

Appendix H. Funding and Implementation

In order to realize the ambitious vision of the Capital Regional District's (CRD) Regional Cycling and Pedestrian Master Plan (PCMP), the CRD should collaborate with member municipalities, electoral areas, partner organizations, and residents. The largest implementation task is the development of a comprehensive bikeway network that accommodates cycling by residents and visitors of all ages and abilities. Cycling facilities are usually undertaken as part of each municipality's capital projects; they are integrated into road upgrades and can also be implemented through a road retrofit project.

While the CRD's jurisdiction for implementing projects is limited to the Regional Trail System, the identification of projects under individual municipalities' jurisdiction as regional priorities will enhance a funding application and promote the development of these projects.

Development of the Priority Project List

The priority project list was developed to identify locations within the PIC network where projects cross municipal boundaries and benefit the larger regional community. Workshops were held with TAC members and other municipal staff to focus on a municipality or sub-region. Priority projects, shown in Table 1, were identified by municipal staff and provide key connections throughout the CRD. Ultimately, project priorities within a particular municipality will be determined by the opportunities such as road reconstruction and development as well as community and partner feedback.

It is recognized that the CRD's jurisdiction is limited to the Regional Trail System. However, the identification of projects under individual municipalities' jurisdiction as regional priorities is expected to enhance a funding application and promote the development of these projects.

Table 1. Priority Projects

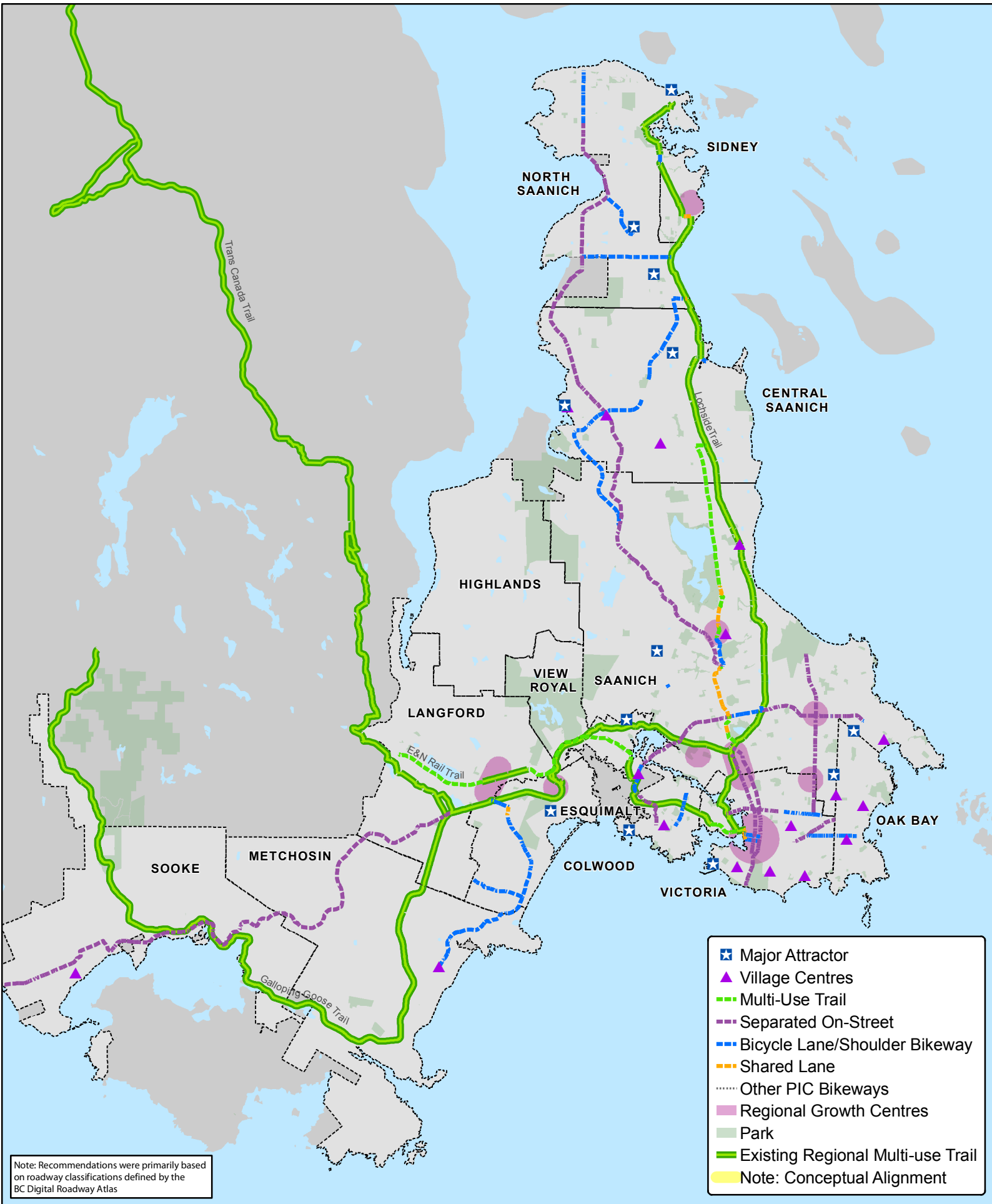
Road	Recommended Facility Type	Length (km)
Central Saanich		
Douglas Street Connector	Multi-Use Trail	1.53
Mt Newton Cross Rd	Bicycle Lane/Shoulder Bikeway	0.26
Wallace Dr	Bicycle Lane/Shoulder Bikeway	7.60
West Saanich Rd	Separated On-Street	7.91
Central Saanich Total:		17.3
Colwood		
Kelly Rd	Bicycle Lane/Shoulder Bikeway	0.62
Latoria Rd	Bicycle Lane/Shoulder Bikeway	2.12
Metchosin Rd	Bicycle Lane/Shoulder Bikeway/Shared Lane	4.82
Colwood Total:		7.6
CRD		
E&N	Multi-Use Trail	7.79
Lochside Regional Trail	Shared Lane	0.07
CRD Total:		7.9

Road	Recommended Facility Type	Length (km)
Esquimalt		
Admirals Rd	Separated On-Street	1.69
Lampson St	Bicycle Lane/Shoulder Bikeway	1.39
Esquimalt Total:		3.1
Esquimalt/MOTI		
Admirals Rd	Bicycle Lane/Shoulder Bikeway	0.51
Juan de Fuca Electoral Area		
Sooke Rd	Separated On-Street	0.41
West Coast Rd	Separated On-Street	63.43
Juan de Fuca Electoral Area Total:		63.8
Langford		
Kelly Rd	Bicycle Lane/Shoulder Bikeway	0.14
Sooke Rd	Separated On-Street	3.91
Langford Total:		4.0
Metchosin		
Metchosin Rd	Bicycle Lane/Shoulder Bikeway	3.81
Sooke Rd	Separated On-Street	6.24
Metchosin Total:		10.1
North Saanich		
Aldous Terr	Bicycle Lane/Shoulder Bikeway	0.40
Amity Dr	Bicycle Lane/Shoulder Bikeway/Shared Lane	0.52
McTavish Rd	Bicycle Lane/Shoulder Bikeway	3.50
West Saanich Rd	Separated On-Street/Bicycle Lane/Shoulder Bikeway	8.04
Willingdon Rd	Bicycle Lane/Shoulder Bikeway	2.14
North Saanich Total:		14.6
Oak Bay		
Bowker Creek	Multi-Use Trail	1.58
Oak Bay Ave	Bicycle Lane/Shoulder Bikeway	0.89
Oak Bay Total:		2.5
Pauquachin/MOTI		
West Saanich Rd	Separated On-Street	1.92

Road	Recommended Facility Type	Length (km)
Saanich		
Admirals Rd	Separated On-Street	1.67
Blanshard St	Separated On-Street	1.90
Borden St	Bicycle Lane/Shoulder Bikeway	0.18
Chatterton Way	Bicycle Lane/Shoulder Bikeway	1.25
Cherry Tree Bend	Shared Lane	0.38
Conceptual Alignment	Multi-Use Trail	0.58
Dieppe Rd	Shared Lane	0.38
Douglas St	Separated On-Street/Shared Lane	3.98
Douglas Street Connector	Multi-Use Trail	5.63
Falaise Dr	Shared Lane	0.74
Glendenning Rd	Shared Lane	0.48
Interurban Rd	Bicycle Lane/Shoulder Bikeway/Shared Lane	0.79
McKenzie Ave	Separated On-Street/Bicycle Lane/Shoulder Bikeway	12.18
Quadra St	Separated On-Street	0.36
Shelbourne St	Separated On-Street	5.78
Torquay Dr	Shared Lane	0.17
Wallace Dr	Bicycle Lane/Shoulder Bikeway	2.99
West Saanich Rd	Separated On-Street	9.52
Saanich Total:		49.0
Sidney		
McDonald Park Rd	Bicycle Lane/Shoulder Bikeway	0.35
Ocean Ave	Shared Lane	0.28
Sidney Total:		0.6
Sooke		
Grant Rd	Separated On-Street	4.23
Sooke Rd	Separated On-Street	8.05
West Coast Rd	Separated On-Street	2.58
Sooke Total:		14.9
Tseycum/MOTI		
West Saanich Rd	Separated On-Street	0.61

Road	Recommended Facility Type	Length (km)
Victoria		
Bay St	Separated On-Street/Bicycle Lane/Shoulder Bikeway	3.58
Blanshard St	Separated On-Street	5.68
Douglas St	Separated On-Street	5.62
Fort St	Separated On-Street/Bicycle Lane/Shoulder Bikeway	4.20
Oak Bay Ave	Bicycle Lane/Shoulder Bikeway	1.05
Shelbourne St	Separated On-Street	1.57
Wharf St	Shared Lane	0.39
Yates St	Bicycle Lane/Shoulder Bikeway	0.62
Victoria Total:		22.7
View Royal		
Admirals Rd	Separated On-Street/Bicycle Lane/Shoulder Bikeway	0.65

Projects that are not identified as priority projects are still integral to the development of a primary inter-community network. Improvement should occur as roadways are repaved or reconstructed or as grant money becomes available. In many cases, bikeway facilities exist along designated regional bikeway corridors, but are not to Class I standards as previously defined. While the eventual goal is to have a continuous network of Class I facilities, corridors that have existing bikeway facilities are a lower priority for upgrading than those that have no facilities. However, improving the road to a Class I standard is recommended when reconstruction or a development project lead to reconstruction of a road.



Map 1. Recommended PIC Priority Improvements

Bikeway Corridors without Existing Bicycle Accommodation

In addition to projects that were identified as priorities, PIC bikeway corridors that do not currently include bicycle accommodation are a high priority for implementation. While the eventual goal is to improve all links of the primary inter-community bikeway network to Class I (suitable for all users) facility types, locations that are key connections that do not have any bicycle accommodation are priorities for improvements. Table 2 lists recommendations for key roadways that currently have no bicycle facilities. These roads were identified in the *Transportation Corridor Study* (Halcrow 2010) as strategic on-street cycling routes.

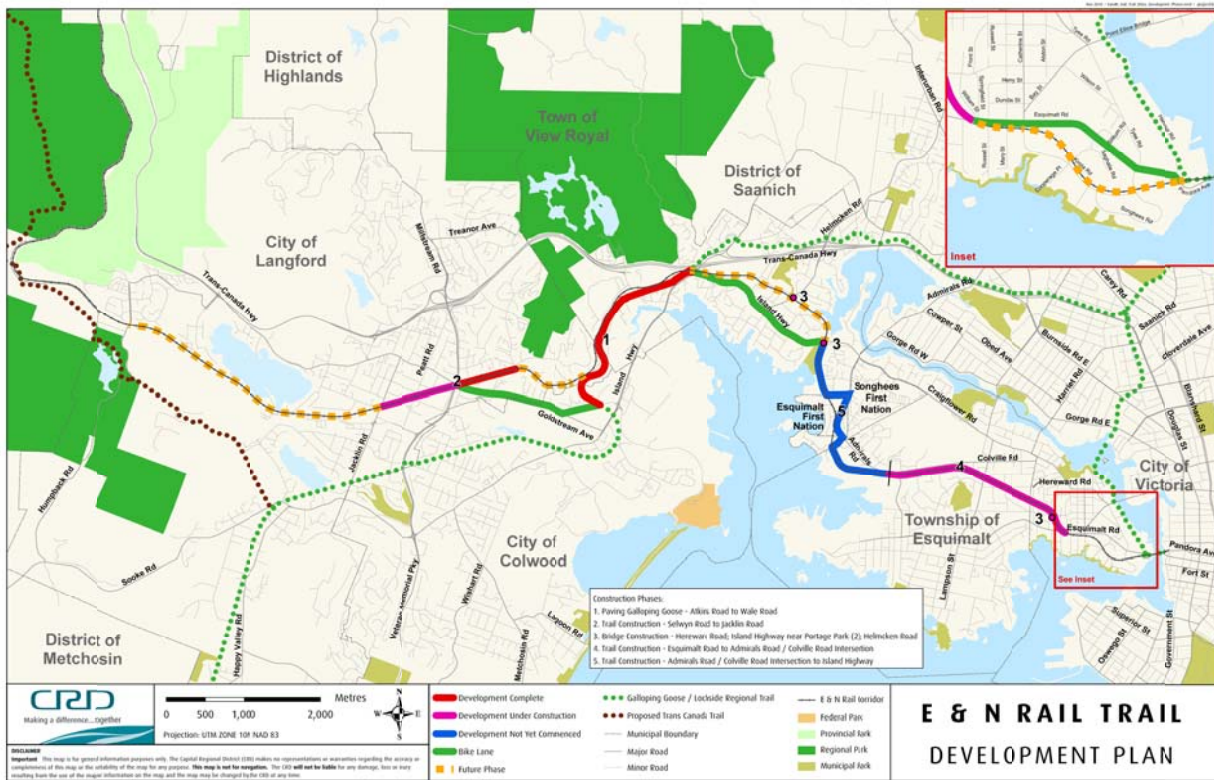
Table 2. Projects with No Existing Bikeway Facilities

Road Name	From	To	Recommended Facility Type	Length (km)
Blanshard St	Pandora Ave	Superior St	Buffered Bike Lane	1.09
Burnside Rd W	Tillicum Rd	Davin St	Bike Lane	0.99
Cedar Hill Cross Rd	McKenzie Ave	Palo Alto St	Bike Lane	2.29
Cedar Hill Rd	Ash Rd	Shelbourne St	Buffered Bike Lane	0.54
Esquimalt Rd	Fraser St	Lampson St	Bike Lane	0.77
Glanford Ave	Quadra St	Mann Ave	Buffered Bike Lane	0.13
Gorge Rd W	Tillicum Rd	Harriet Rd	Buffered Bike Lane	0.88
Helmcken Rd	N of Holland Ave	Burnside Rd	Buffered Bike Lane	0.38
Interurban Rd	Dunsterville Ave	Hastings St	Bike Lane	0.21
Johnson St	Pandora Ave	Blanshard St	Bike Lane	0.70
Keating Cross Rd	Buena Vista Rd	Patricia Bay Hwy	Bike Lane	0.45
Mann Ave	Wilkinson Rd	Glanford Ave	Bike Lane	1.07
McKenzie Ave	Quadra St	Gordon Head Rd	Bike Lane	0.63
Millstream Rd	Industrial Wy	Treanor Ave	Bike Lane	0.91
Pandora Ave	E of Harbor Rd	Blanshard St	Bike Lane	1.00
Quadra St	West Saanich Rd	McKenzie Ave	Buffered Bike Lane	2.38
Royal Oak Dr	Patricia Bay Hwy	Chatterton Wy	Buffered Bike Lane	0.97
Shelbourne St	Arbordale Ave	Mortimer St	Buffered Bike Lane	1.97
Tillicum Rd	Trans-Canada Hwy	Gorge Bridge	Bike Lane	2.13
West Saanich Rd	Mall Access	Glanford Ave	Buffered Bike Lane	0.41
Wilkinson Rd	West Saanich Rd	Interurban Rd	Buffered Bike Lane	1.94

CRD Priority Projects

The CRD’s jurisdiction for implementing bikeway projects is limited to the Regional Trail System, which includes the Galloping Goose (55 km) and the Lochside Trail (29 km). As of 2009 the CRD has begun construction of Phase 1 of the E & N Rail Trail, as well as paving 2.5 kilometres of the Galloping Goose Regional Trail.

Phase I will provide a 14.3 km contiguous route from Esquimalt Road in the City of Victoria to Jacklin Road in the City of Langford using newly constructed rail trail, sections of the Galloping Goose Regional Trail and cycling lanes and sections on municipal roadways. Phase I represents 45% of the complete trail. Secure dates and funding for future phases has not yet been established, but for the purposes of this Masterplan, the alignment on the maps includes the E and N Rail Trail at full build out. Map 2 provides a detailed map of the E & N Rail Trail Development Plan.



Map 2

This Masterplan did not address concerns about the existing conditions on the Galloping Goose and Lochside Trails (e.g., trail segments on low-speed and low-volume roadways). However, the Bicycle and Pedestrian Design Guidelines provide a resource for multi-use trail standards, including consideration for surfacing width, and separation in differing contexts. The CRD should endeavour to comply with these standards.

Cost Estimates

The identified PIC cycling network is about 900 km in length, almost 200 km of which was identified as priority. In addition, nearly 540 km does not currently have any specific bicycle accommodation. The total cost of the PCMP is estimated at \$220 million, with priority projects costing over \$100 million. Unit prices were provided by similar bicycle and pedestrian master plans and experience in nearby communities. Table 3 shows cost opinions for elements of on-street bicycle improvement projects.

Table 3. Planning-Level Costs for Bicycle Improvements

Facility Type	Two-Way Cost Per Metre	Details
Physically or Spatially Separated Bikeways		
Two-Way Cycle Track (3.0 m)	\$990.00	Includes new asphalt in greenfield, signs, intersection treatments
Cycle Track (1.8 m with 50 cm buffer; roadway widening without C & G)	\$2,040.00	Includes sawcut, new asphalt in greenfield, signs, barrier, intersection treatments
Cycle Track (1.8 m with 50 cm buffer; roadway widening with C & G)	\$1,850.00	Includes sawcut, moving sidewalk and C&G, signs, barrier, intersection treatments
Buffered Shoulder Bikeway (1.8 m with 50cm buffer; roadway widening without C & G)	\$690.00	Includes sawcut, new asphalt in greenfield, signs, paint, intersection treatments
Buffered Bike Lane (1.8 m with 50cm buffer; roadway widening with C & G)	\$1,090.00	Includes sawcut, moving sidewalk and C&G, signs, paint, intersection treatments
Buffered Bike Lane (1.8 m; pavement restriping)	\$70.00	Includes paint removal, re-painting, signs
Separated Bikeways		
Bike Lane (1.8 m; roadway widening with C & G)	\$740.00	Includes sawcut, moving sidewalk and C&G, signs, paint, intersection treatments
Bike Lane (1.8 m; pavement restriping)	\$40.00	Includes paint removal, re-painting, signs
Shoulder Bikeway (1.5 m; roadway widening without C & G)	\$420.00	Includes sawcut, new asphalt in greenfield, signs, paint, intersection treatments
Shoulder Bikeway (1.5 m; pavement striping)	\$20.00	Includes paint removal, re-painting, signs
Shared Lane		
Marked Wide Curb Lane	\$20.00	Includes paints, signs
Shared Lane	\$10.00	Includes signs
Neighbourhood Bikeway	\$50.00	Includes signs, pavement markings, intersection treatments, traffic calming

Table 4 shows the cost breakdown by municipality.

Table 4. Summary of Plan Cost Opinion by Municipality

	Existing Network (km)*					Proposed Network					Planning-Level Costs**	
	Separated On-Street	Bike Lane/Shoulder	Shared Lane	Multi-Use Trail	Total	Separated On-Street	Bike Lane/Shoulder	Shared Lane	Multi-Use Trail	Total	Priority Projects	All Projects
Core Region												
City of Esquimalt	-	1.04			1.04	4.90	3.43	0.46		8.79	\$1,194,118	\$2,315,729
City of Victoria	-	11.80	4.62	0.16	16.57	27.17	25.66	1.90		54.73	\$3,196,926	\$12,442,493
District of Oak Bay	-	3.42	-	-	3.42	4.36	17.03	1.12	1.58	24.10	\$669,032	\$3,585,920
District of Saanich	-	13.36	6.43	9.52	29.19	64.70	30.34	15.65	6.21	116.9	\$13,233,645	\$44,444,921
Esquimalt First Nation	-				0		0.51			0.51	\$10,105	\$10,105
Town of View Royal	-			0.61	0.61	25.99	0.53			26.51	\$101,083	\$36,024,124
West Shore Region												
City of Colwood	-	1.02		0.03	1.05	8.57	14.09	5.70		28.36	\$399,994	\$8,814,711
City of Langford	-	7.22		0.19	7.40	29.45	11.76	1.63		42.83	\$2,700,032	\$21,021,059
District of Highlands	-	2.99			2.99	-	-	-	-	0	-	-
District of Metchosin	-			0.4	0.4	6.24	14.24			20.48	\$4,380,857	\$8,341,758
District of Sooke	-	0.97			0.97	19.48	3.07	0.04		22.59	18,072,009	\$26,673,990
Pacheedaht First Nation	-				0	1.10	1.50	0.21		2.80		\$3,386,151
Juan de Fuca Electoral Area	-	1.23			1.23	95.23	17.56	1.31		114.10	\$44,045,005	\$70,672,868
Peninsula Region												
District of Central Saanich	-	11.42	2.88	0.05	29.19	20.01	18.43	11.72	1.94	52.11	\$4,978,381	\$14,419,812
District of North Saanich	-	10.02	0.85	2.73	13.61	17.99	23.46	3.48	0.46	45.39	\$5,845,028	\$18,055,090
Pauquachin First Nation	-				0	1.92				1.92	\$1,324,458	\$1,324,852
Town of Sidney	-	1.83		2.23	4.07	1.31	8.96	1.61		11.88	\$153,802	\$4,121,859
Tsawout First Nation	-				0		0.17			.17	-	\$3,451
Tseycum First Nation	-				0	0.92				0.61	\$1,121,811	\$1,121,811
Other Jurisdictions												
Capital Regional District	-			260.36	260.36				8.33	8.33	N/A	N/A
Total***					359.4					614.71	\$101,431,000	\$275,455,501

* Existing facilities include regional bikeways meeting the recommended separation only, excluding local networks and facilities not meeting standards.

** Planning-level cost estimates make the following assumptions: Multi-use trail and 'conceptual corridor' costs were not provided due to the significant contingencies associated with off-street multi-use trails and sensitivity of alignment. It was assumed that the majority of bikeway improvements would be accomplished without the need to widen the roadway. For cost accounting purposes, it was assumed that approximately 30 percent of projects would require roadway widening.

*** Approximately 30 km of additional proposed bikeway extend north along Highway 101, outside of the municipalities considered in this study.

Funding Opportunities

Annual spending on cycling and pedestrian infrastructure is often considered an indicator of municipalities' commitment to non-motorized transportation. However, this is an imperfect metric due to the difficulty of separating improvements made specifically for bicyclists and pedestrians, drivers, or other road users. Many municipalities in the CRD have a policy of not increasing capacity for automobiles, and all roadway improvements consider bicycle and pedestrian transportation. Furthermore, spending on bicycle and pedestrian infrastructure is highly variable, based on type of facility (shared lane markings are inexpensive, while cycle tracks can cost many millions of dollars) and size of the municipality. Rather than making a comparison between levels of funding for bicycle and pedestrian improvements, the PCMP should compare kilometres of bikeways and sidewalks, where available.

Funding Sources and Strategies

In recent years, the CRD and its member municipalities have been successful in maximizing their investments through grant programs. Over 40 projects with active transportation components have been funded in whole or in part across the region through grant programs from senior levels of government since 2004/05. These grants have largely been through the Provincial BikeBC and LocalMotion Programs, as well as a number of recent grants from Infrastructure Canada.

Although agencies across the region have been successful in leveraging funding from external sources to maximize their investments, many of the grant programs that have been used over the past few years have now allocated all of their available funding and are no longer available. As funding opportunities change regularly, this information is subject to change. The CRD and its member municipalities should regularly check with all levels of government to keep up-to-date on currently available funding opportunities.

The following observations can be made regarding the use of other funding sources in the CRD in recent years:

- Over 40 projects with active transportation components have been funded in whole or in part across the region through grant programs from senior levels of government since 2004/05.
- Grants for active transportation projects have been distributed across the region, with almost all of the municipalities in the region having been awarded a grant since 2004/05.
- Since 2004/05, the Province has contributed approximately \$875,000 in funding for active transportation projects through the Cycling Infrastructure Partnerships Program (CIPP). The majority of projects funded under this program have been for on-street bicycle lanes, as well as some pedestrian improvements.
- Since 2007, the Province has contributed over \$4,400,000 in funding for active transportation projects across the region through the LocalMotion program. The majority of projects funded under this program have been for a combination of pedestrian and cycling improvements, pathways, or road improvement projects with active transportation components.
- Over the past year, the Federal and Provincial governments have made significant investments in a range of grants through Infrastructure Canada, most notably through the Infrastructure Stimulus Fund and Building Canada Fund. The majority of projects under this program have been for larger-scale road improvements with active transportation components of pathway improvements.
- The majority of the grant funding was allocated towards cycling facilities or multi-use pathways. Several projects included both cycling and pedestrian infrastructure, while only a few projects were exclusively for pedestrian infrastructure.

- Most of the grant programs that have been used over the past few years have now allocated all of their funding and are no longer available. The Provincial CIPP Program is on-going. Current applications are due in early September 2010.
- Since 2006, the CRD has secured over \$14,000,000 in grant funding to support cycling and pedestrian infrastructure, shown in Table 5. In total, eight projects were/are being completed with these funds.

Table 5. Grant Programs used in the CRD

Project Title	Grant Program						Type of Project					
	CIPP	LocalMotion	Building Canada Fund	Infrastructure Stimulus Fund	Towns for Tomorrow	Other	On-Street Ped. Facility	On-Street Bikeway	Off-Street Trail	Streetscape Improvement	Road Improvement	Other
CRD												
Esquimalt - Galloping Goose Regional Trail Upgrade				√				√				
Trans-Canada Trail Acquisition						√		√				
Saanich Peninsula Walking Guide						√						√
E&N Rail Trail		X				√		√				
Cycling Safety and Road Skills Training Program						√						√
Galloping Goose Trail Section Upgrade		√						√				
E&N Rail Trail Paving						√						√
E&N Bridge Construction												√
SSI Partners Creating Pathways						√		√				
Central Saanich												
East Saanich Road Cycling/Pedestrian Upgrade		√						√	√			
Brentwood Bay Revitalization											√	√
Central Saanich - East Saanich Road Renewal			√								√	
Wallace Drive Bicycle Lanes	√							√				
Colwood												
Goldstream/Sooke Rd Bicycle Lanes	√							√				
Metchosin Road Sidewalk and Bicycle Lanes		√						√	√			

Project Title	Grant Program						Type of Project					
	CIPP	LocalMotion	Building Canada Fund	Infrastructure Stimulus Fund	Towns for Tomorrow	Other	On-Street Ped. Facility	On-Street Bikeway	Off-Street Trail	Streetscape Improvement	Road Improvement	Other
Esquimalt												
Esquimalt New Sidewalk Construction Program – Ph. 1		√					√	√				
Langford												
Jacklin Rd/Galloping Goose	√							√				
Treanor Ave Bicycle Lanes	√						√					
Bicycle Lanes and Sidewalks - Spencer Rd Interchange		√					√	√				
Improving Active Transportation Along Goldstream Ave		√					√	√				
North Saanich												
East Saanich Road Bicycle Lanes		√					√					
Lochside Drive	√						√					
West Saanich Rd Cycling Commuter Link Wain Rd to Downey Rd	√						√					
Oak Bay												
North Henderson Road, Foul Bay and Lansdowne Intersection Bicycle Lanes		√					√					
Oak Bay - Beach Drive Upgrade			√							√		
Province of BC												
North Saanich - McTavish Interchange				√			√	√		√		

Project Title	Grant Program						Type of Project					
	CIPP	LocalMotion	Building Canada Fund	Infrastructure Stimulus Fund	Towns for Tomorrow	Other	On-Street Ped. Facility	On-Street Bikeway	Off-Street Trail	Streetscape Improvement	Road Improvement	Other
Saanich												
Burnside Road Bicycle Lanes	√							√				
West Saanich Road Streetscape & Bicycle Lanes	√							√	√			
Admirals Road Sidewalk & Bicycle Lane Project	√							√	√			
San Juan and Gordon Head Coastal Greenway		√							√			
Shelbourne St Corridor Improvements for Mobility Impaired		√						√				
Bowker Creek Greenway – Ph. 1 - Browning Park and Wordsworth Section		√							√			
Centennial Trails Phase 1									√			√
McKenzie Ave Bicycle Lanes - Borden to Blenkinsop								√				√
Sidney												
Sidney - Lochside Waterfront Walkway Revitalization Project			√						√			
Sooke												
Construction of a Marine Boardwalk									√			√
Sooke Town Centre Accessible Sidewalk					√		√					

Project Title	Grant Program						Type of Project					
	CIPP	LocalMotion	Building Canada Fund	Infrastructure Stimulus Fund	Towns for Tomorrow	Other	On-Street Ped. Facility	On-Street Bikeway	Off-Street Trail	Streetscape Improvement	Road Improvement	Other
Victoria												
Caledonia Avenue Greenway Bicycle Lane	√							√				
Douglas Street Bicycle Lanes	√							√				
Fort Street Bicycle Lanes	√							√				
Fort St Cycling and Pedestrian Improvement Project	√							√	√			
Esquimalt Road - Cycling and Pedestrian Facilities		√						√	√			
View Royal												
Parson's bridge		√										
Island Highway – Helmcken to Shoreline												√
Island Highway – Six Mile Road to Colwood												√
Island Highway Bridge Upgrade Project		√								√		

Municipal Government

There are a number of funding sources and strategies that municipal governments can use to fund and implement pedestrian and bicycle facilities, as described below:

- **General Funds:** General funds are provided by property tax or other regular jurisdictional revenue streams. Capital projects are generally not allowed to utilize funding from this source unless funding is allocated as part of the annual budget. Bicycle and pedestrian infrastructure, education, enforcement, and encouragement projects may be an acceptable use of general fund dollars.
- **Development Cost Charges:** Municipalities can charge developers a series of “development cost charges” (DCCs) on new developments. 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. Municipalities can use the transportation and recreation DCCs collected for active transportation infrastructure expenditures.
- **Street User Fees or Maintenance Fees:** The revenue generated by a street user fee is used for operations and maintenance of the street system, and priorities are established by the Public Works Department. Revenue from this fund should be used to maintain on-street bicycle and pedestrian facilities, including routine sweeping of bicycle lanes and other designated bicycle routes.
- **Local Improvement Districts (LIDs):** Local Improvement Districts (LIDs) are most often used by cities to construct localized projects such as streets, sidewalks, or bikeways. Through the LID process, the costs of local improvements are generally spread out among a group of property owners within a specified area. The cost can be allocated based on property frontage or other methods such as traffic trip generation.
- **Business Improvement Districts (BIDs):** Pedestrian improvements can often be included as part of larger efforts aimed at business improvement and retail district beautification. Business Improvement Districts collect levies on businesses in order to fund area-wide improvements that benefit businesses and improve access for customers. These districts may include provisions for pedestrian and bicycle improvements, such as wider sidewalks and landscaping.
- **Road Rehabilitation:** Active transportation facilities can be implemented as part of ongoing road rehabilitation projects. Accordingly, municipalities may adjust certain pedestrian and bicycle infrastructure priorities (moved forward or deferred) to reflect their plans for major roadworks. In addition, many municipalities have established policies that require consideration of pedestrian and cycling facilities in any road rehabilitation project.
- **Other Capital Works:** Often active transportation facilities can be implemented as part of a separate capital works project. For example, cycling infrastructure can be implemented in conjunction with sewer or sidewalk improvements.
- **Cash-in-lieu Parking:** Recent changes to the Local Government Act allow municipalities to use funding from cash-in-lieu parking reserves to fund alternative transportation such as active transportation network upgrades.
- **Development Opportunities:** Municipalities may require private developers to construct pedestrian and bicycle facilities along roadways fronting new developments. This represents an important contribution to the community’s pedestrian and bicycle network, but may offer the municipality opportunities for providing more widespread active transportation improvements in conjunction with development. For example, municipalities may choose to accelerate a given bicycle project to complete a bicycle route if private development occurs along a portion of that road segment.

Senior Government Funding Sources

In addition to the local government funding sources described above, the CRD and its member municipalities should pursue all available public sector sources of funding for active transportation facilities and programs, including the programs identified below. However, to take advantage of many of these public sector funding opportunities applicants are required to have previously completed detailed designs and corresponding accurate cost estimates. The costs of preparing detailed designs are often not eligible for cost share funding — only the capital costs of construction are eligible. As funding opportunities change regularly, the information in this section is subject to change. Municipalities should regularly check with all levels of government to keep up to date on funding opportunities.

- **BikeBC:** *BikeBC* is a provincial initiative to promote new, safe, and high quality cycling infrastructure through cost-sharing with local governments. *BikeBC* is a \$31 million umbrella initiative that consists of the three programs described below:
- **Provincial Cycling Investment Program (PCIP):** This program focuses on strategic investments to build important cycling corridors of regional and provincial significance. Some possible projects include new bicycle trails and bicycle lanes, improvements to existing cycling infrastructure, and providing for bicycle lockers and other equipment that makes cycling a safer and more convenient option for travelers. Eligible projects under this program could include regional connections to other municipalities or major connections within the municipality that make use of high quality cycling facilities such as off-street pathways and bicycle lanes.
- **Cycling Infrastructure Partnerships Program (CIPP):** The purpose of this program is to encourage transportation cycling by accelerating the development of cycling infrastructure throughout British Columbia. Through this program, the Ministry of Transportation & Infrastructure provides up to 50 percent cost-sharing (to a maximum of \$100,000 per municipality) for new bicycle facilities, up to a total of \$500,000. The application deadline for CIPP grants varies each year; the deadline for 2010/2011 grants was September 1, 2010. Eligible proposals include, but are not limited to, projects that:
 - Are part of an adopted bicycle network plan,
 - Are shelf ready,
 - Promote transportation (commuter) cycling,
 - Help to reduce traffic congestion,
 - Help to reduce greenhouse gas (GHG) emissions,
 - Provide a safe cycling environment, and
 - Are new projects.
- **Gateway Program:** The Province will invest a total of \$60 million for bicycle facilities through the proposed Gateway program in Metro Vancouver. The CRD and its member municipalities are not eligible for funding under this program.

Further Information:

Ministry of Transportation and Infrastructure
 Alan Callander, Manager, Active Transport/Municipal Policy
 250-356-5563
alan.callander@gov.bc.ca
<http://www.th.gov.bc.ca/BikeBC/>

- **Local Government Infrastructure Planning Grant Program:** The Ministry of Community and Rural Development offers grants to support local governments in projects related to the development of sustainable community infrastructure that will improve public health and safety, protect the natural environment, and strengthen local and regional economies. Grants up to

\$10,000 are available to study the feasibility, costs, technology, and location of proposed sewer, water, drainage, transportation, or other local government infrastructure. Grants can be used for a range of activities related to assessing the technical, environmental, and/or economic feasibility of municipal infrastructure projects.

Further Information:

Ministry of Community and Rural Development, Infrastructure and Finance Division
250-387-4060
infra@gov.bc.ca
www.cd.gov.bc.ca/lgd/infra/infrastructure_grants/infrastructure_planning_grant.htm

- **Towns for Tomorrow:** The Province is investing \$21 million in British Columbia's smaller communities to improve local infrastructure. This program provides funding for communities with populations less than 15,000 people to pursue projects that enhance the quality of life for residents, including projects that reduce emissions, encourage physical activity, and improve the environment. This program provides up to 80 per cent of project funding for municipalities and regional districts with less than 5,000 residents, to a maximum contribution of \$400,000. For communities of 5,000 to 15,000 residents, the program covers up to 75 per cent of eligible project costs, with a maximum contribution of \$375,000. Eligible projects include, but are not limited to water projects, wastewater projects, public transit projects, environmental energy improvement projects, local road projects, recreation and cultural projects, tourism projects, protective and emergency services infrastructure projects, and community development projects.

Further Information:

Ministry of Community and Rural Development, Infrastructure and Finance Division
250-387-4060
infra@gov.bc.ca
<http://www.townsfortomorrow.gov.bc.ca>

- **Gas Tax Fund:** Gas tax is collected annually by the federal government. Jurisdictions receive a proportion of the federal dollars based on their population through the Gas Tax Fund (GTF). The GTF provides 100% funding to local governments for a variety of capital and planning projects. The GTF provides a predictable and long-term funding source for local governments. The GTF supports environmentally sustainable municipal infrastructure, such as public transit, drinking water, wastewater infrastructure, green energy, solid waste management, and transportation. There are several programs available through the GTF:
 - **Community Works Fund** provides allocated funding to municipalities, BC Transit, and their partners. Eligible costs range from construction to project development and planning. Funds are allocated twice annually on a per capita basis.
 - **Strategic Priorities Fund** provides funding for strategic investments that are larger in scale or regional in impact. This fund is created by pooling 50% of the region's per capita allocation among local governments within the CRD. Grants may fund up to 100% of project costs.
 - **Innovations Fund** supports projects that reflect an innovative approach to achieving the intended outcomes of reduced GHG emissions, cleaner air, and cleaner water. Grants may fund up to 100% of project costs.

Further Information:

Union of British Columbia Municipalities
Brenda Gibson, New Deal Management Services
250-356-0862
bgibson@civicnet.bc.ca
<http://www.ubcm.ca/EN/main/funding/gas-tax-fund.html>

- **Infrastructure Canada:** Historically, Infrastructure Canada has managed several programs that provide funding for environmental and local transportation infrastructure projects in municipalities across Canada in addition to the Gas Tax Fund. 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.

Further Information:

Infrastructure Canada

<http://www.infcc.gc.ca/ip-pi/index-eng.html>

- **Green Municipal Funds:** The Federation of Canadian Municipalities (FCM) manages the Green Municipal Fund, with a total allocation of \$550 million. This fund is intended to support municipal government efforts to reduce pollution, reduce greenhouse gas emissions, and improve quality of life. The program provides funding for three types of initiatives: sustainable community planning, feasibility studies and field tests, and implementing capital projects. All local governments are eligible to apply for Green Municipal Funds. Grants are provided up to 50% of eligible costs, to a maximum of \$350,000. The expectation is that knowledge and experience gained in best practices and innovative environmental projects will be applied to national infrastructure projects.

Further Information:

Federation of Canadian Municipalities

Monique Delinelle, Applications Coordinator

613-241-551 ext. 357

mdelinelle@fcm.ca

<http://gmf.fcm.ca>

- **Other Federal Programs:** At any given time, there are usually one or more federal grant programs for which active transportation 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 formed partnerships with the community.

Note that eligibility for some federal programs is limited to not-for-profit organizations. By forming partnerships with local not-for-profit organizations, local governments can access a number of alternative funding sources and grant programs for bicycle projects. Also, because the primary applicant for funds is the not-for-profit group, they are nominally in charge of the project. As well, many of the grants available to not-for-profit groups from the federal government are designed to provide jobs for people receiving Employment Insurance. Therefore, in order to qualify, the project must create new, preferably skills-based jobs, and only those receiving EI are eligible to fill them.

Other Funding Sources

There are a number of other sources of funding that local governments can consider for financing active transportation projects and programs:

- **Parcel Taxes:** The CRD could levy a parcel tax for the provision of pedestrian and cycling improvements. As per Section 803 of the Local Government Act, regional districts are authorized to levy parcel taxes for any regional district service. The parcel tax could apply to the CRD in its entirety or to specific areas only. Revenue generated through the parcel tax must be dedicated towards pedestrian and cycling improvements, thereby providing the CRD with a stable source of

funding for those types of improvements. Establishing a parcel tax would require the CRD to obtain elector assent through either a petition or a counter-petition process.

- **The Insurance Corporation of British Columbia (ICBC):** ICBC has, in the past, provided funding for active transportation facilities, particularly where these have the potential to reduce crashes, improve safety, and reduce claims costs to ICBC. Funding is available through ICBC's Road Improvement Program (<http://www.icbc.com/road-safety/safer-roads/invest-roads>).
- **Private Sector:** Mountain Equipment Co-Op is an example of a business that provides funding that could be applied to bicycle and pedestrian facilities and programs. To protect the environment in areas having significant recreational value, and to facilitate public access and recreational use of areas, Mountain Equipment Co-Op supports applications from member groups and not-for-profit organizations. Similarly, VanCity provides funding through its Environmental Fund.

Many corporations wish to be good corporate neighbours, to be active in the community and to promote environmentally-beneficial causes. A bicycle network is well-suited to corporate sponsorship, and has attracted significant sponsorship both at the local level and throughout North America. Examples in B.C. include Construction Aggregates in Sechelt, which constructed an overpass over a gravel conveyor to provide a link for pedestrians and cyclists, and 7-Eleven and Molson Breweries which have sponsored multi-use pathways in Vancouver, Burnaby, and New Westminster.

- **Deeds, Donations, and Dedications:** In many communities, multi-use pathways have been funded in part or in whole by local residents who purchased “deeds” to sections of the pathway. The Trans Canada Trail, for example, is funded partially by sales of one metre sections for \$40. Kelowna partially funded development of a pathway along Mission Creek in Kelowna through community donations. Similar to park bench dedication programs, a dedication program can be set up for residents and corporations to donate bicycle facilities, such as bicycle racks or lockers. In many cases, these deeds, donations, and dedications are tax-deductible where they are administered by a not-for-profit agency.
- **Service Clubs:** Efforts to provide new bicycle facilities can be coordinated with service clubs, such as the Lions Club, the Rotary Club, and Kiwanis. In Oak Bay, for example, the Kiwanis Club provided funding for the construction of bicycle parking facilities.
- **Advertising:** There are several options for obtaining funding for bicycle projects from advertising revenues. The costs of producing and distributing a bicycle route map can be partially or fully offset by selling advertising space on the map. Advertising on bicycle racks can reduce the costs of providing bicycle parking. Potential advertisers include bicycle stores, commercial recreation operators, hotels, restaurants, and transportation services. The Hillside Centre in Victoria has advertising on bicycle racks.
- **Parking:** Another potential source of revenue to finance the construction and maintenance of bicycle facilities is to implement parking charges for municipal motor vehicle parking facilities, which are currently accessible at no cost. To minimize objections to parking price increases, all funds generated from increased parking charges should be allocated entirely to bicycle facilities; no funds should be diverted for other purposes.

Funding Recommendations

The CRD and member municipalities should continue to seek funding to implement the PCMP. The CRD can build regional awareness of and competitiveness for grants.

Share Information

- Maintain an up-to-date list of potential funding sources and key information including contact information and project requirements.
- Create a forum for member municipalities to communicate about current funding strategies and potential future funding mechanism. Create a standard baseline level of data collection for funding information. CRD may be a clearinghouse or simply facilitate the process.
- Stay abreast of all new and completed provincial and federal grant and funding partnership programs. Changes to existing funding programs or the addition of new funding programs should be shared with its member municipalities.

Pursue Grant Funding

- Invest staff time and resources in applying for grants that have a high probability of being rewarded, as well as those that are able to offer a sufficient amount of money to make an impact on cycling and pedestrian levels in the region.
- Recognize opportunities for municipalities to collaborate on grant applications and infrastructure programs. The CRD could help by providing logistical support, promoting staff cooperation, and helping to identify locations that could benefit from cross-jurisdictional pedestrian and cycling infrastructure.

Dedicated Bicycle and Pedestrian Fund

- Consider the creation of a Regional Trail Development Fund (similar to the Regional Park's Land Acquisition Fund), which would provide funding for ongoing trail improvements or additions.

Policy Integration

Draft goals and objectives were developed as part of Phase I of the Regional Pedestrian and Cycling Master Plan (PCMP) planning process. These included:

- More cycling and walking.
- Safer cycling and walking.
- More places to walk or cycle.

These are consistent with the Regional Growth Strategy (RGS), which generally aims to “enhance social well-being and regional quality of life.” Key elements of the RGS that relate to active transportation include the following statements:

- “An integrated system of parks, green space, greenways and trail system protects important natural areas and links town to country.”
- “The proportion of trips taken in single occupant automobiles is reduced, trips by public transit are increased, and there is a region-wide foot path and cycle network.”
- “Communities are socially and physically complete with new development that enhances the identity and walkable human scale of neighbourhoods.”

To bolster support and increase implementation of the Plan, PCMP policies should be integrated into other planning initiatives to create a more complete and integrated planning and policy framework. The key CRD planning documents that could relate to the PCMP include:

- *The CRD Transportation Demand Strategy* (expected 2011)

- *The CRD Transportation Corridor Plan*
- *The CRD Parks Master Plan* (updated as *the CRD Regional Parks Strategic Plan*, expected 2011)
- *2005 Regional Growth Strategy* (updated as the *Regional Sustainability Strategy*, expected 2011)
- *Rapid Transit Master Plan* (forthcoming)
- *Victoria Transit Future Plan* (forthcoming)

Each plan has a unique relationship to the goals and objectives outlined in the PCMP. For example, the *Capital Regional District Transportation Demand Strategy* relates to PCMP Goal 1 of “more cycling and walking.” Increased walking and cycling however depends in part on realizing Goals 2 and 3. Table 6 lists each goal and suggests sample strategies that create linkages between planning documents.

Recommendations for Policy Integration

The strategies listed in Table 6 are those that the CRD can utilize to accomplish plan goals. Strategies range from providing guidance for education and encouragement programs, which creates a linkage between PCMP Goal 2 and the Transportation Demand Management Plan, to filling bicycle and pedestrian network gaps, which creates a linkage between PCMP Goal 3 and the Corridor Demand Strategy and the Regional Growth Strategy. As a next step the CRD should consider developing a work plan that utilizes these strategies and contains information such as specific programs, responsible parties, potential costs, and a timeline.

Table 6. Sample Strategies that Link the PCMP and Other CRD Planning Documents

PCMP Goal	Regional Growth Strategy	Transportation Demand Strategy	Transportation Corridor Plan	CRD Parks Master Plan	Rapid Transit Master Plan	Victoria Transit Master Plan
<p>Goal 1: More cycling and walking, as measured by:</p> <ul style="list-style-type: none"> • mode share • kilometres travelled • trip count 	Ensuring that the regional bicycle system includes a variety of facilities, both on-street and off-street that accommodate the needs and preferences of all types of bicyclists.	Marketing bicycling and walking directly to local residents by distributing literature and conducting direct outreach programs, and encouraging local jurisdictions to develop similar initiatives.	Creating Bicycle and Pedestrian Design Guidelines that outline best practices for infrastructure development and provide continued guidance on the use of bicycle-friendly designs and innovative treatments through updates and other communication with local jurisdictions.	Developing regional corridors and tourist routes as an economic development strategy, marketing regional transportation options.	Supporting bicycle and pedestrian improvement projects that close gaps in the regional network either by implementing specific projects recommended in the PCMP or through other treatments.	Supporting bicycle and pedestrian improvement projects that close gaps in the regional network either by implementing specific projects recommended in the PCMP or through other treatments.
<p>Goal 2: Safer cycling and walking, as measured by:</p> <ul style="list-style-type: none"> • crash data • surveys which assess how safe people feel 	Reviewing and developing consistent traffic laws, and cultivating awareness of bicycling and transportation among local law enforcement jurisdictions through specific training and workshops regarding bicycle and pedestrian issues.	Develop a regional Safe Routes to School (SR2S) program that includes bicycle safety education for schoolchildren.	Backing reallocation of roadway rights-of-way to accommodate bicycle and pedestrian facilities, while preserving existing rights-of-way and promoting safety-enhanced shared on-street facilities such as bicycle boulevards.	Creating or fostering youth education programs that encourage bicycling and walking among youth and develop good health and fitness habits among young people.	Stimulating bicycle-friendly development activity and support facilities, such as bicycle rental and repair, around transit stations.	Stimulating bicycle-friendly development activity and support facilities, such as bicycle rental and repair, around transit stations.
<p>Goal 3: More places to walk or cycle, as measured by:</p> <ul style="list-style-type: none"> • total kilometres of bikeway • total kilometres of shared use trails • percentage of the road network that has sidewalks 	Encouraging local governments to execute bicycle projects that connect local facilities to the regional bicycle corridors.	Ensuring that the regional bicycle system includes a variety of facilities, both on-street and off-street that accommodate the needs and preferences of all types of bicyclists.	Updating the PCMP regularly and in conjunction with other regional transportation plans to provide continued direction, chart progress, and respond to changing circumstances.	Prioritizing completion of the regional multi-use trail system.	Stimulating transit agencies to create and maintain convenient and secure short-term and long-term bike parking facilities – racks, on-demand bike lockers, in-station bike storage, and staffed bicycle parking facilities – at transit stops, stations, and terminals.	Stimulating transit agencies to create and maintain convenient and secure short-term and long-term bike parking facilities – racks, on-demand bike lockers, in-station bike storage, and staffed bicycle parking facilities – at transit stops, stations, and terminals.

