

## 4 - PA – ACT - ACTIVE & CONVENIENT TRANSPORTATION

### ACT - Background

Transportation plays a crucial role in providing access to people, places, goods and services and contributes to the building of community, enhancing quality of life and to the overall well being of the economy and environment. Transportation systems are complex and comprise many different parts (i.e., roads and infrastructure, operations & maintenance, land use planning) and involve many different stakeholders both within and outside of the community. The challenge is to shift towards a transportation system that reduces the overall distance of travel needed for both people and goods to facilitate walking and cycling.

Policies that promote alternative forms of transportation will enhance the quality of life for residents, provide active recreation opportunities and decrease our dependence on the automobile. These policies work hand in hand with many of the objectives and policies identified in the Parks, Trails & Outdoor Recreation Master Plan 2011. In addition these policies promote environmentally friendly approaches to transportation, in cooperation with the provincial ministries, the Cariboo Regional District and the residents of unincorporated areas.

Additional policies relating to Transportation can be found in the Infrastructure and Municipal Services, Chapter 8 of this OCP.

### ACT - Goals and Objectives

*The goal of the transportation system is to provide multimodal access to people, places, goods and services in a manner that is convenient, safe, affordable, sustainable, efficient, enjoyable, and that contributes to the success of all other community priority areas.*

From Imagine Our Future, in 2035, we know we will have achieved this goal when:

...**active modes of transportation** such as walking, biking and horseback riding have the necessary infrastructure to ensure a safe, connected and convenient network of local and regional trails.

...our community's **form of development** is such that the need for travel beyond convenient walking and biking distance is greatly reduced relative to 2010.

...our vehicles, including public transportation, are **powered by renewable fuels from sustainable sources**.

...every person in the community has access to **active or public transportation** options that are safe, convenient, comfortable and affordable and well integrated with regional transportation options.

## ACT - Specific Policy Directions

Transportation policies have been grouped into five policy directions being:

- [Accessibility](#);
- [Walking and Cycling](#);
- [Transit](#);
- [Goods Movement and Commercial](#) (Commercial Vehicle, Rail and Air); and
- [General Purpose Traffic](#).

In addition to the specific policies later in this section that are related to the five policy directions, the following “overarching” policy will be applied consistently within the City:

- ACT.1** Implement a City-Wide Transportation Network Plan for the safe and effective movement of people and goods with private and public transit, provincial ministries and other stakeholder groups.

## ACT - Accessibility

A basic network of accessible streets allow those with mobility or perceptual challenges to move easily throughout the city. The following policies will help move Williams Lake towards becoming a fully accessible city. These policies will promote continual improvements to the transportation system, public spaces, upgrading transit stops and ensure that accessibility is considered during the planning for all capital projects.

- ACT.2** Prioritize accessible sidewalks and crosswalks with adequate widths, minimal sidewalk slopes, curb cuts, and clear signage, along transit corridors, in the downtown and neighbourhood centres, and near institutions, such as schools, parks, and health care facilities.
- ACT.3** Ensure Universal Design Principles are incorporated in the design of public spaces, parks, trails, upgrading transit stops and during the planning for all capital projects.
- ACT.4** Give full consideration to the needs of youth, senior citizens and those with physical or perceptual challenges when planning for new or expanded transit services.
- ACT.5** Work with BC Transit to improve handyDART service and ensure that all buses in the local service area are accessible.
- ACT.6** Continue to upgrade key transit stops to make them fully accessible with adequate weather protection and lighting.

- ACT.7** Ensure that signalized intersections are provided with adequate lighting, incorporate perceptual challenges, accessible crosswalk actuators, and traffic signal timing that permit those with challenges the time required to cross the street safely.

### ACT - Walking and Cycling

Providing a comprehensive pedestrian and cycling network of sidewalks and trails that encourages walking to most local destinations, whether for work, services or recreation. The following policies will help move Williams Lake towards the objective of providing every person in the community access to walking and cycling transportation options.

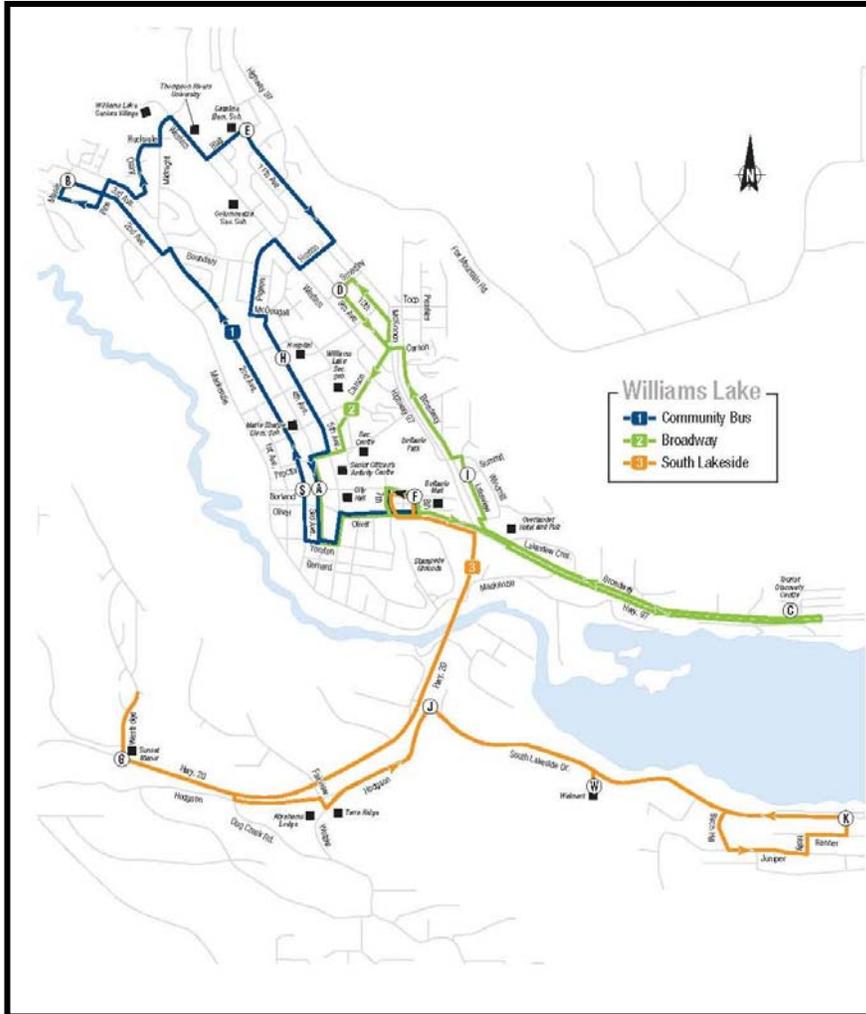
- ACT.8** Work towards increasing the number, and connectivity, of sidewalks and trails to allow more efficient and safe travel through the Parks, Trails & Outdoor Recreation Master Plan 2011 and the drafting and implementation of a City-Wide Transportation Network Plan.
- ACT.9** Create a comfortable, direct, and safe network of walking and cycling facilities, including sidewalks and paths that connect most destinations in the city and encourage walking in all seasons within the city.
- ACT.10** Prioritize the installation of pedestrian and bicycle amenities, including lighting, benches, and bike parking facilities, at key locations throughout the city.



- ACT.11** Work closely with TRAN (Ministry of Transportation and Infrastructure) to investigate options for safe pedestrian and cycling access along, and across, Highways 20 and 97, to remove existing barriers and to link neighbourhoods and the downtown.
- ACT.12** Continue to prioritize the cleaning of roads and shoulders from road dust and gravel to accommodate early cycling and pedestrian activity in Williams Lake.

## ACT - Transit

Provide accessible transit service supported by adequate passenger amenities, including shelters, sidewalks, lighting and bike racks for children, within 400 metres of most residences and businesses. Move towards increasingly frequent service between the downtown, schools and the University.



*Existing Transit Routes (Jan 2011)*

- ACT.16** Work with the Cariboo Regional District, the provincial government, School District No. 27, Williams Lake Indian Band and others to implement a regional transit service.
- ACT.17** Identify and protect a location for a future transportation hub near the City Centre that links intercity air, rail, and transit service providers with local transit, taxi, walking, and cycling facilities and services.

**ACT.13** Work towards expanding public transit service in the city through the provision of compact land use hubs and corridors, transit vehicle amenities, and transit passenger amenities.

**ACT.14** Work with BC Transit in planning studies to investigate the expansion of transit services in the community with a target of achieving 30 minute service between established and growing neighbourhoods, downtown, schools and the university.

**ACT.15** Ensure adequate lighting and other Crime Prevention Through Environmental Design measures at transit stops and on routes .

## ACT - Goods Movement and Commercial (Commercial Vehicles, Rail and Air)

Mitigate the impacts of goods movement within, and passing through, the city while providing good access for local businesses to receive and ship their goods. The following polices are guidelines that can aid in the development or establishment of commercial vehicles, rail and air goods movement facilities within the City of Williams Lake.

- ACT.18** Minimize the impacts of goods movement in the community by the appropriate separation of land uses and mitigation measures, including buffering, landscaping, and the reduction of negative impacts such as noise, fumes, vibration, and light.

### *Commercial Vehicles*

- ACT.19** Protect commercial vehicle routes within the city that support industrial and commercial land uses while reducing impacts of these routes on other transportation modes and community livability.
- ACT.20** Encourage sufficient private commercial vehicle parking and servicing facilities in appropriately zoned industrial lands to meet the needs of local businesses and industries.
- ACT.21** Locate loading facilities in a way that minimizes the impacts of industrial and commercial deliveries on surrounding land uses.

### *Rail*

- ACT.22** Work with the rail authority to maintain and improve passenger and freight rail service to the city.
- ACT.23** Encourage the further development of rail-serviced industrial lands in the north end of the city and other appropriate areas that will not negatively impact surrounding land uses.
- ACT.24** Work with the rail authority to enhance rail line pedestrian crossings within the city, specifically on the South Lakeside alignment, and explore the possibility of implementing “Rails with Trails.”<sup>1</sup>

### *Air*

- ACT.25** Work toward maintaining and improving regularly scheduled passenger air service to and from Williams Lake.

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<sup>1</sup> <http://www.fhwa.dot.gov/environment/rectrails/rwt/>

- ACT.26** Provide facilities for enhancing the long-term viability of air service to Williams Lake, both public and private, passenger and freight.
- ACT.27** Work with businesses, and the airlines using the airport, to provide more affordable, priority mode transportation between the airport, the city, and other parts of the Cariboo Regional District, such as special transit service, inter-city buses, and shared taxis.

### **ACT - General Purpose Traffic**

Provide a reasonable level of service and road network connectivity to residential neighborhoods and the downtown. These policies are in addition to the policies outlined in the Infrastructure and Municipal Services Chapter 8 of this Official Community Plan.

- ACT.28** Invest in street modifications where significant safety issues have been identified.
- ACT.29** Examine ways to reduce traffic volume, speed and shortcuts through residential areas in Williams Lake. Consider implementing traffic calming measures in residential neighbourhoods that express an interest in traffic calming using Transportation Association of Canada (TAC) guidelines.
- ACT.30** Future development adjacent to the Highway 97 corridor will be consistent with the planning and engineering principles outlined in the report entitled “Functional Design Report to TRAN for Highway No. 97 Arterial Corridor,” unless consent is given to the contrary by the Ministry of Transportation and Infrastructure.
- ACT.31** Work with TRAN to explore the expansion of Highway 20 for improved access to the west side for vehicle traffic but also for the safety of pedestrian and cyclist traffic.
- ACT.32** Support vehicle sharing and carpooling within the community and region.
- ACT.33** Encourage the use of smaller, more fuel-efficient vehicles through measures such as priority parking in public parking lots, and the provision of plug-ins for electric vehicles and hybrids at new building sites and in public parking facilities.