

# PROJECT INTRODUCTION

## WHAT DO YOU THINK OF THE DRAFT RECOMMENDATIONS FOR ACTIVE TRANSPORTATION IN FRENCH CREEK?

The Regional District of Nanaimo is planning improvements to active transportation in Area G, French Creek.

Active transportation can be defined as any way of getting around under your own power or using an electrically assisted equivalent. For example, bicycle or motorized wheelchair, walking, or skateboards.

The project provides recommendations for amendments to the Electoral Area G Official Community Plan and recommends upgrades to active transportation infrastructure to support the RDN when planning projects, including general design criteria, costs, funding, and approvals from the Ministry of Transportation and Infrastructure as the owner of the road right-of-way.



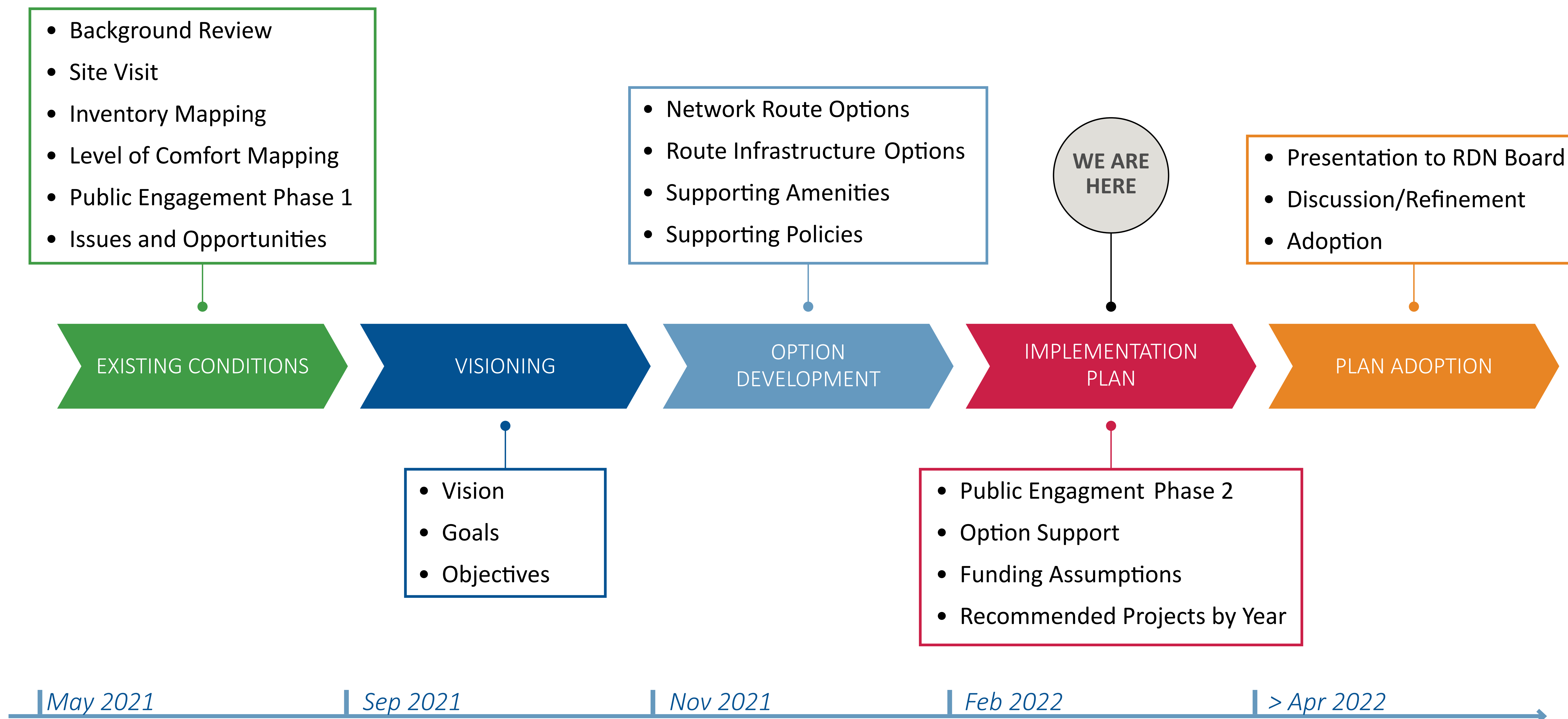
The recommendations are based on feedback provided by the public during Phase 1, consultation with the BC Ministry of Transportation and Infrastructure, and technical evaluations of the existing conditions and application of best practice suitable appropriate to the French Creek context. In this second phase of engagement we will ask if you support the planned network, the planned multi-use pathways, how the network will be prioritized for implementation, how much is likely to change your travel patterns and how you would prefer it to be funded.

**PHASE 2 ENGAGEMENT:  
THINK ACTIVE TRANSPORTATION IN FRENCH CREEK**

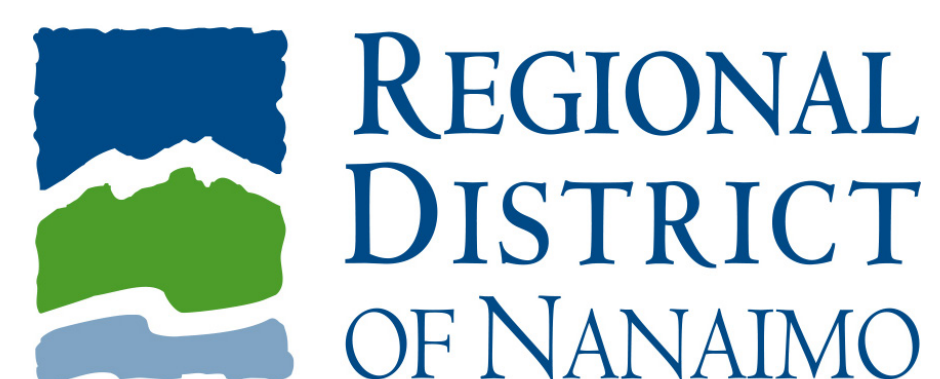
[www.getinvolved.rdn.ca/think-active-transportation](http://www.getinvolved.rdn.ca/think-active-transportation)



# PROJECT PROCESS/TIMELINE



**PHASE 2 ENGAGEMENT:**  
**THINK ACTIVE TRANSPORTATION IN FRENCH CREEK**  
[www.getinvolved.rdn.ca/think-active-transportation](http://www.getinvolved.rdn.ca/think-active-transportation)



# VISION AND GOALS

## VISION

The Regional District of Nanaimo Area G French Creek will provide a safe all ages and abilities active transportation spine through the study area along the Parksville-Qualicum Beach (PQB) Links alignment and improve access to it via all ages and abilities feeder routes from each neighbourhood enabling everybody in the community to travel actively within the community, and outside of the community for regional active transportation trips to the adjacent communities.

## Goals



Reduce transportation impacts



Improve safety at roadway crossings



New development will provide active transportation frontage improvements



Provide facility types for All Ages and Abilities



Improve active transportation connectivity across French Creek



Provide safe routes to school



Upgrade the PQB Links and access to it



Improve access to recreational destinations

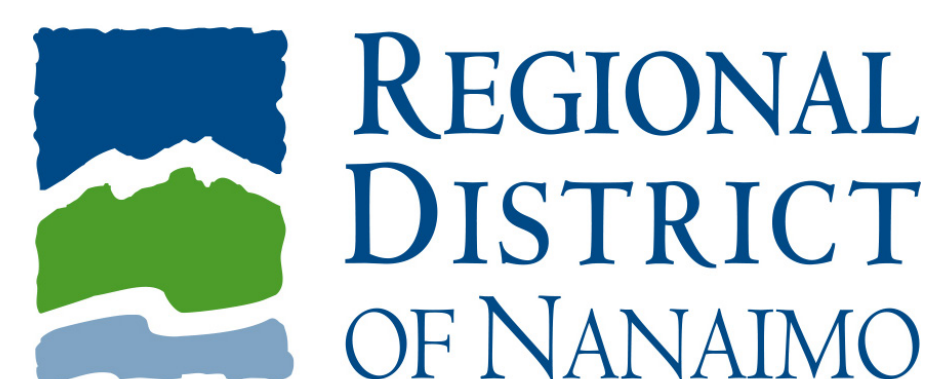


Work with adjacent communities to encourage continuation of facilities

**PHASE 2 ENGAGEMENT:  
THINK ACTIVE TRANSPORTATION IN FRENCH CREEK**

[www.getinvolved.rdn.ca/think-active-transportation](http://www.getinvolved.rdn.ca/think-active-transportation)

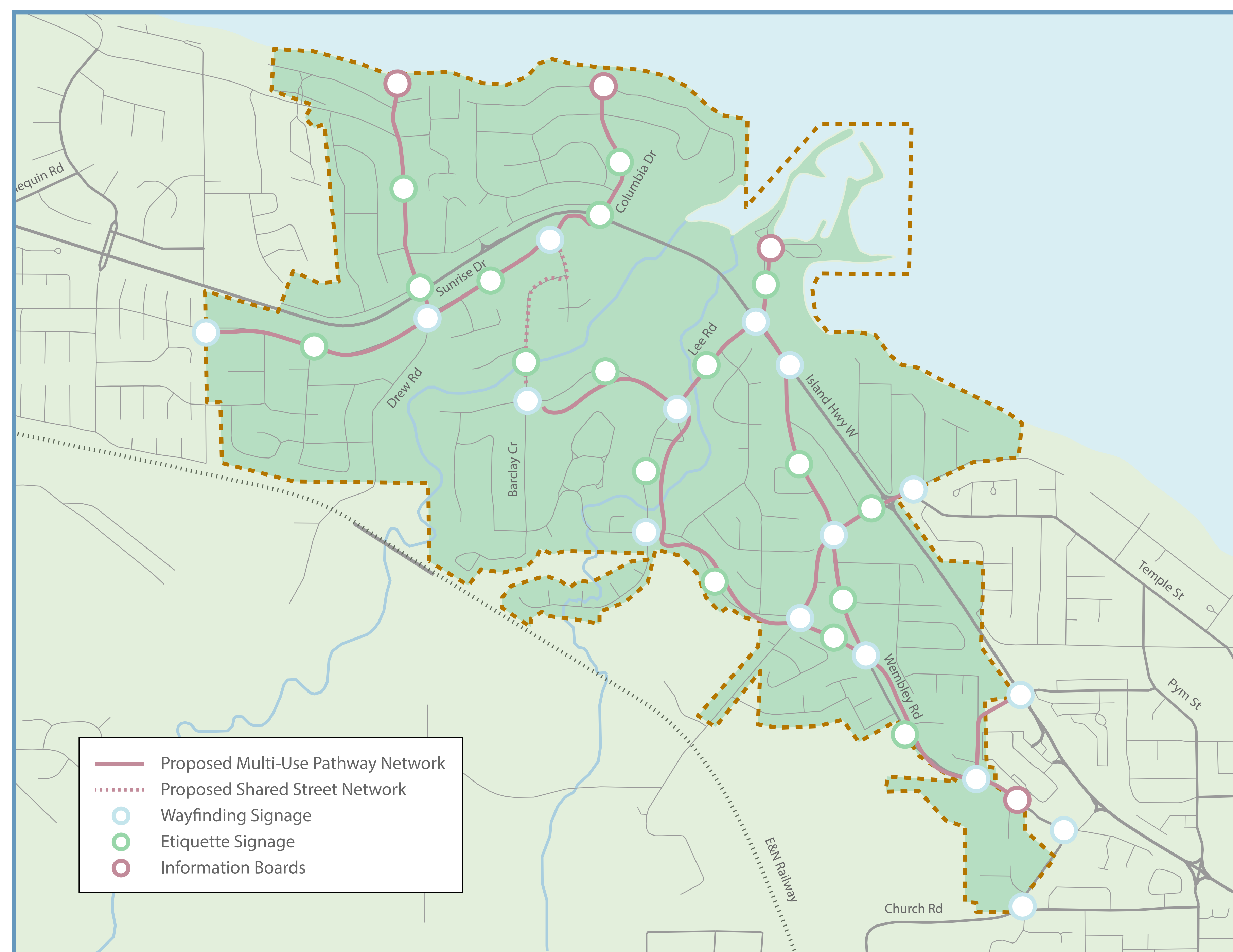




# ACTIVE TRANSPORTATION NETWORK

The proposed active transportation network is planned to provide all neighbourhoods with a safe connection along major roadways.

Over time, it will upgrade the Parksville Qualicum Beach Links, upgrade routes to Oceanside Elementary and provide connections from north of the highway to the Parksville Qualicum Beach Links.



**PHASE 2 ENGAGEMENT:  
THINK ACTIVE TRANSPORTATION IN FRENCH CREEK**

[www.getinvolved.rdn.ca/think-active-transportation](http://www.getinvolved.rdn.ca/think-active-transportation)



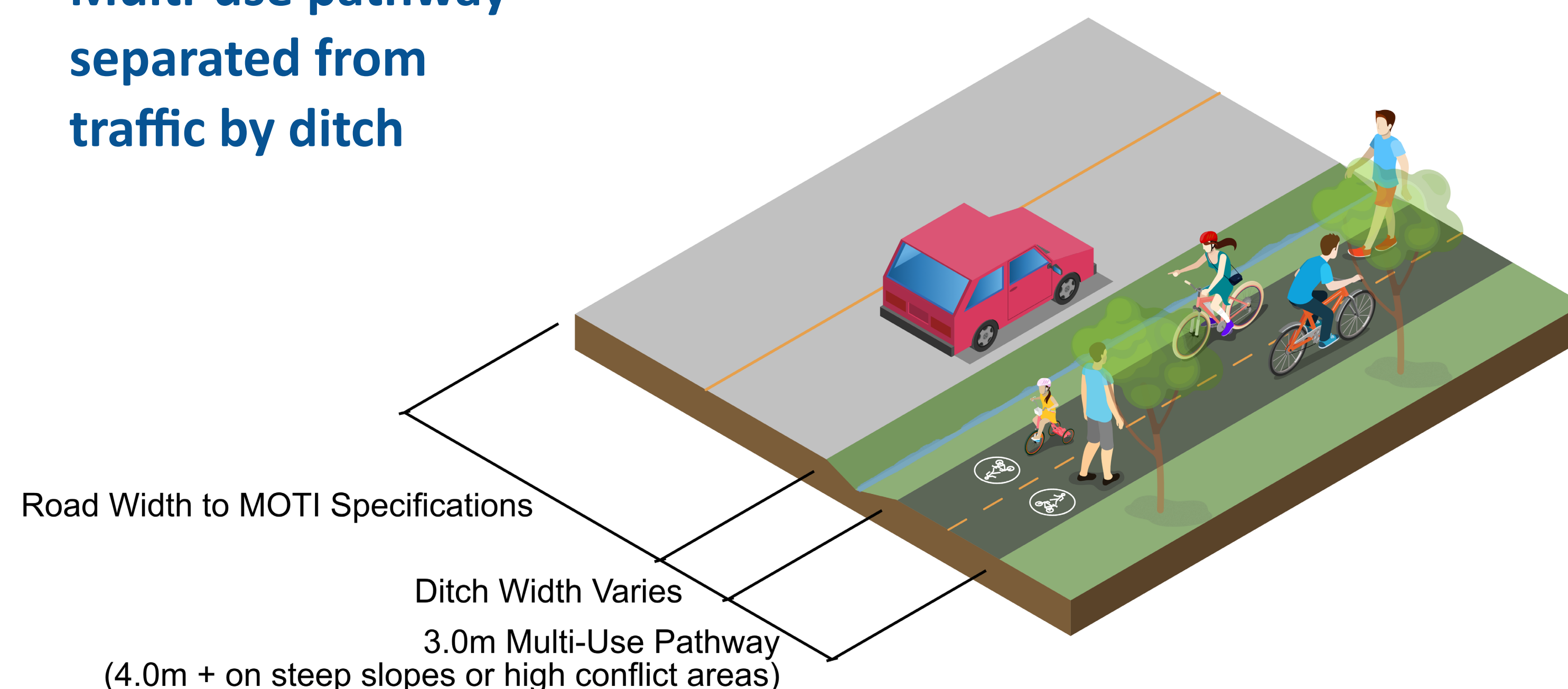
# MULTI-USE PATHWAYS

Active transportation routes can be constructed in many different ways.

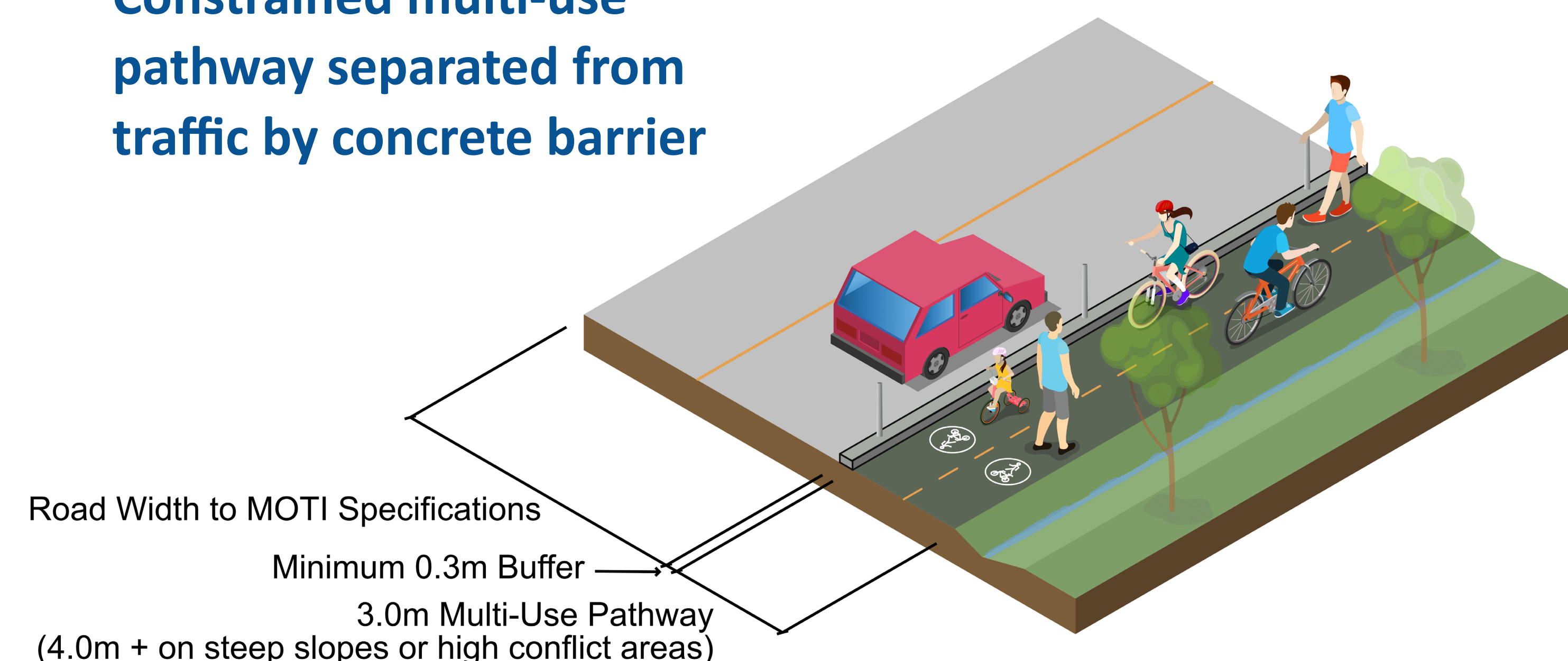
While separating pedestrian and cycling from vehicle traffic are often preferred they require more space, construction and materials, increasing the cost significantly.

To provide a way for active mode travel separate from traffic, and safe for all ages and abilities, the proposed network plans for multi-use pathways. This provides the most cost-effective way to accommodate all active modes (i.e., pedestrians, mobility devices, cyclists, scooters, skateboards, etc) and can be utilized by all ages and confidence levels.

**Multi-use pathway  
separated from  
traffic by ditch**



**Constrained multi-use  
pathway separated from  
traffic by concrete barrier**



**PHASE 2 ENGAGEMENT:  
THINK ACTIVE TRANSPORTATION IN FRENCH CREEK**

[www.getinvolved.rdn.ca/think-active-transportation](http://www.getinvolved.rdn.ca/think-active-transportation)



# PRIORITIES

## JOHNSTONE ROAD LOW PRIORITY

North of Island Highway 0.80km

### Low complexity

- Asphalt widening
- Little to no utility relocates
- Can utilize existing shoulder dimensions

The report has identified high, moderate, and low priorities. Locations closest to the elementary school, and therefore likely having higher activity levels of vulnerable road users, have been prioritized. Followed by those sections with highest traffic volumes.

Examples of high, medium and low priority areas in the report are shown here.



## LEE ROAD MEDIUM PRIORITY

Island Highway to Barclay Crescent 1.10km

### Medium to high complexity

- Existing ditch may be replaced with stormwater pipes under pathway
- Steep section of roadway with adjacent slopes
- Possible retaining wall required in steep section

## WEMBLEY ROAD HIGH PRIORITY

Church Road to Wright Road 1.50km

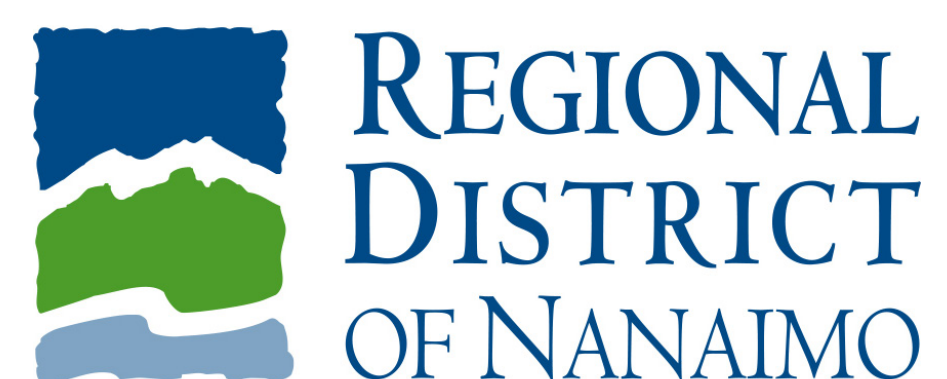
### Medium complexity

- Can utilize existing bike lane dimensions
- Possible power pole relocates
- Existing ditch may be replaced with stormwater pipes under pathway
- Little opportunity for lane narrowing
- Includes intersection improvements at Wright Road

## PHASE 2 ENGAGEMENT: THINK ACTIVE TRANSPORTATION IN FRENCH CREEK

[www.getinvolved.rdn.ca/think-active-transportation](http://www.getinvolved.rdn.ca/think-active-transportation)





# CHANGES TO YOUR TRANSPORTATION CHOICES

The purpose of the planned network is to enable more trips in the community to be made by active modes.

It might let you leave the car at home and walk or cycle more, or make it safer to walk to the bus.

For example, when we look at cycling, the network that is available to people varies based on their levels of comfort using different types of facilities as well as their proximity to high volumes and speeds of traffic.

Strong and confident riders have access to the entire road network, but less confident cyclists have fewer routes on which they feel safe to ride.

The network reflected in the active transportation report reflects a network that has been designed with all ages and abilities in mind.

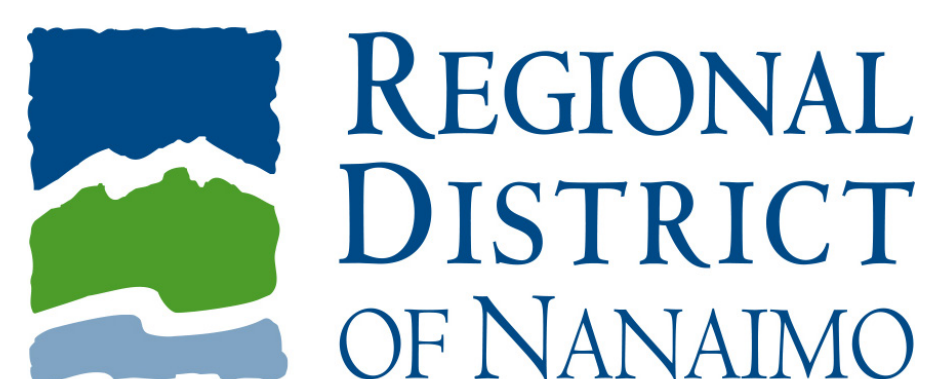
The survey will ask how many trips you might change per week and which active modes you might use.



**PHASE 2 ENGAGEMENT:  
THINK ACTIVE TRANSPORTATION IN FRENCH CREEK**

[www.getinvolved.rdn.ca/think-active-transportation](http://www.getinvolved.rdn.ca/think-active-transportation)





# IMPLEMENTATION AND FUNDING

## IMPLEMENTATION:

- The active transportation network would likely take many years to implement.
- While one potential implementation strategy is set out in the report it could change based on local priorities, development opportunities and available funding.

## FUNDING:

The Regional District of Nanaimo operates on a user pay model and as such has no existing funding sources to implement the proposed active transportation network.

The proposed network improvements and implementation strategy would require approximately \$1M per year.

The active transportation report demonstrates a coordinated strategy for implementation and would facilitate grant applications that would allow for an anticipated 50% of required funding to come from grants.

The remaining 50% of implementation costs would need to come from new funding approaches such as an active transportation local service area tax, increased budget for an existing function such as Parks, and/or development contributions which are described in more detail to the right.



### LOCAL SERVICE AREA ACTIVE TRANSPORTATION TAX

This new fund would provide annual funding to cover the RDN's contribution towards project costs and would be supplemented by provincial and federal grants where possible.



### TAX INCREASE FOR EXISTING FUNCTION

This tax increase would be approved through conventional financial planning processes. It would provide annual funding to cover the RDN's contribution towards project costs and would be supplemented by provincial and federal grants where possible.



### DEVELOPER CONTRIBUTIONS

This method would rely on new development to build active transportation infrastructure along their site frontage or provide a financial contribution. Build-out would depend on the rate of development.

**PHASE 2 ENGAGEMENT:  
THINK ACTIVE TRANSPORTATION IN FRENCH CREEK**

[www.getinvolved.rdn.ca/think-active-transportation](http://www.getinvolved.rdn.ca/think-active-transportation)