



ACTIVE TRANSPORTATION PLAN

Chetwynd 2021

Acknowledgments

The District of Chetwynd would like to thank all citizens and groups who participated in the Active Transportation Plan process. Your input and contributions form the basis of this document.

Over the course of 2021 an estimated 200 people gave input into the Active Transportation Plan through participation in online surveys and community engagement events.

Valuable technical input was received from District staff from many District departments. Contributors provided information and support and helped ensure that plans and action items were practical, implementable, and consistent with other operational plans and policies.

Finally, Mayor and Council are thanked for supporting this work and committing to ongoing investment in Chetwynd.

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Introduction

1.1 Purpose

This document is the product of an Active Transportation initiative prepared by the District of Chetwynd. The Active Transportation Plan (ATP) was created through a collaborative process between the District of Chetwynd and community and key stakeholders. This included multiple in-person engagement sessions along with two online surveys. The recommendations contained within this report build upon goals and policies from existing documents such as the 2017 and 2021 Official Community Plans (OCP) and the 2021 Strategic Plan.

The ATP provides directions for how to achieve improved active transportation conditions in Chetwynd over time through visions and goals. Through this process, a long-term active transportation network goal was created to incorporate more sidewalks, walking paths, bike lanes, and better connections to trail systems to encourage more active transportation in Chetwynd. Ultimately, this document will support the District of Chetwynd and regional partners in pursuing grant opportunities and prioritizing active transportation investment that is immediately impactful.

Objectives of the Chetwynd Active Transportation Plan:

- Support the District's commitment to reduce greenhouse gas emissions by reducing reliance on the automobile.
- Create more effective, usable, and safe active transportation connections within Chetwynd.
- Improve physical health of residents by increasing opportunities to be physically active year-round.
- Reduce conflicts between cyclists, pedestrians, and motorists through enhanced design, and signage.
- Improve year-round tourism appeal of the community and more effectively leverage funding opportunities for active transportation infrastructure and amenities.

1.2 What is Active Transportation

Active Transportation is any active trip you make to get yourself, or others, from one place to another and includes any form of human powered transportation. Walking and cycling are the most popular forms of active transportation, but the definition extends much further. It should be safe, easy, convenient and an everyday aspect of our lives.

1.3 Why Active Transportation?

Investments in active transportation have multiple benefits. Generally, they help to create a more balanced transportation system that is accessible to all community members and represent a more effective, equitable investment in public infrastructure. Some associated benefits are:

Health and Well-being

Human-powered travel contributes to increased exercise and activity levels, which reduce health risks associated with lack of physical activity. Active transportation networks also promote being outdoors and in nature which can help to reduce stress and improve mental health. There are also secondary health benefits from reduced automobile emissions.

Equity and Inclusion

Active transportation is about providing means of transportation accessible to a broader range of community members, including children, older adults, and individuals with physical, sensory, or cognitive challenges that prevent them from driving.

Safety

Active transportation networks increase road safety; the more individuals use active transportation; the fewer automobiles are on the road. Pedestrians and cyclists have designated areas to reduce the risk of accidents. The provision of safe and comfortable active transportation infrastructure is important for encouraging more walking, cycling, and other forms of active transportation.

Quality of Life

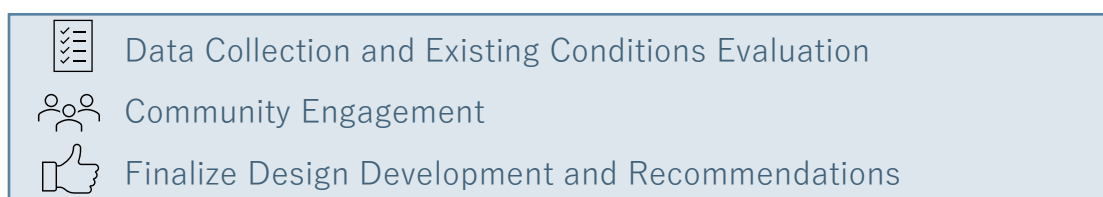
Engaging in active transportation will provide access to Chetwynd's many parks, trail networks, and recreation opportunities, as well as increasing opportunities for interaction that fosters social connectedness and combats social isolation. Active lifestyles is the foundation to developing a lasting healthy and sustainable community in the present and future.

Reduce Environmental Impacts

Active travel modes contribute significantly less greenhouse gases (GHG) emissions and air pollution compared to vehicles. By embracing active transportation options, the residents of Chetwynd are more likely to substitute their vehicles for outdoor recreation or short travel distances. Trails and walking paths also allow for the preservation of green space and agricultural land and reduce the overall space requirements associated with roads and parking facilities.

1.4 Planning Process

The Active Transportation Plan was first developed in June 2021. The plan was built on a collaborative approach involving the project team, input from Mayor and Council, key stakeholders, and community engagement. The process consisted of three phases:



Community engagement began in late July and tested early ideas to develop key directions for the plan. These directions were further enhanced and tested in greater detail throughout the summer. As well as in-person participation, online surveys were created and distributed through social media and to key stakeholder groups.

As community engagement wound down in September, it was important that the key takeaways from the community engagement be developed into designs and recommendations. The resulting plan is thus based on a collaborative team approach between the District and residents of Chetwynd.

A scenic landscape photograph showing a vast, forested valley. In the foreground, a large, leafy tree with green foliage is partially visible on the right side. The middle ground is filled with a dense forest of tall, dark green trees covering a valley floor. In the background, a range of hills or mountains is visible under a clear blue sky with a few wispy clouds. The overall scene is bright and sunny, suggesting a clear day. The image is framed by a large, light blue triangular graphic element on the left side.

Area Review

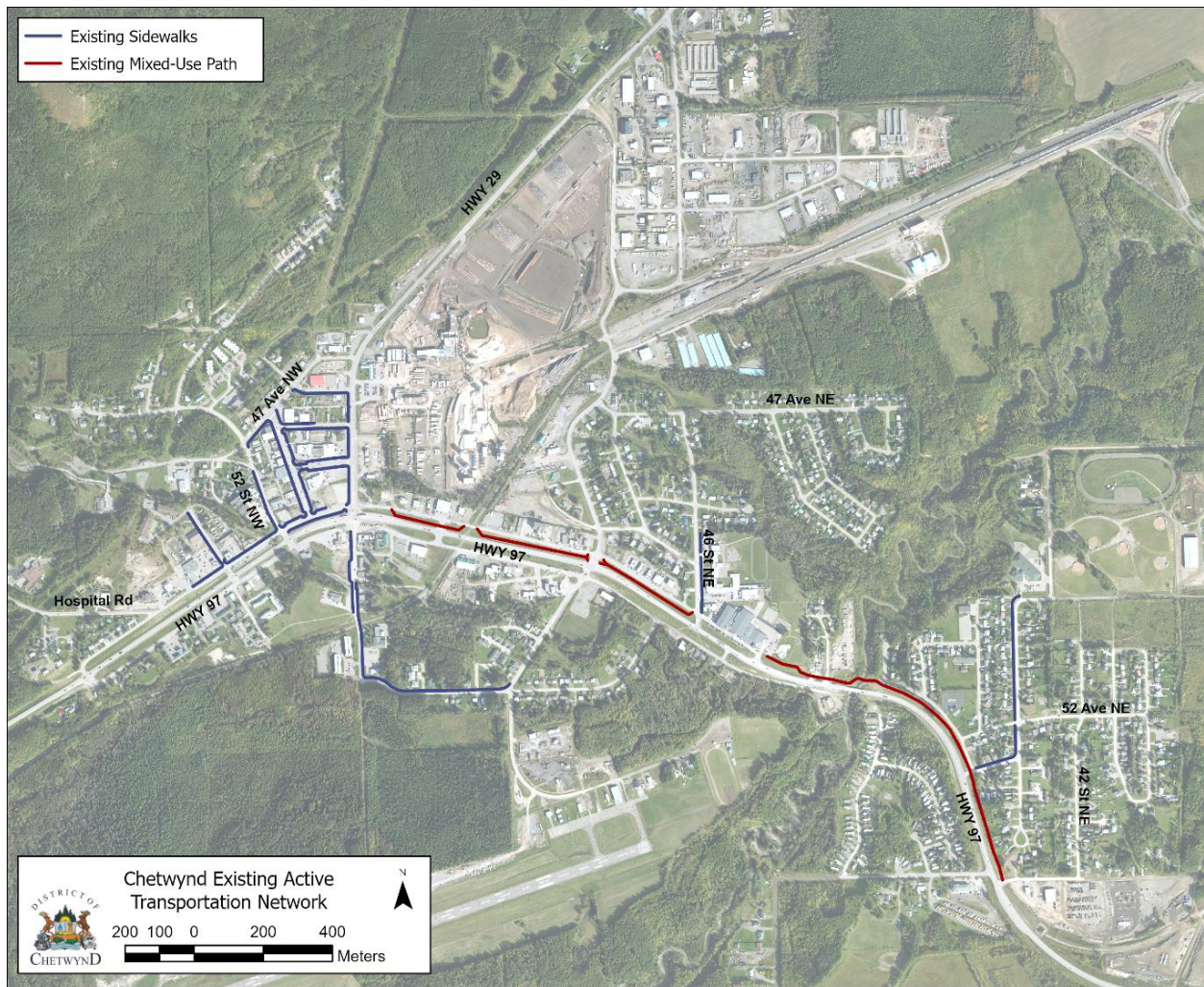
2.1 Community Context

The District of Chetwynd was originally known as “Little Prairie” by its first settlers who came to the current town site in the early 1900s. It is British Columbia’s entrance to, and exit from, the energetic Peace River country. Chetwynd remained a relatively quiet rural community until the coming of the John Hart Highway in the early 1950s and the Pacific Great Eastern (P.G.E.) railroad. It was incorporated as a village in 1962. Chetwynd is surrounded by beautiful natural environment that many citizens enjoy. Residents boast about year-round activities from swimming in nearby lakes, to hiking Chetwynd’s many trails, to cross-country skiing.

Nearby towns, Tumbler Ridge and Hudson’s Hope, also have many recreation opportunities that attract tourists from all over BC. As Chetwynd is centrally located between these two communities, Chetwynd is ideally situated to attract visitors.

2.2 Walkability

There is limited dedicated pedestrian infrastructure in Chetwynd. This is a common issue for rural areas due to low population densities and long distances between destinations, therefore few roads have safe and comfortable pedestrian facilities such as raised sidewalks or roadside trails. While Chetwynd is a relatively small community, the community is quite spread out. Therefore, driving is the main mode of transportation used by participants to get around the community, followed by walking, which occurs mostly in the downtown core. Chetwynd has a limited sidewalk network of approximately 4.23km, with most sidewalks located in the Downtown. This makes the Downtown and core commercial center of Chetwynd very walkable. The rest of the sidewalks are located near public buildings and schools. There are no sidewalks throughout the heavy industrial area in the northern part of town, so walking through the area can be dangerous due to the amount of heavy traffic and large vehicles present. Along with sidewalks, there are also approximately 2km of paved paths that run along North Access Road. These paths are multi-use and can be used for walking or other means of alternative transportation.



2.3 Bikeability

There are currently no bike lanes in Chetwynd. Cyclists must use road shoulders or the multi-use path that runs parallel to Highway 97 and North Access Road. Many residents expressed that they hesitate to bike in town because of safety concerns regarding heavy industrial traffic. These cyclists expressed support of increased cycling infrastructure to keep them safer on the roads.

There are a small number of bike racks placed throughout Chetwynd. Bike racks are stored for the winter months and are only available in the spring, summer and fall. They can be found in front of:

- The Chetwynd Hospital and Health Centre
- The Visitor Center
- The Northern Lights College Campus
- The Chetwynd & District Rec Centre
- The Chetwynd Public Library
- Chetwynd Drugmart
- Little Prairie Elementary School
- Chetwynd Secondary School
- Windrem Elementary School

2.4 Transit Facilities

The closing of the Greyhound bus system left a gap in public transportation. There are currently very limited public transit facilities in Chetwynd. These facilities include a local taxi service, BC Bus North and the Northern Health Connections Bus that runs on a weekly schedule to hospitals throughout Northern BC. The Northern Health Connections Bus is for patients only and is not a service open to the general public.

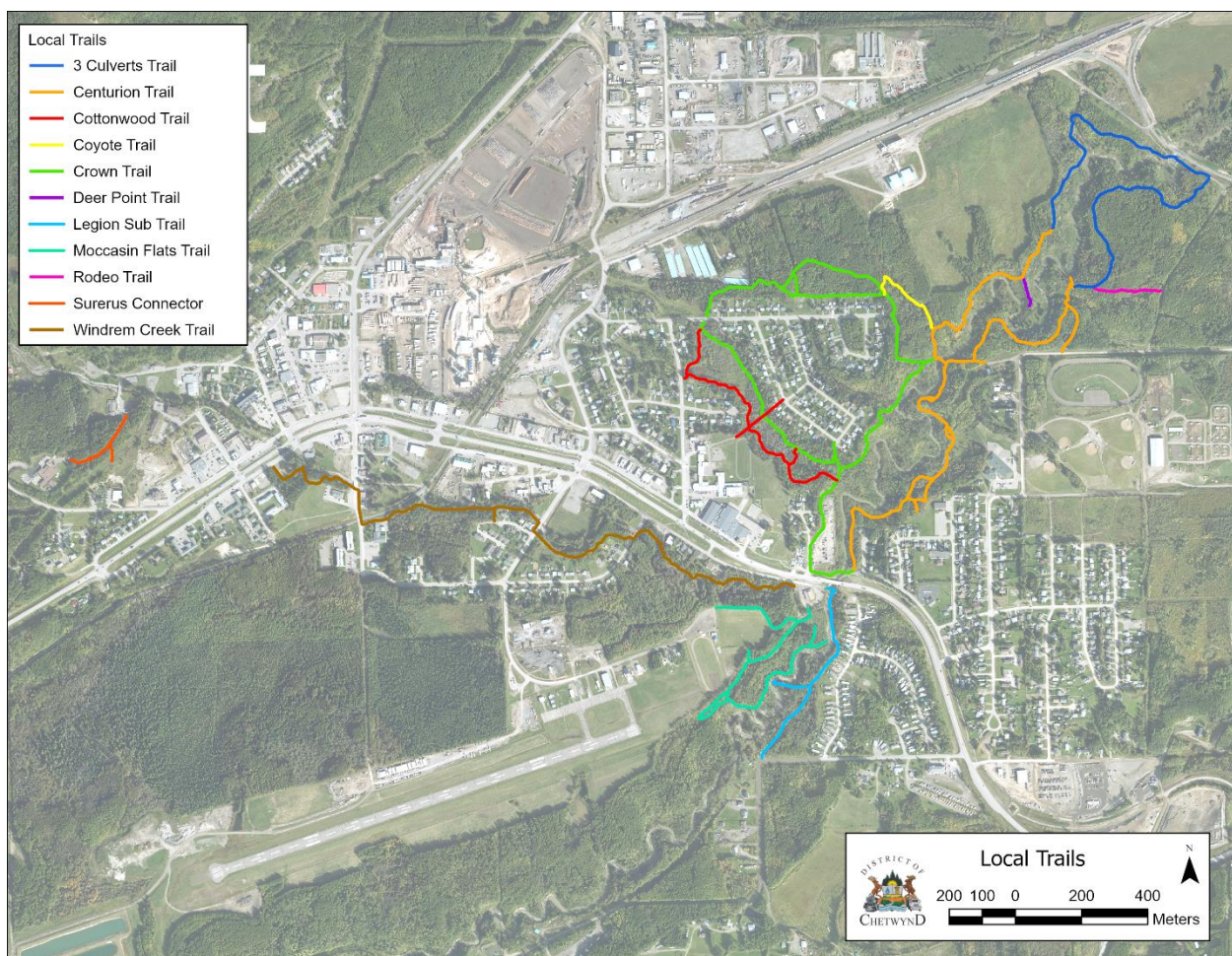
2.5 Trail Network

There are 23 mapped trails in and around Chetwynd. The trail network represents the majority of pedestrian or multi-modal infrastructure and is an important community resource. Across Chetwynd, the mapped recreational trails extend over 48km. Many of these trails are interconnected and often extend to parks, greenspaces, and key community facilities. The trail network provides recreational opportunities for hikers and walkers and opportunities to connect the community.

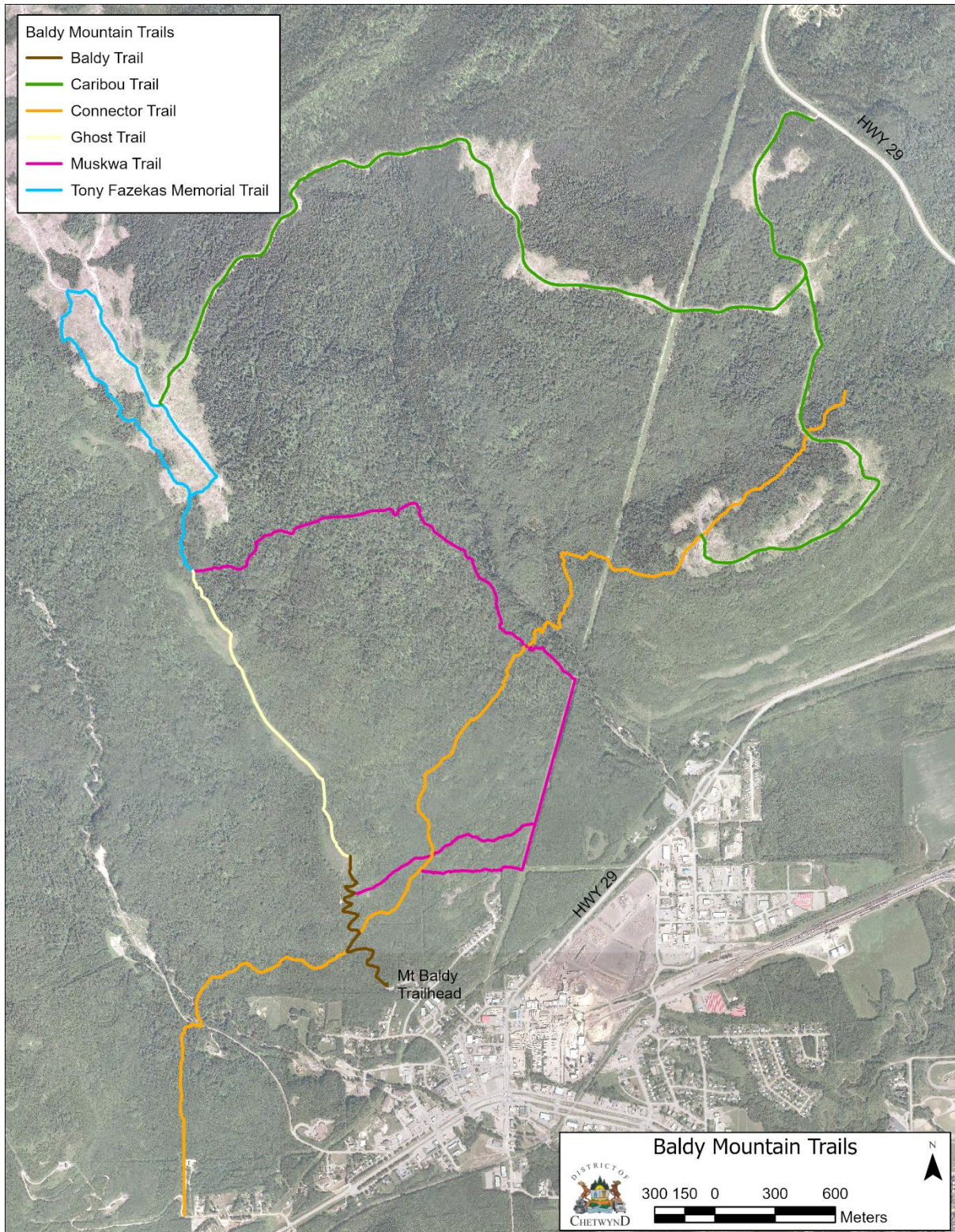
While the nature of the trail network facilitates multi-modal travel and maintains rural character, it can be challenging for people utilizing mobility devices, particularly where walking and rolling surfaces are unfinished (i.e., gravel, wood chip), do not include suitable transitions at roadway crossings, or where steep grades are present. A key objective for the

Active Transportation Plan is to create multi-modal infrastructure that is safe and comfortable for residents of all ages and abilities.

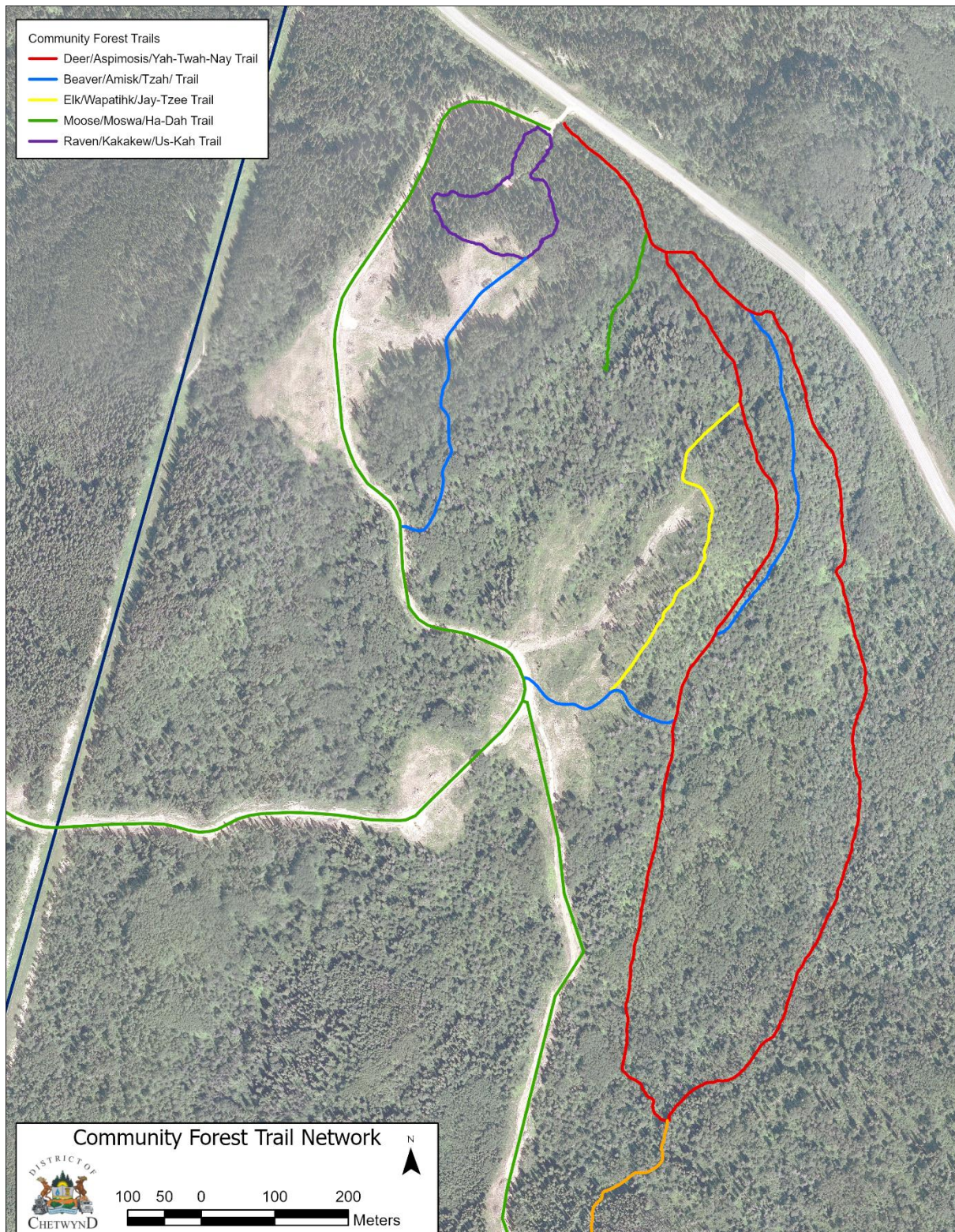
For the sake of this report, we have divided the 23 trails into three trail systems: the Local Trails, Baldy Mountain Trails, and the Community Forest Trails. The newly constructed Moccasin Flats Trail Network was constructed after community engagement occurred, so it has not been included in public engagement.



Local Trails: Centurion, Cottonwood, Coyote, Crown, Deer Point, Surerus Connector, Legion Sub, Moccasin Flats, Rodeo, 3 Culverts, and Windrem Creek.



Baldy Mountain Trails: Baldy, Caribou, Connector, Ghost, Muskwa, and the Tony Fazekas Memorial Trail.



Community Forest Trails: Beaver/Amisk/Tzah, Moose/Moswa/Ha-dah, Bear/Muskwa/Sus, Raven/Kakakew/Us-kah, Deer/Apsimosi/Yah-twah-nay, and Elk/Wapatihk/Jay-tzee.

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Community Engagement

Over the years, many engagement sessions have taken place to ask residents about their ideas and goals for Chetwynd. While none have been solely dedicated to active transportation, many of the goals envisioned overlap into the area. Community engagement completed in 2020 for the new OCP lists “Being able to walk, hike and stay active were important to participants” and that “providing better recreational opportunities and increasing the number of parks and trails” was a strong priority for residents. The OCP also mentions that enjoying a healthy lifestyle was an important factor in quality of life in Chetwynd.

Community engagement for this project began in late July. Booths were set up bi-weekly at the local Farmers’ Market and multiple community events, such as the Recreation Center fall/winter sign up day and Harvest Fest. Along with in person engagement, multiple online surveys were created and distributed to stakeholders and interested parties. Engagement began with testing early ideas to gain a better sense of direction for the plan.

3.1 In-person Engagement and Outcomes

In-person engagement comprised of bi-weekly sessions at the community Farmers’ Market, as well as sessions at the Recreation Center fall/winter sign up day and Harvest Fest. Residents were asked what they thought of active transportation in Chetwynd. Their comments are summarized below:

- Lack of bike lanes and biking infrastructure in Chetwynd makes biking feel unsafe.
- The skate park is a community favorite and could be expanded in the future.
- Getting around Chetwynd as a pedestrian is difficult due to a lack of sidewalks and proximity to heavy industrial traffic.
- There are not enough sidewalks and crosswalks near schools.
- More infrastructure for recreational biking would be appreciated (ex: pump track).
- Residents are hesitant to use many of the trails around town due to limited maintenance.
- More signage is needed to advertise the many trails around Chetwynd.

Residents were also asked their thoughts on the proposed expansion to the sidewalk and multi-use trail networks, as well as the addition of bike lanes. Their responses have been added to the results in the Active Transportation Plan Survey section.

3.2 Online Surveys and Results

Two online surveys were created to better understand how the public currently felt about active transportation in Chetwynd and what they felt was needed to enhance it. The first survey was focused on the existing trails around Chetwynd and the second on sidewalks, multi-use trails, and bike lanes. The surveys were posted on the social media, emailed to key stakeholders, and advertised at in-person sessions.

3. Chetwynd Trail Network Usage Survey

Overall, the survey highlighted what previous engagement sessions had shown, that the public enjoys going outdoors for recreation and would use the recreation opportunities available to them if they were better maintained and advertised.

Key comments from the Chetwynd Trail Network Usage Survey are summarized below:

- The Local Trails are the most visited of all the trail networks.
- The Baldy and Ghost Trails are the most visited of the Baldy Mountain Trails.
- Many respondents weren't aware of the Community Forest Trails.
- More promotion and awareness is needed for many of the trails.
- Accessibility is a key factor in why people avoid certain trails.

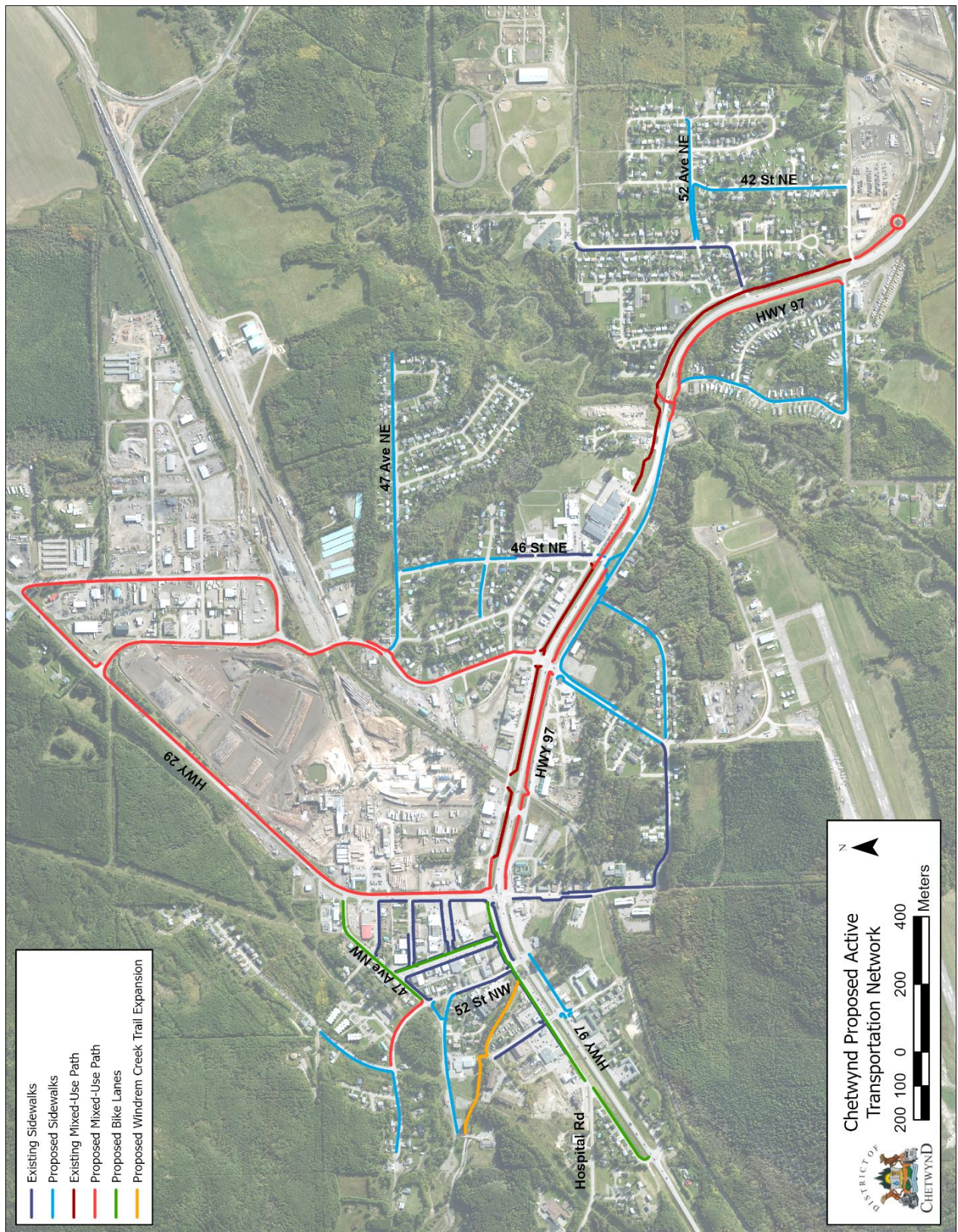
4. 2021 Active Transportation Plan Survey

The 2021 Active Transportation Survey was focused on a proposed expansion to the sidewalk and multi-use trails as well as the implementation of bike lanes on key streets. These proposals will be examined in greater detail later in the report. This survey was advertised both online and at in-person engagement events, and received approximately 40 responses. Results from both forms of engagement are summarized below:

- The multi-use trail expansion was supported by 25 residents and 3 residents expressed concern about the extension into the industrial area.
- The sidewalk extension was supported by 25 residents, and no one expressed concerns.
- 14 residents supported the addition of bike lanes while 6 did not support them. Many expressed concerns about the safety of current cyclers in Chetwynd and felt it was too unsafe to implement bike lanes.

“More sidewalks throughout the town and along the highway would create a safer place for all.”
– Online survey respondent

There needs to be more sidewalks, especially throughout the crown sub and leaving to Windrem Elementary.”
- Online survey respondent



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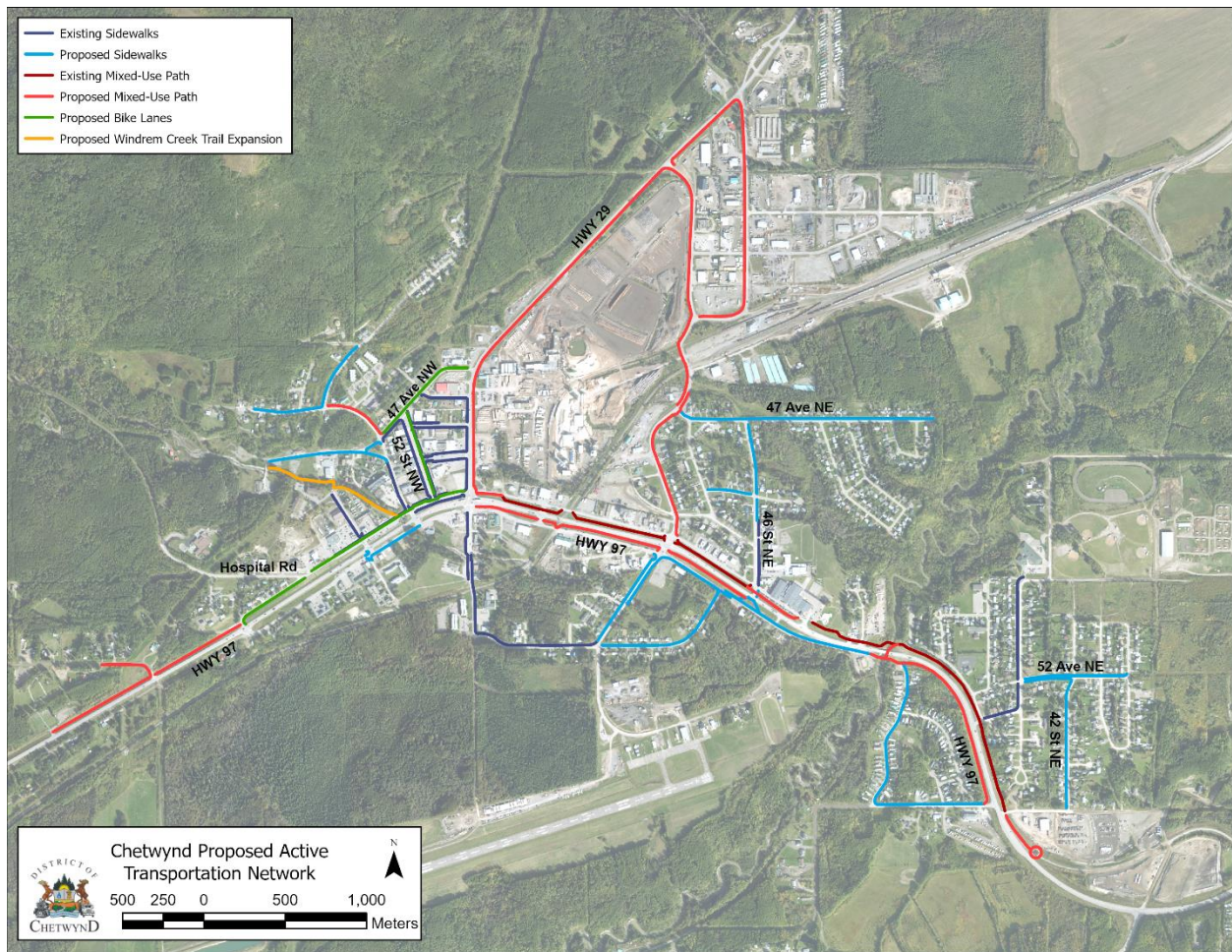
Vision

Defining a long-term active transportation network is an essential outcome of this process. These dedicated networks for walking, cycling, and other forms of active transportation must consider each mode's convenience, comfort, safety, and how the network fits with the community's rural character, while providing connections for active travel throughout Chetwynd. Ultimately, the long-term active transportation network is the basis for developing new active transportation infrastructure in Chetwynd and will guide the location and characteristics of these facilities.

Throughout the engagement process, residents expressed a keen interest in having access to safer, more convenient, and more comfortable active transportation options within Chetwynd. The network builds on existing pedestrian, cycling, and multi-use routes and integrates with routes identified by the public and stakeholders as desirable locations for new or improved active transportation facilities.

Key considerations for the long-term active transportation network include:

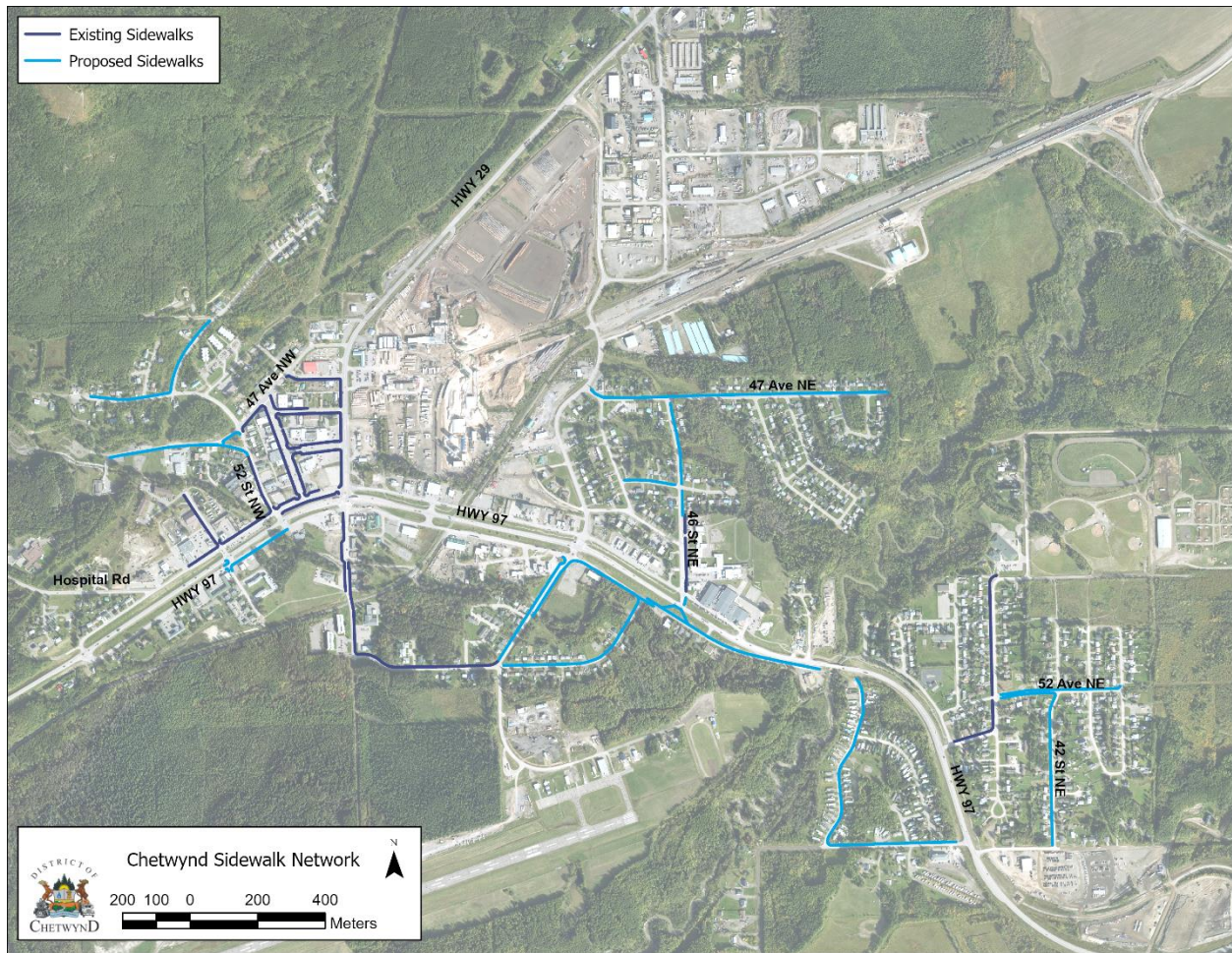
- Connecting active transportation routes to existing facilities between residential neighbourhoods.
- Connecting the community with direct and safe active transportation routes.
- Connecting schools and other community amenities to the active transportation network.
- Implementing pedestrian improvements within Chetwynd.
- Providing opportunities for routes that fulfill both commuting and recreational purposes.
- Addressing known safety issues for active transportation users.
- Attracting new users and increasing use of active transportation networks to reduce reliance on vehicle use in Chetwynd.



Above is the proposed long-term active transportation network which includes:

- Sidewalks
- Mixed-use paths
- Bike lanes
- Windrem Creek Trail Expansion

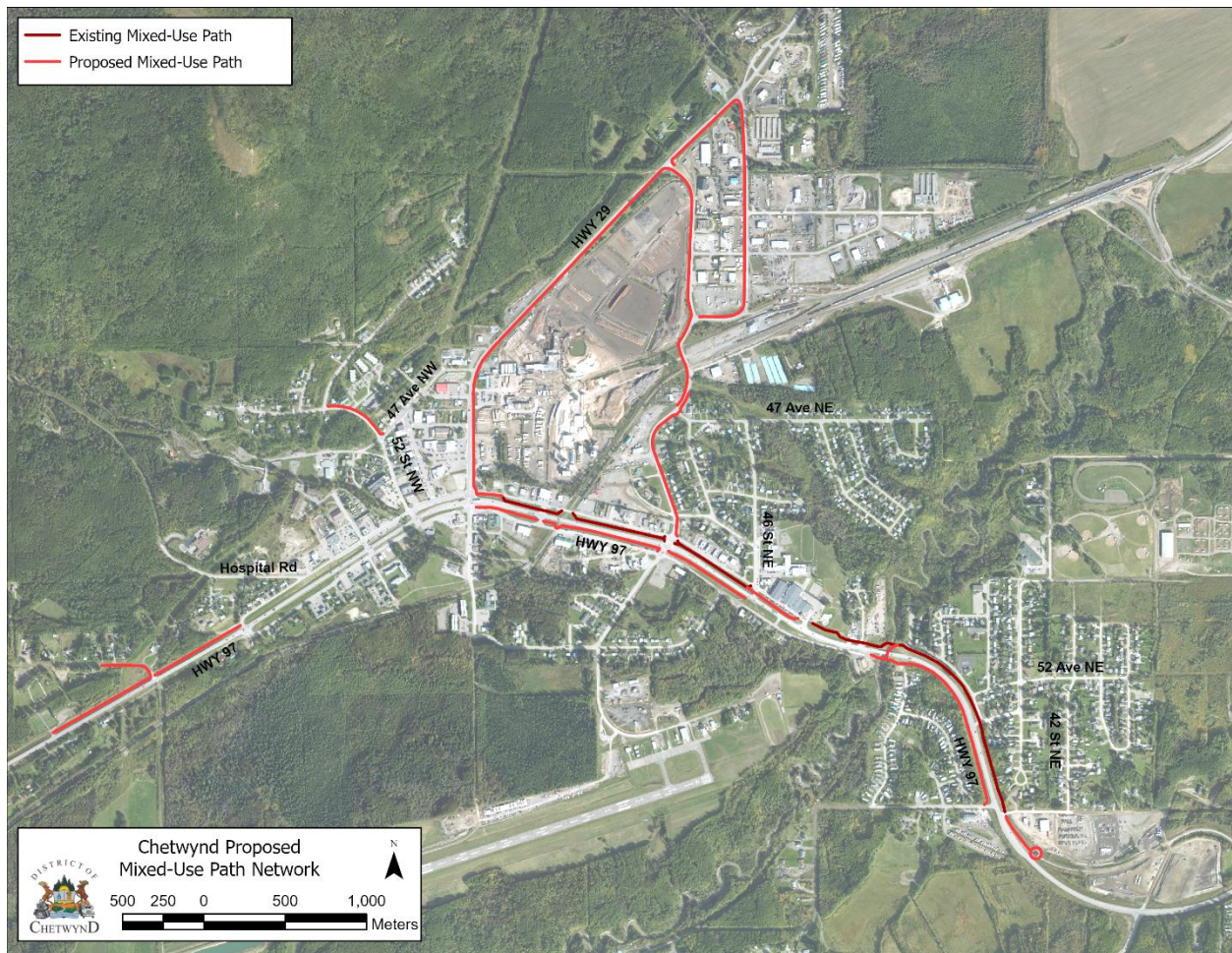
4.1 Sidewalk Network



Sidewalks are a crucial component in promoting active transportation. They provide a safe means of travel for pedestrians and can create better connections through neighbourhoods. Chetwynd currently has a small sidewalk system that is located primarily in the downtown. Sidewalks are also located in front of public buildings and schools on 50th Street SW, 52nd Avenue SW, 46th Street NE, and 43rd Street NE.

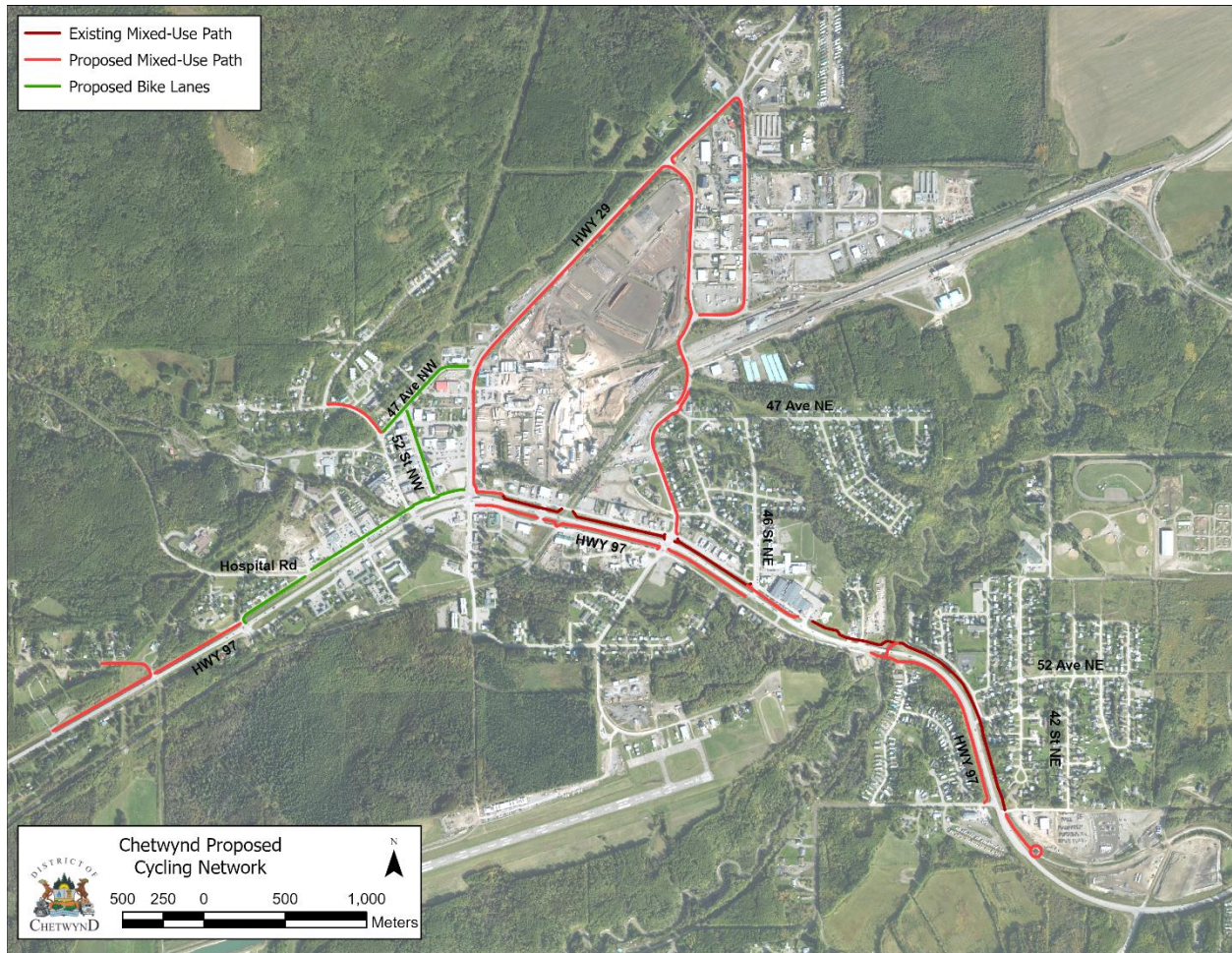
The proposed sidewalk network would add approximately 6.5km of sidewalks to cover key roads in residential neighbourhoods and to connect to existing pedestrian corridors such as the mixed-use path along North Access Road. The proposed sidewalks would also cover high pedestrian areas in residential neighbourhoods and near schools where children may be walking.

4.2 Mixed-use Path Network



The mixed-use path currently extends from Highway 29 to 53rd Avenue NE but skips the area in front of the Recreation Center. The proposed trail expansion would connect both sections to create one complete length of trail. As well, the proposed mixed-use path along South Access Road would mirror the existing one to provide a connection to neighbourhoods and business south of the highway. Both mixed-use paths parallel to Highway 97 would connect to existing and proposed sidewalks to create a more extensive pedestrian network. A third mixed-use path would extend throughout the industrial area, primarily along Nicholson Road and Highway 29. A fourth stretch of the mixed-use path would extend west along Highway 97 to the Little Prairie Heritage Museum and the Tuscoola Mountain Cemetery. Overall, the proposed mixed-use path would extend over 8.5km to improve active transportation connections throughout Chetwynd.

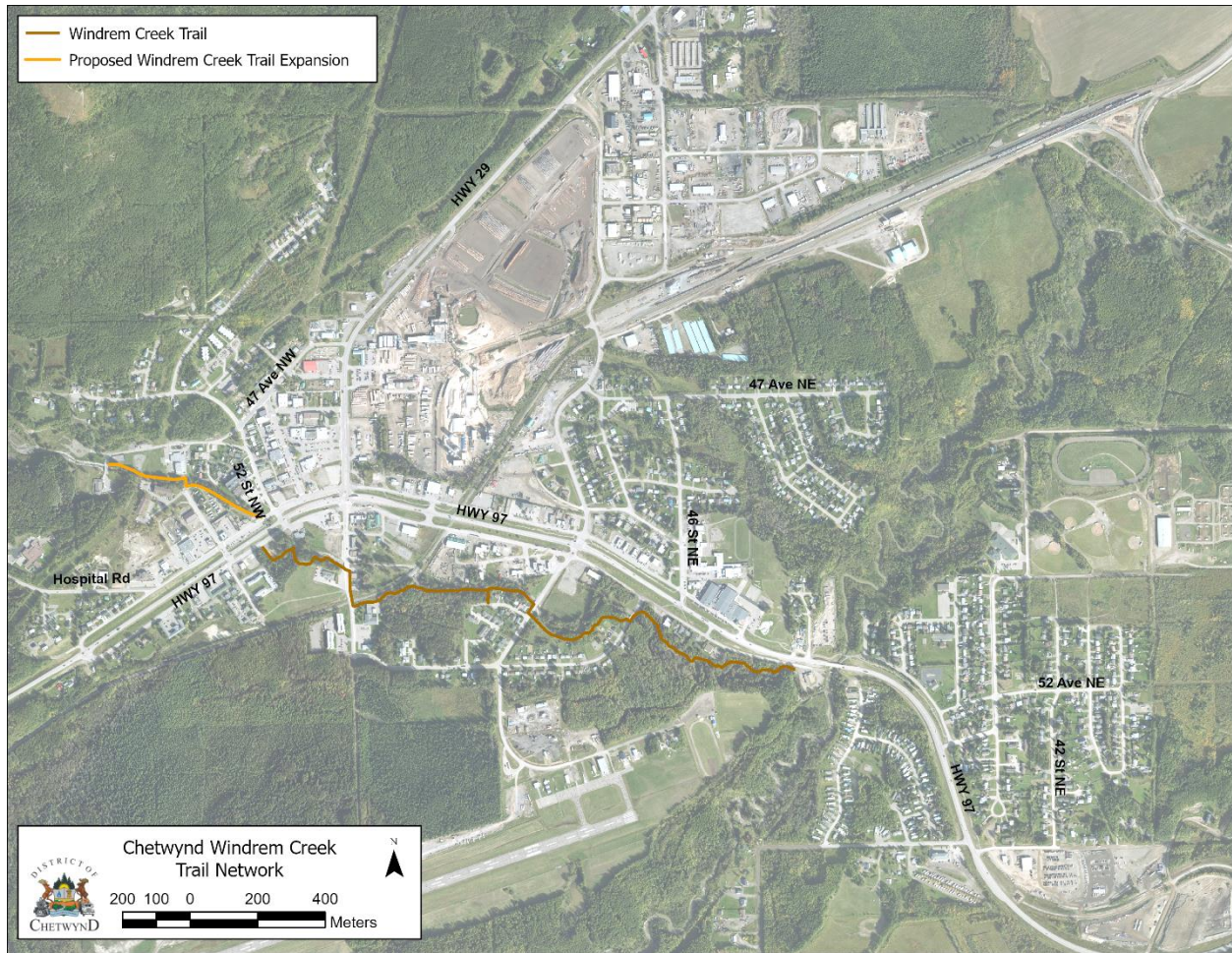
4.3 Cycling Network



The proposed cycling network is comprised of approximately 1.5km of bike lanes and 8.5km of mixed-use paths. Bike lanes should be placed in the downtown where traffic is generally slower. Cyclists can then transfer onto the mixed-use paths to avoid dangerous traffic on the highways and busy roads. The bike lanes throughout the downtown have been strategically placed to invite any cyclists off Highway 29 and 97 and into the downtown, which will help promote the downtown as a community center and social hub, as well as provide a safer route for cyclists.

“I would be more likely to bike through town with my kids in bike lanes.” – Online survey respondent

4.4 Windrem Creek Trail Network



The Windrem Creek Trail currently runs east-west through Chetwynd, connecting the Royal Canadian Legion, Chetwynd Dog Park and Moccasin Flats trail network to Carver's Row. By extending the trail along the creek to the Surerus Place Assisted Living Facility, the trail can then connect to the existing Surerus Connector and the Chetwynd Hospital and Health Centre. This would provide the community with a safe and complete active transportation connection to many community services and neighbourhoods without having to travel by vehicle.

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Actions & Implementation

Investments in walking, cycling and other forms of active transportation result in a more balanced transportation system—one that is more accessible, cost-effective, and efficient in terms of infrastructure investments. Increased use of active transportation contributes to several of Chetwynd's strategic goals. There are also significant quality of life, health, environmental, safety, and economic benefits associated with investing in active transportation.

5.1 Actions Items

Distinct goals are identified below that describe what the Chetwynd community is seeking to achieve with respect to active transportation. These goals are used to guide the long-term planning and priority actions throughout the ATP.

1. Expand and enhance the sidewalk network.
2. Create a bicycle network.
3. Expand and enhance the trail and pathway networks.
4. Improve intersections and crossings.
5. Encourage public and environmental health and active living by supporting walking and cycling for people of all ages
6. Improve wayfinding, signage, and trip planning to support tourism.

1. Expand and enhance the sidewalk network

Expanding and enhancing the sidewalk network supports the Active Transportation Plan goals of creating more places for walking, making walking safer, and making walking a more convenient and attractive choice for moving around Chetwynd. Chetwynd currently has a limited sidewalk network that is mainly constrained to the Downtown. There are still large areas of the community with no sidewalks, as well as gaps in the sidewalk network. A lack of sidewalks can discourage people from walking as they are forced to walk on the street or on unpaved areas beside the street. This is not only less accessible and desirable, but it can also be unsafe.

Action 1.1

Increase sidewalk coverage.

Sidewalks form the backbone of a well-connected walking network for people of all ages and abilities. As noted previously, Chetwynd has a very small sidewalk network. Chetwynd has a limited annual capital budget that can be spent on repairing sidewalks, but the 2021 Financial Plan did not allocate funds for the creation of sidewalks. The focus of this action is to increase sidewalk coverage primarily on arterial and collector streets, with specific emphasis within residential neighborhoods and near public buildings. Additional streets have also been identified for increased sidewalk coverage where there is:

- An existing crosswalk or intersection.
- A gap within the existing sidewalk or pathway network.
- The potential to create a connection to a park, school, recreation centre, library or commercial area.

Action 1.2

Develop a budget for the creation of new sidewalks.

The 2021 Financial Plan currently has no funds dedicated to the creation of sidewalks. A small amount should be allocated in the Financial Plan each year for sidewalk creation.

Action 1.3

Seek opportunities to implement new pedestrian facilities in conjunction with other projects, plans, and developments.

Chetwynd should ensure that considerations for pedestrian facilities (i.e. sidewalks, crosswalks, etc.) are made through the design and implementation of new and upgraded roads and other infrastructure projects. Sidewalks should be added to relevant capital projects when applicable to streamline the development of sidewalks.

2. Create a bicycle network

Providing a complete and interconnected network of bicycle infrastructure throughout Chetwynd is critical to supporting and encouraging more cycling. Chetwynd does not currently have a dedicated cycle network. Cyclists are welcome to use the multi-use pathway along Highway 97. Providing a complete, comfortable, and interconnected network of bicycle routes is critical to supporting and encouraging more cycling. It is important that bicycle routes are direct and provide attractive connections to key community destinations. Providing direct routes will ensure that cycling travel times are competitive with other travel modes.

Action 2.1

Develop a complete and connected bicycle network for people of all ages and abilities.

Developing a complete and connected network of bicycle facilities for all users is an important component of encouraging more cycling. A well-designed cycling network needs to be visible, intuitive, and provide connections between destinations and neighborhoods. Ideally, a cycling network serves users of all ages and abilities, offering practical route options for those who are interested in cycling, but who may not be comfortable riding on busy streets with high traffic volumes and speeds.

Action 2.2

Consider the coordination of new bicycle facilities and infrastructure with road improvements and other major infrastructure projects.

Considerations for bicycle facilities should be made through the design and implementation of new and upgraded roads and other infrastructure projects. This will require different District departments, as well as external partners, to work collaboratively and share information on appropriate opportunities to incorporate different components of the Active Transportation Plan.

3. Enhance the trail and pathway networks

Trails and off-street pathways are an important component of Chetwynd's active transportation network. Additionally, the Local Trails make connections east/west and north/south to most geographic areas of the District. Trails also increase access to parks, green spaces, and other places for recreation. These facilities are used for both transportation and recreational purposes and provide important connections to the on-street network.

Action 3.1

Improve Chetwynd's trails and pathways to ensure they are accessible and comfortable for people of all ages and abilities.

There are several trails and pathways throughout Chetwynd that provide important active transportation connections. However, many of these are not accessible by all members of the public and some are currently informal connections. Chetwynd should work to ensure that these trails and pathways that have been identified as part of the active transportation network are accessible to all. This includes widening to best practice minimum standards and considering paving, curb letdowns, and lighting. Existing trails and pathways should be reviewed individually to consider current users, the role within the active transportation network, and context sensitivities.

Action 3.2

Extend the Windrem Creek Trail.

The Windrem Creek Trail currently runs east-west through Chetwynd, connecting the Royal Canadian Legion and Dog Park and Moccasin Flats Trail network to Carver's Row. By extending the trail along the creek to the Surerus Place Assisted Living facility, the trail can then connect to the existing Surerus Connector and the Chetwynd Hospital and Health Centre. This would provide the community with a safe and complete connection to many community services and neighbourhoods without having to travel by car.

4. Improve intersections and crossings

Barriers such as major intersections, highways, rail corridors, and watercourses can be significant impediments to active transportation. Many of these barriers exist in Chetwynd. Intersection improvements and other crossing enhancements can make using the active transportation network safer, more comfortable, and convenient.

Action 4.1

Provide enhanced pedestrian crossings in areas of high pedestrian activity.

Enhanced crossings, such as curb extensions and decorative crosswalks, should be prioritized at locations with high levels of pedestrian activity or where more walking trips are anticipated. Chetwynd currently uses a variety of crossing controls, including crosswalks and pedestrian activated signals. Chetwynd should explore options to integrate more crossing enhancements for pedestrians at key intersections.

Action 4.2

Identify additional pedestrian crossing locations where warranted or where there is a gap in the existing pedestrian network.

There are opportunities to increase accommodations for people walking at street crossings to make the environment safe and comfortable and to help encourage more people to walk. Chetwynd should continue to evaluate the need to add crosswalks where pedestrian traffic is inadequately supported by existing infrastructure and where there are gaps in the existing pedestrian network.

5. Encourage public health and active living by supporting walking and cycling for people of all ages

The connection between active transportation and public health has increasingly been researched and promoted by those in the health field and within municipalities. There is an understanding that increasing the number of trips an individual makes by foot or bike increases levels of physical activity and in turn promotes a healthier lifestyle. Walking and

cycling education, especially when encouraged by local government, can lead to significant community-wide benefits.

Action 5.1

Extend and widen the existing mixed-use path along key corridors.

The mixed-use path currently acts as a substitute for sidewalks throughout an area with heavy industrial traffic. There are four improvements that can be made to the mixed-use path network:

1. Extend the mixed-use path along North Access Road.

Currently, the mixed-use path runs from Highway 29 to 53rd Avenue NE, but skips the area in front of the Recreation Centre. The trail should be extended to cover this missed area. As well, the trail should be extended to loop around the “Welcome to Chetwynd” sign south of 53rd Avenue NE. This will provide users a less abrupt end to the trail and also enhance the aesthetic appeal of the welcome sign. On the western end of North Access Road, a mixed-use path should be created along Highway 97 to access the Little Prairie Heritage Museum and the Tuscoola Mountain Cemetery.

2. Mirror the mixed-use path along South Access Road.

As the mixed-use path currently acts as a substitute for sidewalks along North Access Road, a second trail should be implemented along South Access Road. This would provide users a safer way to access businesses and bypass the large industrial vehicles that park along South Access Road.

3. Widen the mixed-use path to accommodate more modes of active transportation.

The mixed-use path along North Access Road is currently approximately 1.8m wide. This is wide enough for one-way traffic flow but cannot comfortably hold users going in opposing directions, or multiple people traveling together using strollers or different modes of active transportation. To safely accommodate trail users and encourage more use of the trails, the mixed-use paths should be widened to 4m.

4. Add a mixed-use path through the heavy industrial area.

There are currently no sidewalks throughout the industrial area north of the train tracks. This area sees heavy industrial traffic, mainly comprised of large industrial vehicles. Any pedestrian in this area must use road shoulders to safely travel. Adding a mixed-use asphalt trail to key corridors in this area, as well as along the southern side of Highway 29, will provide pedestrians and the industrial workers in the area a safer means of travel to the rest of Chetwynd.

Action 5.2

Support events and festivals that encourage walking and cycling.

Chetwynd will continue to support events such as the Mental Health Walk and the Cops for Cancer Cycling Tour, among others. These events celebrate walking and cycling and help to build a culture for active transportation, increasing momentum for active transportation and health. Chetwynd should also work with community associations and other groups to support and encourage walking and cycling programs such as neighbourhood walking or cycling clubs. Considerations for promoting other annual events like bike to work and school week and international walk to school day should be made.

Action 5.3

Work with partners to provide bicycle education and skills training for students in elementary and secondary schools.

Hands-on bike skills courses offered at schools and recreation facilities help students gain the confidence and skills to ride to school. These courses are generally offered through the community outreach programs. The District of Chetwynd should work with partners to provide bicycle education and skills training for all elementary and secondary schools.

6. Improve wayfinding, signage, and trip planning to support tourism

A seamless, consistent, and easy-to-understand system of trip planning tools, signage and wayfinding for active transportation is important. It can make the transportation network easier to navigate, identify the location of important destinations, and provide information

about route type. Most importantly, wayfinding helps people make decisions about how to navigate a neighbourhood or area.

Action 6.1

Develop walking and cycling maps.

The existing trailhead maps should be updated to reflect the changes that have occurred since the trails were last mapped. New walking and cycling maps should also be created to identify in-town walking and cycling networks like the mixed-use path and the Local Trails. These maps should be added to signage at trail heads in town, as well as in community information brochures.

Action 6.2

Develop an interactive online map.

Interactive online maps can be great advantages for trail networks. They provide a wide variety of benefits like:

- Promoting trails as tourism features.
- Helping to prevent trail users from getting lost by providing a “you are here” feature.
- Providing accurate location coordinates for emergency or rescue purposes.
- Being easier to update should changes to trails occur.

5.2 Implementation Principles

The implementation plan was developed based on the following guiding principles:

The Active Transportation Plan is only one step towards implementing the vision for active transportation in Chetwynd. The strategies and actions in the ATP are intended to lay the groundwork for implementation over the long-term. However, it is important to recognize that implementation will require investment and resources. This includes investments in new infrastructure, upgrades to existing infrastructure, resources for development of new standards and policies, and staff resources. Achieving the vision, goals,

and targets will require the ongoing support of Chetwynd and its partners, along with sustained investment in active transportation.

The Active Transportation Plan is a flexible and living document. The plan is intended to be a flexible document. For the proposed walking, cycling, and trail network there is some level of flexibility regarding the specific locations that are recommended. The ATP is meant to be a guiding document, leaving the specifics of each project to be determined by the District of Chetwynd. The implementation of this plan will require ongoing public engagement as new projects are considered.

Chetwynd will monitor and review the Active Transportation Plan initiatives, as needed. As Chetwynd begins implementing the strategies and actions of the ATP, a monitoring and reporting strategy will be needed to measure and communicate progress towards achieving the vision, goals, and targets.

5.3 Recommendations

The Active Transportation Plan includes a recommended long-term objective of a network of sidewalks, bike lanes, mixed-use paths, and trails. This section outlines the approach to prioritizing the construction of sidewalks and mixed-use paths.

Sidewalk and Mixed-use Path Networks

The Active Transportation Plan identifies approximately 6.5 kilometers of new sidewalks and 8.5 kilometers of mixed-use paths to be installed. This magnitude of improvement will require investment and may take many years for Chetwynd to implement. Priorities have been established to focus improvements to high demand areas that either currently experience or have the future potential for generating the highest levels of walking trips, to fill in network gaps, and to enhance the safety and comfort of people walking throughout Chetwynd. To help identify the timeline for improvements, sidewalks and paths were assessed based on the following criteria:

- **Road classification.** Sidewalk and path gaps that are located on major roadways with higher motor vehicle volumes and speeds will score higher in this criterion than gaps along residential streets.
- **Proximity to land use generators.** Improvements adjacent to or within proximity to land use generators are likely to result in a higher demand for walking. These generators include:
 - Commercial areas
 - Institutional facilities including the Post Office, Municipal Hall and RCMP
 - Schools including Post-Secondary Institutions
 - Seniors' facilities
 - Parks
 - Hospitals or health care facilities
 - Recreation facilities.
- **Current sidewalk and path status and gap completion.** This criterion measures the degree to which the proposed improvement addresses a gap in the network. It considers if there is already a sidewalk or path on one side of the street and if the proposed sidewalk or path would be filling in a gap between existing sidewalks and paths.
- **Identified in other planning documents.** If a project has already been identified in another planning document, it would receive a higher score.
- **Opportunity to coordinate with another project.** This criterion is based on an understanding of the local context and opportunities to piggyback on road and infrastructure projects that are upcoming where there may be an opportunity to include the installation of a sidewalk or path as part of the project.

5.4 Implementation Timeline

Timeframe

Each action is identified as either a short-term (within 2 years), medium-term (within 5 years) or long-term (10 years and beyond) initiative. Many actions will be implemented on an ongoing basis, in which case they are shown under each timeframe. It should also be noted that these priorities may change over time.

Method of Implementation

This column identifies how each action will be implemented: as a capital project, through ongoing operations and maintenance, or as a policy or programming initiative.

Actions	Timing			Method of Implementation		
	< 2 years	2-5 years	5+ years	Capital	Operations & Maintenance	Policy & Programming
Increase sidewalk coverage		Ongoing		x		x
Develop a budget for the creation of new sidewalks	x					x
Seek opportunities to implement new pedestrian facilities in conjunction with other projects, plans, and developments.		Ongoing		x		x
Develop a complete and connected bicycle network for people of all ages and abilities.		Ongoing		x		
Consider the coordination of new bicycle facilities with road improvements and other major infrastructure projects.		Ongoing		x	x	
Improve Chetwynd's trails and pathways to ensure they are accessible and comfortable for people of all ages and abilities.		Ongoing		x	x	
Extend the Windrem Creek Trail.		x		x		
Provide enhanced pedestrian crossings in areas of high pedestrian activity.		Ongoing		x		
Identify additional pedestrian crossing locations where warranted or where there is a gap in the existing pedestrian network.		Ongoing				x
Extend and widen the existing mixed-use path along key corridors.			x	x		
Support events and festivals that encourage walking and cycling.		Ongoing				x
Work with partners to provide bicycle education and skills training for students in elementary and secondary schools.		Ongoing				x
Develop walking and cycling maps.	x					x
Develop an interactive online map.	x					x

5.5 Conclusion

Recent interest in Chetwynd's active transportation opportunities, combined with the efforts of the District, provide a unique opportunity to establish conditions that support recreational growth. Many of the action items in this report arose from the growing need of increased active transportation opportunities and supporting infrastructure.

This report sets out a wide range of suggestions to be considered by community stakeholders and the District. These suggestions were all created to support the objectives of this plan:

- Support the District's commitment to reduce greenhouse gas emissions by reducing reliance on automobiles.
- Create better active transportation connections within Chetwynd.
- Improve physical health of residents by increasing opportunities to be physically active year-round.
- Reduce conflicts between cyclists, pedestrians, and motorists through enhanced design, and signage.
- Improve year-round tourism appeal of the community and more effectively leverage funding opportunities for active transportation infrastructure.

With the leadership of the District of Chetwynd, and guided by the actions identified in this Plan, there is great potential to transform Chetwynd into a livelier, healthier, and more active community.