TOWN OF
PEACE RIVER
ALBERTA

ACTIVE TRANSPORTATION PLAN

Taking steps to build a physically connected community.

What steps do you want to take?

TAKE OUR SURVEY

Keep up with all the action

peaceriver.ca

ACTIVE TRANSPORTATION PLAN

Active Transportation (AT) includes any form of human-powered or power-assisted transportation, and is often synonymous with cycling and walking. There are many other forms such as skateboarding, in-line skating, skiing, and skating.

Advancements in technology have introduced new forms of transportation, including pedal assist or fully electric bicycles, electric scooters and skateboards, and other mobility assistance devices, known as micro-mobility.

Project Schedule

We are here

PHASE 1

Fall 2022 - Winter 2023

Baselining, Context Review & Design Toolkit

PHASE 2

Spring 2023 - Winter 2024

Active Transportation Plan Development

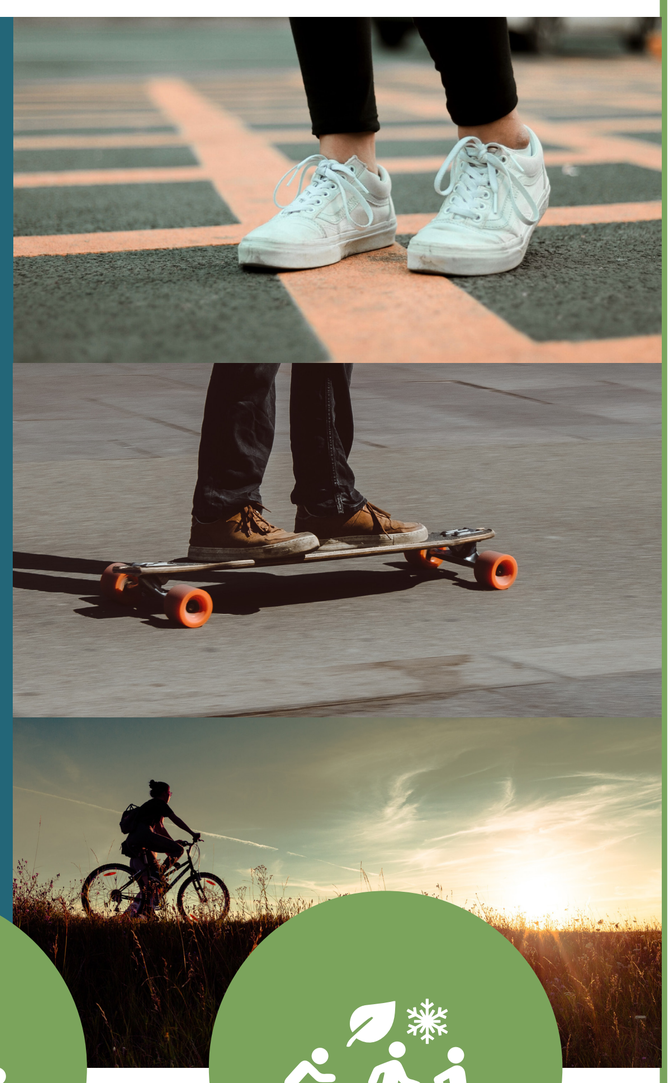
PHASE 3

Spring 2024

Final Plan and Presentation

Goals of the Active Transportation Plan

The Peace River Active Transportation Plan will guide how to prioritize, build out, and improve Peace River's active transportation network over time. The goals reflect the desired outcomes of the Plan serving as check-ins to ensure that actions are on track with what the Plan is intended to accomplish.



Active Transportation infrastructure and supporting amenities are consistently well maintained.

The Active Transportation Network is available in all areas of town.

The community is well-informed about active transportation options and the benefits of active travel opportunities.

The Active Transportation Network supports the local economy.

The Active Transportation Network is safe, equitable, and accessible throughout all seasons.

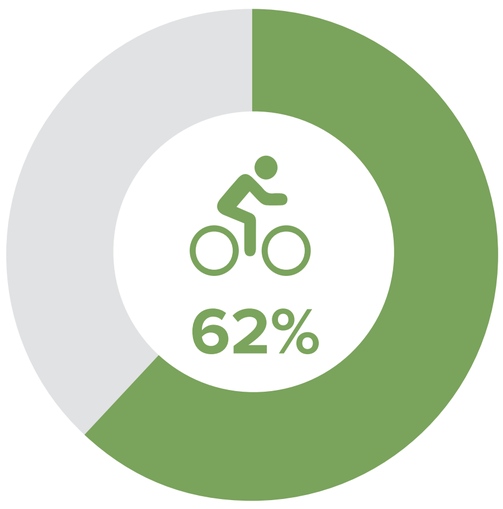
What We Heard During Phase 1 Engagement

Public Survey #1

Active Transportation Purpose

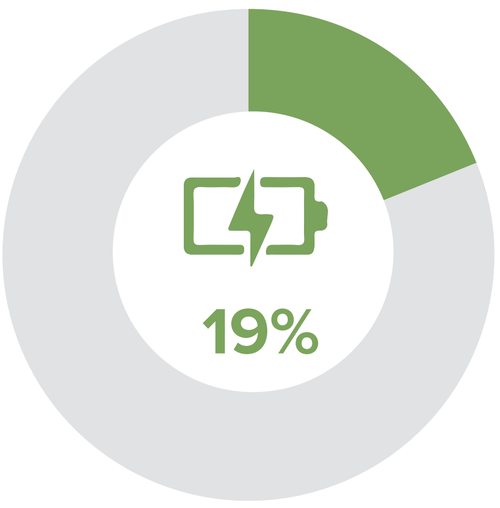
Recreation
is primary purpose for walking / rolling

264 Survery Respondents



Recreation
is primary purpose for biking

262 Survery Respondents



Use or plan to purchase an e-bike, e-scooter, mobility scooter, etc. within the next year

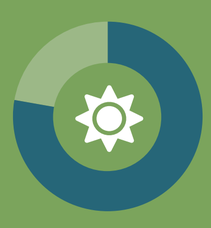
264 Survery Respondents

Active Transportation Considerations and Seasonal Behaviour

Top 3 considerations to getting around Peace River by active modes:

1. Safety
2. Fun / Recreation
3. All Ages & Abilities

Using active modes by the seasons one or more times per week:



78% in Summer

73% in Spring

68% in Fall

54% in Winter

(271 survey respondents)

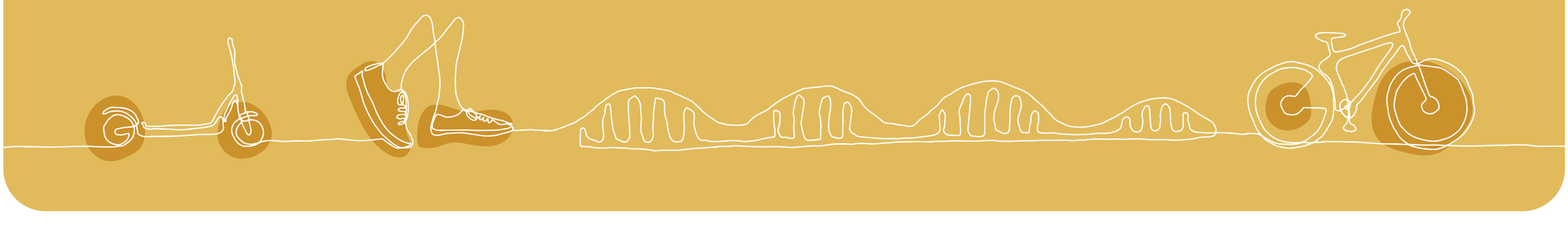
Active Transportation Challenges and Solutions

Top 3 challenges or perceived barriers to getting around Peace River by active modes:

1. Lack of infrastructure
2. Sharing the road network with vehicles is uncomfortable or intimidating
3. Routes are too dark

Top 3 areas for potential active transportation improvements:

1. Maintain and/or improve existing sidewalks, bike lanes, and trails
2. Improve safety of crossings
3. Create more continuous Active Transportation routes that connect to major destinations



Key Actions of the Active Transportation Plan

Peace River's Draft Active Transportation Plan identifies existing, improved, and future active transportation facilities that are intended to be built, managed, and maintained over the next 20 to 25 years resulting in a more complete active transportation network throughout Town.

Close Active Transportation Network Gaps with continuous Shared Pathways between and within neighbourhoods, schools, commercial areas, and community destinations.

Increase the Safety and Comfort of Active Transportation Crossings including new and improved railway and highway crossings.

Improve the Active Transportation Experience with New or Improved Amenities, including lighting and visibility improvements, signage and wayfinding, benches and rest areas, secure bike parking facilities, and active transportation hubs.

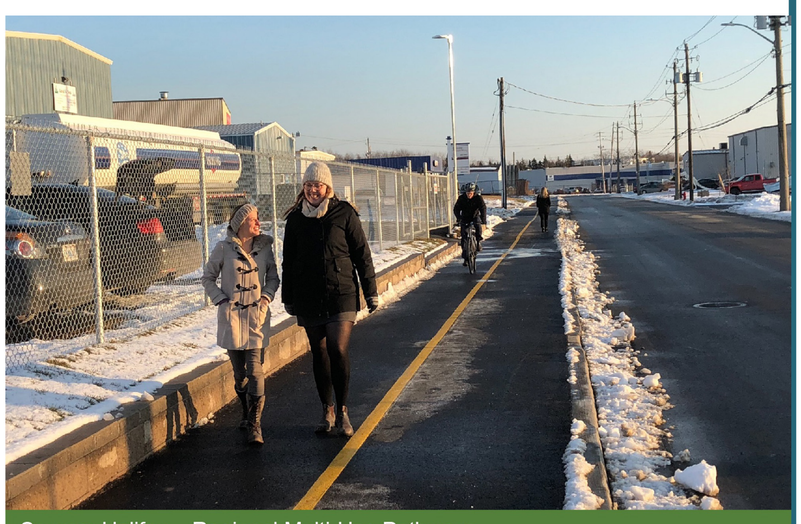
Maintain and Upgrade Existing Active Transportation Infrastructure with considerations for safety, accessibility, winter conditions, and snow clearing.

Proposed Active Transportation Infrastructure Improvements

PATHS

For people of all ages and abilities travelling by a variety of active modes.

Source: Rhonda Krause – Adventure Alberta



Source: Halifax – Regional Multi-Use Pathways

ROAD CROSSINGS

Visible and distinctive crossings create awareness for drivers and establishes priority for active modes.

Source: Bunt & Associates - Tyler Thomson

Source: Bunt & Associates – Tyler Thomson

RAIL / HIGHWAY CROSSINGS

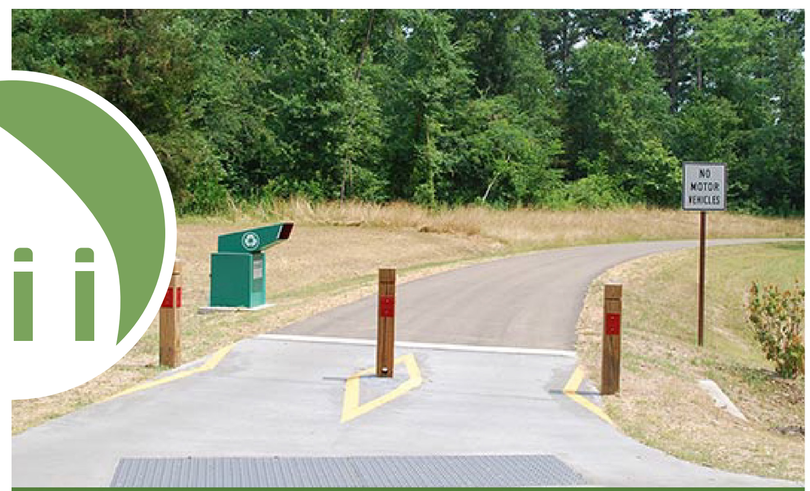
Accessible and functional path crossings at the railway/ highway closes gaps in the network. Must conform with CN design standards.

Source: dgl-ltd.com - Roachton Road Multi-Use Path

Source: Hotcore.info

DYKE / PATH ACCESS

Clear and accessible entry/ exit to trail and directional wayfinding signage.



Source: Natchez Trace Travel – Chisha Foka Multi-Use Trail, MS

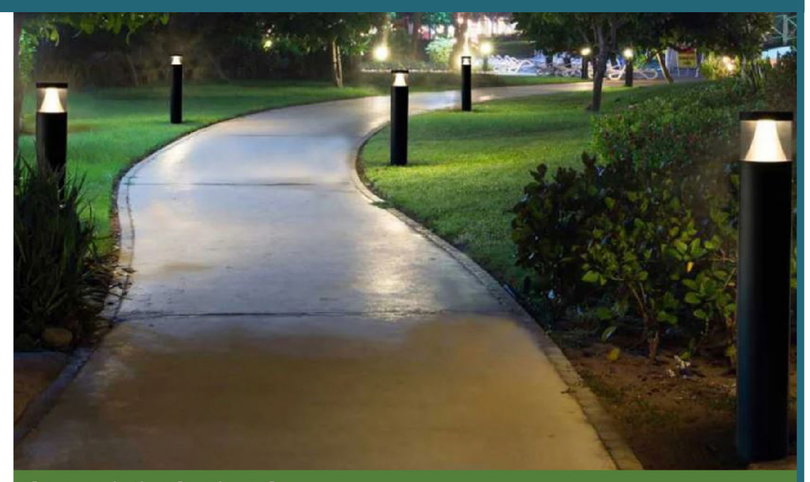
Source: Iron Bull - Trillium Trail, WI

Proposed Active Transportation Amenity Improvements

LIGHTING

Appropriate lighting is important to ensure that the network is safe, accessible, and reliable throughout all seasons and times of day.

Source: Bunt & Associates – Tyler Thomson



Source: Active Services Group

BIKE PARKING

Short-term bicycle parking covered by the elements (where possible) provides convenient access to buildings and destinations throughout town.

Source: Town of Peace River

Source: BikeEdmonton

BENCHES & REST AREAS

Rest areas provide a place for people to stop during a long trip or enjoy a scenic view. They are located along a trail or at gathering areas such as parks, plazas, or trail junctions.

Source: Town of Peace River - Memorial Bench Sponsorship Program

Source: Australian Institute of Landscape Architects

SIGNAGE & WAYFINDING

Signage supports safe and enjoyable trips by providing clear and intuitive information to help people navigate unfamiliar environments and understand how to use the trails appropriately.

Information Kiosk

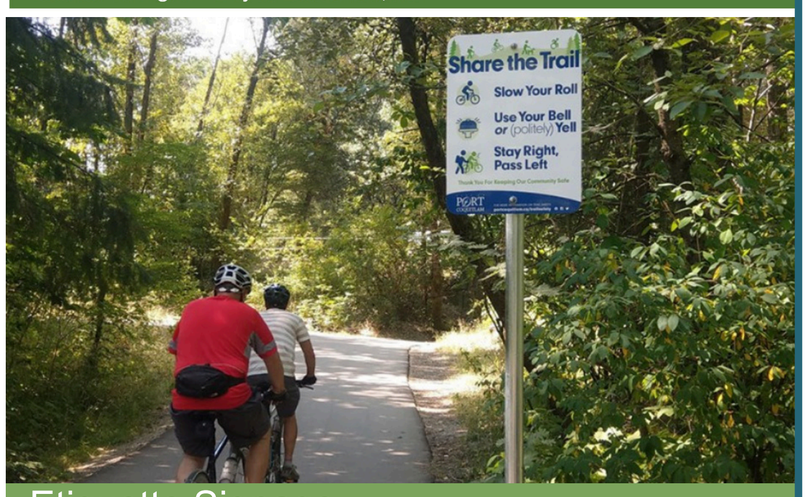
Source: Hi Signs – City of Edmonton, AB

Directional Signage

Source: Hi Signs – City of Edmonton, AB

Distance Marker

Source: americantrails.org



Etiquette Signage

Source: Facebook - City of Port Coquitlam

ACTIVE TRANSPORTATION HUB

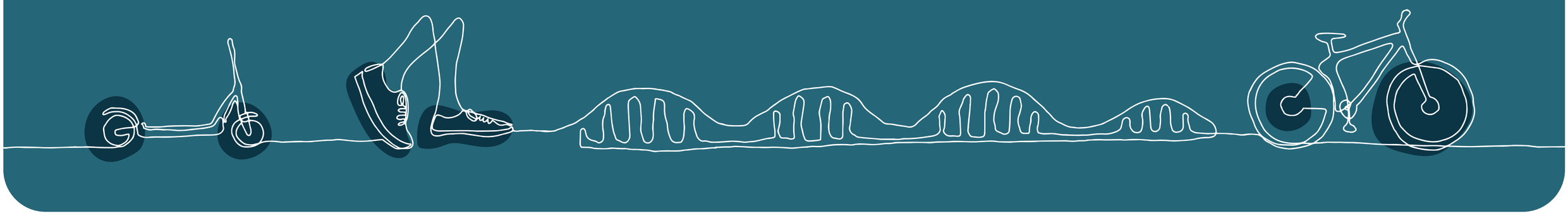
A hub is a concentration of amenities that may include: shelter from the elements, seating, bathroom facilities, a bike repair station, a water station, etc. They are best located at junctions or at links to other forms of transportation.

Cycling Repair Station

Source: Bunt & Associates

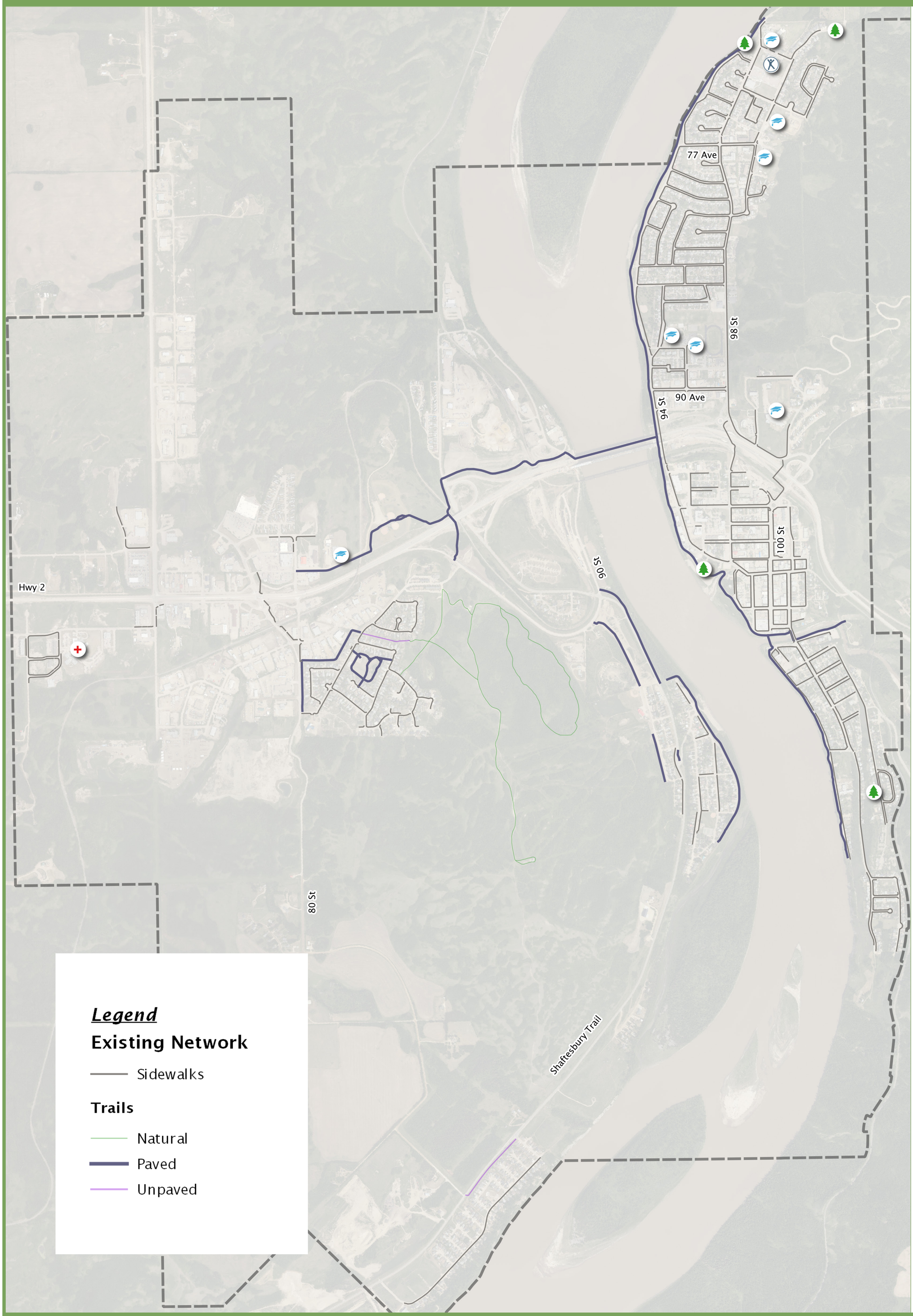
Transportation Hub

Source: Dero - TriMet Bike Shelter, Portland, OR



Where Do You Want to See Active Transportation Amenities?

Place a sticker in the location(s) where you would like to see supporting amenities.



Lighting

Bike Parking

Benches & Rest Areas

Signage & Wayfinding

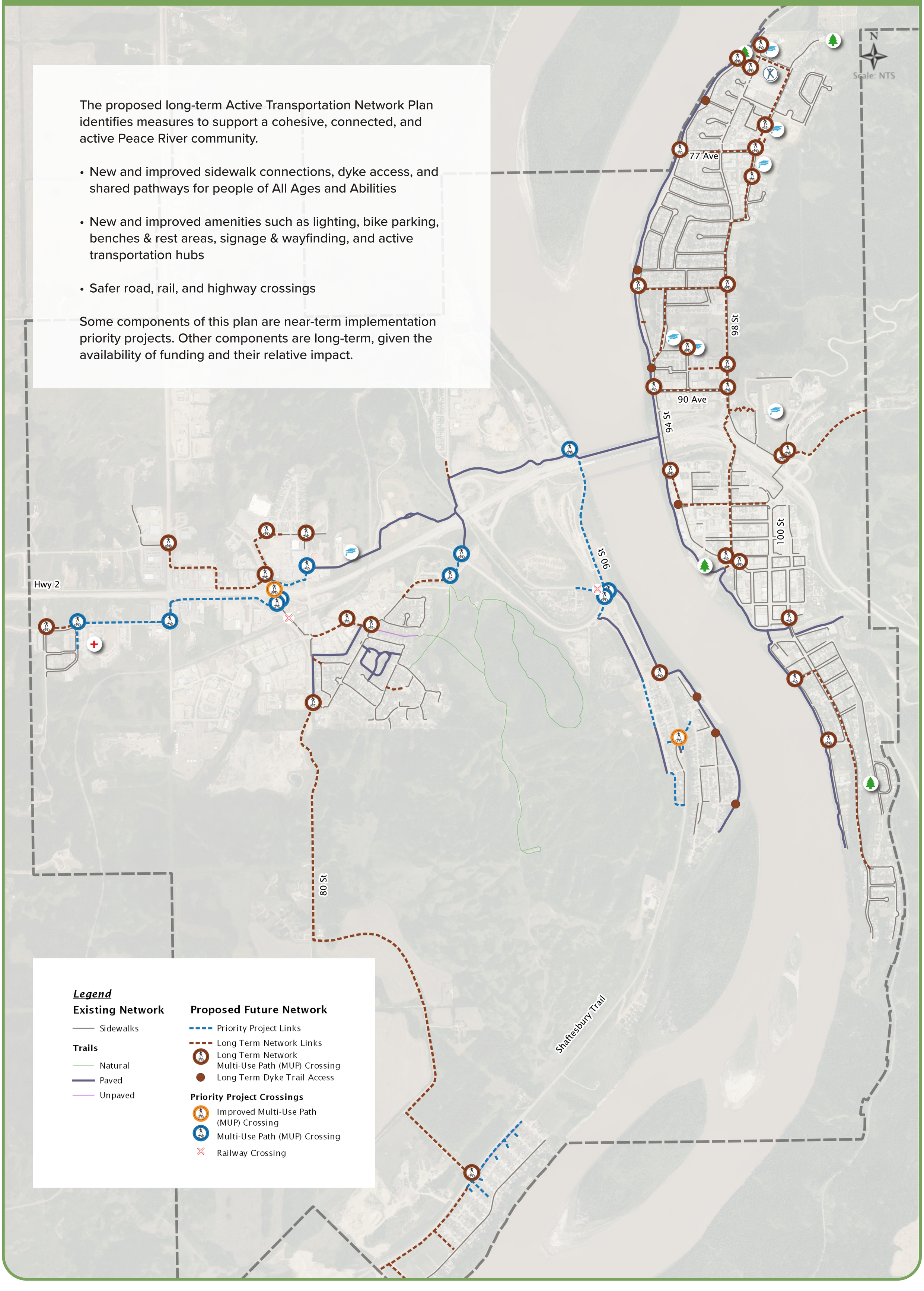
Active Transportation Hub

Proposed Long-Term Active Transportation Network

The proposed long-term Active Transportation Network Plan identifies measures to support a cohesive, connected, and active Peace River community.

- New and improved sidewalk connections, dyke access, and shared pathways for people of All Ages and Abilities
- New and improved amenities such as lighting, bike parking, benches & rest areas, signage & wayfinding, and active transportation hubs
- Safer road, rail, and highway crossings

Some components of this plan are near-term implementation priority projects. Other components are long-term, given the availability of funding and their relative impact.



Priority Projects

An implementation strategy is being developed in support of the Active Transportation Network, which prioritizes key connections between and within neighbourhoods on the West side of Town. These transportation infrastructure and improvement projects are considered priority projects. Each project involves several phases of improvements.

Order of Magnitude Cost Estimate

$$$$$ > $1M

$$$$ $500K - $1M

$$$ $100K - $499K

$$ $25K - $99K

$ < $25K

Order of Magnitude cost estimates have been developed at a high level for planning purposes only. Actual cost estimates would require input from a detailed conceptual design for each project.

Hospital & Commercial Connections $$$$$

Improved connectivity and safety between Saddleback, the hospital, and West Hill commercial areas.

- **New Pathway**
- **New Pathway Crossings**
- **Improved Railway Crossing**

90 Street Bridge Connector $$$

New connections from Upper and Lower West Peace, the Pines, to the Peace River bridge.

- **New Pathway Connections**
- **New & Improved Pathway Crossings**
- **New Railway Crossing**

Shaftesbury Estates Pathways $$

Improved connections to Shaftesbury Trail.

- **Improved Pathway Connections**

Dyke Trail Access Point Updates $

New and improved accesses to the Dyke Trail.

- **New Access Design**

Upper/Lower West Peace Improvements $$

New connections between Lower West Peace, Upper West Peace, and paths toward the bridge.

- **New Pathway Connections**
- **Improved Pathway Crossing**

Saddleback Path Connection Improvement $$$

A planned improvement linking 82 Street and Old Highway 2. This project has been designed by the Town of Peace River for 2024 budget approval.

- **New Pathway Connection**
- **New Road Crossings**

Town-wide Active Transportation Amenity Improvements

$ – $$$

- **Lighting**
- **Bike Parking**
- **Benches & Rest Areas**
- **Signage & Wayfinding**
- **Active Transportation Hub**

Hospital & Commercial Connections

$ $ $ $ $

Improved connectivity and safety between Saddleback, the hospital, and commercial areas.

Current Challenges

View to North on 74 St

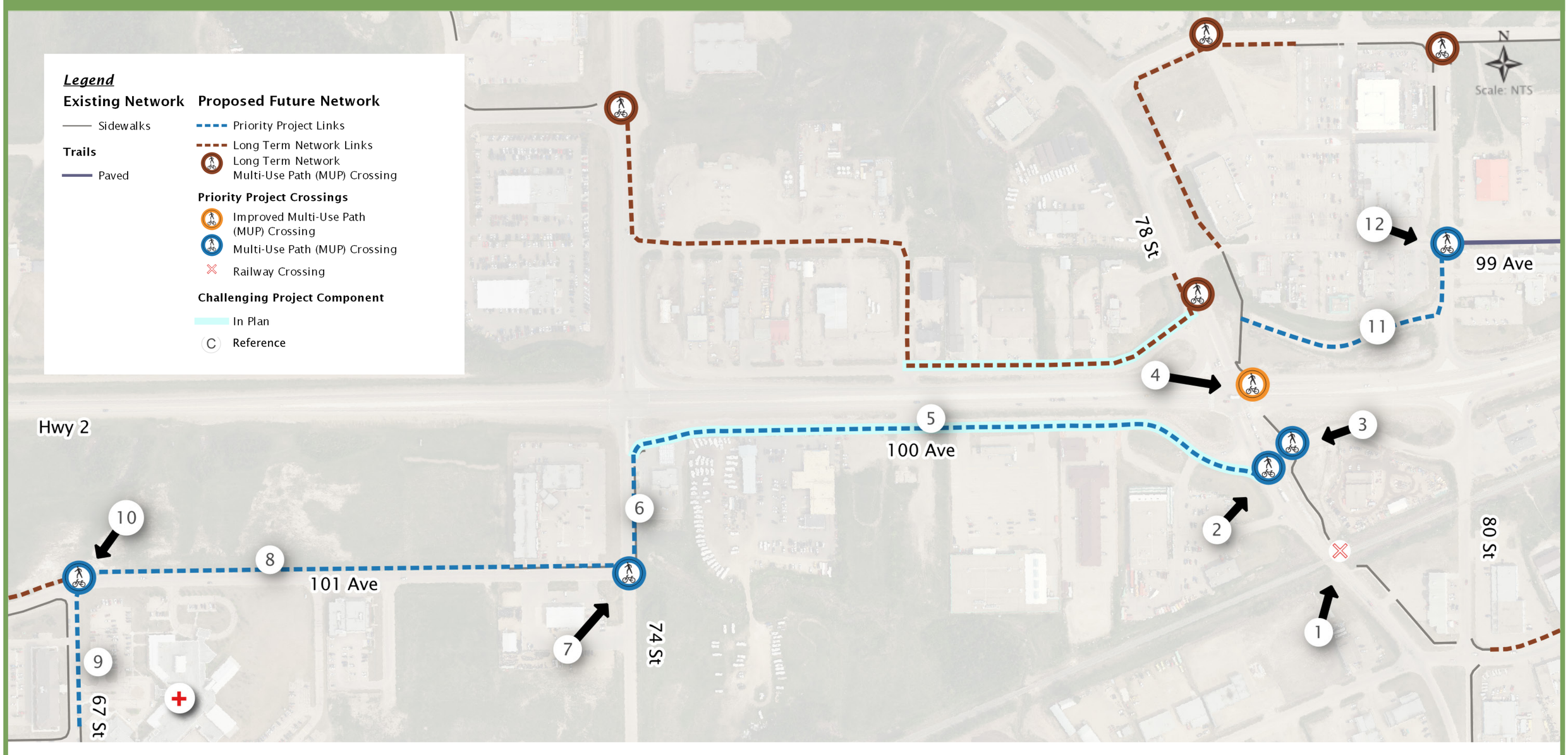
View to north at Rail Crossing on 78 St

View to East on 101 Ave

- West Hill is an intimidating vehicle-oriented environment.
- No separation between vulnerable travelers i.e., (people using scooters) and vehicles on route to the hospital.
- No existing paths along the majority of 101 and 100 Avenues.
- Safety concern for people who regularly cross Highway 2 where there is no crossing.

Proposed Solutions

1. New Railway Crossing at 78 St
2. New Road Crossing at 100 Ave (East-West) on the South Leg
3. Improved Road Crossing at 100 Ave (North-South) on the East Leg
4. Improved Highway Crossing at Hwy 2 & 78 St
5. New Pathway Connection starting from 78 St towards the Hospital
6. Pathway Connection continued to Hospital on 74 St
7. New Road Crossing at 74 Ave (East-West) on the North Leg
8. Pathway Connection continued to Hospital from 72 St on 101 Ave
9. Pathway Connection continued to Hospital from 101 Ave on 67 St
10. New Crossing at 67 St (North-South) on the East Leg
11. New Pathway Connection from Northern Lakes College to Commercial Areas
12. Improved Road Crossing at 80 St (East-West)



What is your level of support for the Hospital & Commercial Connections?

FULLY SUPPORT	SUPPORT	NEUTRAL	OPPOSE

Upper / Lower West Peace Improvements

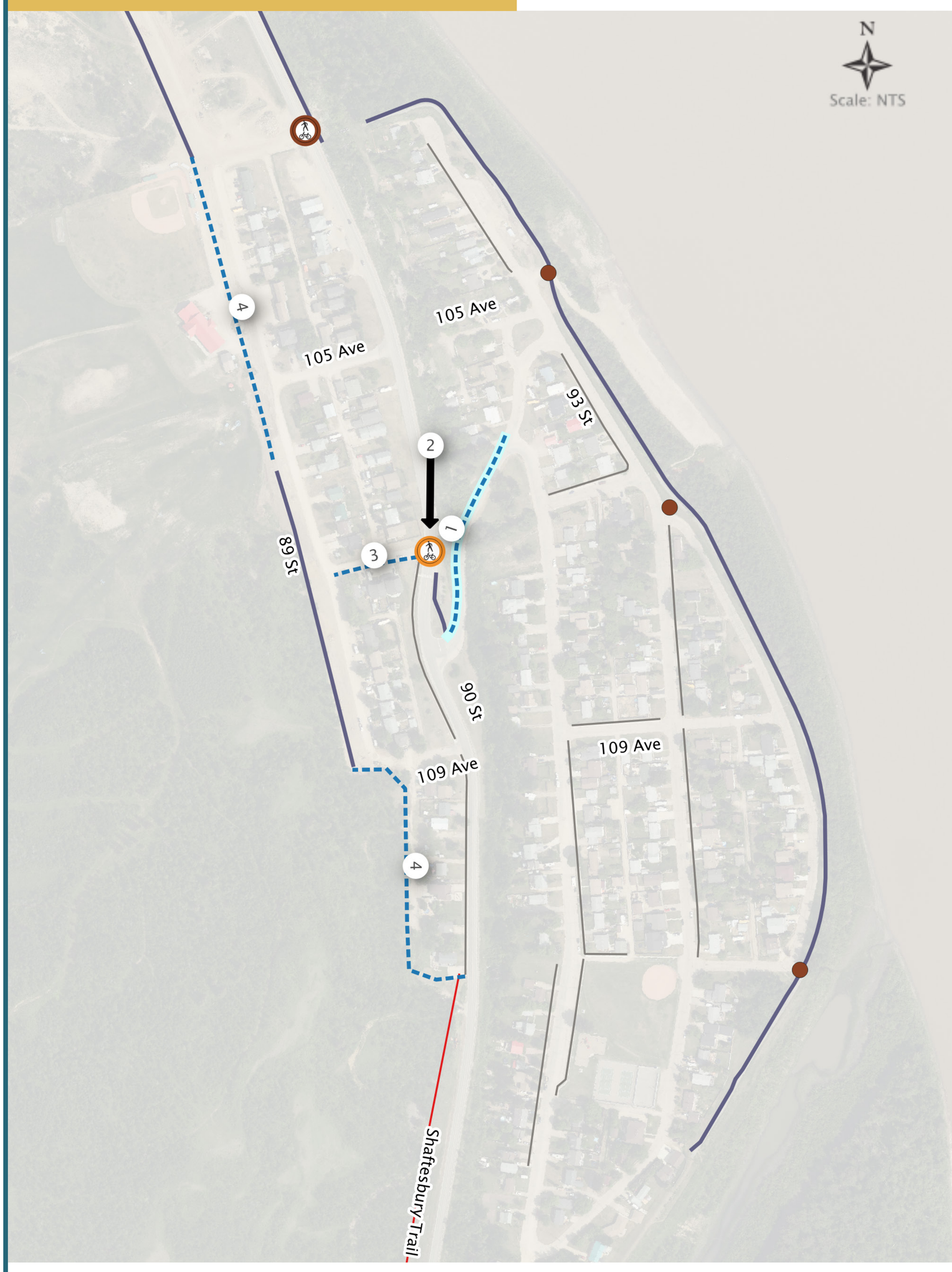
$ $ $ $

New path connections between Lower West Peace,
Upper West Peace, and paths toward the bridge.

Current Challenges

View to North at 89 St

- Path between Shaftesbury Trail and cliff edge has sloughed, making it impossible to maintain a continuous path from Lower West Peace, north along the Shaftesbury Trail.
- The space between the Shaftesbury Trail and the cliff edge is too narrow to provide an adequate shared path.
- At its narrowest point, the entrance into Lower West Peace (Landing Street) is too narrow to fit two vehicle travel lanes and a path or sidewalk within the current road width of 7.75 metres. Steep slopes on either side would require extensive re-grading and slope supports to widen the travelled way.
- The north end of the west side of the Shaftesbury Trail is a drainage ditch, and the south end has significant changes in slope as well as private property near to the road edge, making it difficult to install a path along the west side of the Shaftesbury Trail.



Proposed Solutions

1. With Future Major Road or Slope Project - New Path Connection along Landing St (LWP entrance road)
2. Improved Highway Crossing at Hwy 864 and 107 Ave
3. New Path Connection along 107 Ave
4. Extend Path Connection along 89 St to meet existing path segments

Legend

Existing Network

Sidewalks

Trails

Paved

Proposed Future Network

Priority Project Links

Long Term Network Links

Long Term Network Multi-Use Path (MUP) Crossing

Long Term Dyke Trail Access

Priority Project Crossings

Improved Multi-Use Path (MUP) Crossing

Challenging Project Component

In Plan

Not In Plan

C Reference

What is your level of support for the Upper / Lower West Peace Improvements?

FULLY SUPPORT	SUPPORT	NEUTRAL	OPPOSE

90 Street Bridge Connector

$ $ $

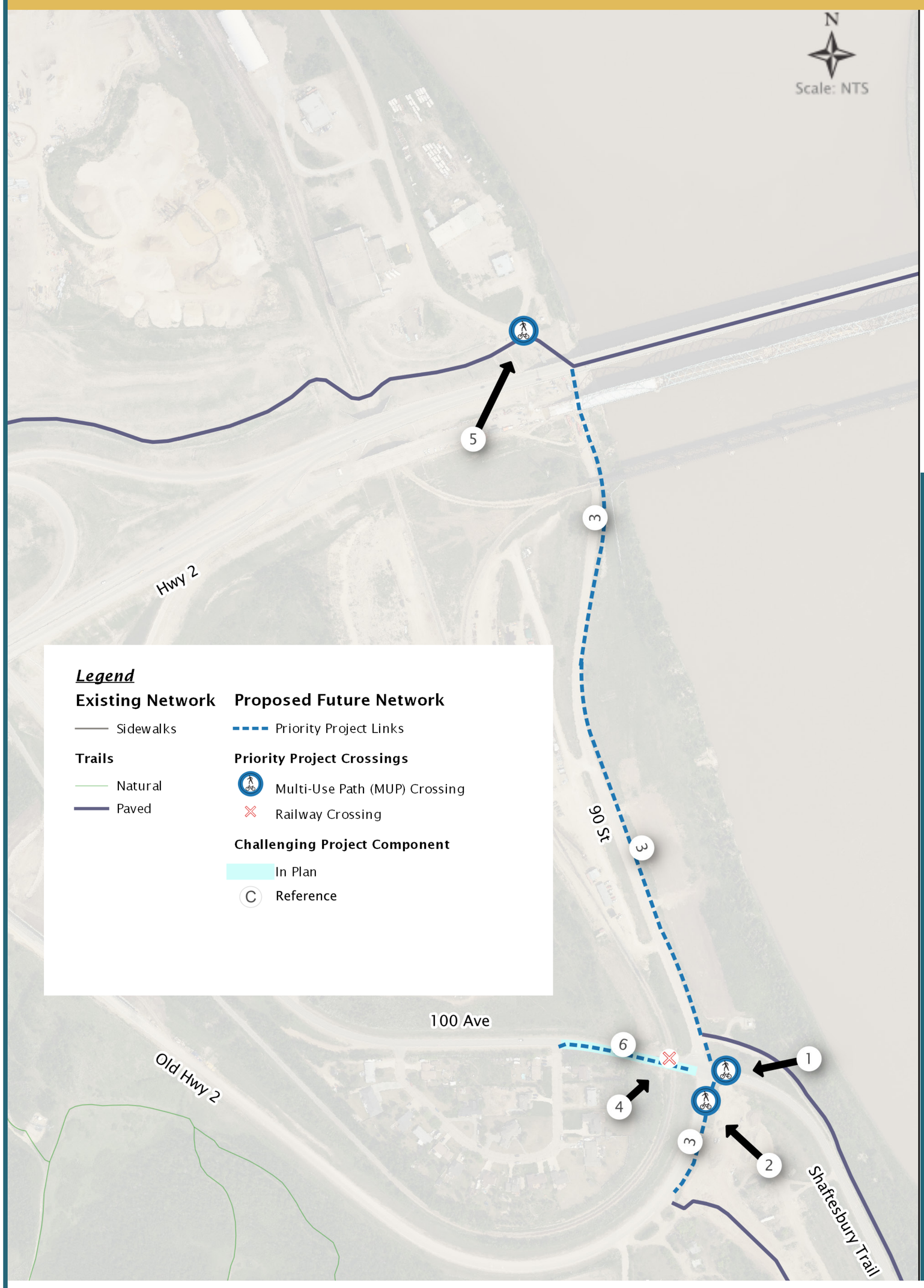
Improved connectivity and safety between Saddleback, the hospital, and commercial areas.

Current Challenges

View to North at 90 St & Hwy 684

View to West at 90 St & Hwy 684

View to South at 90 St & Hwy 684



- CN Rail bridge is a pinch point with limited space for a separated path or sidewalk.
- No connection from the existing path to the pedestrian bridge.
- Intersection at Old Highway 2 and Shaftesbury Trail/Hwy 684 was not designed for active travelers and is complicated by the presence of the rail line.
- Vehicle speeds often exceed the limit (50 km/hr) coming down Old Highway 2.

Proposed Solutions

1. New Pathway Crossing (North-South)
2. New Pathway Crossing (East-West)
3. New Pathway Connection from Upper West Peace Bridge
4. New Railway Crossing to connect the Pines to the Bridge
5. New Pathway Crossing to connect the Pines to the Bridge
6. New Pathway Connection connect the Pines to the Bridge

What is your level of support for the 90 Street Bridge Connector?

FULLY SUPPORT	SUPPORT	NEUTRAL	OPPOSE

Shaftesbury Estates Pathways

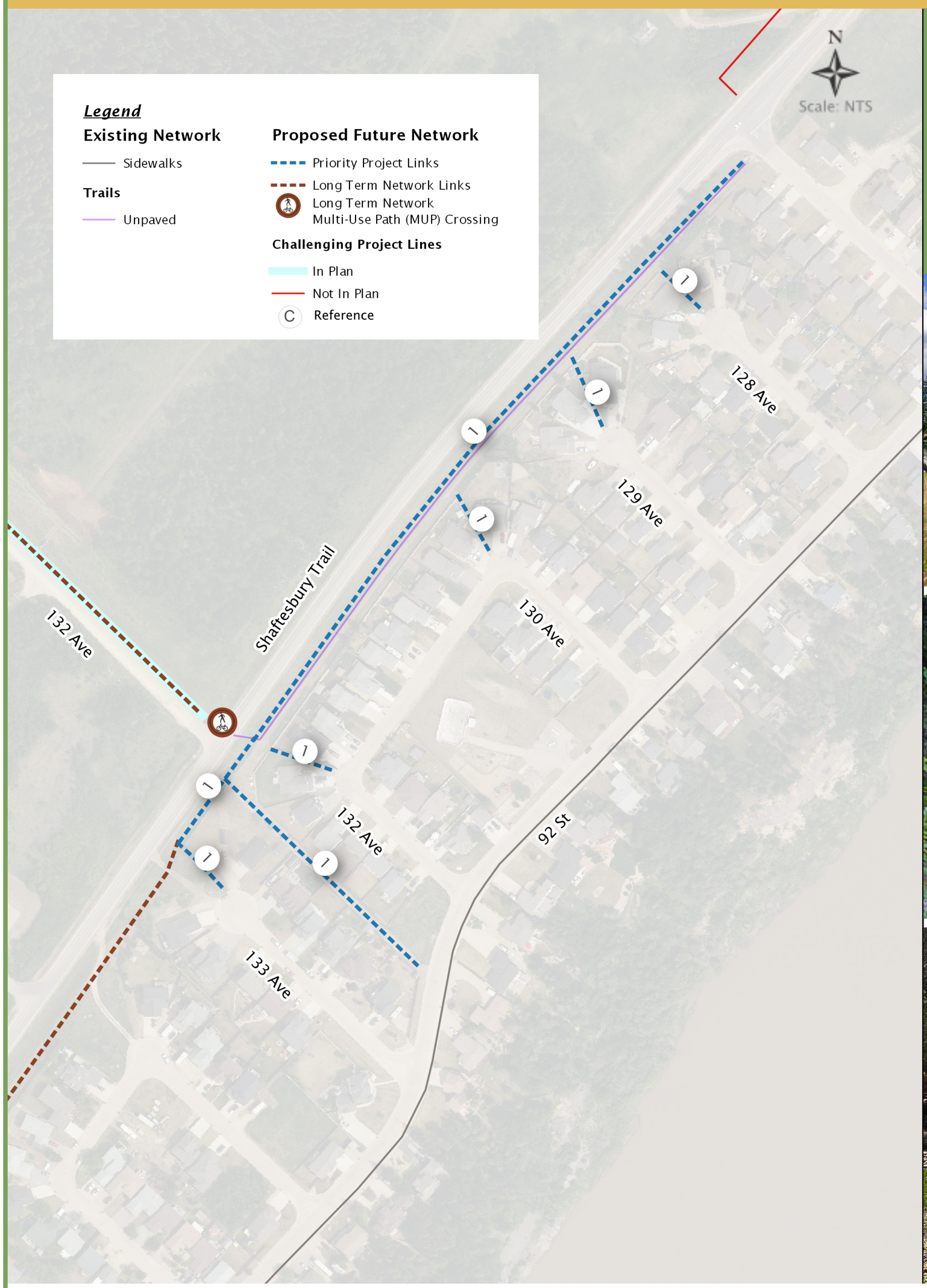
$ $

Improved path connections to Shaftesbury Trail.

Current Challenges

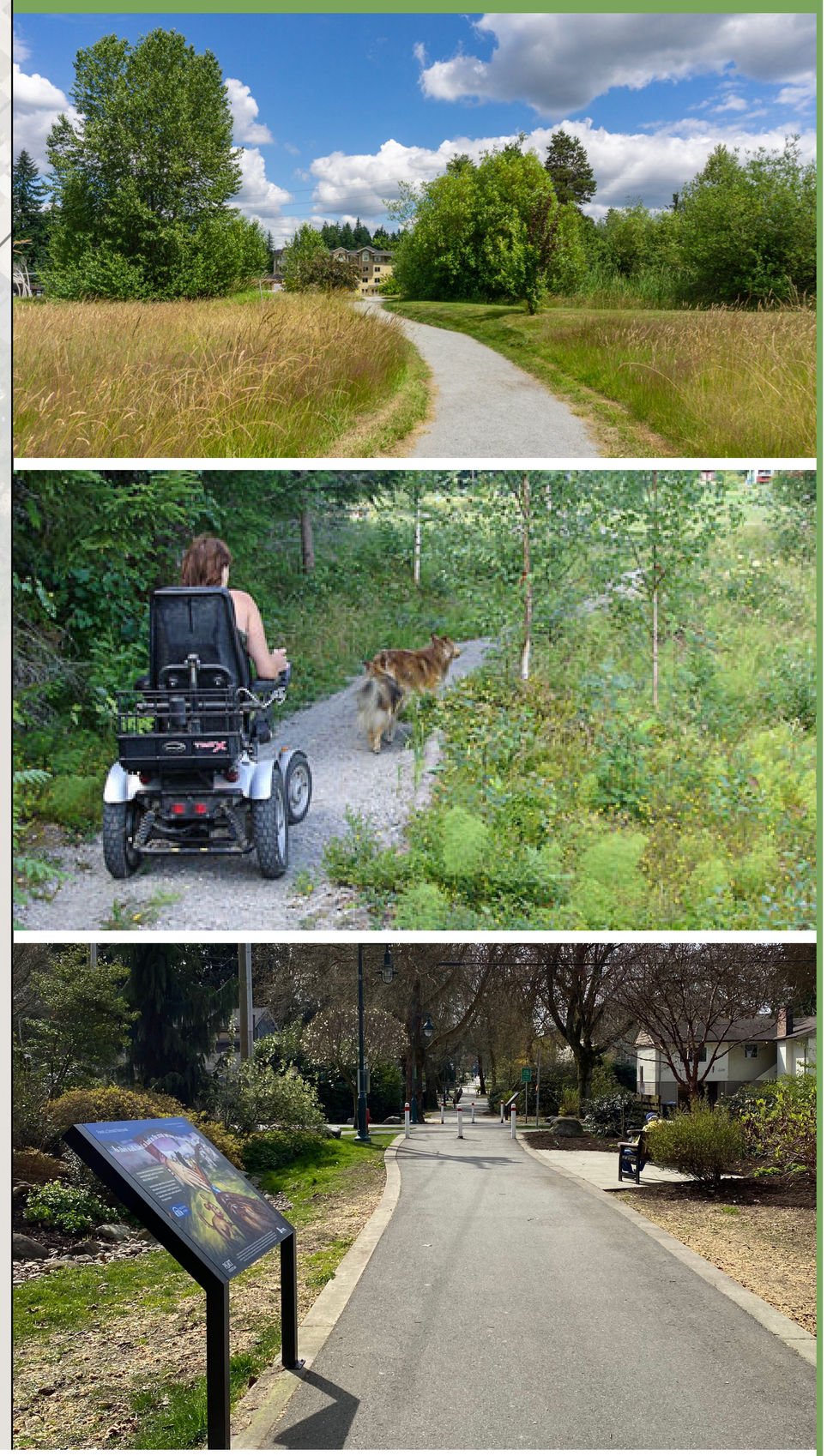
View to Southwest of Trail along Hwy 684

- Shaftesbury Estates is an “island” neighbourhood, over 2 km from Upper West Peace and 3.5 km from Saddleback. Connecting the neighbourhood to the rest of town with a separate active transportation facility requires long paths.
- Full development of Shaftesbury Estates is required for the Town to acquire the land needed to finish a connected path within the neighbourhood.
- All crossings out of the neighbourhood require crossing the highway.
- The existing unpaved trail is not well connected to the neighbourhood.



Proposed Solution

1. Improved Path Connections to Shaftsbury Trail via compact gravel pathways or asphalt pathways



What is your level of support for Shaftesbury Estate Pathways?

FULLY SUPPORT	SUPPORT	NEUTRAL	OPPOSE

Saddleback Path Connection Improvement

$ $ $

A planned improvement linking 99 Avenue and Old Highway 2. The engineered design for this project is complete and is being proposed in the 2024 Capital Budget.

Current Challenges

View to west on 99 Ave

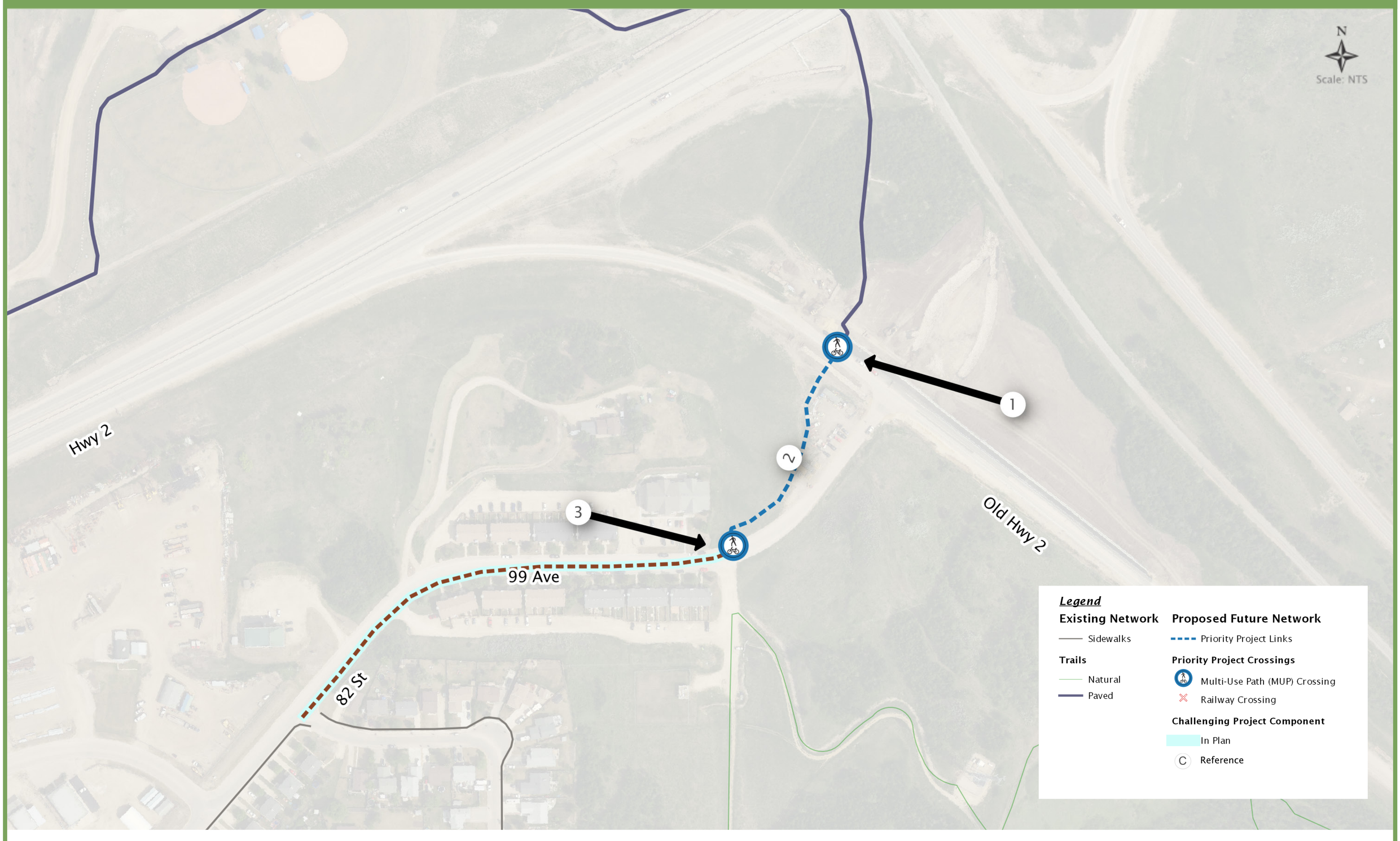
View to east on 99 Ave

View to Northeast at Trail Access/ Old Hwy 2 off-ramp

- The sightlines on old Highway 2 are limited by the curve in the road
- The path must cross a significant drainage ditch
- The elevation change makes an accessible grade impossible to provide

Proposed Solutions

1. New Road Crossing (North-South)
2. New Pathway Connection from Saddleback to the existing trails and the bridge
3. New Road Crossing to connect from Saddleback to the existing trails and the bridge



This project is being proposed in the 2024 Capital Budget

Key Challenges

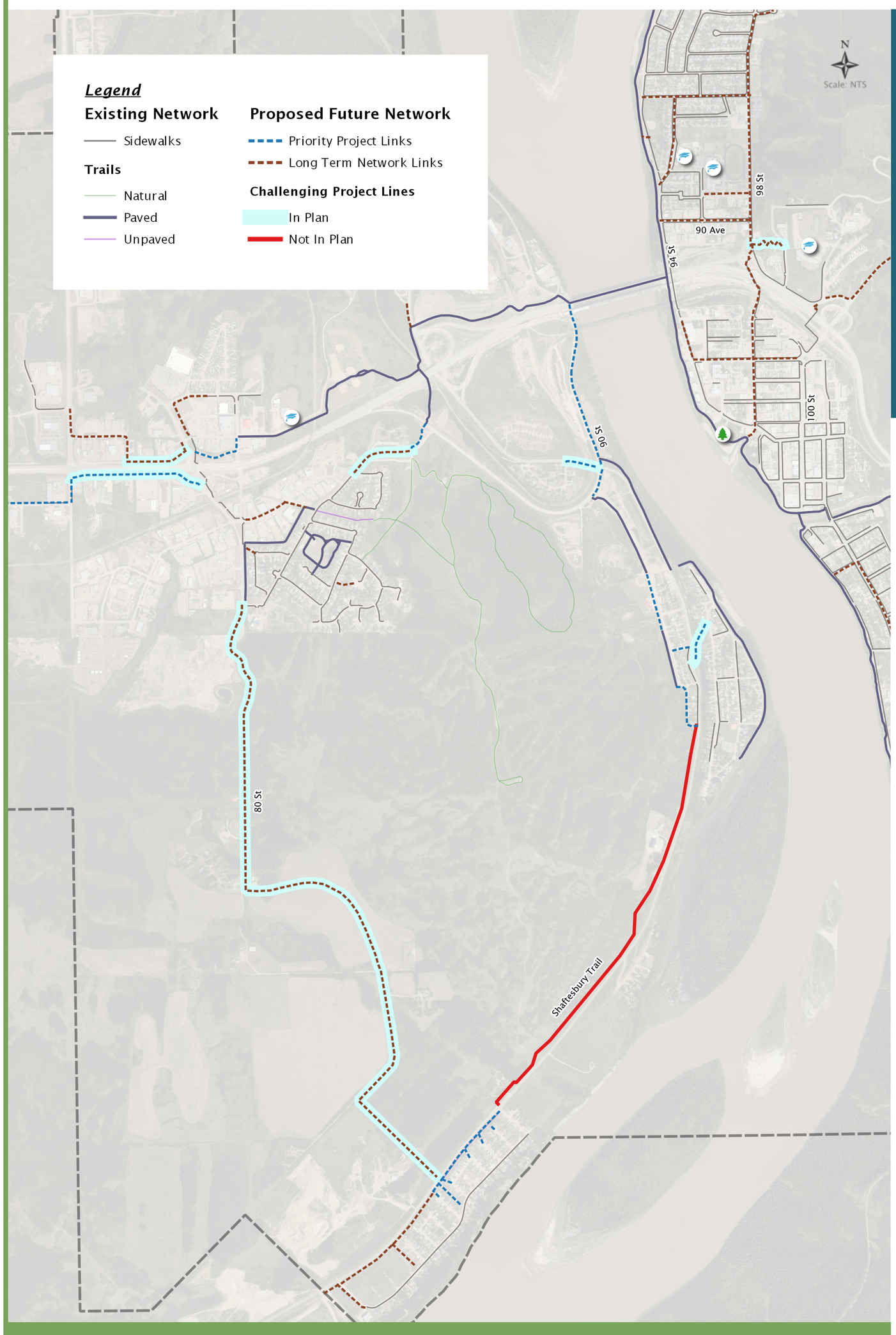
Some potential path connections present greater challenges to implement due to:

Spatial Constraints
along roads with insufficient width to accommodate active modes.

Challenging Grades
that would require significant re-grading and significant slope supports.

Long Distances
between the start and end point of a connection.

Limited Users
along connections that lead to and from areas with low populations.



Other Challenges

1. **Jurisdictional Constraints**
   The Town must work with Alberta Transportation and CN Rail to make key connections.
2. **Ownership Constraints**
   Limits where public facilities can be located. The Town cannot build paths on private land.

Shaftesbury Trail Path Between Upper West Peace and Shaftesbury Estates

- Providing a trail on the west/hill-side along this section requires either:
  - a trail through private property, or
  - a trail aligned primarily in the ditch of the road.
- The town does not have access to all the land that is required to complete this connection. Almost half of this trail (~1 km of ~2.1 km) is through private property.
- Aligning the trail in the ditch is:
  - challenging in multiple locations, due to slopes and available space.
  - susceptible to water, washouts and gravel from the highway.
  - impacted by highway winter maintenance operations that push snow into the ditch. Removing hardpacked snow in a narrow trail alignment would be operationally impractical.
- Where the path is in the ditch next to the road, a guardrail is required. Installing a guard rail for the ~2.1 km significantly escalates the cost of this trail segment.
- A trail on the east/river-side of the Shaftesbury Trail is not possible due to sloughing in multiple locations. The infrastructure required to bridge these locations would be cost prohibitive.

The Town does not anticipate being able to make this connection given the existing constraints. This connection is not included in the plan.