

Executive Summary

The CRD Regional Pedestrian and Cycling Master Plan (PCMP) describes a strategic approach for achieving a significant shift in transportation throughout the region. Because every municipality has an acknowledged commitment to multi-modal accommodation, the CRD and members are well-positioned to make this shift a reality.

This Masterplan begins where the 2005 CRD Travel Choices Strategy left off. The climate change imperative, combined with looming infrastructure expenses facing municipalities and increasing public health concerns, has increased the need to achieve more ambitious mode share goals than the existing 5% cycling and 10% walking targets.

The region already has a healthy walking community (10% walk) and some of the highest cycling numbers in the country (9% in some areas and 3.2% overall).¹ If pedestrian facilities were upgraded in priority locations and cycling facilities were built with the average person in mind, the CRD could achieve a 15% pedestrian mode share and a 25% cycling mode share in densely populated areas, with a 15% cycling share region wide.

The key to achieving this significant mode shift is for the region to work together to Engineer walkway and bikeway networks that are comfortable and accessible for all users.

The PCMP identifies guidelines, policies, and standards for providing universal pedestrian accessibility, bicycle and pedestrian trip enhancement facilities such as bicycle parking and integration with transit. The Masterplan recommends developing **Encouragement, Education, and Enforcement** programs to support the culture shift and **Evaluation** system to measure it.

Vision

The Capital Region will be a truly livable and environmentally sustainable community, where walking and cycling are key components of an innovative and integrated transportation system. Citizens of all ages in all parts of the region will find active travel irresistible on a seamless network of Class I on- and off-street facilities appropriate for users of all abilities. In 2038, the CRD will be lauded for its mode share for cycling of 25% in urban areas and 15% region wide and 15% mode share for pedestrian travel.

- Goal 1: More walking and cycling.
- Goal 2: Safer walking and cycling
- Goal 3: More places to walk or cycle.

Pedestrian Priority Areas

Due to long distances involved with regional trips, most regional pedestrian trips are multi-modal, combining walking, transit, cycling, and other modes. A high level of pedestrian accommodation should be provided in identified ‘pedestrian priority areas’ that have a high density of pedestrian-attracting destinations.

The primary inter-community cycling network (PIC) is 775 km of bikeway, of which 125 km are off-street (multi-use trails) and 650 km are on-street.

24% of the PIC bikeway is already completed.

Separated on-street

Existing: 0
Proposed: 329 km

Bike lanes & shoulder bikeways

Existing: 68 km
(that meet Class 1 standard)
Proposed: 191 km

Shared lanes

Existing: 14 km
(that meet Class 1 standard)
Proposed: 45 km

To upgrade the bicycling network to a standard where cyclists of all ages and abilities will feel comfortable, is expected to cost approximately \$275M; or the cost of:

- three highway interchanges and 88 km of roadways, or
- half the cost of the retractable roof on Vancouver’s B.C. Place Stadium!

¹ CRD Origin and Destination Survey.



Priority Actions:

- Adopt the Primary Bikeway Network, Classifications and Typologies as a Regional Plan.
- Work with member municipalities to fund the priority projects.
- Work with municipalities and disability advocacy agencies to ensure good universal pedestrian design, particularly in areas identified as high pedestrian use.
- Make the Design Guideline document available to member municipalities, regularly update the document in cooperation with staff.
- Establish a Signage Committee to review and revise the Draft Sign Guidelines (Section 5 of the Design Guidelines) for a recommended regional standard.
- Work with BC Transit and member municipalities to install secure bike lockers at priority transit locations.
- Establish a task force that seeks to improve and amend existing provincial laws in support of safer cycling and walking conditions.
- Collaborate with partners in the development of a volunteer-driven manual count strategy for the Region.
- Convene a Pedestrian and Cycling Advisory Committee made up of CRD and municipal staff, as well as community representatives.
- Work with municipalities to implement the priority projects and develop the recommended inter-community bicycle network.
- Complete the Regional Trails Network and improve existing trails based on the design guidelines.

Primary Bikeway Network

The PCMP identifies a comprehensive bikeway network that links the entire region. Involving the public in every step in the process resulted in a bikeway network that increases mobility throughout the region and serves cyclists of all ages, abilities, and trip purposes.

The network development is built on the 2006 *TravelChoices* Regional Cycling Network and the Draft *Transportation Corridor Plan* (Halcrow 2010), as well as previous CRD and municipal planning efforts. The network connects major destinations, linking growth and village centres, transit exchanges, parks, and schools throughout the region.

Accompanying the identified network, the PCMP Design Guidelines provide a framework for developing pedestrian and bicycle corridors and signage that are attractive to users of all abilities. This common set of guidelines will contribute to making the region more universally accessible by providing consistent and predictable messaging.

Education and Encouragement

Education, encouragement, and Active and Safe Routes to School programs inform CRD residents about new and improved facilities, help them learn the skills they need, and reward them for living more sustainably. The CRD can continue to lead education and encouragement activities through funding, advising, and marketing.

The PCMP process has brought together planners, engineers, decision makers, and advocates from member municipalities and other regional partners. The CRD can continue this inter-jurisdictional communication to support PCMP implementation in the coming years.

Evaluation and Planning

The CRD can develop a regional counting initiative that makes use of the many traffic counts already being conducted by member municipalities and organizations. These counts can be used to measure mode shift as the network is developed and support further improvements.

The CRD can lobby the Province, on behalf of its member municipalities, to make key changes to legislation that will improve safety for cycling and walking.

Funding and Implementation

The costs associated with developing the primary inter-community bikeway network will be integrated into existing municipal (local roads), regional (regional trails) and provincial (highways) budgets. The costs exceed expected available funds; however, the CRD can assist municipalities in pursuing other funding by coordinating grant application and providing technical support.

The identification of regional priority bikeways provides the Region and its member municipalities a competitive advantage in grant applications and helps prioritize and direct gas tax funds to their highest and most effective use.

The PCMP is unequivocal in its ambitious goal of providing pedestrian facilities and a cycling network that are safe and comfortable for all cyclists and pedestrian - not just those who are courageous and intrepid. The PCMP project team appreciates the efforts of the numerous residents, advocates, agency representatives and municipal staff who participated in the development of this Masterplan. Their creativity, energy, and commitment to the future of the region were the driving force behind this effort.