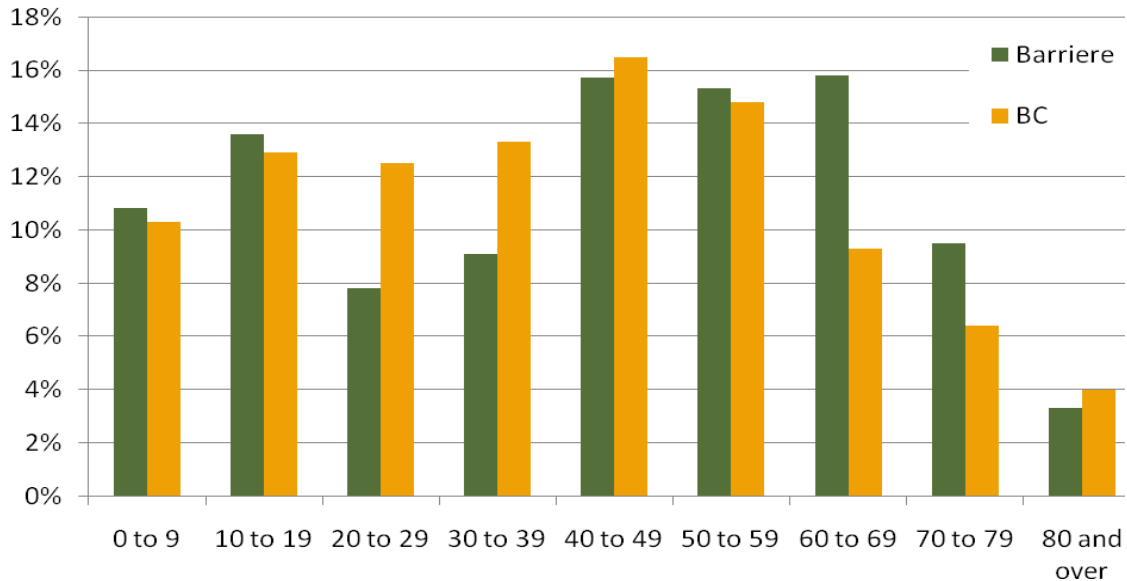
4.1 Community Profile

The District of Barriere is a relatively compact community, with a land area of over 1250 ha. The community is home to approximately 1,800 residents, and is expected to grow by an average of 0.4% to 1.4%² annually. As shown in **Figure 2**, the community is home to a higher proportion of youth under the age of 19 than the provincial average, representing almost a quarter of Barriere's total population. In addition, Barriere is home to a significantly higher proportion of seniors than the provincial average. Residents aged 60 and over account for nearly 30% of Barriere's population, compared to nearly 20% province-wide. These figures are particularly important to consider for the development of the Active Transportation Plan, as this points to the need for connecting active transportation facilities with destinations frequented by youth and seniors, such as schools, health care centres, and seniors facilities.

The workforce in Barriere includes approximately 500 people, of which approximately 350 have a usual place of work. 60% of the workforce with a usual place of work are employed in Barriere, while the remaining 40% commute beyond Barriere to work. Major employers in Barriere include Gilbert Smith Forest Products, School District #73, AG Foods, Stamer Logging Ltd., and North River Log Homes. Active transportation facilities that connect residents from their home neighbourhood to place of work would encourage residents to walk or bike to work, as opposed to driving.

² TNRD estimates that the population of Barriere is approximately 1,800. The population growth is based on a 0.4% average population change from 1997-2007 and a 1.4% average population change from 2006-2007, according to BC Stats population estimates for the Thompson-Nicola Regional District. It should be noted that the TNRD's estimate is much higher than BC Stats, which had an estimate of 1,200 residents in its 2006 Census Profile for Barriere,. The data presented throughout this section is based on BC Stats data from the 2006 Census.

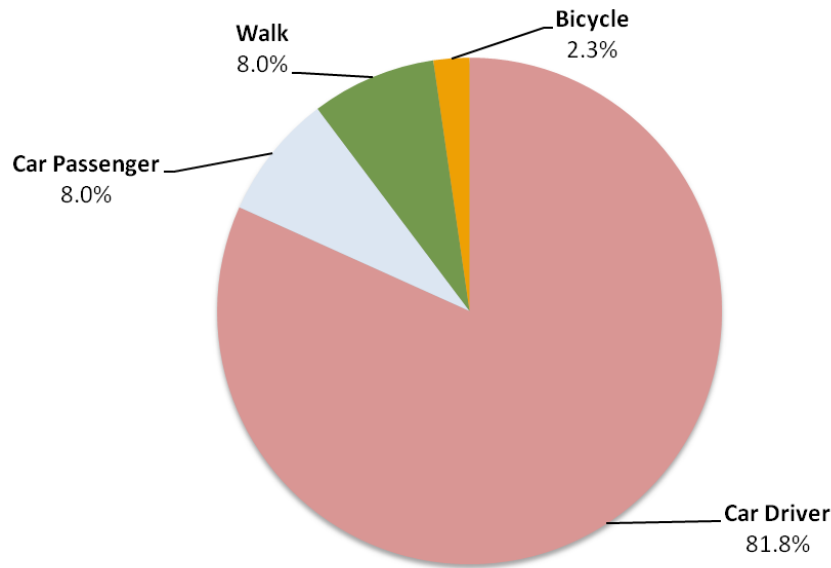
Figure 2 – Population Distribution by Age Group



A significant amount of Barriere’s population uses active transportation as a method of commuting to work, as indicated by data from the 2006 Census. As shown in **Figure 3**, approximately 8% of residents walk to work, while over 2% of residents cycle to work, for a total active transportation mode share of approximately 10% of trips to work. When focusing specifically on work trips made within Barriere, the numbers are even higher with 19% of residents walking and 5.5% biking to work, for a total active transportation share of 25% of work trips.

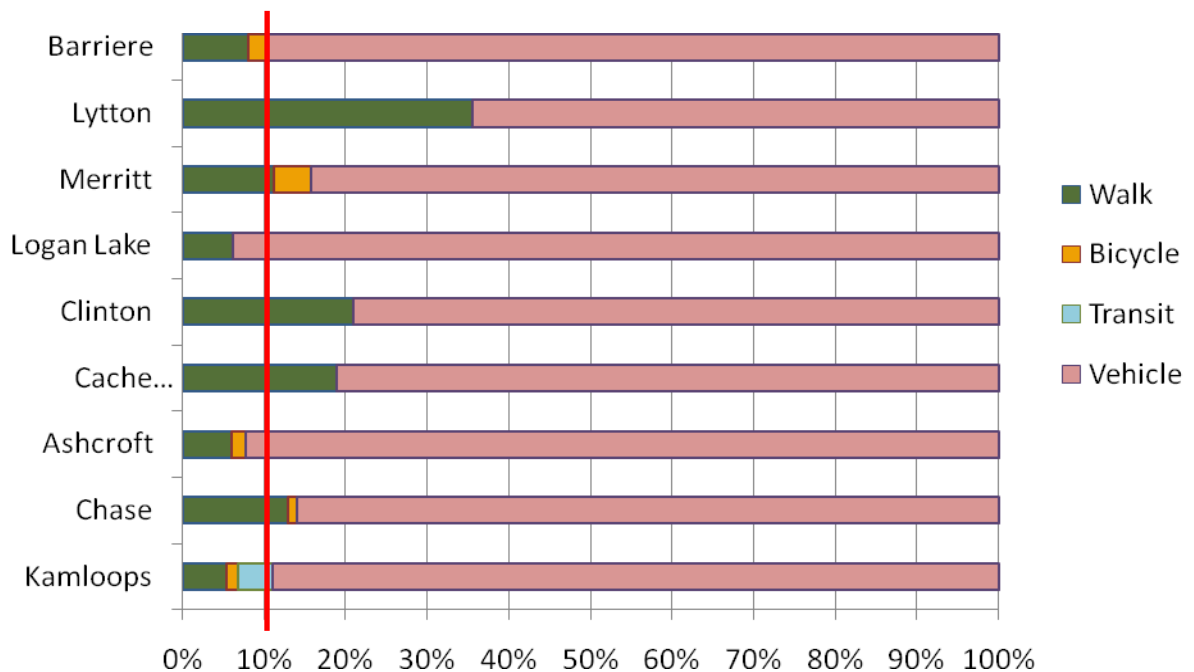
The Community Survey and Travel Diary conducted for the Active Transportation Plan found that the most common modes of active transportation in Barriere are walking or jogging, followed by cycling and horseback riding. The Community Survey and Travel Diary results indicate that Barriere residents most commonly engage in active transportation for recreation, fun, and exercise. Other purposes for regular trips generally include shopping, community events, and travel to work. Over half of survey respondents find it moderately easy to engage in active transportation.

Figure 3 – Mode Share of Work Trips, 2006



Looking at other nearby communities throughout the TNRD, Barriere has a comparable proportion of residents that use active transportation as mode of transportation to work, as shown in **Figure 4**.

Figure 4 – Comparison of Mode Share of Work Trips in the TNRD, 2006



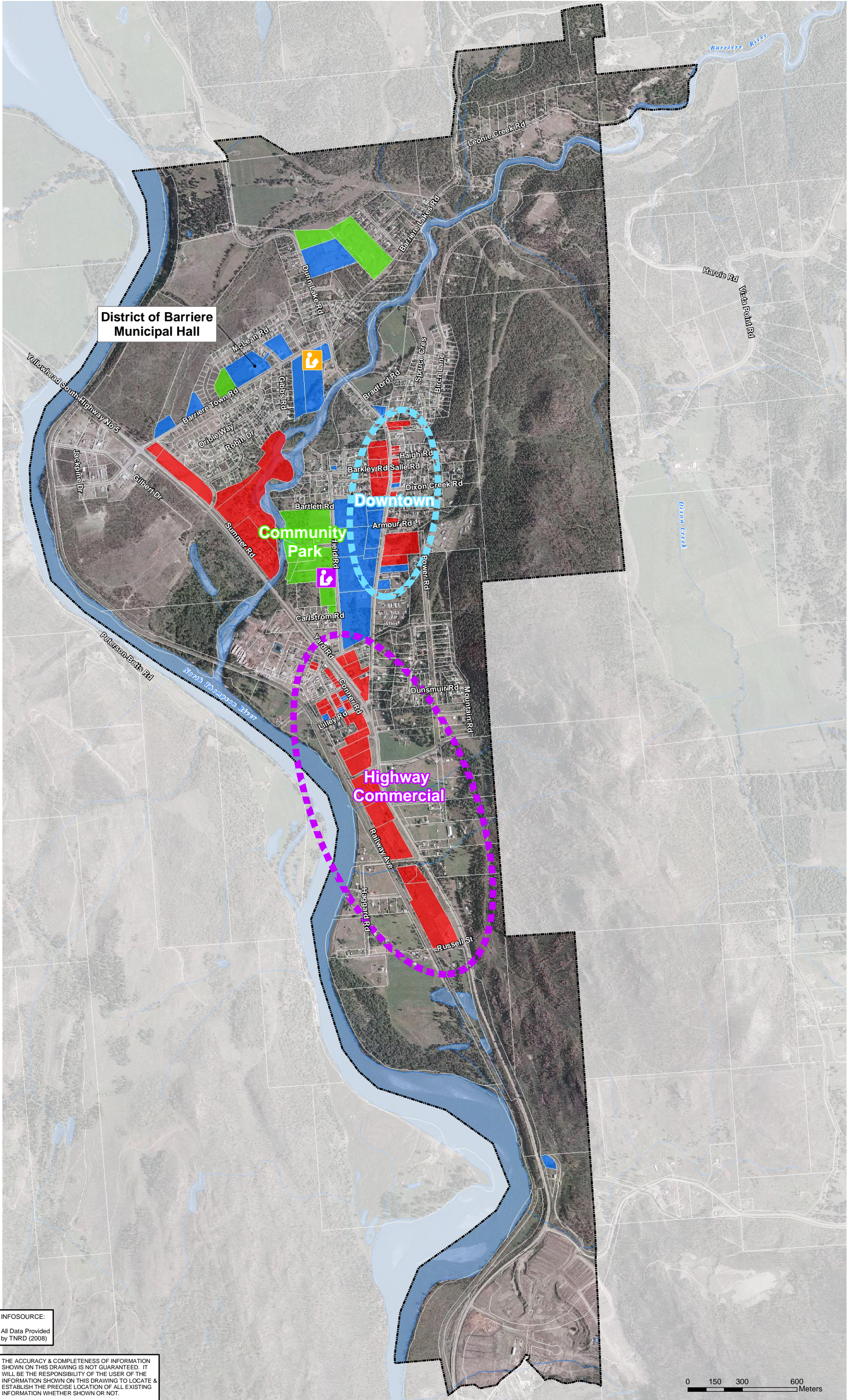
4.2 Key Active Transportation Generators

Key active transportation generators were identified based on a review of the District's amenities and land uses, as well as common origins and destinations indicated in the Community Survey, Travel Diary, and Stakeholder Workshops. Downtown is the most frequently visited destination. The Community Park generally, and the community garden in particular, were also identified as being frequently visited, in addition to the highway commercial area. Just under half of community survey respondents use a form of active transportation to get to these destinations. Travel diary results indicate that most respondents chose to walk between home and the Community Park, while driving was most commonly used to travel to other destinations.

As shown in **Map 1**, key active transportation generators in Barriere include:

- **Commercial Core Area**, located on Barriere Town Road from Haigh Road to the Barriere Centre Shopping Mall, which includes:
 - Retail uses, including a grocery store, pharmacy, video store, bicycle repair shop, gas station, liquor store, home renovation store, hardware store, propane repair shop, Sears outlet store, and restaurant;
 - Service uses including a credit union, lawyer, accountant, salon, post office, and funeral home; and
 - Institutional uses including a church, Yellowhead Pioneer Residence, Barriere and District Health Centre, Ambulance Services of BC, Barriere Employment Services and Thompson Rivers University.
- **A variety of parks and open space**, including the Community Park, Bradford Park, Oriole Way Park, Glentana Farms Park, and the Barriere River frontage;
- **Highway commercial area** adjacent to Highway 5, including motels, restaurants, and a gas station; and
- **Major institutional uses outside the Town Centre area**, including Barriere Elementary School, Barriere Secondary School, and District Hall.

In order to ensure that the active transportation network is well used, it must connect the residential neighbourhoods with these key active transportation generators. As such, the Active Transportation Plan is designed to connect these key generators by identifying connecting routes to each facility, and by providing appropriate infrastructure for each corridor.



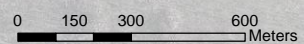
- Legend**
- Municipal Boundary
 - Zoning Designation**
 - Zoning**
 - Commercial
 - Park
 - Institutional
 - Elementary School
 - Secondary School

KEY ACTIVE TRANSPORTATION GENERATORS



INFOSOURCE:
All Data Provided
by TNRD (2008)

THE ACCURACY & COMPLETENESS OF INFORMATION SHOWN ON THIS DRAWING IS NOT GUARANTEED. IT WILL BE THE RESPONSIBILITY OF THE USER OF THE INFORMATION SHOWN ON THIS DRAWING TO LOCATE & ESTABLISH THE PRECISE LOCATION OF ALL EXISTING INFORMATION WHETHER SHOWN OR NOT.



4.3 Road Network

As shown in **Map 2**, the District has established a hierarchical road network plan, including:

- **Provincial Highways**, which includes Highway 5 (Yellowhead Highway), which is currently and will remain under the jurisdiction of BC Ministry of Transportation & Infrastructure (BC MOT);
- **Arterial Roads**, which include Barriere Town Road and Barriere Lakes Road;
- **Collector Roads**, which include Mountain Road, Bradford Road, Birch Lane, and DeeJay Road; and
- **Local Roads**, which include all other roads throughout the community.

Prior to its incorporation in 2007, all roads in the community fell under the jurisdiction of BC MOT. The District will take over operations and maintenance of the all local roads in the community in approximately three years. This does not include Highway 5, which will remain under the jurisdiction of BC MOT.

4.4 Existing Active Transportation Infrastructure

Barriere currently has a number of active transportation facilities that support walking, cycling, and other types of active transportation. These include:

- **Paved shoulders** on Barriere Town Road;
- **Marked crosswalks** at several locations, including: Barriere Town Road west of Annesty Road (to connect with District Hall); Barriere Town Road west of the intersection with Dunn Lakes Road and Barriere Lakes Road (to connect with Barriere Secondary School); Barriere Town Road and Salle Road, and Airfield Road adjacent to Barriere Elementary School;
- **Sidewalks** on Barriere Town Road adjacent to the Post Office and adjacent to District Hall, and on both bridges;
- **Trails** throughout the community, particularly through the Community Park (currently being constructed) and adjacent to Barrier River;





- **Public benches** at some locations along Barriere Town Road;
- **Garbage bins** at some locations along Barriere Town Road; and
- **Bicycle racks** at both Barriere Elementary School and Barriere Secondary School, the Library, the District Hall, the grocery store, and the Employment Centre.

Key active transportation facilities are shown in **Map 3**.





Legend

Municipal Boundary

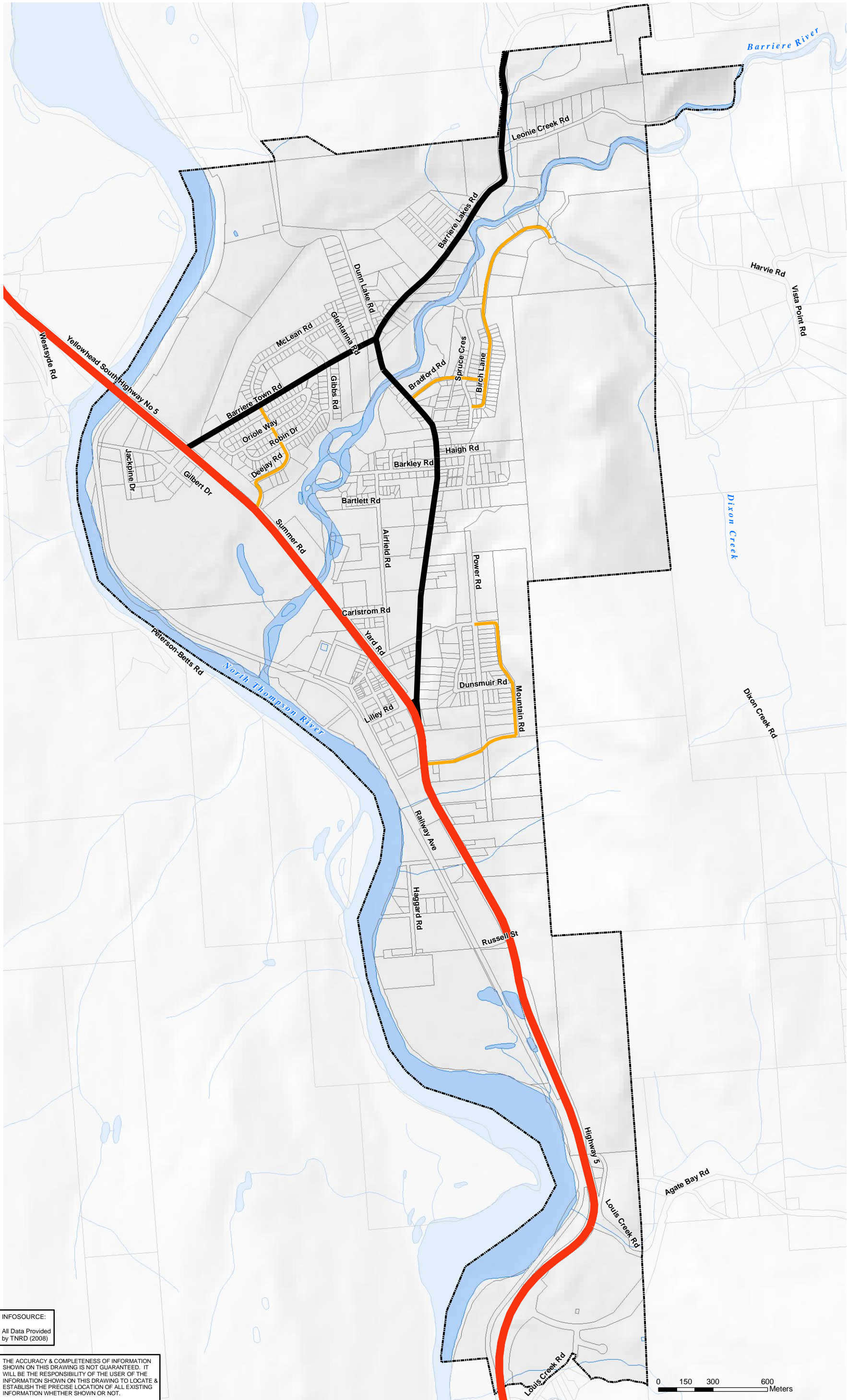
Road Class

Highway

Arterial

Collector

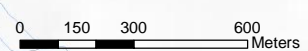
All other roads are local



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INFOSOURCE:
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ROAD CLASSIFICATION

MAP

2



4.5 Opportunities and Challenges

Opportunities for active transportation in Barriere were identified by stakeholders during the walkabout, and discussed during the Stakeholder Workshop. There are a number of examples in Barriere where existing active transportation practices and infrastructure can be built upon, such as:

- A significant number of people currently walking, cycling, using scooters, and skateboarding;
- Several existing crosswalks, including an existing crosswalk in the centre of the downtown;
- Seating areas with benches, planters, and garbage cans spaced along Barriere Town Road;
- Paved shoulders being used for active transportation;
- Wide road rights-of-way with opportunities for implementing active transportation facilities; and
- Walking groups using trails within the Community Park.

Some general challenges to active transportation include distance, time, weather, convenience, infrastructure and facilities, traffic safety and road conditions, and personal safety.. Proposed active transportation facilities in Barriere will be developed with consideration for these general challenges, thereby ensuring appropriate solutions are developed that reflect Barriere's unique characteristics.

Specific concerns and challenges were discussed during the community workshop, using the feedback from the Community Survey as a starting point. Issues were ranked in order of priority as follows:

- Snow removal (along shoulder of road in the winter);
- Designated pedestrian spaces (lack of sidewalks and/or pathways);
- Safety (including lighting, and adequate space for moving safely);
- Beautification/Landscaping;
- Dust, dirt, and rocks (along shoulder of road);
- Mobility and accessibility (particularly for seniors);
- Rest areas (a need for additional regularly spaced benches);



- Crosswalks (improvements and additions);
- Width of pedestrian spaces (eg. space for pushing a stroller);
- Conflicts (between vehicles, pedestrians, and cyclists);
- Access to Services (such as medical appointments);
- Bicycle racks; and
- Traffic (especially on major routes).

The Community Survey indicated that residents believe that off-street pathways which are physically separated from motor vehicle lanes would be the most beneficial type of active transportation facility. Sidewalks were rated as being the second most beneficial facility, followed by on-street pathways and bicycle lanes directly adjacent to vehicle lanes, and properly maintained pathways through open areas. Improved intersections and the creation of green trails were also noted as desired infrastructure improvements. Recommended support facilities included seating/rest areas, particularly along Barriere Town Road.

During the walkabout and workshop, participants were asked to expand on what active transportation facilities they feel are best suited to Barriere. Recommendations for expansion, and the ideal location for such facilities, indicated that the following are desired:

- Wider shoulders along major routes (highway, Barriere Town Road);
- Sidewalk/pedestrian path downtown;
- Pavement markings where shoulders will be used for active transportation;
- Multi-use paths or trails along the river and connecting residential areas to the Community Park and downtown;
- Cross country skiing trails along the river; and
- Support facilities, such as planters adjacent to shoulders, additional bicycle racks, benches, garbage cans, lighting, signs for speed limits, and crosswalks with signage and definition (including a new crosswalk just north of the grocery plaza, leading across the road to the health centre).



5.0 VISION AND GUIDING PRINCIPLES

A draft vision and guiding principles for the Active Transportation Plan have been developed based on feedback received from the Community Walkabout and Stakeholder Workshop. The vision statement describes what the District hopes to achieve in approximately 20 years, building on the community-wide vision that was developed as part of new Official Community Plan process. The guiding principles define key elements of the vision and, more specifically, the District's role in achieving the vision.

5.1 Vision

In 2030, the District of Barriere is a unique, active, rural community with a fully accessible network of active transportation facilities. The well-connected active transportation network promotes a safe atmosphere for social interaction, recreation, healthy living, and environmental responsibility. Pedestrians, joggers, in-line skaters, skateboarders, and cyclists of all ages and abilities are using the active transportation network year-round to travel to work or school, meet with friends, go to an appointment, pick up groceries, or enjoy recreational opportunities. Decorative benches, well-lit pathways, landscaping, and bicycle parking enhance the attractiveness of exploring and moving throughout the community. Active transportation in Barriere has evolved with community growth, extending from downtown through the Community Park and into nearby neighbourhoods. The network also connects to trails leading into wilderness of the North Thompson Valley.

5.2 Guiding Principles

- **Improving safety.** Safety for pedestrians, cyclists, and others using active transportation is a priority for the District. Designated active transportation space will reduce conflicts between pedestrians, cyclists, and automobiles. Regular maintenance, well-lit pedestrian spaces, new and enhanced crosswalks, and signage will also contribute to a safe active transportation system.
- **Promoting community health and well-being.** Physical inactivity is an important contributor to a number of health issues such as heart attacks, strokes, hypertension and diabetes. Physical inactivity can also affect mood, self-esteem, energy levels and sleep patterns. A well connected active transportation network that extends throughout Barriere will encourage physical activity and play an important role in improving community health and well-being.



- **Supporting recreational opportunities.** Residents of Barriere typically engage in active transportation for recreation, fun and exercise. A variety of walking and cycling loops will allow residents and visitors to travel along roads, access the riverfront trail system, connect to the community park, and link to trails extending outside the District. Support facilities such as seating areas and landscaping will further enhance the experience of those using active transportation in Barriere.
- **Reducing environmental impacts.** The District of Barriere has signed the B.C. Climate Action Charter, which aims to reduce local greenhouse gas emissions by implementing programs, policies or legislative actions that facilitate reduced GHGs. Active transportation facilities provide attractive alternatives to automobile travel within Barriere and play an important role in improving local air quality.
- **Connecting to key destinations.** Barriere is a relatively small and compact community with defined nodes of concentrated development. Connecting key destinations throughout the community with an active transportation network will facilitate easy movement without the need for automobiles.
- **Flexible and forward thinking.** Barriere is expected to grow and change significantly, while retaining a rural character. The desired long-term active transportation network will be implemented in stages that are flexible in responding to changing conditions and needs over time.
- **Implementing a 'Made-in-Barriere' Plan.** As a newly incorporated community, Barriere has the opportunity to build a complete active transportation system that reflects the unique, rural character of the community. Innovative approaches can be implemented for cost effective and environmentally sensitive active transportation facilities while recognizing the local context.



6.0 PROPOSED NETWORK

6.1 Network Concept

The proposed Active Transportation Network Concept is shown in **Map 4** and includes a primary circular route that would form the “spine” of the active transportation network along Barriere Town Road primarily along Barriere Town Road. This primary circular route includes a number of feeder cycling routes that connect local neighbourhoods and other destinations with the community to the circular spine route. In addition, the Network Concept includes key nodes along Barriere Town Road which will be the focus for provision of enhanced pedestrian treatments. This concept reflects comments received from the community regarding the major origins and destinations in the community, as well as the routes most frequently used to travel between those origins and destinations.




The network concept was used to develop the detailed Active Transportation Network Plan. As shown in **Map 5**, this network plan includes a combination of commuter and recreational corridors along municipal rights-of-way and through public open spaces. The network is structure to provide convenient access for various uses based on the following criteria:

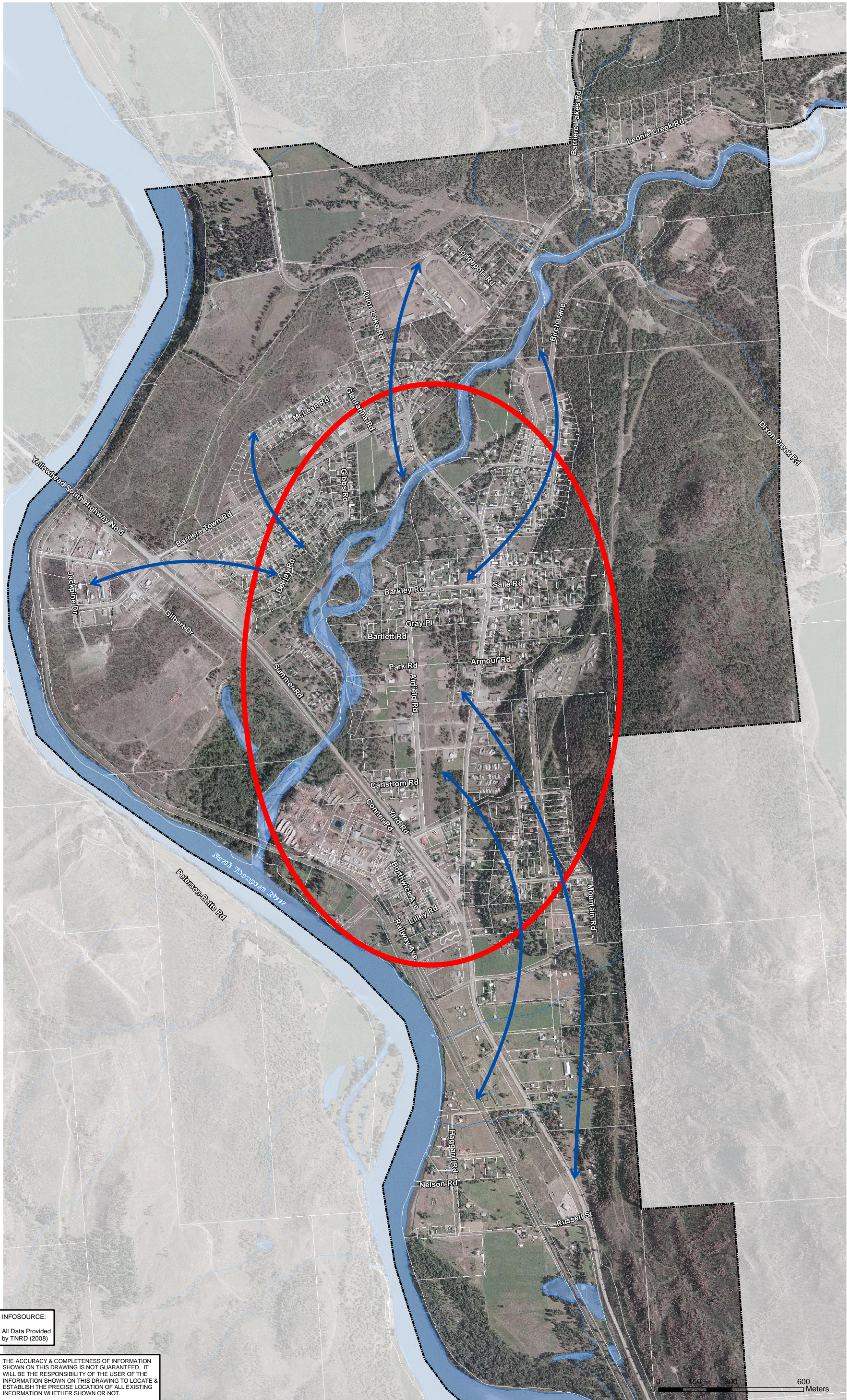
- Designate a primary circular route to act as the spine of the active transportation network for both pedestrians and cyclists;
- Locate facilities through commercial areas and connecting to schools, medical facilities, parks, open spaces, and areas of concentrated employment;
- Achieve a reasonable balance between commuter and recreational facilities;
- Provide facilities for both pedestrians and cyclists that reflect anticipated demand;
- Maximize off-street multi-use paths and include treed boulevards to provide distinct active transportation environments and minimize the influence of traffic on users.

The proposed network includes a variety of active transportation facilities, which are categorized in detail in the following section of the report.



Legend

-  Municipal Boundary
-  Primary Loop Network
-  Secondary Connectors

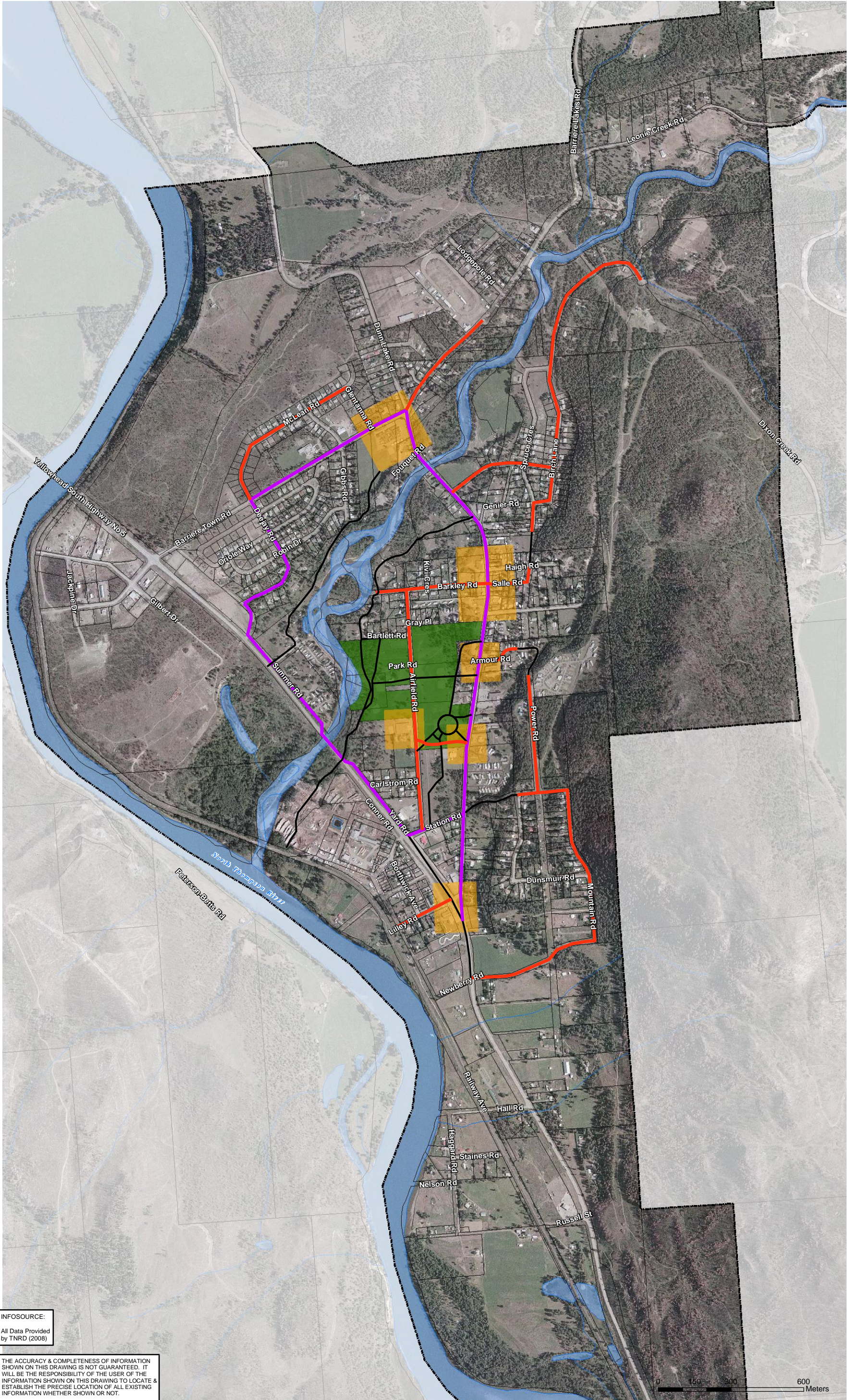


ACTIVE TRANSPORTATION NETWORK CONCEPT PLAN

INFOSOURCE:
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Legend

-  Municipal Boundary
-  Areas for Pedestrian Enhancements
-  Primary On-Street Pathway (Bikes and Pedestrians)
-  Secondary On-Street Pathway (Bikes)
-  Off-Street Pathway
-  Park

ACTIVE TRANSPORTATION NETWORK PLAN

INFOSOURCE:
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6.2 Active Transportation Infrastructure

This section describes the recommended treatments for each type of facility identified in the Active Transportation Network Plan, in terms of function, design, standards, and requirements. Each facility type is illustrated with typical section drawings.

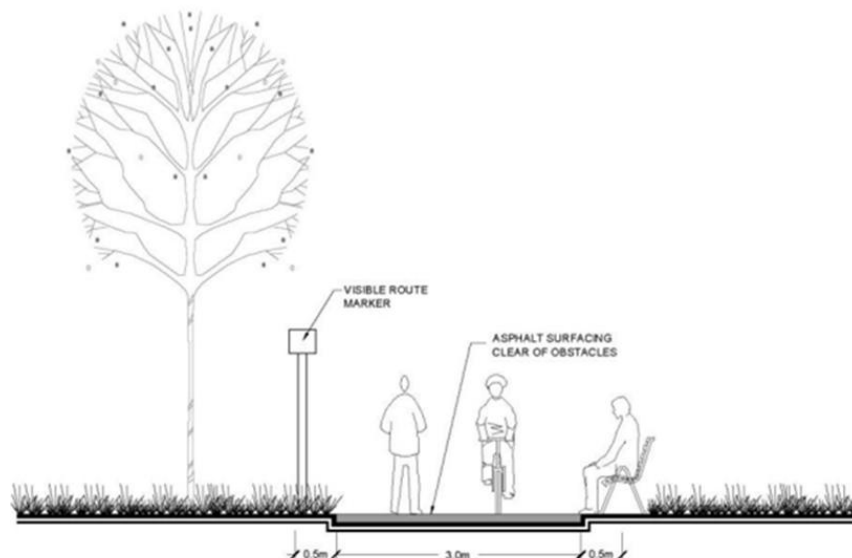
6.2.1 Multi-Use Facilities

Multi-use pathways are proposed as the key component of the Active Transportation Plan to expand activity beyond the base functions of getting to and from work and school. Multi-use pathways are intended to attract and accommodate a wide range of users, to provide separation from motor vehicle traffic, and to connect and provide access to the full spectrum of amenities within the community. Multi-use pathways may be provided parallel to other facilities, such as bicycle lanes, within some corridors to provide alternatives for potentially conflicting uses. At other locations, multi-use paths may be the only facility provided in response to site constraints.

.1 Primary Off-Street Multi-Use Pathways

Primary off-street pathways are primarily proposed through the Community Park. These pathways would generally be 3.0 metres wide and consist of asphalt surfacing which would be desirable for pedestrians, joggers, cyclists, wheelchair users, rollerbladers, and skateboarders. These pathways would provide formal access between the community and key features within the Community Park. These pathways would be complemented with support facilities, such as benches, lighting, trash receptacles, and bicycle parking.

Figure 5 – Primary Off-Street Pathway



.2 Secondary Off-Street Multi-Use Pathways

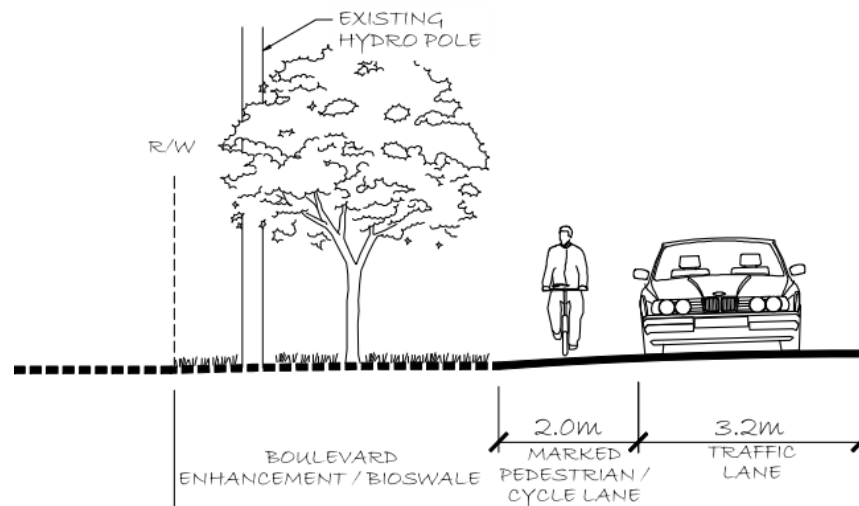
Secondary off-street multi-use pathways are generally recommended along the banks of the the Barriere River and through other parks and open space throughout Barriere. These multi-use pathways are generally narrower than the primary pathways, with the specific width governed by the local conditions. In general, however, secondary off-street pathways are proposed to be 2.0 metres wide with additional 0.5 metre horizontal clearance at each side. In some cases, these pathways may be surfaced with compactable fine gravel to provide a relatively low-cost, durable and comfortable surface accessible to a wide spectrum of users. This surface would accommodate cyclists, strollers, wheelchairs, and walkers but likely will not be desirable for skateboards and rollerblades except over short distances. In some cases, the pathways may not be paved to preserve the natural environment in which they are located. In these cases, the paths would accommodate walkers, joggers, and recreational cyclists but may not be desirable for wheelchairs, strollers, or commuter cyclists.

.3 Primary Roadside Multi-Use Pathways

Primary roadside multi-use pathways are located within the road right-of-way, but are physically separated from motor vehicle traffic, through a landscaped boulevard or parking. These pathways would generally be 2.5 – 3.0 metres wide and consist of asphalt surfacing which would be desirable for pedestrians, joggers, cyclists, wheelchair users, rollerbladers, and skateboarders. These pathways would provide access to major cycling destinations. These pathways would be complemented with support facilities, such as benches, lighting, trash receptacles, and bicycle parking.

.4 Secondary Roadside Multi-Use Pathway

Secondary roadside multi-use pathways are located within the road right-of-way, adjacent to the motor vehicle traffic lanes. As shown in **Figure 6**, these pathways would generally be 2.0 metres wide and would be located in the paved shoulder of the roadway. These pathways would include signage and pavement markings informing drivers as well as pedestrians and cyclists that it is a shared use facility. Secondary roadside multi-use pathways would consist of asphalt surfacing which would be desirable for pedestrians, joggers, cyclists, wheelchair users, rollerbladers, and skateboarders. These pathways would provide access to major cycling destinations.

Figure 6 – Secondary Roadside Multi-Use Pathway

6.2.2 Bicycle Facilities

Three types of facilities are proposed primarily to accommodate commuter cyclists, although they are not intended to exclude recreational use. In practice, designated bicycle facilities can encourage increased recreational cycling as they are perceived to be safer than routes not designated or defined. This can contribute to a false sense of security for users and misunderstanding as to the legislated “rules of the road” and safe operation of a bicycle.

To mitigate this situation, separate and shared bicycle routes should be designed and constructed according to accepted Transportation Association of Canada (TAC) Guidelines and other applicable guidelines. These facilities should employ standardized markings and regulatory signage. Education and enforcement programs should be considered to promote appropriate and safe use.

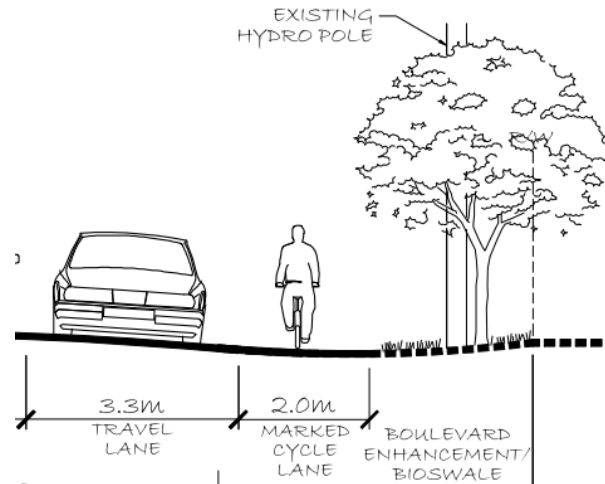
Designated and appropriately designed and marked bicycle facilities provide a strong indication to automobile users as to the presence and priority of cyclists and may encourage increased driver attention and slower traffic speeds. This could contribute to increased sense of comfort and safety and, in turn, promote increased cycling use.

.1 Bicycle Lanes

Separate bicycle lanes are proposed to provide convenient and direct access along major streets. Separate bicycle lanes are incorporated into the paved road section adjacent to a traffic lane and generally adjacent to the road shoulders or parking lanes. As shown in **Figure 7**, the

recommended with is 1.5 – 2.0 metres. Lane markings including paint lines between the bicycle and traffic lanes, bicycle symbols within the lane, and bicycle route signage are required.

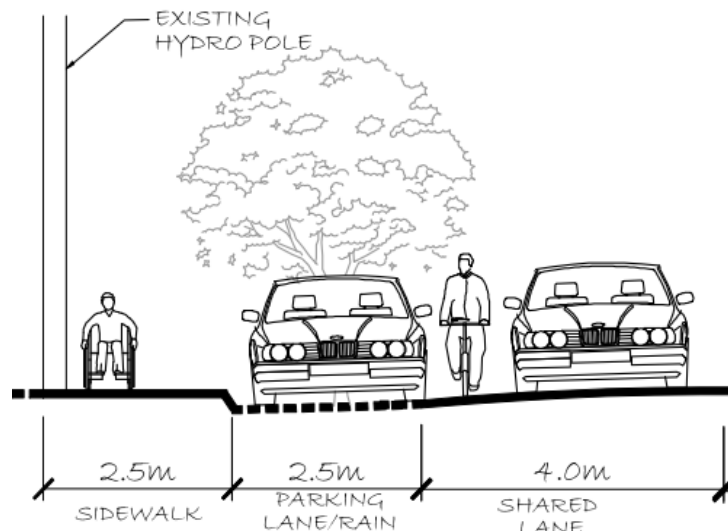
Figure 7 – Marked Cycle Lane



.2 Primary Shared Bicycle Routes

Shared bicycle routes are intended to accommodate commuter and recreational cyclists on major roadways in the District, including portions of Barriere Town Road. This type of facility is intended to provide convenient and direct connections to major destinations. Shared bicycle routes provide additional width within traffic lanes in combination with signage and pavement markings to accommodate integration of bicycle and vehicular traffic along the designated routes. As shown in **Figure 8**, primary shared bicycle routes should be a minimum of 4.0 metres wide, and preferably 4.3 metres wide to allow sufficient space for vehicles to pass cyclists. Signage should be provided to define the designated routes and provide notice to drivers and cyclists of the shared facility.

Figure 8 – Primary Shared Bicycle Route



.3 Secondary Shared

Secondary shared bicycle routes are intended to accommodate commuter and recreational cyclists on local streets with low motor vehicle speeds and traffic volumes. Shared bicycle routes are typically located on residential streets and serve to connect to the primary circular route. This type of facility is intended to provide convenient and direct connections generally from residential areas to the primary corridors. Shared bicycle routes on local roads do not require any additional width to accommodate cyclists, and simply require provision of signage and pavement markings to define the designated routes and provide notice to drivers and cyclists of the shared facility.

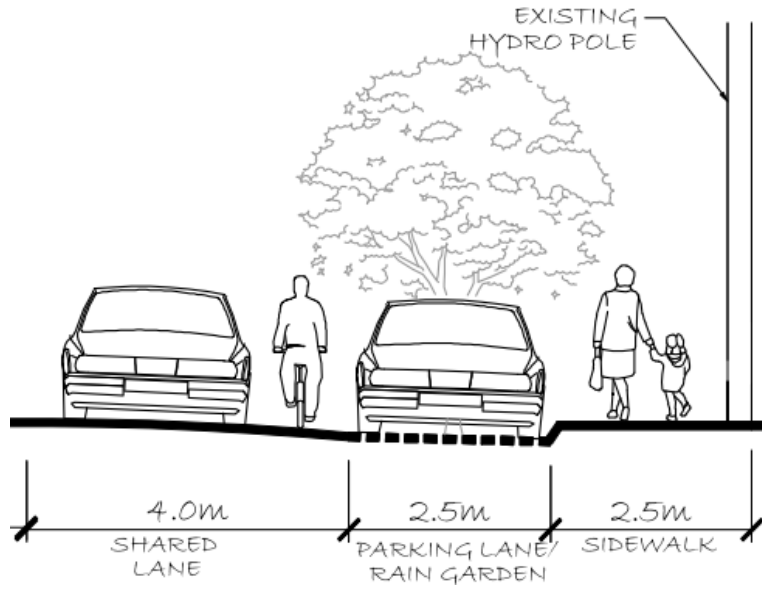
6.2.3 Pedestrian Facilities

.1 Sidewalks

Sidewalks are conveniently provided to accommodate pedestrian movement along adjacent roads. As there are very limited cases of existing sidewalks in Barriere (with sidewalks only provided at two locations within the District), and due to the high cost of providing sidewalks, it is recognized that it may not be practical or economically feasible to provide sidewalks throughout the community. However, sidewalk improvements are proposed at select locations within the Town Centre area to accommodate high pedestrian volumes in areas of high pedestrian demand, notably along Barriere Town Road between Haigh Road and Dixon Creek Road. The sidewalks in the Commercial Core area would serve not only for pedestrian movement, but also incorporate commercial uses, such as merchandise displays and cafes, street trees, light fixtures and furnishings. In addition to the primary function of pedestrian circulation and access to businesses and residences, activities along these sidewalks can include shopping, sitting, socializing, and loading and delivering goods.

As shown in **Figure 9**, sidewalks in the commercial core along Barriere Town Road between Haigh Road and Dixon Creek Road will typically be 2.5 metres on each side of the street. These sidewalks should include additional allowance for streetscape and active transportation amenities, such as benches and bicycle racks.

Figure 9 – Commercial Core Sidewalk





7.0 IMPLEMENTATION STRATEGY

The implementation strategy is structured to allow the District to undertake an integrated approach that maximizes the value of infrastructure investments. The intention is to make the best use of municipal resources while minimizing adverse impacts associated with construction along this essential transportation corridor.

7.1 Implementation Priorities

The implementation strategy is structured to achieve the following priorities:

- Provide the core structure of the Active Transportation Network, then build from there.
- Develop a balanced program of commuter and recreational facilities to engage a diversity of users.
- Integrated implementation of active transportation facilities with other projects, such as the Community Park.
- Build more-or-less complete segments of a particular component at each phase.
- Work within and allow flexibility to adjust to the funding resources of the District in combination with potential grant programs.
- Maintain flexibility to adjust to changing circumstances and priorities over time.
- Implementation of relatively low-cost facilities to take advantage of 'low-hanging fruit'.

To that end, the priorities for implementation include improvements along Barriere Town Road through the Commercial Core area, as identified through the concurrent Barriere Town Road Revitalization Plan. In addition, priorities can then focus on implementing low cost improvements such as signage and pavement markings along shared bicycle routes.

7.2 Funding Sources

The District should pursue all available private and public sector sources of funding for active transportation facilities and programs, including the programs identified below. It is important to note that to take advantage of many of the external public sector funding opportunities requires that the District have previously completed detailed designs and corresponding accurate cost estimates. The costs of preparing detailed designs are sometimes not eligible for cost share



funding – only the capital costs of construction are eligible. Some potential funding sources include:

- **Provincial programs.** The provincial government currently has several programs which provide funds for bicycle-related projects. These include the Cycling Infrastructure Partnerships Program, Built Environment and Active Transportation planning program and the Infrastructure Planning Grants.
- **Infrastructure Canada** manages several programs which 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. A recent example has been the Building Canada Fund.
- **Community Development Trust** – the province, through the Community Development Trust, has been providing money for trails improvements to communities impacted by downturns in the forestry industry.
- **Green Municipal Funds.** The Federation of Canadian Municipalities manages the Green Municipal Fund. 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. FCM provides grants for planning projects and a combination of very low interest loans/grants for capital projects.
- **Other federal programs.** At any given time, there are usually one or more federal grant programs for which bicycle facilities would be eligible. As an example, in the past, Environment Canada provided grants through the Environmental Partners Fund for bicycle-related projects which demonstrated a benefit to the environment and which formed partnerships with the community.

It is important to note that eligibility for some federal programs is limited to not-for-profit organizations. By forming partnerships with local not-for-profit organizations, the District can access a number of alternative funding sources and grant programs for Active Transportation Plan projects. It is important to note that because the primary applicant for funds is the not-for-profit group, they are nominally in charge of the project. As well, it should be noted that many of the grants available to not-for-profit groups from the federal government are designed to provide jobs for persons receiving Employment

Insurance. Therefore, in order to quality, new jobs must be created, preferably skills based, and only those receiving EI are eligible.

- **Development Cost Charges.** The District may charge developers a series of “development cost charges” (DCCs) on new developments. These one time charges are set by bylaw and approved by the Inspector of Municipalities. The intent of these charges is to assist the municipality in funding the costs associated with infrastructure to serve a growing and changing community. These charges include sewer, water, recreation, and transportation charges. Transportation and recreation DCCs collected can be used for expenditures included in the Active Transportation Plan.
- **Cash-in-lieu parking** – recent changes to the Local Government Act allows municipalities to use funding from cash-in-lieu parking reserves to fund alternative transportation programs such as bicycle network upgrades.

7.3 Bylaw Revisions

As the District is currently preparing a new Official Community Plan, it should incorporate recommendations from the Active Transportation Plan into the Official Community Plan. The District should also consider adding requirements for providing bicycle parking and other bicycle end-of-trip facilities into its zoning bylaw.

7.4 Maintenance and Operations

Sadly, maintenance of active transportation facilities is neglected in many communities. Not only does this discourage cycling and walking, but it also creates a significant liability concern for municipalities.

With proper design and maintenance, liability is not an issue with respect to bicycle and pedestrian facilities. Liability concerns have been successfully addressed for automobiles and other motorized vehicles by developing appropriate design and signage standards, and implementing maintenance programs and public reporting processes. In doing so, jurisdictions have minimized the numbers and amounts of claims which might be attributed to negligence on the part of a municipality government.

Municipalities’ potential liability regarding active transportation facilities can be minimized by the following actions:



- **Apply design guidelines** that accommodate cyclists on all roads, and all users on off-street facilities.
- **Install appropriate signs**, including warning signs where necessary, and ensure that signs remain visible at all times.
- **Establish a regular maintenance program** for active transportation facilities. Sufficient resources should be allocated in order to respond to requests that require unscheduled maintenance, as well as carrying out regular, scheduled maintenance. Key maintenance activities are as follows:
 - For all facilities, regular **inspection** and **surface repair** activities should be undertaken as needed to eliminate cracks, potholes and bumps.
 - For bicycle lanes and multi-use pathways, regular **sweeping of debris** is required to maintain the surface quality of these facilities and minimize the potential for slippage and punctured tires.
 - The **repainting of pavement markings** must be periodically undertaken to ensure visibility and clarity. Additionally, signage should be periodically inspected to ensure that signs have not been damaged, stolen or oriented the wrong way.
 - For multi-use pathways, the periodic **pruning of adjacent vegetation** is required to maintain the clear width of the pathway, as well as sight distance. Pruning of vegetation is also important for maintaining visibility at intersections along on-street bicycle routes.
 - **Pavement overlays** on bicycle routes should ensure that no ridges are left in the area where cyclists ride.
 - **Drainage facilities** along bicycle routes should be periodically inspected to ensure that they are properly diverting storm water and not creating a hazard for cyclists (i.e. raise catch basin grates flush with pavement).
 - **Snow removal** should be undertaken on all active transportation facilities, as is done with motor vehicle facilities, to permit walking and cycling in winter.
 - Incorporate into **Asset Management Program**.



APPENDIX A

COMMUNITY SURVEY AND TRIP DIARY SURVEY



Active Transportation Plan Community Survey and Travel Diary

The District is beginning the process of creating an Active Transportation Plan. This Plan will guide the development of a community-wide active transportation network that supports a variety of accessible alternatives to using a car by achieving the following goals:

- Identifying active transportation opportunities for all community members, regardless of age or ability, thereby creating an inclusive environment and encouraging healthy lifestyles;
- Connecting key destinations within the community;
- Providing a detailed strategy that can integrate transportation planning with the creation of a new Official Community Plan; and
- Engaging stakeholders in the planning process.

The District of Barriere has received a grant from the Union of BC Municipalities and the BC Recreation & Parks Association (BCRPA), through the Community Planning Grant Program, to prepare this Active Transportation Plan. The intent is to assist Barriere in undertaking comprehensive planning for active transportation that considers all user groups. The program is also intended to better position the District to secure and more effectively utilize existing funding opportunities offered through provincial and federal government programs, and other funders that require local governments to have a plan in place.

What is Active Transportation?

Active transportation is human-powered forms of travel such as walking, jogging, cycling, rollerblading, skateboarding, and the use of a wheelchair or scooter. There are many benefits to being able to move seamlessly throughout a community without the need for a vehicle. Well planned and implemented municipal infrastructure, such as good sidewalks and trails, can encourage healthy lifestyles by providing safe and accessible opportunities for these forms of travel. Providing alternatives to motor vehicle travel can also reduce greenhouse gas emissions.

How Can You Contribute to this Plan?

Public participation is an important part of developing this Active Transportation Plan. By completing this survey and travel diary you will provide us with valuable information that will inform the District of Barriere's Active Transportation Plan. Thank you for taking the time to describe your travel practices.

Community Survey

1. We would like to know a little more about you. Please check all responses that apply:

- I'm a resident of the District of Barriere
- I'm a business owner/operator in the District of Barriere
- I work in the District of Barriere

2. a. Which destination do you travel to the most frequently? For each destination, please check the box that most accurately describes the frequency of your visits.

Destination	Frequency			
	Less than twice a week	2-5 times a week	6-10 times a week	More than 10 times a week
Downtown commercial				
Highway commercial				
Community Park				
Other parks and play areas				
Schools				
Seniors' Activity Centre				
Other (please specify):				

b. Do you typically use a form of active transportation, such as walking, cycling, a wheelchair or scooter, to get to these destinations?

- Yes No

3. How often do you engage in each of the following forms of active transportation? For each mode, please check the box that most accurately describes your practices.

Mode	Frequency				
	Every day	Once a week	A few times a month	A few times a year	Never
Walking/Jogging					
Cycling					
Rollerblading					
Skateboarding					
Wheelchair or Scooter					
Other (please specify):					

4. When you use a form of active transportation, what is the most common purpose of your trip? (please select one)

- Recreation/Fun
- Travel to/from Work
- Shopping
- Exercise
- Community Events
- Other (please specify): _____

5. How easy is it for you to engage in active transportation within Barriere? (please circle one)

Very Easy Moderately Easy Moderately Difficult Very Difficult No Opinion

6. What challenges do you currently face when you engage in active transportation within Barriere?

7. What changes could be made to make it easier for you to use active modes of transportation to travel throughout Barriere?

8. What types of active transportation facilities would be the most beneficial to you? (please select two)

- Sidewalks
- Bike lanes
- On-street pathways (directly adjacent to vehicle lanes)
- Off-street pathways (separated physically from vehicle lanes)
- Other (please specify): _____

9. Is there anything else you would like to share with us about your active transportation needs?

Please see the attached Travel Diary.

Thank you for taking the time to provide your feedback. *Please mail in your survey and travel diary by Monday, June 8 to:*

Active Transportation Plan Survey
District of Barriere
Box 219, 4936 Barriere Town Road
Barriere, BC V0E 1E0

Attn: Wayne Vollrath, Chief Administrative Officer
Phone (250) 672-9751
FAX (250) 672-9708
e-mail: wvollrath@districtofbarriere.com

Travel Diary

A travel diary is a record of your travel practices over a period of time – in this case 2 days. Please fill out the sheet below by tracking where, when, and how you and your household travel throughout and beyond the community.

What is your address? _____

How many people live in your household?

- 1
 2
 3
 4
 5
 6 or more

For two weekdays between May 25 and June 5, please fill out the travel information below. A trip is described as one way travel moving from an origin to a destination (for example from your house to your place of work, or from work to the park for lunch). Even those little trips to the store are important! Common origins/destinations include:

- | | | |
|---|---|---|
| <ul style="list-style-type: none"> • Home • Downtown commercial • Highway commercial | <ul style="list-style-type: none"> • Community Park • Other parks and play areas • Schools | <ul style="list-style-type: none"> • Seniors' Activity Centre • Other places within Barriere • Places outside Barriere |
|---|---|---|

Travel Information for Day 1: _____, 2009

	Trip #1	Trip #2	Trip #3	Trip #4	Trip #5	Trip #6	Trip #7	Trip #8	Trip #9	Trip #10
Age of each household member that made trip	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____
Origin	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____
Destination	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____
Primary Mode of Travel										
Walking/Jogging	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycling	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rollerblading	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Skateboarding	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vehicle (driver)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vehicle (passenger)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please specify):	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please see the other side of the page for the remainder of Day 1 travel information

Purpose of Trip										
Recreation/Fun	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Travel to Work	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Shopping	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Exercise	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community Events	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please specify):	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Travel Information for Day 2: _____, 2009

	Trip #1	Trip #2	Trip #3	Trip #4	Trip #5	Trip #6	Trip #7	Trip #8	Trip #9	Trip #10
Age of each household member that made trip	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____
Origin	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____
Destination	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____
Primary Mode of Travel										
Walking/Jogging	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycling	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rollerblading	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Skateboarding	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vehicle (driver)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vehicle (passenger)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please specify):	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Purpose of Trip										
Recreation/Fun	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Travel to Work	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Shopping	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Exercise	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community Events	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please specify):	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Thank you for completing the travel diary.

District of Barriere - Active Transportation Plan

Destinations travelled to the most frequently

Destination	Frequency														
	< 2 times a week		2-5 times a week		6-10 times a week		> 10 times a week		Total # of Responses		# of Visits Per Week (min)			% of Visits	
	Typically AT	Typically Not	Typ. AT	Typ. Not	Typ. AT	Typ. Not	Typ. AT	Typ. Not	Typ. AT	Typ. Not	Typ. AT	Typ. Not	Total	Typ. AT	Typ. Not
Downtown Commercial	1	0	3	1	2	7	0	0	6	8	19	44	63	30	70
Highway Commercial	4	3	0	3	0	0	0	1	4	7	4	20	24	17	83
Community Park	1	5	2	0	1	1	1	0	5	6	22	11	33	67	33
Other Parks and play areas	2	5	1	2	1	0	0	0	4	7	10	9	19	53	47
School	1	5	2	0	0	1	0	0	3	6	5	11	16	31	69
Seniors' Activity Centre	2	6	0	2	0	0	0	0	2	8	2	10	12	17	83
Other: Community Garden	1	0	0	0	0	0	2	0	3	0	23	0	23	100	0
Other: Church	0	0	1	0	0	0	0	0	1	0	2	0	2	100	0
Other: Café	0	0	0	0	0	0	0	1	0	1	0	11	11	0	100
Other: Fall Fair Curling Rink	0	0	1	0	0	0	0	0	1	0	2	0	2	100	0

Typically use a form of active transportation, such as walking, cycling, a wheelchair or scooter, to get to these destinations

	# of Responses	%
Yes	6	43
No	8	57

Challenges currently being faced when engaging in active transportation within Barriere

- Safety (including lighting, and adequate space for moving safely)
- Mobility and accessibility (particularly for seniors)
- Traffic (especially on major routes)
- Dust, dirt, and rocks (along shoulder of road)
- Snow removal (along shoulder of road in the winter)
- Conflicts (between vehicles, pedestrians, and cyclists)
- Designated pedestrian spaces (lack of sidewalks and/or pathways)
- Width of pedestrian spaces (eg. space for pushing a stroller)
- Rest areas (a need for regularly spaced benches)
- Access to Services (such as medical appointments)

Recommended Changes to facilitate active modes of transportation to travel throughout Barriere

Sidewalks, particularly along the full length of Barriere Town Road
Safe shoulder on major roads, possibly through widening
Walking paths (paved or compact)
Bike Lanes
Improved Intersections, for example Barriere Town Road/Barriere Lakes Rd/Dunn Lake Road
Clean streets
Education
Trail clean up (without paving)
Seating/rest areas, for example benches along Barriere Town Road
Pedestrian connections between major areas

Additional Comments about active transportation needs

Creating green trails
Walking group uses trails around ball park – would like maintenance but no asphalt
Add new active transportation facilities in conjunction with water and sewer replacements
Off-street paths would be safer and allow for more direct routes
Widening roadways to provide additional space to accommodate scooters, bicycles and walking

District of Barriere - Active Transportation Plan

Community Survey Results
 14 survey responses in total
 2864.0005.01

Question #1

We would like to know a little more about you. Please check all responses that apply:

I'm a resident of the District of Barriere	14
I'm a business owner/operator in the District of Barriere	1
I work in the District of Barriere	4

Question #2

(b) Do you typically use a form of active transportation, such as walking, cycling, a wheelchair or scooter, to get to these destinations? (a) Which destination do you travel to the most frequently? For each destination, please check the box that most accurately describes the frequency of your visits.

	Yes	6		Downtown Commercial	Highway Commercial	Community Park	Other Parks and play areas	School	Seniors' Activity Centre	Community Garden	Church	Fall Fair Curling Rink
Less than twice a week				1	4	1	2	1	2	1		
2-5 times a week				3		2	1	2			1	1
6-10 times a week				2		1	1					
More that 10 times a week						1				2		
	No	8		Downtown Commercial	Highway Commercial	Community Park	Other Parks and play areas	School	Seniors' Activity Centre	Café	Other	
Less than twice a week					3	5	5	5	6			
2-5 times a week				1	3		2		2			
6-10 times a week				7		1		1				
More that 10 times a week					1					1		

Question #3

How often do you engage in each of the following forms of active transportation? For each mode, please check the box that most accurately describes your practices.

	Walking/Jogging	Wheelchair or Scooter	Rollerblading	Skateboarding	Cycling	Horseback Riding	Other
Every day	8						
Once a week	1				2		
A few times a month	2				1		
A few times a year	2					1	1
Never		8	8	8	6		

Question #4

When you use a form of active transportation, what is the most common purpose of your trip?

Recreation / Fun	7
Travel to/from Work	2
Shopping	3
Exercise	7
Community Events	3
Other	

Question #5

How easy is it for you to engage in active transportation within Barriere?

Very Easy	1
Moderately Easy	7
Moderately Difficult	3
Very Difficult	1
No Opinion	

Question #6

What challenges do you currently face when you engage in active transportation within Barriere?

- Lack of sidewalks & dust, dirt & rocks on sides of roads.
- None - even on horseback.
- Lack of safe shoulder to walk on
- Enough safe space for myself and stroller.
- Dirt & gravel on road edge (so have to jog into street)
- Other people not knowing the rules of the road - walk towards traffic, where bikes should ride, etc.

For cycling, when traffic is heavier, usually during the day, it can be stressful.
 Winter months are next to impossible. Snow removal does not seem to include sufficient road width to accommodate walking.
 Walkways on bridge rarely cleared
 Age: 79. Obligated to walk with a cane
 Watching for traffic
 A trail system would be ideal
 Travel alongside streets without sidewalks can be dangerous especially in adverse weather conditions
 The lack of proper paths and a lack of places to stop and sit along the way. Paths with benches along the way would be wonderful!
 Shopping and carrying parcels
 Safety (lighting, traffic)
 Medical Appointments

Question #7

What changes could be made to make it easier for you to use active modes of transportation to travel throughout Barriere?

Sidewalk would help (x2)
 Safe shoulder on Dunn Lk Rd & Barriere Town Rd
 Walking paths would be helpful. Ones that are paved or compact to make travel easier for all.
 Clean the streets
 Education program
 Some trail clean up behind the ball parks ** NO PAVEMENT**
 Bike lanes
 Intersectoin of Barriere Town Rd / Barriere lakes Rd / Dunn Lk Rd. VERY DANGEROUS
 Safe sidewalks along Barrier Town Rd all the way past the highschool.
 Widen shoulders
 Strategically located rest spots (benches) along Barriere Town Road
 Either sidewalks or a trail system linking areas around the District
 The lack of proper paths and a lack of places to stop and sit along the way. Paths with benches along the way would be wonderful!

Question #8

What types of active transportation facilities would be the most beneficial to you? (please select two)

Sidewalks	7
Bike Lanes	1
On-street pathways (directly adjacent to vehicle lanes)	4
Off-street pathways (separated physically from vehicle lanes)	9
Properly maintained pathways thru our many lovely open areas	1
Other	

Question #9

Is there anything else you would like to share with us about your active transportation needs?

If sewer lines & new water lines are in the plan they should be done first before walking shoulders etc. Sounds like the old water lines may need replacing too (could 2nd highest consumption in province be related to leaks in old line)
 I think that off-street pathways would be safer and quicker routes for youth
 Some nice green trails would be enjoyable to job on
 I lead a walking group 3 mornings a week around the trails @ the ball par. We would like to see some maintenance done to these trails. Please do not asphalt them as we have heard might happen.
 Few businesses have handicap access with automatic doors.
 No room for scooters/bicycles/walking on roadways
 Places to sit and rest along our roads and paths
 More information about Taxi, Greyhound Bus service and fares
 Hopefully the way the "workshop" June 29th will be presented more connected to, and understood by, the people in attendance than the Urban open house was for me

Primary Mode of Travel

<u>Origin</u>	Primary Mode of Travel							<u>Destination</u>	# of Trips to each Dest.
	Walking / Jogging	Cycling	Rollerblading	Skateboarding	Vehicle (driver)	Vehicle (passenger)	Other		
Home	18				1	1		Park	20
					9	1		Store	10
					1	1		Library	2
					2	1		Kamloops	3
		1			8	2		Café / Restaurant	11
	2				4	3		Downtown Commercial	9
	7				14	6		Other places within Barriere	27
					2			Other places Outside of Barriere	2
	4				7			Work	11
	2							Trails	2
					4	2		School	6
	1							Seniors Activity Centre	1
	34	1	0	0	52	17	0		
Downtown Commercial	2				5			Home	
	1				1	2		Other Places within Barriere	
					4	2		Downtown Commercial	
	3	0	0	0	10	4	0		
Highway Commercial									
	0	0	0	0	0	0	0		
Community Park	1							Seniors Activity Centre	
	1	0	0	0	0	0	0		
Other Parks									
	0	0	0	0	0	0	0		
Schools					1			Other Places within Barriere	
					1	2		Downtown Commercial	
	0	0	0	0	2	2	0		
Seniors Activity Centre	1							Store	
	1	0	0	0	0	0	0		
Other Places within Barriere					3			Home	
					1			Downtown Commercial	
	0	0	0	0	4	0	0		
Other places outside of Barriere									
	0	0	0	0	0	0	0		

Primary Purpose for Travel

<u>Origin</u>	Primary Purpose for Travel								<u>Destination</u>	# of Trips to each Dest.
	Recreation / Fun	Travel to Work	Shopping	Exercise	Community Event	Visiting Family/Friends	Dining	Other		
Home	12			13					Park	25
			9					1	Store	10
	1								Library	1
			1			1			Kamloops	2
			6						Downtown Commercial	6



APPENDIX B

SUMMARY OF COMMUNITY WALKABOUT AND STAKEHOLDER WORKSHOP



MEMORANDUM

date: August 17, 2009
to: Wayne Vollrath, District of Barriere
from: Brian Patterson and Catherine Simpson, Urban Systems Ltd.
file #: 2864.0005.01
subject: DISTRICT OF BARRIERE ACTIVE TRANSPORTATION PLAN
SUMMARY OF JUNE 29 STAKEHOLDER WORKSHOP

The District of Barriere is committed to developing an Active Transportation Plan that reflects the community's needs. As such, public consultation is an essential component of the planning process. The District hosted a community walkabout and stakeholder workshop on June 29, 2009. The workshop built on the results received from the community survey by engaging residents, business owners and other stakeholders who represent community interests in an interactive process to identify and discuss active transportation opportunities in Barriere.

This workshop, held in conjunction with visioning and concept development for revitalizing Barriere Town Road, was a great success. The events of the day were well attended; approximately 10 people participated in the community walkabout and approximately 15 people attended the stakeholder workshop.

The information and feedback collected during this workshop will provide the foundation for developing a community-wide Active Transportation Plan.

Community Walkabout

Stakeholders were invited to take part in a community walkabout, primarily along Barriere Town Road, prior to the workshop. The walkabout encouraged participants to experience the heart of Barriere from a potentially new perspective, focusing on active transportation. Opportunities and constraints for active transportation were identified and discussed, and this shared understanding was of great value in the stakeholder workshop which followed.

Some common themes emerged during the walkabout, which include:

- *Active Transportation Facilities*
 - Wider shoulder to accommodate walking, cycling, etc.
 - Defined space for pedestrians, scooters and bicycles
 - Physical separation between road and sidewalk/path
 - Sidewalk on 1 side of road
 - Connection between on and off road pedestrian facilities
 - Multi-directional paths

- At grade path
- Sidewalks for students (on school side of road)
- Possibility for a path through Barriere Secondary School just before the intersection of Barriere Town Road, Dunn Lake Road, and Barriere Lakes Road
- *Support Infrastructure*
 - Additional bicycle racks
 - Additional benches/seating areas
 - Additional garbage cans
 - Additional lighting
 - Signs for speed limits
- *Crosswalks*
 - Enhance existing crosswalks
 - Desire for new crosswalk just north of the grocery plaza, leading across the road to the health centre
 - Defined corners at crosswalks
 - Signage
- *Vehicle Parking*
 - Currently unsafe for backing out (conflict between vehicle traffic and pedestrians)
 - Consider on-street parallel or angle parking
 - Parallel parking along one side, angle along another
 - Defined parking and entry to parking areas
 - Walkways inside of parking
- *Streets*
 - Currently gravel and rocks on roads
 - Street sweeper
 - Snow removal on road v. separated path
 - Smooth road materials throughout the community
- *Definition*
 - Currently no defined curbs, driveways, and parking areas within the downtown
 - Edges needed in downtown
 - Delineation of parks and trails
- *Costs*
 - Responsible
 - Low maintenance
- *Vehicle Traffic*
 - Current speed is alright
 - Truck route from McLean to Barriere Town Road

Stakeholder Workshop

The workshop provided an opportunity for stakeholders to participate in developing a community-wide Active Transportation Plan. The purpose of the workshop was to identify active transportation opportunities throughout Barriere; determine key destinations and major activity routes within the community; and discuss potential active transportation facilities.

Opportunities for active transportation in Barriere were evident during the walkabout and discussed at the workshop. Current practices, as described below, can be built upon through a community-wide Active Transportation Plan.

- A significant number of people currently walking, cycling, using scooters, and skateboarding
- Several existing crosswalks, including an existing crosswalk in the centre of the downtown
- Seating areas with benches, planters, and garbage cans spaced along Barriere Town Road
- Paved shoulders used for active transportation
- Wide road rights-of-way provide opportunities for implementing active transportation facilities

Concerns and challenges were discussed, using the feedback from the community-wide survey as a starting point. Issues were ranked in order of priority as follows:

- Snow removal (along shoulder of road in the winter)
- Designated pedestrian spaces (lack of sidewalks and/or pathways)
- Safety (including lighting, and adequate space for moving safely)
- Beautification/Landscaping
- Dust, dirt, and rocks (along shoulder of road)
- Mobility and accessibility (particularly for seniors)
- Rest areas (a need for additional regularly spaced benches)
- Crosswalks (improvements and additions)
- Width of pedestrian spaces (eg. Space for pushing a stroller)
- Conflicts (between vehicles, pedestrians, and cyclists)
- Access to Services (such as medical appointments)
- Bicycle racks
- Traffic (especially on major routes)

Participants were asked to indicate their most common routes and destinations for active transportation by placing two strings on a map of Barriere. The image on the next page illustrates the results, which show that the majority of residents travel along a few well defined routes that form a circular loop system connecting the north side of Barriere with the downtown. The circular loop system radiates outward to connect with a number of residential areas. The highest volume of active transportation is along Barriere Town Road, particularly within the downtown.

Common Travel Routes and Destinations



Following a discussion about the variety of active transportation facilities that could be possible in Barriere, participants were asked to describe what they would like to experience when travelling through Barriere 20 years from today. Some of the thoughts included:

- Sidewalks, pathways
- River trail system
- Destinations and areas of interest (eg. bandshell, music in the park)
- Circular route for travel
- Flexible and forward thinking
- Consideration of topography
- Safe access across the highway
- Waking bridge

- Walk/accessibility throughout Barriere
- Signage (distances, destinations)
- Seasonal vs. year-round
- Compact community
- Focusing businesses along Barriere Town Rd
- Mixed use and multi-functional main corridor
- Family/community living with supportive events and facilities
- Active transportation for pleasure
- Active transportation for health and social interaction
- Impact of a bus system

This information will help highlight the opportunities for active transportation, and was used to form a draft vision and guiding principles used to guide future decision making for active transportation planning in Barriere.

Workshop participants were also asked what active transportation facilities they feel are best suited to Barriere. A summary of the results are provided in the table below.

Type of facility	Location
<ul style="list-style-type: none"> • Wider shoulders 	<ul style="list-style-type: none"> • Along highway • Major routes i.e. Barriere Town Road
<ul style="list-style-type: none"> • Trails 	<ul style="list-style-type: none"> • Joining all residential areas • Community Park • River • From Barriere Town Road
<ul style="list-style-type: none"> • Planters, etc. 	<ul style="list-style-type: none"> • Along wide shoulders
<ul style="list-style-type: none"> • Sidewalk/Pedestrian Path (depending on cost) or wider shoulder 	<ul style="list-style-type: none"> • Downtown
<ul style="list-style-type: none"> • Pavement markings 	<ul style="list-style-type: none"> • Wider shoulders
<ul style="list-style-type: none"> • Multi-use paths <ul style="list-style-type: none"> • Linking – together • Consider accessibility (paved) v. natural • Colour to show use/direction 	<ul style="list-style-type: none"> • As part of shoulder – on street • Along river • Community Park • Linking areas of District to downtown
<ul style="list-style-type: none"> • Cross Country Skiing 	<ul style="list-style-type: none"> • Along river • Use trails (½ & ½)

This information will be used to guide decision-making regarding the location and types of facilities most desired in Barriere. Maps and cross-sections will be prepared to illustrate the Active Transportation Network.

Vision and Guiding Principles

A draft vision and guiding principles for the Active Transportation Plan has been developed based on feedback received from the community walkabout and stakeholder workshop noted above. The vision statement describes what the District hopes to achieve in approximately 20 years. The draft vision for the Active Transportation Plan builds on the community-wide vision that was developed as part of the draft Official Community Plan Vision and Guiding Principles. The guiding principles define key elements of the vision and, more specifically, the District's role in achieving the vision.

Vision

In 2030, the District of Barriere is a unique, active, rural community with a fully accessible network of active transportation facilities. The well-connected active transportation network promotes a safe atmosphere for social interaction, recreation, healthy living, and environmental responsibility. Pedestrians, joggers, in-line skaters, skateboarders, and cyclists of all ages and abilities are using the active transportation network year-round to travel to work or school, meet with friends, go to an appointment, pick up groceries, or enjoy recreational opportunities. Decorative benches, well-lit pathways, landscaping, and bicycle parking enhance the attractiveness of exploring and moving throughout the community. Active transportation in Barriere has evolved with community growth, extending from downtown through the Community Park and into nearby neighbourhoods. The network also connects to trails leading into wilderness of the North Thompson Valley.

Guiding Principles

- Improving safety. Safety for pedestrians, cyclists, and others using active transportation is a priority for the District. Designated active transportation space will reduce conflicts between pedestrians, cyclists, and automobiles. Regular maintenance, well-lit pedestrian spaces, new and enhanced crosswalks, and signage will also contribute to a safe active transportation system.
- Promoting community health and well-being. Physical inactivity is an important contributor to a number of health issues such as heart attacks, strokes, hypertension and diabetes. Physical inactivity can also affect mood, self-esteem, energy levels and sleep patterns. A well connected active transportation network that extends throughout Barriere will encourage physical activity and play an important role in improving community health and well-being.
- Supporting recreational opportunities. Residents of Barriere typically engage in active transportation for recreation, fun and exercise. A variety of walking and cycling loops will allow residents and visitors to travel along roads, access the riverfront trail system, connect to the community park, and link to trails extending outside the District. Support facilities such as

seating areas and landscaping will further enhance the experience of those using active transportation in Barriere.

- Reducing environmental impacts. The District of Barriere has signed on to the B.C. Climate Action Charter, which aims to reduce local GHG emissions by implementing programs, policies or legislative actions that facilitate reduced Greenhouse Gas (GHG) emissions. Active transportation facilities provide attractive alternatives to automobile travel within Barriere and play an important role in reducing GHG emissions and improving local air quality.
- Connecting to key destinations. Barriere is a relatively small and compact community with defined nodes of concentrated development. Connecting key destinations throughout the community with an active transportation network will facilitate easy movement without the need for automobiles.
- Flexible and forward thinking. Barriere is expected to grow and change significantly, while retaining a rural character. The desired long-term active transportation network will be implemented in stages that are flexible in responding to changing conditions and needs over time.
- Implementing a 'Made-in-Barriere' Plan. As a newly incorporated community, Barriere has the opportunity to build a complete active transportation system that reflects the unique, rural character of the community. Innovative approaches can be implemented for cost effective and environmentally sensitive active transportation facilities while recognizing the local context.

Next Steps

The ideas and feedback collected during the walkabout and workshop will be used as the basis for the District's Active Transportation Plan. A draft plan will be reviewed with Stakeholders and Council. Following the review, the Active Transportation Plan will be finalized and ready for adoption. This plan can be used to inform the direction of active transportation policies in the District's new Official Community Plan.

URBAN SYSTEMS LTD.



Brian Patterson
Transportation Planner



Catherine Simpson
Planning Consultant

/cs



APPENDIX C

DRAFT OCP VISION AND GUIDING PRINCIPLES



OFFICIAL COMMUNITY PLAN

VISION AND GUIDING PRINCIPLES

BUILDING A VISION FOR BARRIERE

In 2030, the District of Barriere provides a unique and memorable experience for residents and visitors. A distinct gateway announces your arrival in Barriere and your entrance to a district of lakes. Take a trip along Barriere Town Road and you'll be drawn to the Community Park. Look across the large expanse of green space that has been preserved in the heart of the community; observe families having picnics, children playing in the BMX park, and spectators cheering on their baseball team. Continuing from the Community Park, you will probably pass cyclists heading downtown to meet a friend for coffee. The downtown is easily identifiable by the decorative benches, lighting, and well-kept storefronts. It is bustling with activity as people walk from store to store, exploring specialty shops and doing their weekly grocery shopping. Take one of Barriere's pathways in any direction and you'll be able to explore the community, and connect to trails that extend into the wilderness of the North Thompson Valley.



THE DISTRICT OF BARRIERE'S

OFFICIAL COMMUNITY PLAN

BUILDING A VISION FOR BARRIERE

Barriere's quality of life is influenced by a vibrant social network, strong and diverse economy, and sustainable environment. The following characteristics describe the features that best identify the distinctiveness of Barriere.

- 1. Barriere has a unique small community character*
- 2. Barriere's downtown is a vibrant place to work and visit*
- 3. Barriere promotes economic development and diversification*
- 4. Barriere ensures residents can move seamlessly through the community*
- 5. Barriere is committed to building the community's infrastructure*
- 6. Barriere has high quality buildings and aesthetically pleasing spaces*
- 7. Barriere is a community that encourages active living*
- 8. Barriere provides local health and social services*
- 9. Barriere is a green community*
- 10. Barriere is a safe place to live*
- 11. Barriere facilitates the development of appropriate and compatible land uses*



THE DISTRICT OF BARRIERE'S

OFFICIAL COMMUNITY PLAN



Strengthening Small Community Character

Barriere's unique features highlight the District as a regional destination while supporting a rural atmosphere. This thriving, active, and family-oriented community promotes activities that contribute to Barriere's distinguished small community character. Barriere is a great place to raise a family, grow a business, and retire.



THE DISTRICT OF BARRIERE'S

OFFICIAL COMMUNITY PLAN

Creating a Vibrant Downtown



The downtown is vibrant, attractive, and healthy. Community activities and businesses are focused in the heart of the District. This area is identifiable by the cohesive, well-defined, and uniquely designed streetscape. Development is at a moderate scale and the downtown is accessible to everyone.



THE DISTRICT OF BARRIERE'S

OFFICIAL COMMUNITY PLAN



Promoting Economic Development and Diversification

The strong business and industrial base in Barriere contributes to a diverse and thriving economy. Downtown businesses provide for the daily needs of residents and support tourism while businesses located along the highway serve regional traffic passing through Barriere. There is also an abundance of prime industrial land, providing unmatched prospects for businesses looking for new or expanded facilities.



THE DISTRICT OF BARRIERE'S

OFFICIAL COMMUNITY PLAN



Walking is the primary mode of transportation within Barriere, while vehicles are used for trips to destinations outside of Barriere. Travelling between neighbourhoods along the well maintained pathway system evokes a sense of connection between residents, the built environment, and natural areas within the community. A community transportation system provides regular access to Kamloops for residents that choose to visit friends, family, or take a shopping trip.



THE DISTRICT OF BARRIERE'S

OFFICIAL COMMUNITY PLAN



*Building
our
Infrastructure*

Infrastructure, including roads, sewer, and water, are well maintained and reliable. The District ensures that a high value is provided for services associated with community infrastructure.



THE DISTRICT OF BARRIERE'S

OFFICIAL COMMUNITY PLAN

Enhancing Quality and Aesthetics



Barriere is a beautiful place to live and to visit. The community is situated in a valley of breathtaking mountains, surrounded by nature. It also acts as a gateway to an area of many pristine lakes. The streets are clean and well-kept, and buildings provide a sense of character and quality.



THE DISTRICT OF BARRIERE'S

OFFICIAL COMMUNITY PLAN



Active Living

Barriere is a destination for active living through all seasons. Whether you're a child, parent, business professional, or senior, there are abundant activities at the Community Park to suit your interests. Nature is at your fingertips as you walk, ski or ride along a one of the many trails within and connecting Barriere to the country. You can enjoy life at a leisurely pace; experience time slowing down as you visit the river flowing through Barriere or explore of the many tranquil lakes nearby. If you're interested in fast-paced adventure, you can fly through the forest while enjoying some of the best snowmobiling around.



THE DISTRICT OF BARRIERE'S

OFFICIAL COMMUNITY PLAN



Health and Social Services

Community services are available to young families, seniors, and residents in all other stages of life. Stable services and facilities have allowed Barriere to grow as a diverse and well-rounded community.



THE DISTRICT OF BARRIERE'S

OFFICIAL COMMUNITY PLAN

Growing Green



Since its inception, Barriere has been a green community characterized by fresh air, clean water, low energy use, and a diverse natural environment with a rich biological diversity. Residents of Barriere, business operators, and municipal staff live and operate in a way that contributes to sustainable development. Eco-friendly practices have made Barriere a leading environmental municipality.



THE DISTRICT OF BARRIERE'S

OFFICIAL COMMUNITY PLAN



Protecting the Community

Barriere is a safe place to live. Residents feel protected from both criminal behaviour and natural hazards. The local ecosystem has been preserved so current and future generations can enjoy nature and live in a healthy environment.



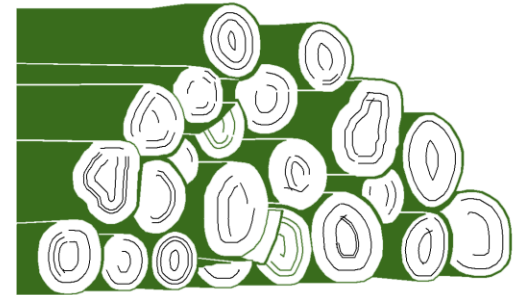
THE DISTRICT OF BARRIERE'S

OFFICIAL COMMUNITY PLAN

Managing



*Land
Use*



Barriere's unique features highlight the District as a regional destination while supporting a rural atmosphere. This thriving, active, and family-oriented community promotes activities that contribute to Barriere's distinguished small community character. Barriere is a great place to raise a family, grow a business, and retire.



THE DISTRICT OF BARRIERE'S

OFFICIAL COMMUNITY PLAN



APPENDIX D

BARRIERE TOWN ROAD REVITALIZATION – COMMUNITY WORKSHOP AND WALKABOUT SUMMARY



MEMORANDUM

date: August 19, 2009
to: Wayne Vollrath, District of Barriere
from: Sarah Marsh and Catherine Simpson, Urban Systems Ltd.
file #: 2864.0006.01
subject: BARRIERE TOWN ROAD REVITALIZATION PLAN
SUMMARY OF JUNE 29 STAKEHOLDER WORKSHOP

The District of Barriere has a strong interest in planning, designing, managing sustainable infrastructure, and has undertaken a revitalization plan to direct infrastructure enhancements along Barriere Town Road. The intention of the revitalization plan is to maximize the potential of infrastructure within the existing right-of-way, while facilitating a built environment that supports active transportation. The District is currently proceeding with visioning and concept development for this vital corridor.

As a first step in development of the Barriere Town Road Revitalization Plan, the District hosted a community walkabout and stakeholder workshop on June 29, 2009. The workshop engaged residents, business owners and other stakeholders who represent community interests, in an interactive process to develop a vision for the revitalization of Barriere Town Road.

This workshop, held in conjunction with brainstorming for the Active Transportation Plan, was a great success. The events of the day were well attended; approximately 10 people participated in the community walkabout and approximately 15 people attended the stakeholder workshop.

The information and feedback collected during this workshop will be used to develop a vision for Barriere Town Road.

Community Walkabout

Stakeholders were invited to take part in a community walkabout along Barriere Town Road prior to the workshop. The walkabout encouraged participants to experience the heart of Barriere from a potentially new perspective. New benches, planters, and garbage cans were highlighted as positive improvements to the streetscape, and issues and concerns of the community members were identified. Ideas for the revitalization of Barriere Town Road were discussed during the walkabout and further developed during the stakeholder workshop which followed.

Identified issues and concerns:

- Safety (i.e. cars backing out across pedestrian paths and into traffic, pedestrians walking beside the road, on the road, and through and around parked cars)
- Maintenance (i.e. snow removal, gravel, smooth paving)

- General appearance / character
- Need for defined walking and biking areas (shared or separated)
- Appearance of businesses
- Parking (definition of parking spaces)
- Utility poles in front of buildings downtown
- Signage (crosswalk, entrance to Barriere Town Road, downtown stores)
- Trucks along Barriere Town Road
- Signs for speed limit
- Cost of enhancements

Identified opportunities for enhancement:

- Gateway into Barriere
- Defined space for pedestrians, scooters, and bikes (particularly in downtown and at the bridge)
- Defined edges (eg. trails, sidewalks, cross walks, street corners, parking, driveways)
- Facilities to accommodate/promote walking and cycling such as a wider shoulder, shared road signage, bike lanes, or trails
- Highlight access points to existing trails and the Community Park
- Beautification of building facades through incentive programs
- Improved landscaping
- Improved lighting
- Signage
- Additional street furnishings (eg. benches, bike racks, garbage cans)
- Designated on street parking areas
- Designated RV parking
- Consistent road appearance / character
- Improved maintenance (eg. street sweeping, snow plowing)

Stakeholder Workshop

The workshop provided an opportunity for stakeholders to share their thoughts about enhancements along Barriere Town Road. The purpose of the workshop was to develop a vision for the revitalization of Barriere Town Road.

After discussing the existing conditions along Barriere Town Road and reflecting back on the walkabout, participants were asked what they like about Barriere Town Road. Common themes included:

- Safety (crosswalk, minimal traffic)
- Convenience of parking
- Quality and width of road
- Accessibility of downtown businesses

- Desirability of destinations
- Sense of community

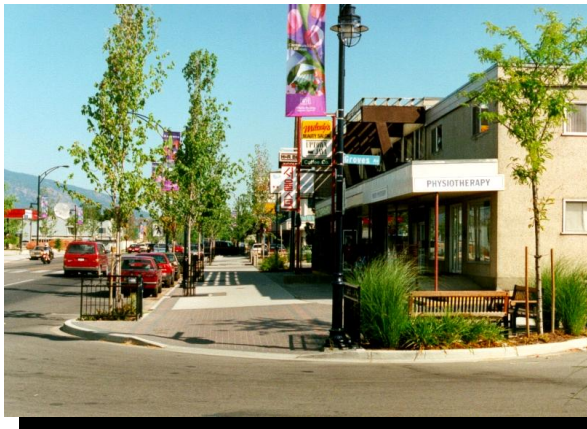
Participants were also asked to share their concerns for along Barriere Town Road. Common themes included:

- Parking areas
- Safety (lighting, u-turns, vehicle and pedestrian conflicts, crosswalks)
- Land Uses
- Maintenance (snow clearing, street sweeping, building upkeep)
- Aesthetics (Building facades, lack of landscape features)
- Access (distance for residents, signage for tourists)
- Definition (parking v. roadway; shoulder/path for bikes, pedestrians, scooters, etc.; land uses)

The benefits of a vibrant streetscape, and some characteristics that contribute to the vitality of streetscapes were discussed. Some examples from other communities were used to inspire ideas and share possibilities for enhancement. Participants then gathered in small groups to places and ideas that inspire them. Three questions were considered, the results of which are summarized below.

- What characteristics from the streetscape precedents do we like?
 - Consistent character and image along full length of the road (eg. banners)
 - Phased approach to development
 - Enhancements at key points in downtown (i.e. curb flares, special paving, ornamental streetlights, landscaping)
 - Opportunities for community gatherings (plaza, key node)
 - Defined parking areas
 - Street trees
 - Relocated power lines below ground
 - Outdoor cafes
 - Public art (especially at end points)
 - Traffic circle
- Are there streets you have visited that inspire you, and what was it about those places that inspired you?
 - Smithers – built at each corner, benches, parks, etc, old country facades
 - Ladysmith – designated parking v. walking, murals
 - Mexico – traffic circles
 - Vernon – outdoor cafes

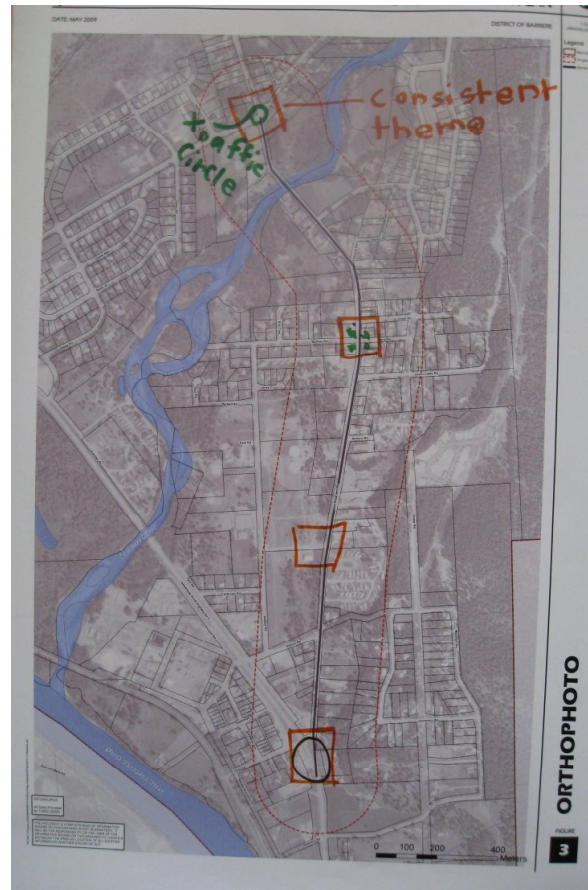
The following are examples of downtown images which appealed to the stake holders:



Participants were then encouraged to discuss opportunities for Barriere Town Road, considering people, activities, events, physical features, and more. The opportunities for visual and functional improvements were brainstormed and prioritized by participants, as described below.

- Gateway Signage
- Definition of three key nodes along Barriere Town Road (crossing, seating, plantings, etc.)
- Guidelines for new development
- Establish image and character
- Attracting new business
- Cost effective enhancements
- Combine improvements to minimize cost
- Traffic circle at Barriere Town Road and Barriere Lakes Rd
- Attract youth

The following photographs depict schematic concepts developed by participants at the stakeholder workshop, which highlight locations for improvements described above.



To develop an understanding of the long term vision for Barriere Town Road, participants were asked to describe the ideal experience of using this space. Key thoughts are summarized below:

- Consistent character and image
- Incorporation of public art in key nodes
- Ornamental street lights with flowers, banners or seasonal decorations
- Gateway feature at the highway
- Consideration for residential users along Barriere Town Road (eg. median with landscaping and slow traffic)
- Traffic circle at north end intersection
- Defined vehicle parking and RV parking
- Improved pedestrian facilities
 - Key 'nodes' in commercial area to allow activities for youth to take ownership/pride (seating, activity, landscape, shade)
 - Widened seating/activity areas in downtown
 - Improved crosswalks

- Pedestrian connection for high school students between high school and downtown
- Connect SW residential area to downtown (maybe a crosswalk)
- Prepare guidelines for new development

Next Steps

The ideas and feedback collected during the walkabout and workshop will be used to develop preliminary enhancement concepts including an access plan and schematic concepts with associated sketches and sections to articulate a vision for Barriere Town Road. An open house will be held to present the vision and schematic concepts for Barriere Town Road to the community.

The feedback from the open house will set a direction for finalizing the conceptual plan. Preliminary cost estimates will be prepared for proposed improvements.

Results from visioning and concept development will provide much of the necessary ground work to inform future development and decision making, and help facilitate future funding applications for implementation. The results can be used to continue with implementation planning, preliminary design and, detailed design for revitalization of Barriere Town Road.

URBAN SYSTEMS LTD.



Sarah Marsh, MBCSLA
Landscape Architect



Catherine Simpson
Planning Consultant

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