

Active Transportation Study

October 2022



Village of
Sayward

Prepared by the Mount Arrowsmith Biosphere Region
Research Institute

Acknowledgements

We respectfully acknowledge the location of the Village of Sayward in the unceded Traditional Territory of the K'ómoks, We Wai Kai and Wei Wai Kum First Nations, the traditional keepers of the land.

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Cover image courtesy of the Village of Sayward website
All other images provided by author, unless otherwise noted.

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Introduction

Active Transportation

The Government of British Columbia defines active transportation as "human-powered transportation that connects your destinations. For example you might walk to the grocery store, cycle to work, kayak to a picnic, or ski to school. If you get to your destination under your own power, that's active transportation. Active transportation also includes travelling with the help of a device that gives you a boost, such as: mobility aids, electric bikes (e-bikes), and electric kick scooters (e-scooters)" (Ministry of Transportation and Infrastructure, 2021).

This definition is in line with that of Transport Canada, which also provides a succinct description of active transportation infrastructure: "those elements that support active transportation, such as improved sidewalks, dedicated bike lanes, pedestrian-bicycle signals and safer crossing points, bike racks, and greenways for walking and cycling." (2011, p. 5)

The current goal of the provincial government is to double the percentage of trips taken by active transportation by 2030.

This can be achieved several ways:

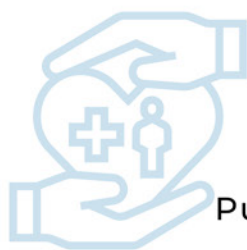
- Increase the overall number of active transportation trips
- Replace an automobile trip with and active transportation trip
- Reduce the overall number of automobile trips

Bicycles at the Sayward wharf



Why is Active Transportation Important?

There are numerous social benefits of active transportation that affect public health, quality of life, community connection, safety, economics, the environment and sustainability. The BC Ministry of Transportation and Infrastructure (2019) provides explanations and evidence for these benefits as summarized below.



Public Health

Active transportation gives individuals a reason to engage in physical activity during their everyday activities. Even a small amount of daily activity reduces the chances of people leading sedentary lifestyles. A sedentary lifestyle often results in obesity or other chronic health conditions. Regular exercise decreases risk of early death. Beyond the physical health benefits, increased physical activity has been shown to improve psychological well being.



Quality of Life

Active transportation gives those who do not drive more options for moving around their community and contributes to the potential for higher quality of life. The option to use active transportation provides new means of access for those who chose not to drive, those who cannot afford a private automobile, those unable to drive for health or other reasons, or individuals not yet at the age of obtaining a license.



Community Connection & Safety

Active transportation makes interaction between community members more likely and can be seen as a mechanism for building community. Additionally, with the promotion of slower traffic speeds to be compatible with active modes, the risk of collisions and death is reduced, benefitting all road users.



Economy

The economy benefits from active transportation for several reasons. On an individual scale, people and their families are likely to have lower transportation costs. Walkable neighbourhoods draw visitors and people are more likely to be patrons of local businesses when they are on foot. Additionally, with people leading healthier lifestyles, there is less pressure on the healthcare system.



Environment & Sustainability

When more people use active transportation for their daily commute, less carbon pollution is emitted, ultimately making the air, land, and water cleaner. Replacing automobile trips with active transportation reduces wear and tear on roads and other infrastructure, making it last longer before repair or replacement.

To foster these benefits, communities can plan for the improvement of active transportation infrastructure

and policies. Improving active transportation infrastructure and reducing barriers or distances between destinations might encourage more people to bike, walk, or scoot to daily services and amenities. Promoting active transportation often requires an examination of how to improve safety, access, affordability, and age-friendliness. The Sayward Active Transportation Plan will consider these aspects in its assessment and recommendations.



Photo courtesy of Artur Stanulevich on Unsplash

Complete Streets in a Rural Context

Transport Canada (2009) provides a clear definition of the term “complete streets”, which was only coined in 2003 but has quickly become common parlance for planners and transportation advocates alike:

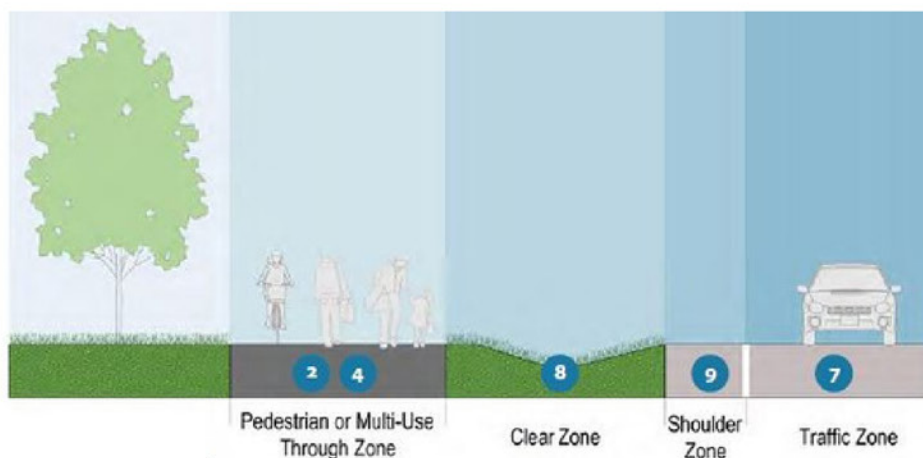
“complete streets are designed to be safe, convenient and comfortable for every user, regardless of transportation mode, physical ability or age.

The National Complete Streets Coalition (NCSC) defines a complete street as “a street that works for motorists, bus riders, cyclists and pedestrians, including those with disabilities.”

A complete street is, therefore, one that takes into account each mode of transport and uses a variety of policies, bylaws and infrastructure to make a street fully multi-modal” (Transport Canada, 2009, p. 1).

This requires planners and engineers to challenge the traditional philosophy in which they have been approaching the design of streets. Instead of focusing solely on the capacity and traffic volumes of vehicles, a more holistic approach needs to be taken. Designing complete streets requires professionals to consider the greater goals of the community or project, including thinking about the future

Figure 1: Cross-section of Rural Street Zones



(Ministry of Transportation and Infrastructure, 2019, p. B19)

use of the land. The design is developed with consideration for all people who will be using the road, focusing on how to accommodate diverse travel modes and individual abilities.

Street typologies, speeds, and the surrounding land use context, including intensity of development patterns, are two attributes that should be considered in planning complete streets for rural

communities. The Ministry of Transportation and Infrastructure (2019) gives the following design guidance on recommended (desirable) and functional minimum (constrained limit) widths for pedestrian through zones.

The Ministry of Transportation and Infrastructure (2019) also provides three guiding principles in regard to active transportation in a rural context (Figure 2).

Table 1: Pedestrian Through Zone Recommended Widths

Land Use Context	Road Type	Separation	Desirable (m)	Constrained Limit (m)*
Single- Family Residential	Local	Non-Separated or Separated	1.8	1.8
	Collector/Arterial**	Separated	1.8	1.8
Multi- Family Residential	Local	Non-Separated or Separated	2.1	1.8
	Collector/Arterial**	Separated	2.4	1.8
Industrial	Any**	Separated	2.1	1.8
Commercial	Any**	Separated	2.4-3.0	2.1
Area of high pedestrian activity (including temporary, special event, or seasonal)***	Any	Separated	3.0-4.0	2.4

* The absolute minimum width of the Pedestrian Through Zone is 1.5 metres, which should only be used under constrained conditions for distances under 100 metres

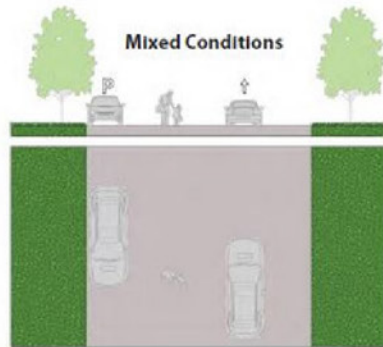
** Non-separated sidewalks are not recommended on collector, arterial, or industrial roads with motor vehicle speeds greater than 30 km/h (see **Chapter C.1**). If non-separated sidewalks cannot be avoided due to site constraints, a minimum of 0.5 metres may be added to the Pedestrian Through Zone width to provide extra separation from motor vehicles.

*** Areas of high pedestrian activity have peak pedestrian volumes of 400 pedestrians/peak 15-minute period, as per Table 6.3.1. in the TAC *Geometric Design Guide for Canadian Roads*.

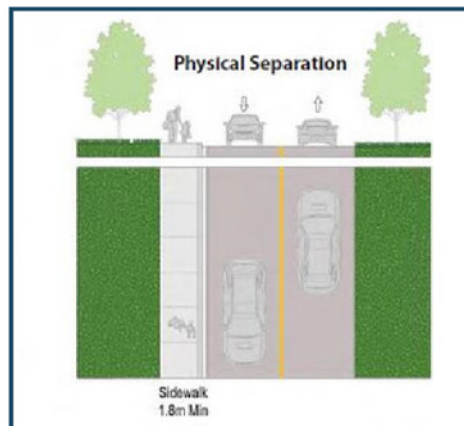
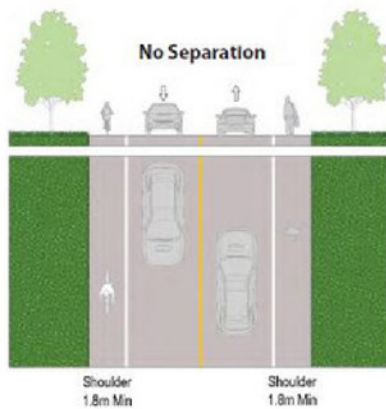
(Ministry of Transportation and Infrastructure, 2019, p. C14)

Figure 2: Facility Principles

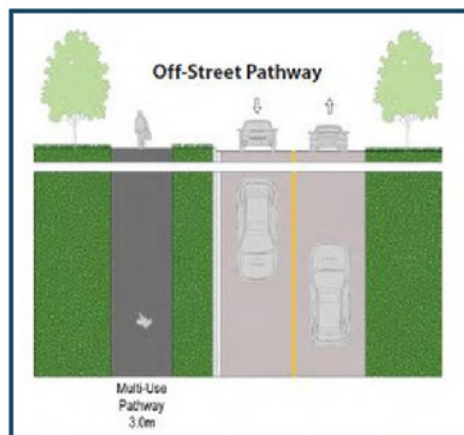
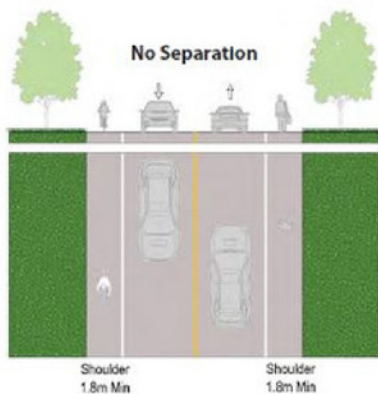
Principle 1: Dedicated Space over Mixed Conditions



Principle 2: Physical Separation over Pavement Marking



Principle 3: Off-Street Pathways over Walkable Shoulders



(Ministry of Transportation and Infrastructure, 2019, p. C39-C40)

Sayward Context

Physical Context

The Village of Sayward is a rural community of 334 people (Statistics Canada, 2022) located approximately 75 kms North-West of Campbell River on the East coast of Vancouver Island.

The development pattern in the Village of Sayward is low to medium intensity and the main road runs perpendicular from the Highway 19 to the ocean, meaning there is no through traffic from the highway to other destinations further beyond. Since Campbell River is the closest city and the home to amenities that are not offered in Sayward, this poses challenges for active transportation in the area. To put it in perspective, Google Maps estimates the drive to Campbell River at 53 minutes, but estimates 3 hrs 51 mins by bicycle and 15 hours walking. That's a long way to the hardware store!

While understanding these constraints, Sayward can still promote and improve access to active transportation within the Village. In fact, the size of the Village itself is ideal for active modes at an area of only 4.72 km² (Urban Systems, 2021).

Figure 3: Sayward Location on Vancouver Island

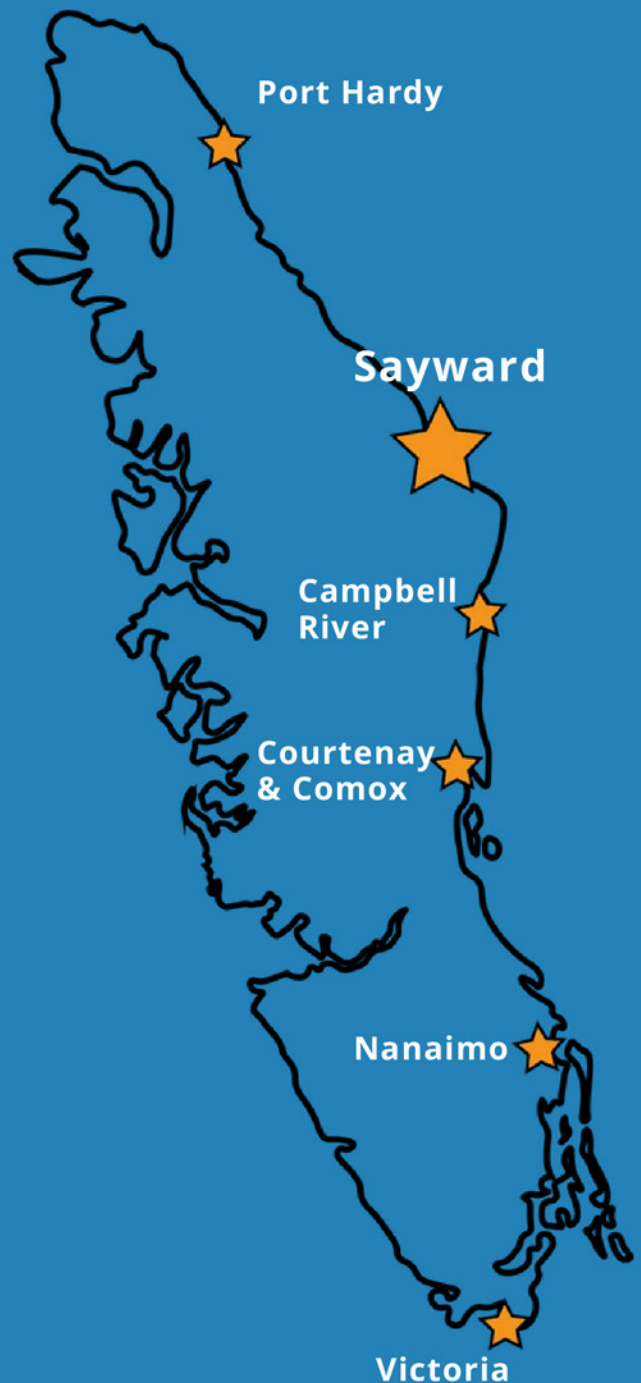
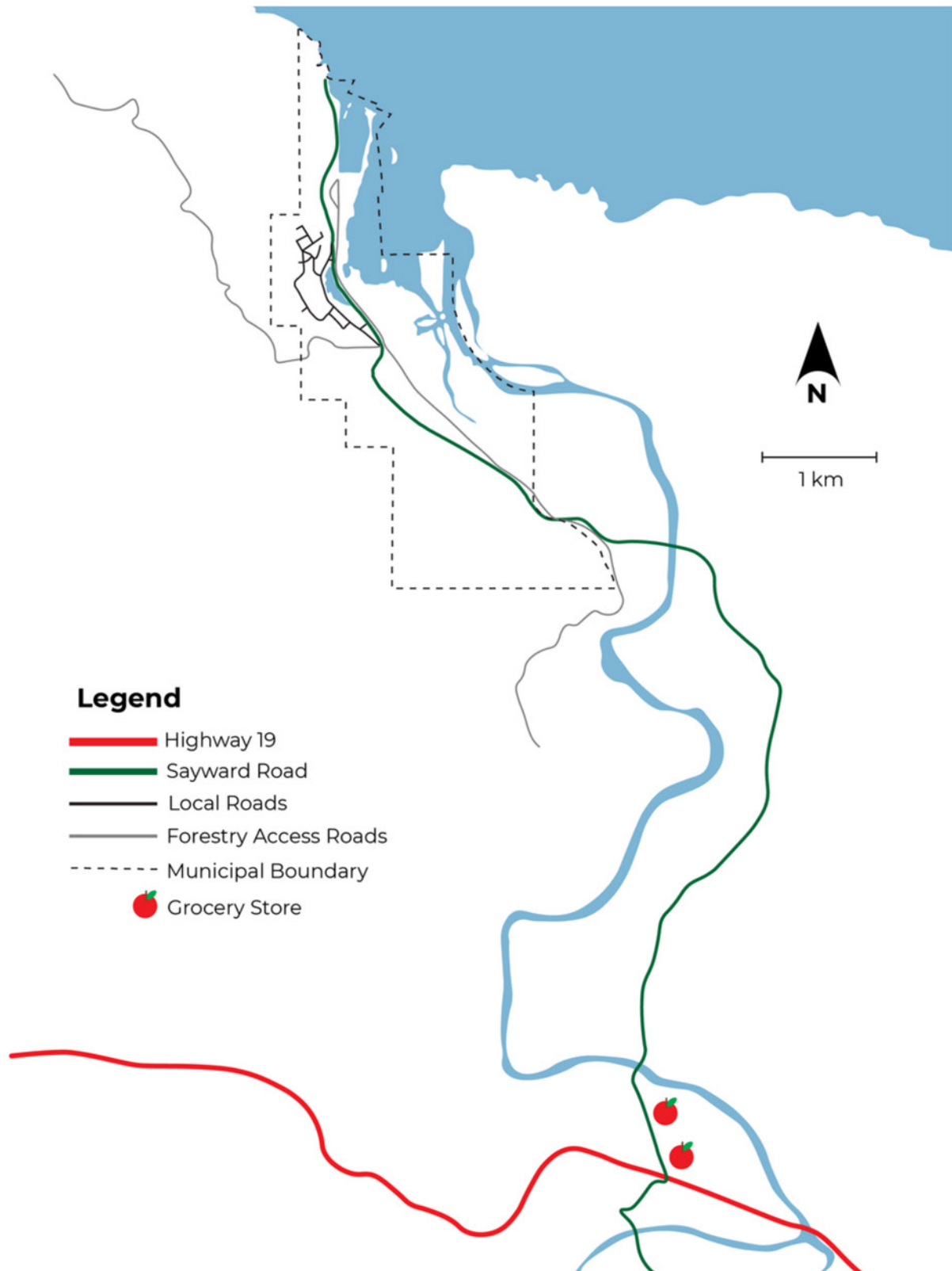


Figure 4: Map of Village of Sayward Local Context



The “pedestrian walking circle” or 5-minute walk radius is traditionally measured as a circle with a radius of 400 m. Most of Sayward’s amenities are grouped around a small town centre that fits within a 5 to 15 minute walk. Nearby are the higher density and smaller lot residential areas. The municipality is long and narrow, given its location within the Sayward Valley at the mouth of the Salmon River.

Walking from the welcome sign at one end to the Kelsey Bay Wharf and Marina at the other would take about an hour. However, a bicycle traveling at the conservative rate of 20 kms/hr would take approximately 15 minutes to traverse this same length. For these reasons, the engagement explored what barriers existed to people using active transportation within a 15 minute journey time. Walking and biking aren't the only

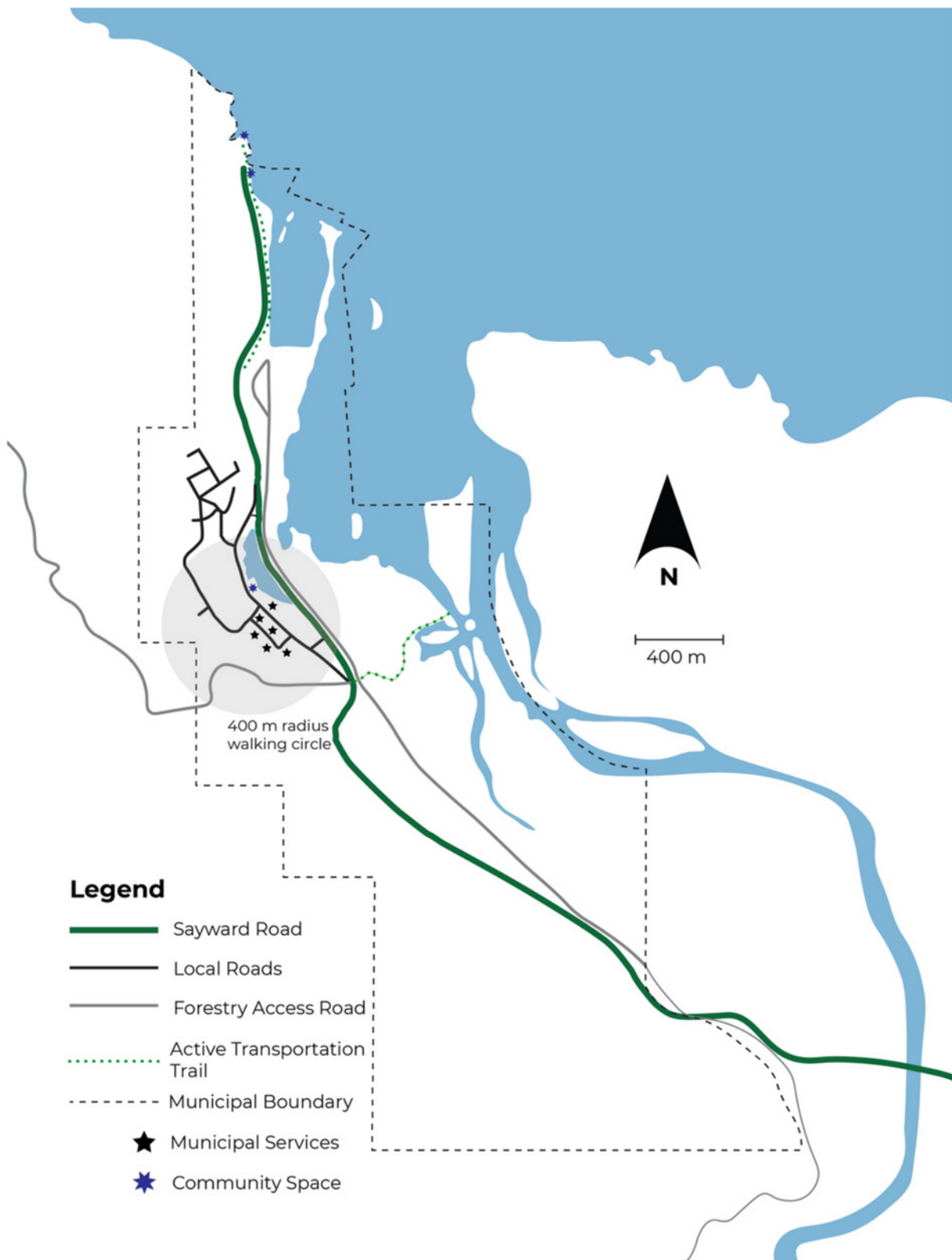
valid modes, of course but it helps to conceptualize the distance as a 15 minute walk or bike ride. The survey also aimed to understand where residents are going and by what mode, including the most common destinations using automobile transport.

As mentioned earlier, there are a few ways to increase the percentage of trips taken by active transportation. Table 3 shows the benefits that would be associated with each for Sayward. This plan will focus primarily on the first two, as the remote location of Sayward and lack of public transport makes auto travel a real necessity for medical care, employment, and many daily goods. While carpooling and combining errands should be encouraged, people in remote areas will often already practice this as an efficient and economic use of their time and travel costs.

Table 2: Potential benefits of active transportation for Sayward

Increase the number of active transportation trips	Public health, quality of life, community connection and safety, economics (local spending)
Replace an automobile trip with an active transportation trip	Public health, quality of life, community connection and safety, environment and sustainability, economics (lower cost of operation, less impact on infrastructure)
Reduce the number of automobile trips	Environment and sustainability, economics (less impact on infrastructure)

Figure 5: Map of Village of Sayward Roads and Trails

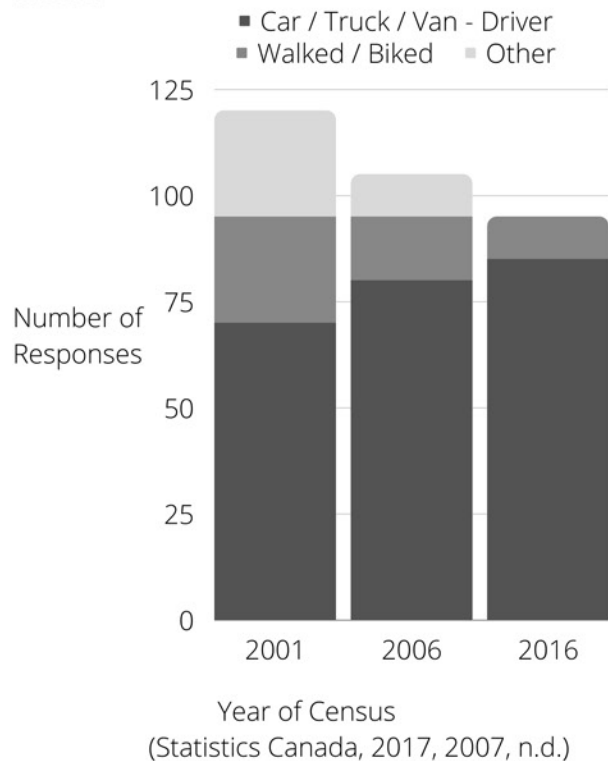


Transportation Statistics

Statistics Canada provides some information about commuting in their census of the population. The 2021 census data is not yet available for transportation to work, however it can be seen that the overall number of people walking or cycling to work had been declining between 2001 and 2016. This may be due to a decrease in local employment being available, or other unknown factors.

The number of people commuting by vehicle as the driver has steadily been increasing despite an overall decrease of total people commuting to work. Since there were no selections for the category of Car/Truck/Van as passenger, this category represents entirely single-occupant vehicle trips. The decrease of overall commuters is consistent with an aging population where many residents are retired. Recent shifts to working online for many people may have had an impact in the last few years due to the Covid-19 pandemic. Online commuting is less common in a small rural town, such as Sayward, than in a city. It remains to be seen what the effects of the pandemic were on Sayward's transportation habits.

Figure 6: Mode of Transportation to Work



Based on calculations from 2000, transportation accounted for 75% of Sayward's greenhouse gas emissions (Village of Sayward, 2000). It would be valuable to update these calculations in the next Official Community Plan. While improvements have hopefully been made, it is likely that the majority of CO₂ emissions produced in the Village of Sayward still come from transportation.

Strathcona Community Health Network

The Strathcona Community Health Network (SCHN) advocates for improving the social determinants of health in the Strathcona Regional District. The SCHN takes a multi-disciplinary and collaborative approach to promote wellness and address the root causes of illnesses (Strathcona Community Health Network, n.d.). Their areas of focus fall under 8 priorities; Transportation, Network Development, First Nations and Cultural Safety, Healthy Children, Food Security, Housing, Connectivity, and Aging & Caregiver Support.

In October 2018, the SCHN held a community Transport Table consultation in Sayward.

The results and report of the meeting had some relevant recommendations to active transportation, in the quote below.

There were also some recommendations relevant to reducing overall automobile trips. These included:

- Increase options for grocery deliveries
- Set up carpooling system through Facebook group
- Increasing the use of the Age-Friendly Van for carpooling
- Implementing an All Ages Shuttle between Sayward and Campbell River
- Seeking grants for the above

“Community Bike Share: Participants mentioned that a Bike Share program would be of great interest to them. If there could be bicycles set in different key locations, with a small fee to utilize them, people would use this service frequently. Whether it’s people arriving by sea who need to buy groceries; or members of the community who do not have a vehicle and would like to visit our attractions; or even those just wanting to bicycle to break-off from social isolation, this type of program could be very beneficial”

(Strathcona Community Health Network, 2018, p. 2).

The SCHN Health profile for Sayward and Surrounding area notes that “one-third of employed commuters spend at least 45 minutes or more commuting each way, or 90+ minutes total. These commuters are likely working in Campbell River” (Strathcona Community Health Network, 2019, p. 4).

The SCHN notes the interconnectedness of transportation with other determinants of health such as access to fresh and nutritious food and healthcare. Overall they noted poor availability of active and alternative transportation in the Sayward Valley and Kelsey Bay area.



**SAYWARD VILLAGE
SAYWARD VALLEY
& SURROUNDS**



TRANSPORT TABLE

Wednesday, October 24th, 2018, 5.30pm-6.30pm, Heritage Hall

The Sayward Community Capacity Project and the Strathcona Community Health Network are collaborating to host a Transport Table in Sayward to discuss transport actions and opportunities at the local and regional level.

This will be an open and informal meeting to bring people together, talk about transport and find out who is interested in collaborating on transport projects. Transport Tables have recently been held in Gold River, Zeballos, & Cortes Island.

The **Sayward Community Capacity Project** is a short-term project that is bringing people together from throughout the greater Sayward area to improve health and well-being and foster community capacity.

The **Strathcona Community Health Network's** role is to improve the health and well-being of communities in the Strathcona region by focusing on things that keep people healthy like housing, transport, cultural safety, connectivity and food security.

For information contact:

- Nuka de Joes, Community Capacity Coordinator
saywardcommunitycapacity@gmail.com/250-282-0001
- Libby King, Health Network Coordinator
lking@scd.ca/778-348-0762



**STRATHCONA
COMMUNITY
HEALTH NETWORK**

“Additionally, even if residents are interested in utilizing active transportation like walking or cycling to get from one community to the other, it is often difficult given the lack of active transportation infrastructure and safety and connectivity infrastructure.”

(Strathcona Community Health Network, 2019, p. 10).



**Social Determinants of Health Fact Sheet:
Sayward, Sayward Valley
and Kelsey Bay**

Official Community Plan

Sayward's Official Community Plan (OCP), which was updated with an amendment in 2010, addresses active transportation or the benefits associated with it in several passages (Village of Sayward, 2000). These policies have been helpful in guiding this plan and should be brought forward with relevant changes and modernization for the next OCP update.

2.1.b. To ensure village design that encourages community interaction, village cohesiveness and that incorporates the needs of children.

2.2.a. To enhance accessibility to parks, forests, ponds, the estuary and the ocean waterfront for recreational use.

2.2.f. To reduce community greenhouse gas emissions by 33% below 2007 levels by 2020.

3.1.b.

iv) Require that new multiple unit residential developments include secure bicycle storage.

v) Require that new commercial development include bicycle parking structures.

3.1.f. Transportation

ii) Establish 'carpool parking' spots in Village parking lots to offer preferential parking spaces to multi-occupant vehicles.

iii) Install bike racks in central locations.

iv) Provide space in Village Offices to advertise ride share or car share programs.

v) Expand trail and pedestrian networks to encourage active transportation and the reduction of vehicle use.

vi) Work with the community to determine the feasibility of a "truckshare" co-op program to reduce the number of larger pick-up vehicles that are used for general day-to-day use.

(Village of Sayward, 2000)

Photo: Bike rack installed at the municipal office.



Recent Analysis & Current Initiatives

In 2021, Urban Systems undertook research and created a background report for the Village's OCP update, noting the following.

"The Village currently offers a volunteer-run medical transportation program that transports residents to and from Campbell River for medical appointments. There is currently no other form of public transportation and there are no taxis operating within Sayward. There is one official designated bike lane. Approximately 85% of the population drive to work, 15% are able to walk to work. 1/3 of employed commuters spend at least 45 minutes or more commuting each way, primarily to and from Campbell River" (Urban Systems Ltd, 2021, p. 4).

The report also explained that a large portion of private land was about to be developed and highlighted the importance of active transportation as the population of Sayward grows.

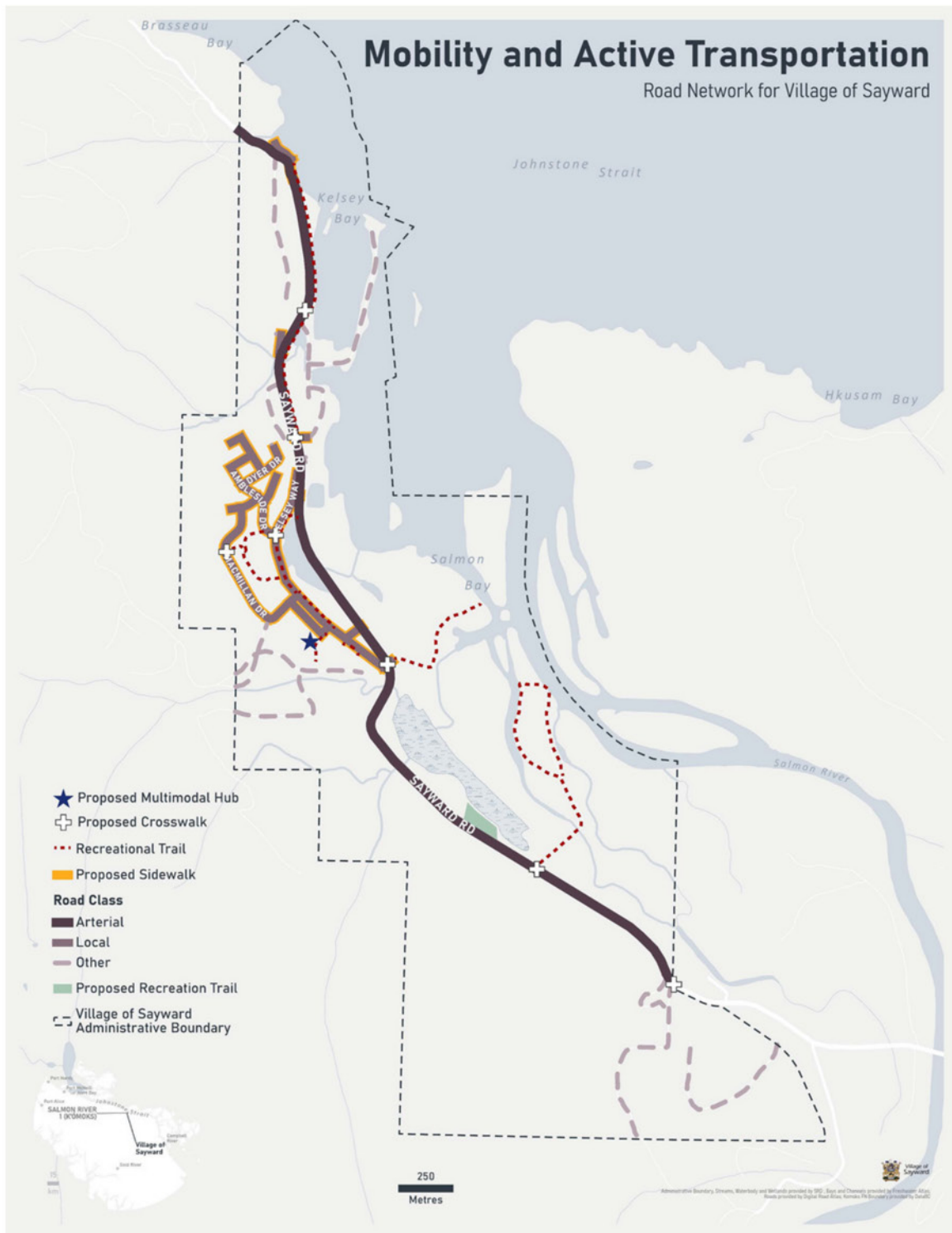
"With increased development and future population growth, parking capacity in Kelsey Bay and key attractions throughout the Village will need to be considered. Future

emphasis on active transportation may help to alleviate some of the future parking pressures" (Urban Systems, 2021, p. 6).

The following map (Figure 7) proposed by Urban Systems as a vision for the Village of Sayward road network, to improve mobility and active transportation. The locations of proposed sidewalks and crosswalks would improve connectivity and safety for active mode users in the Village.

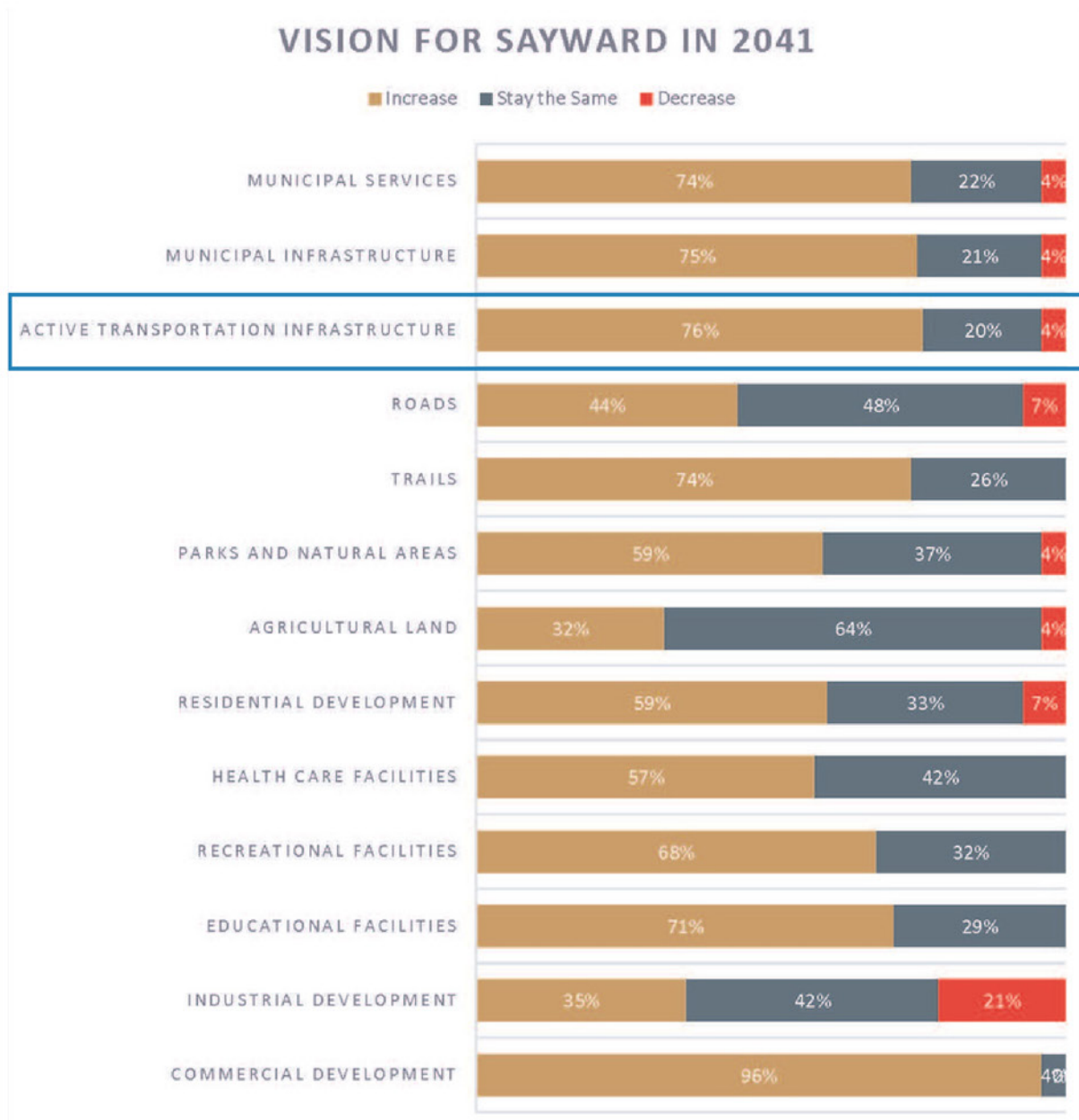
Active transportation was also highlighted in the Community Survey (Figure 8) as an aspect that most would like to see increase in the future. At 76% in favour of increasing active transportation infrastructure, this aspect was second only to Commercial Development (96% in favour).

Figure 7: Urban Systems Proposed Road Network Vision



(Urban Systems, Ltd., n.d.)

Figure 8: Results of OCP update community survey (land use)



(Urban Systems, 2021, p. 31 emphasis added)

Working Waterfront Trail

In 2017, Barefoot Planning and Larch Landscape Architecture created the plan for the Working Waterfront Project (Village of Sayward, 2017) to combine active transportation improvements with tourism and economic diversification. Recognizing that Sayward has many natural assets as well as an interesting forestry history, the plan proposed a walking trail with a welcoming gateway (and parking area) and viewpoints with interpretive signage.

The Working Waterfront Trail was completed in 2019 with funding from the Ministry of Transportation and Infrastructure, the BC Rural Dividend Program, and the Island Coastal Economic trust (Urban Systems, 2021).

While the primary motivator is to draw tourism and commercial business to the area, the added gravel pathway has also provided a scenic active transportation route for the residents of Sayward. It provides a connection to the wharf for the northern portion of the Village, which would be beneficial to see extended along the rest of Sayward Road.



Figure 9: Map of the Working Waterfront Vision



- A** Redeveloped Community Wharf
- B** Visitor's Hub with Commercial
- C** Extensive Marina Improvements
- D** Complimentary Private Upland Development
- E** Redeveloped Boat Launch
- F** Destination Trail, with network of interpretive areas. Gateway pavilion with landscaping, interpretive information, shelter, parking.

(Village of Sayward, 2017, p. 6)

Engagement Methodology

Digital Survey

A survey of 8 questions was created through Survey Monkey. The link was promoted by the Village of Sayward online, on their website and official Facebook page, in the community newsletter, and through posters put up around the Village.

Paper copies were also available to fill out manually at the Village office or over the phone, to increase accessibility. The manual method was not utilized by any participants.

The purpose of the survey was to understand specific aspects of active transportation in the Village:

1. How are people traveling by active transportation & how would they like to travel by active transportation?
2. For what trips are they using automobile transportation vs. active transportation?
3. What barriers do people experience to using active transportation within the Village of Sayward?

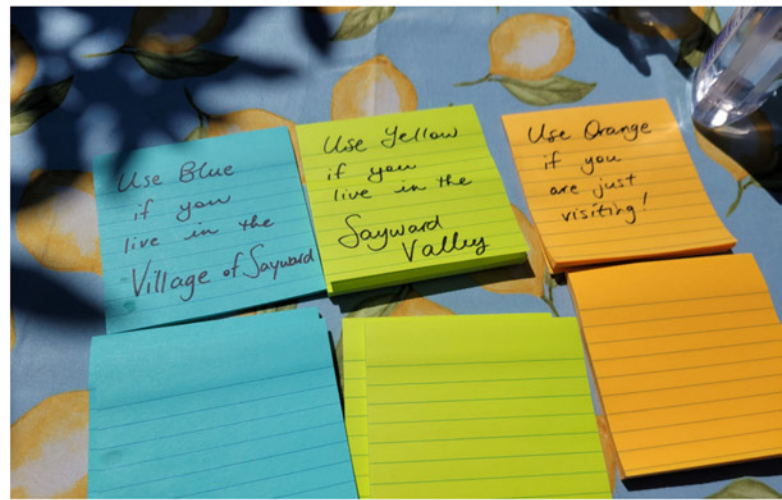
In-Person Engagement

An engagement booth was set up on August 7th in front of the Kelsey Recreation Centre, Village Office, Recycling Depot and VIRL Library.

The engagement team interacted with 17 individuals to explain the purpose of the exercise over the period of 4 hours. 7 of these individuals provided responses to the questions, with some responses being on behalf of their immediate family of 2 - 4 people (either in attendance or absent). Some did not have time or chose not to answer because they were not locals.

The engagement posters replicated the community survey questions while providing the ability to answer them completely open-ended rather than giving multiple-choice suggestions.

Three colours of post-it notes were provided for different respondent locations: living within the Village of Sayward, the Sayward Valley, and outside of the Valley “just visiting”. The results were entered into Survey Monkey under a separate collector, to differentiate the responses. There will be slight differences in the data, as in-person respondents were not asked for their age.



Active Mobility Checklist

An active mobility checklist was created for distribution, modified from the United States Department of Transportation: National Highway Traffic Safety Administration's Walkability Checklist (n.d.). The wording of "walkability" was changed to be more inclusive to those who use wheelchairs, mobility devices, and to include other forms of active transportation.

No results were received before the writing of this report, but the checklist may be used for municipal staff to gather feedback about routes that are working well and that need attention within the Village.

This checklist could be provided on the community website, at the Village Office, Kelsey Recreation Centre, Primary Health Clinic and the Sayward School. Since children cannot drive, their input on active transportation is very insightful and determining safe routes to school should be an aspect of any transportation plan.

Photo courtesy of Amber Faust on Unsplash

Take a walk, ride or roll and use this checklist to rate your neighborhood.

How is Active Mobility in the Village of Sayward?

Location of journey _____ Rating Scale: 1 2 3 4 5 6
 awful most problems some problems good very good excellent

1. Did you have room to move?
☐ Yes ☐ Some problems:
☐ Sidewalks or paths started and stopped
☐ Sidewalks were broken or cracked
☐ Sidewalks were blocked with poles, signs, shrubbery, dumpsters, etc.
☐ No sidewalks, paths, or shoulders
☐ Too much traffic
☐ Something else _____
 Locations of problems: _____
 Rating: (circle one) 1 2 3 4 5 6

2. Was it easy to cross streets?
☐ Yes ☐ Some problems:
☐ Road was too wide
☐ Traffic signals made us wait too long or did not give us enough time to cross
☐ Needed striped crosswalks or traffic signals
☐ Parked cars blocked our view of traffic
☐ Trees or plants blocked our view of traffic
☐ Needed curb ramps or ramps needed repair
☐ Something else _____
 Locations of problems: _____
 Rating: (circle one) 1 2 3 4 5 6

3. Did drivers behave well?
☐ Yes ☐ Some problems: Drivers...
☐ Backed out of driveways without looking
☐ Did not yield to people crossing the street
☐ Turned into people crossing the street
☐ Drove too fast
☐ Sped up to make it through traffic lights or drove through traffic lights
☐ Something else _____
 Locations of problems: _____
 Rating: (circle one) 1 2 3 4 5 6

4. Was it easy to follow safety rules?
 Were you able to:
☐ Yes ☐ No Cross at crosswalks or where you could see and be seen by drivers?
☐ Yes ☐ No Stop and look left, right and then left again before crossing streets?
☐ Yes ☐ No Walk on sidewalks or shoulders facing traffic where there were no sidewalks?
☐ Yes ☐ No Cross with the light?
 Locations of problems: _____
 Rating: (circle one) 1 2 3 4 5 6

5. Was your journey pleasant?
☐ Yes ☐ Some unpleasant things:
☐ Needed more grass, flowers, or trees
☐ Scary dogs
☐ Scary people
☐ Not well lighted
☐ Dirty lots of litter or trash
☐ Dirty air due to automobile exhaust
☐ Something else _____
 Locations of problems: _____
 Rating: (circle one) 1 2 3 4 5 6

How does your neighborhood stack up? Add up your ratings and decide.
 1. _____ 26-30 Celebrate! You have a great neighborhood for active mobility.
 2. _____ 21-25 Celebrate a little. Your neighborhood is pretty good.
 3. _____ 16-20 Okay, but it needs work.
 4. _____ 11-15 It needs lots of work. You deserve better than that.
 5. _____ 5-10 It's a disaster for active mobility!
 Total _____

Please send a photo or a scan of your checklist to cao@saywardvalley.ca or drop it off in person at the Village Office, 652 HKusam Way.

Checklist modified from United States Department of Transportation: National Highway Traffic Safety Administration's Walkability Checklist <https://www.nhtsa.gov/document/walkability-checklist> 



Community Engagement

Survey Results

The survey gathered 5 online responses and 7 in-person responses for a total of 12 data sets. This is a low response rate representing only 3% of the community, so should not be taken as statistically representative of the population of Sayward.

Still, valuable qualitative answers were provided to give a picture of the experience of using active transportation from the perspective of residents and visitors. The views expressed were largely consistent with those seen in the OCP consultation and Transportation Table summaries.

The majority of respondents were from the Village of Sayward. While ages were not collected from in-person respondents, there was a mix of ages represented from small children and teens with their parents to seniors.

Figure 10: Where do you live?

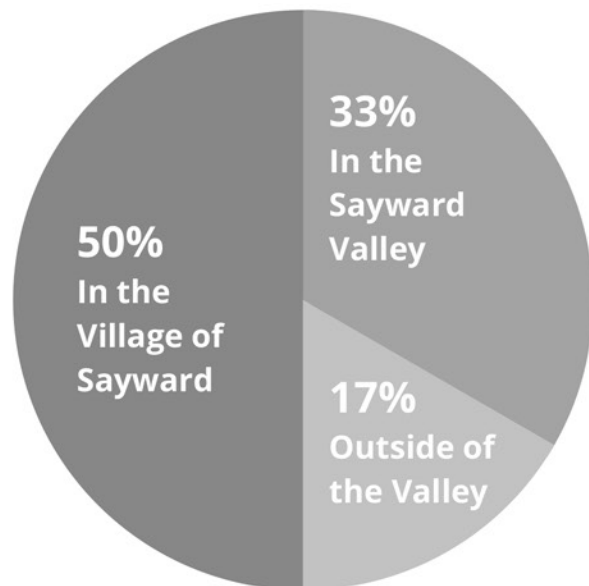
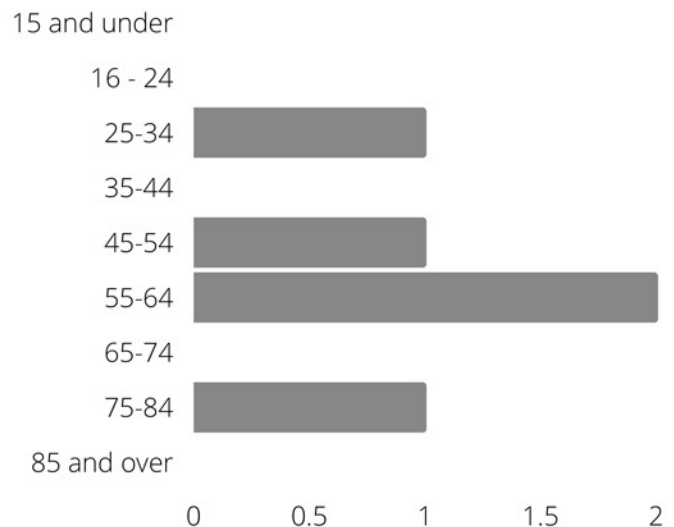


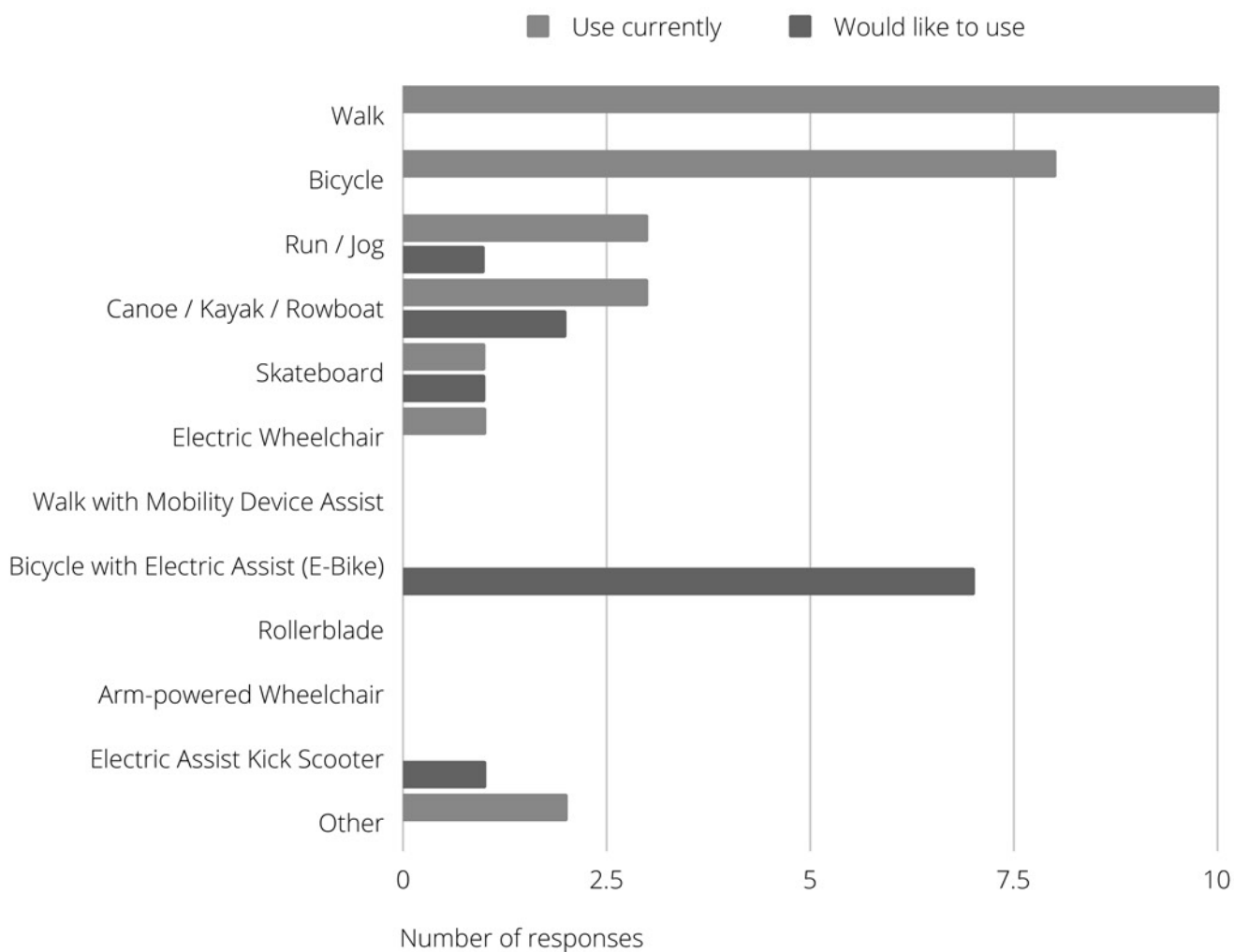
Figure 11: What is your age?



Walking and cycling were common modes. While no respondents currently use an electric bike, there is clearly some appetite for them. The addition of electric assist reduces

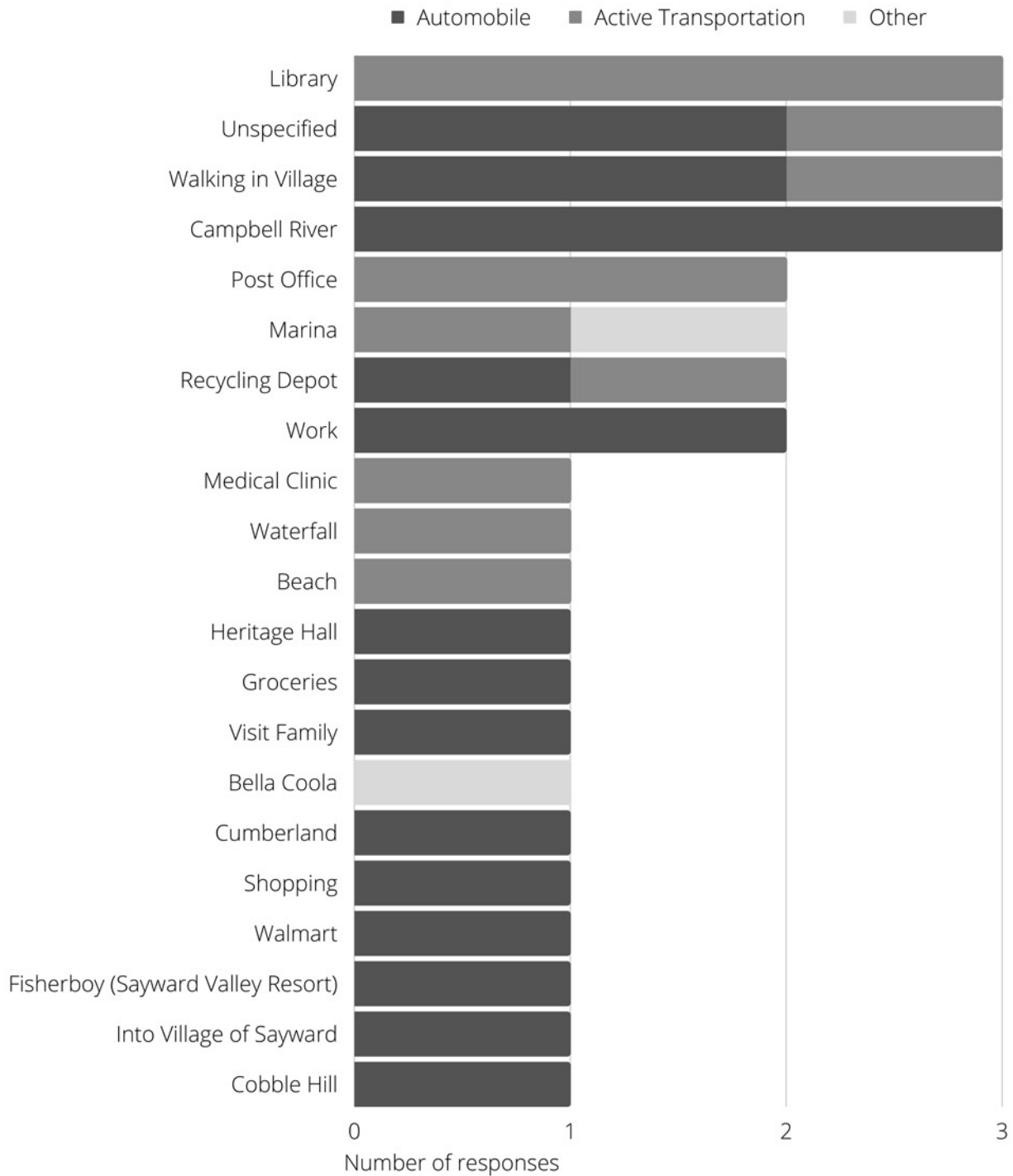
some barriers to using active transportation such as terrain challenges, time constraints, and physical constraints or disability considerations.

**Figure 12: Which modes of active transportation do you currently use?
And which modes would you like to use that you don't currently?**



Note - the two "Other" responses were two methods of alternative transportation but don't fall under the definition of active transportation

Figure 13: What were the last 3 trips you took & what mode did you use for each?



Note: A "trip" was defined as any journey to bring yourself or others to a destination, for any purpose.

The most common destinations for automobile transport were Campbell River and getting into the Village of Sayward. The most common destinations for active transportation were the Library and the Post Office. Of course, the in person event was set up next to the library on a day it was open, which skews that result.

This question provides a useful “point-in-time” snapshot of mobility in the area rather than asking people to estimate their active transportation use.

This survey was completed during the Summer so Active Transportation use could be skewed higher due to more agreeable weather. Any future comparative survey should be undertaken the same time of year.

33 individual trips were reported on. Of these, 58% were by private automobile and 36% were by Active Transportation. Of that 36% the majority were walking (67%).

Figure 14: Analysis of mode for self-reported trips

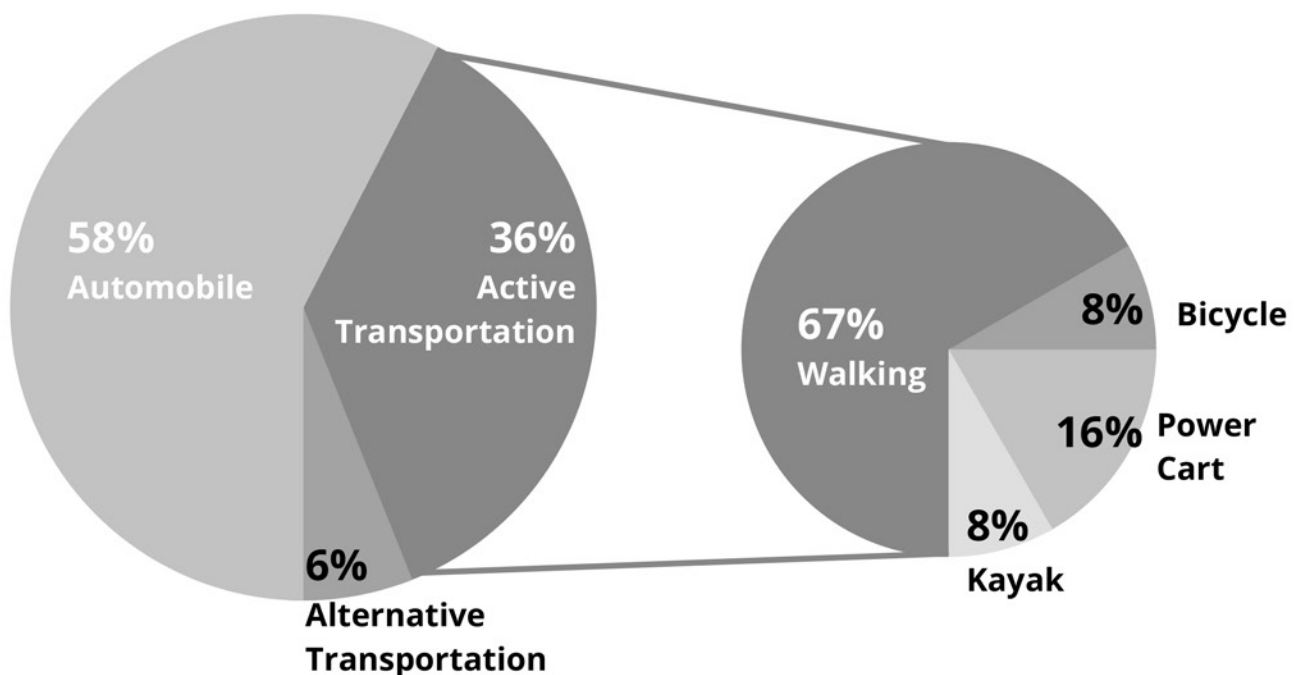
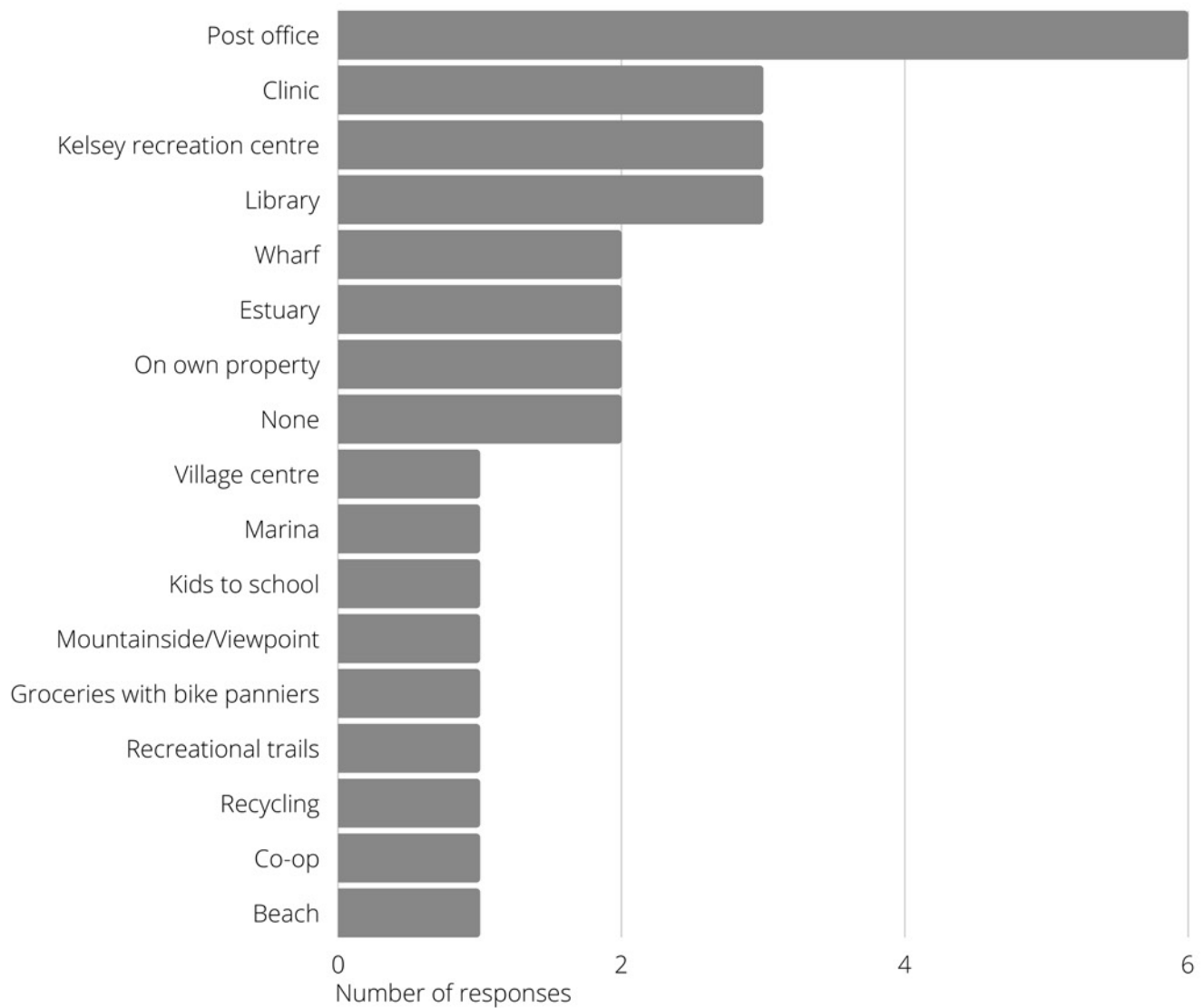
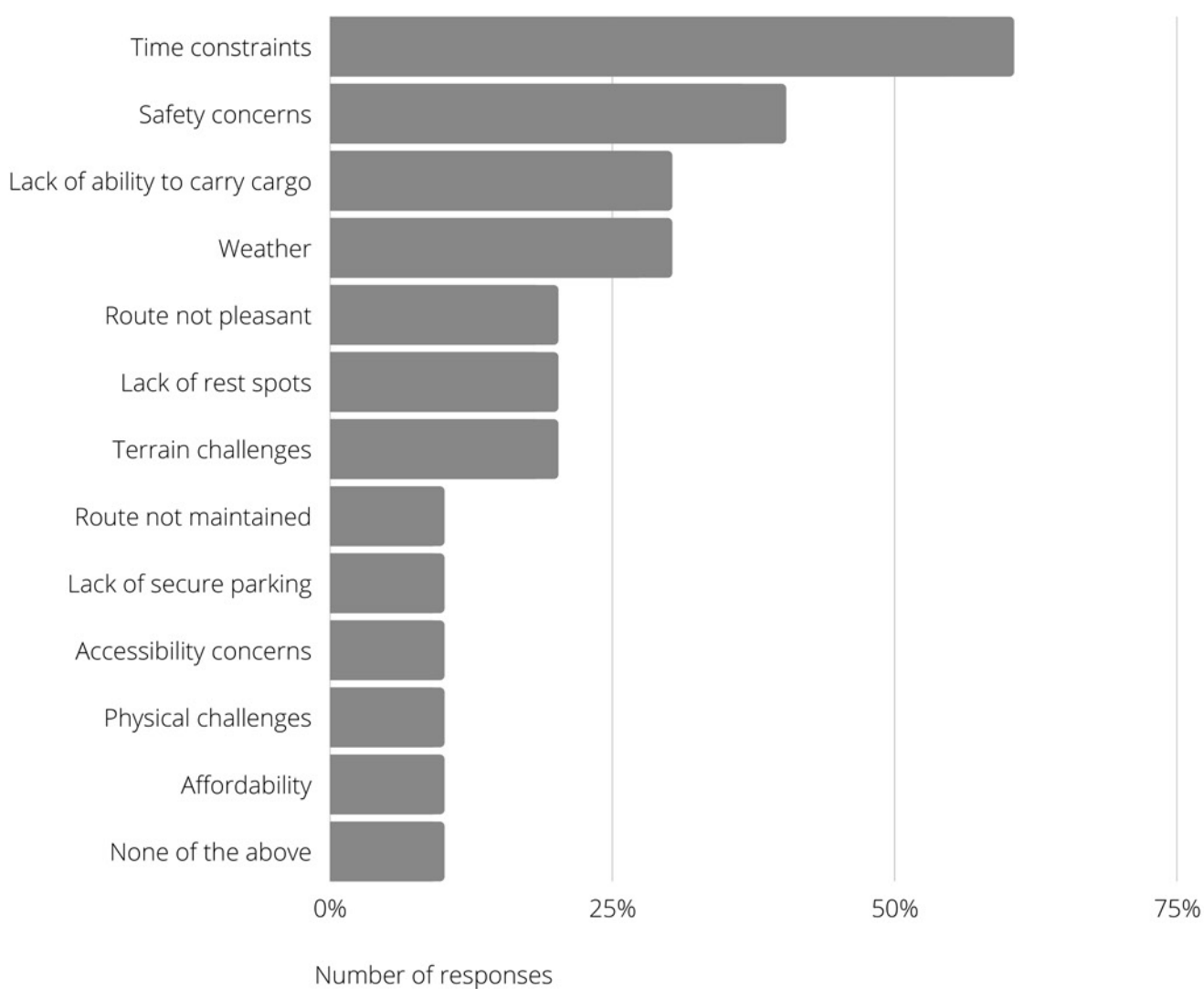


Figure 15: What places do you travel to regularly using active transportation?



Barriers to active transportation is one of the most important aspects to focus on if a municipality wants to promote and improve its use.

Figure 16: What barriers do you experience to using active transportation for local trips?*



*Local trips were defined for the respondents as "within a 15-minute walk, or 15-minute bike ride".

Time constraints were noted as the main barrier to active transportation, which is unsurprising in an area with low density of housing and amenities. However, this can be addressed to some extent by reducing travel times through improving connection between common destinations and improving route conditions to allow for smooth, efficient and enjoyable travel.

Safety was the second most cited barrier to using active transportation, which definitely needs to be addressed. While utilizing existing roadways is often the most economical way of inserting active transportation infrastructure, many do not feel safe in this environment and would prefer a separated pathway. Infrastructure should consider people of all ages who may want to use the path, from a child with training wheels to a parent toting a child carrier or stroller, a trike with cargo box to a wheelchair or mobility scooter.

Weather is always a factor in the Pacific Northwest, especially rain. However, measures can be taken to make active transportation more desirable despite weather that is less than ideal. By providing safe,



A bike rack at the Sayward Library



A person in a wheelchair using a bicycle lane.
Photo by Rasmus Gerdin on Unsplash



A simple shelter along the Salmon River

convenient, and pleasant active transportation infrastructure, use may become more consistent throughout the seasons. Options to address weather concerns include providing shelter spaces along the active transportation routes, covered bicycle/ scooter/ power cart parking, hooks near the heater in public buildings to dry wet gear, and even embracing the weather with 'storm watching' stations.



Photo by Mark Stosberg on Unsplash

Carrying cargo is a barrier that can be addressed by the modification or provision of devices that fit people's needs. A municipality can get involved by providing education around options for increasing carrying capacity on bicycles, even for carrying kids! The market for mobility devices that add carrying capacity and ease of movement are ever expanding, but many potential users may not be aware of new options.



Photo by Annie Spratt on Unsplash

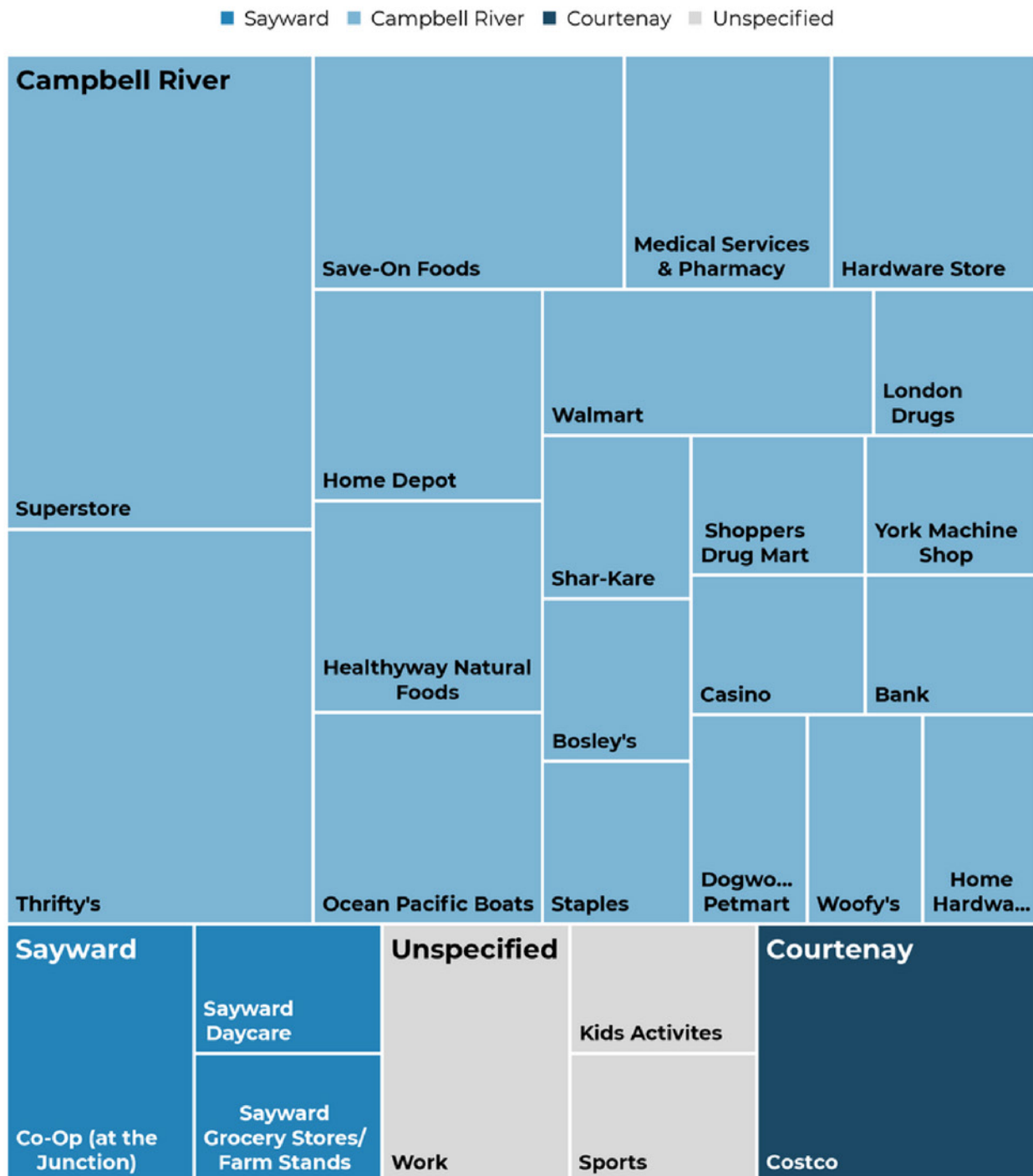
There are also options to get creative... for example, one active transportation user said they brought their wheelbarrow along if the load was heavy!

The survey urged respondents to elaborate on the barriers they experience and the following comments were offered:

- Lack of hard surface sidewalks or trails, even though I approve of keeping it to a minimum.
- Lack of sheltered parking for bikes and mobility carts.
- Very hilly so that poses a challenge for cycling. Feel I can get up the hill just as fast walking.
- Rural location, needing to do multiple stops, having kids, not having enough time, needing to carry stuff
- Not enough sidewalks and trails. No shelter spaces
- Road width
- Used to ride a bicycle, especially up to the junction daily. But concerned about balance and falling off, getting older.
- There is nothing to get to within 15 mins of my home so I drive to reach the places I need to go to further a field
- Convenience, would have to bring bike in the truck and do a lot of backtracking to use active transportation within Sayward (Remote location, property is 12 kms from Village of Sayward)
- Distance to and from services in Sayward. Lack of business friendly zoning within the village. Nearest services stores restaurants 15 km round trip. Nearest work / towns 80 plus km. Plus with Elk, Grizzly etc. not safe to walk or ride at times.
- Live so far outside of town and on a busy highway, which makes it very difficult to use any active transportation to get anywhere, be that for essential shopping or recreationally.

Lastly, respondents listed their most common destinations for automobile transport. This is useful for understanding when and how a vehicle trip could be replaced with an active transportation trip, even if it is in combination with goods delivery, carpooling, use of the Age-Friendly Van or other future rideshare/ transit endeavors.

Figure 17: What are your most common destinations when using automobile transport?





Suggestions & comments for improving active transportation in the Village of Sayward:



Residents of the Village said:

Having electric bikes & scooters available at the cross-roads to the village for daily chores (to and fro).

Micro-mobility.

Paved bike lanes (shared for scooters, skateboards).

Improved crosswalks.

Really need some kind of sheltered parking in the Village Centre for rainy days.

Pedestrian safe zones (people drive too fast).

Re: roadways: gravel paths are nice but gravel sticks in my wheels. Our village roads are a bit narrow when sharing it with cars. No sidewalks or side lanes for non-autos.

Signage.

Visitors to the Village said:

Advertise as a bike friendly community (brochure could show bike routes).

“Share the Road” signs, bike lanes. Arrows on the road, even.

Trail map for bikes.

Discussions

Two local grocery stores have come into operation since the OCP Background Report - the Sayward Valley Resort and the mid-Island Co-Op. They are both located outside of the Village boundary near the junction of Sayward Road and the Highway 19, which is about 10 kms from the Village centre. While most of the housing density is located in the Village Centre, properties also run along Sayward Road. Connecting routes from homes to the source of daily goods is essential to the viability of active transportation.

Three respondents came on foot, walking to the library or recycling depot. Three came by car. One came by Power Scooter, the only one using a mobility device to travel to the engagement site. Six cyclists rode by but none stopped to engage.

The Power Scooter user provided valuable insight into access for those using a mobility device. These were some insights that weren't necessarily recorded on the post-its.

- Does not consider their device an "electric wheelchair" as it was called in the materials. The poster was updated to include Power Scooter & Power Cart.

- Noted that there were about 5 individuals in Sayward using a similar device
- Not sure if they would be considered/included in the definition of active transportation. Whether in combination with walking or not, mobility device users should always be considered in active transportation.
- Felt that people move to Sayward because of its natural beauty and absence of hard surfaces, themselves included, but that the gravel surface also poses major difficulty for their mobility device - gravel gets stuck in the tread and impairs movement. Also expensive to repair if it causes a malfunction. Note that wood chips and wharf surfaces also pose obstacles.
- Accessibility has been improved in the Village over the last several years, more ramps and other considerations have been implemented.

Action Plan

1. Safety	
Goal	Residents of all ages and abilities feel safe travelling by active transportation within the Village of Sayward.
Proposed Objectives	
1.1	Pursue funding for the implementation of paved active transportation route(s) designed to allow for a multitude of users.
1.2	Identify routes that could provide a separated active transportation lane to reduce conflicts with vehicle traffic and minimize costs of implementation.
1.3	Identify routes that are restricted by private property ownership, cliffs, water, and other natural features, which would have to accommodate active transportation along existing roadway.
1.4	Delineate cycling routes and pedestrian safe zones along roadways through paint and signage.
1.5	Determine common pedestrian road crossings and implement crosswalks at these locations with adequate lighting and accessibility/universal design considerations.
1.6	Consider active transportation during road maintenance and upgrades, especially on roads that do not currently have an appropriate width to accommodate “complete street” principles.

2. Accessibility

Goal

Residents with disabilities and mobility challenges are able to participate in active transportation within the Village of Sayward.

Proposed Objectives

2.1

Continue to improve the accessibility of public buildings and outdoor spaces through the incorporation of universal design.

2.2

Ensure transportation planning seeks to incorporate the perspective of community members with disabilities.

2.3

Bring an accessibility lens to all active transportation projects.

2.4

Apply age-friendly approaches to active transportation, meaning it works well for people of all ages.

3. Security

Goal

Residents are encouraged to use active transportation with the provision of adequate secure parking.

Proposed Objectives

3.1

Install bicycle racks under covered areas, with preference for designs that can accommodate electric bikes, trikes, mobility scooters and other devices.

3.2

Update zoning bylaw to require new multi-family developments to provide secure indoor storage, such as a bicycle room, with places to lock up.

4. Connectivity

Goal

The network of active transportation infrastructure within the Village of Sayward provides a continuous, efficient, and enjoyable means of connecting common destinations.

Proposed Objectives

4.1

Focus resources on connecting the Village Centre to other main destinations; the junction of Sayward Road and Highway 19 (location of both grocery stores) and the marina/wharf.

4.2

Approach land use designations and zoning with a consideration of how patterns of use will promote or discourage active transportation.

4.3

Encourage commercial endeavours that would provide access to the sale of daily goods within the Village centre, thereby allowing them to be reasonably procured by active modes of transportation.

4.4

Utilize future development as an opportunity to further the provision of active transportation infrastructure through right of way upgrades.

4.5

Create a Community Amenity Bylaw which designates active transportation infrastructure as one of the amenities desired within the Village.

5. Weather

Goal

Provide infrastructure that encourages the use of active transportation in all weather.

Proposed Objectives

5.1

Provide weather shelters, benches and bike racks to promote the use of active transportation year-round.

5.2

Conserve and expand tree canopy along active transportation routes to give shade on hot days.

6. Education

Goal

Residents are aware of options, resources, and training opportunities to increase their individual or household use of active transportation.

Proposed Objectives

6.1

Provide information on emerging modes of micro-mobility, such as electric bikes and electric scooters, such as things to look for when shopping and contact information for local retailers.

6.2

Consider holding workshops for how to maintain and modify your bicycle or other mobility device.

6.3

Communicate about active transportation through dissemination of educational materials, "safe routes to school" materials, and the mobility checklist.

7. Promotion

Goal

The Village of Sayward is known as a place where active transportation is embraced and supported for locals and tourists alike.

Proposed Objectives

7.1

Collaborate with the Tourism Committee, Parental Advisory Committee, Strathcona Community Health Network, and other organizations to promote active transportation as a benefit.

7.2

Consider holding events such as a “Bike to School Week” or “Car-Free Day” to promote active transportation through community celebration.

7.3

Consider the feasibility of a sharing or renting program for bicycles and other active transportation devices, whether Village-sponsored or privately owned.

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Appendix A

Engagement Materials

What do you think?

How can Sayward promote Active Transportation?

Active Transportation has numerous benefits for health, economics, community, and the environment.

Sayward's Active Transportation Plan will explore ways to make Active Transportation safer, more desirable, and more accessible within the Village.

We want your input!

Please join us:

12 - 4 pm outside the Kelsey
Recreation Centre on
Sunday August 7th, 2022.

We will have a booth to collect your feedback and suggestions. If you are unable to attend in person, please respond to this 5-10 minute survey which explores the same themes and questions. Copies will also be available at the Village Office until August 12th.



Scan me to go to
the survey:



<https://www.surveymonkey.com/r/SaywardATPlan>

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Village of
Sayward

iii. Survey Questions

Sayward Active Transportation Survey

Hello & welcome!

Active Transportation (AT) is generally defined as any human powered method of getting from one place to another, including those modes that have a boost from electric assist.

There are numerous social benefits of AT that affect public health, safety, environmental, sustainability, economic, financial, quality of life, community connection, and transportation.

Promoting AT often requires an examination of how to improve safety, access, affordability, and age-friendliness. The Sayward Active Transportation Plan will consider these aspects in its assessment and recommendations.

The Province of BC has a goal to double the percentage of trips taken by Active Transportation by 2030. Increasing the percentage of trips by AT can be accomplished a number of ways:

- **Increasing number of AT trips**
- **Replacing an automobile trip with an AT trip**
- **Decreasing number of automobile trips: carpooling, combining errands, etc.**

Please keep these objectives in mind while providing suggestions for your community. The following survey will take approximately 5-10 minutes.

Thank you for your time!

1. Which Active Transportation modes do you use?

- ☐ Walk
- ☐ Walk with Mobility Device Assist
- ☐ Run / Jog
- ☐ Bicycle
- ☐ Bicycle with Electric Assist (E-Bike)
- ☐ Skateboard
- ☐ Rollerblade
- ☐ Arm-powered Wheelchair
- ☐ Electric Wheelchair
- ☐ Canoe / Kayak / Rowboat
- ☐ Other (please specify)

2. Which Active Transportation modes would you like to use, that you don't use currently?

- ☐ Walk
- ☐ Walk with Mobility Device Assist
- ☐ Run / Jog
- ☐ Bicycle
- ☐ Bicycle with Electric Assist (E-Bike)
- ☐ Skateboard
- ☐ Rollerblade
- ☐ Arm-powered Wheelchair
- ☐ Electric Wheelchair
- ☐ Canoe / Kayak / Rowboat
- ☐ Other (please specify)

3. What were the last 3 trips you took & what mode did you use for each?

A "trip" can be defined as any journey to bring yourself or others to a destination, for any purpose.

4. What places do you travel to regularly using Active Transportation?

5. What barriers do you experience to using Active Transportation for local trips (within a 15-minute walk, or 15-minute bike ride)?

- | | |
|---|---|
| <input type="checkbox"/> Safety Concerns | <input type="checkbox"/> Accessibility concerns |
| <input type="checkbox"/> Route is not pleasant | <input type="checkbox"/> Time constraints |
| <input type="checkbox"/> Route is not maintained (overgrown, tripping hazard, etc.) | <input type="checkbox"/> Physical challenges |
| <input type="checkbox"/> Lack of ability to carry cargo | <input type="checkbox"/> Affordability |
| <input type="checkbox"/> Lack of secure parking | <input type="checkbox"/> Terrain challenges |
| <input type="checkbox"/> Lack of rest spots | <input type="checkbox"/> None of the above |
| <input type="checkbox"/> Weather | |

Please add any other barriers you experience and/or additional comments for a better understanding of your answers. (e.g. Specific locations with issues or suggestions to help remove barriers).

6. What are your most common destinations when using automobile transport?
(Please be specific, such as “Thrifty Foods, Campbell River” rather than “Grocery Store”)

7. What is your age?

- | | |
|------------------------------------|-----------------------------------|
| <input type="radio"/> 15 and under | <input type="radio"/> 55-64 |
| <input type="radio"/> 16 - 24 | <input type="radio"/> 65-74 |
| <input type="radio"/> 25-34 | <input type="radio"/> 75-84 |
| <input type="radio"/> 35-44 | <input type="radio"/> 85 and over |
| <input type="radio"/> 45-54 | |

8. Where do you live?

- ☐ In the Village of Sayward
- ☐ In the Sayward Valley
- ☐ Outside of the Sayward Valley