



**Strathcona Regional District (SRD)
Electoral Area C**

ACTIVE TRANSPORTATION NETWORK PLAN

February 2025

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Prepared for:

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1.0 Overview

The Strathcona Regional District's (SRD) Electoral Area C (Area C) Active Transportation Network Plan (ATNP) provides direction on how to achieve improved active transportation conditions on Quadra Island and its connections to outer communities and beyond that align with the policy goals, objectives and targets that are most important to the community. The ATNP identifies priority network improvements to support people cycling, walking, and wheeling (including people with disabilities) to improve safety, remove and prevent barriers, and facilitate connectivity across the community.

The ATNP is the first comprehensive transportation plan for Area C, building on direction established in the 2007 Quadra Island Official Community Plan (OCP) and associated Quathiaski Cove Village Plan. The ATNP was developed in coordination with SRD staff and through engagement with Area C community members, key interest groups, and other government agencies.

Active Transportation 101

What is active transportation?

Active transportation includes any form of human-powered transportation. Walking, which includes travelling with the support of a mobility device, and cycling are the most popular and well-known forms of active transportation, however the definition extends much more. It can also include winter-based active modes, water-based active modes, and horseback riding, although these modes are typically more recreational in nature. Connections to ferries and other transportation modes are important in facilitating travel choice.

What is the Active Transportation Network Plan?

The ATNP is a strategic document developed to provide a roadmap of the goals and objectives for improving active transportation within Area C. The project process involved identifying a vision and goals for active transportation, an envisioned long-term active transportation network, the type and design of active transportation facilities, and priorities for implementation and investment in new facilities.

How will the Active Transportation Network Plan be used?

The ATNP will inform priorities and guide investment in active transportation throughout Area C. It will inform capital planning and public investment in infrastructure, and guide land development toward providing desired active transportation facilities. It will assist in collaboration with adjacent communities and transportation service providers, as well as communicate priorities for active transportation infrastructure to Provincial and Federal funding agencies to help strengthen future partnerships and grants.

Who is the Active Transportation Network Plan for?

The Active Transportation Network Plan is for everyone living, working, and recreating on Quadra Island and its connections to outer communities and beyond. Developed with input from community members, First Nations and key interest groups, the Active Transportation Network Plan will guide SRD staff and elected officials in decision making.

1.1 Plan Process

The ATNP was prepared between August 2024 and March 2025. The process consisted of five (5) steps, including two (2) separate community engagement phases.



The community engagement activities and summary of feedback are described in detail in *Section 4.0*.

Benefits of Active Transportation

Greenhouse Gas (GHG) Emissions. Active transportation supports the goal of reducing greenhouse gas (GHG) emissions relating to on-road transportation by replacing vehicle trips with walking, cycling, and rolling trips, and eliminating GHG emissions and air pollution associated with vehicle travel. This helps address a key goal of the SRD's Integrated Community Sustainability Plan, and aligns with CleanBC.

Health + Well-Being. Travelling by active modes contributes to increased personal activity, directly impacting our health and reducing risks associated with a lack of physical activity. Research has also shown active transportation contributes to reduced stress levels and improved overall well-being.

Safety + Comfort. Investments in pedestrian, cycling and rolling infrastructure help people of all ages and abilities feel safe and comfortable engaging in active transportation without fear of collision or conflict with vehicles.

Equity. Active transportation is a cost-effective transportation option, that can be accessed by a broad spectrum of the community. Investments in active transportation infrastructure help ensure that Area C is connected by safe and accessible facilities, contributing to a more equitable community.

Local Economy. More people walking and cycling supports our local economy through an increase in foot traffic to local businesses, providing new opportunities for recreation and tourism, and reducing household costs by offering more cost-effective travel options for Area C residents.

Quality of Life. Active transportation strengthens opportunities to enhance connectivity and accessibility throughout Area C, most notably the ferry terminals, Quathiaski Cove and Heriot Bay, our waterfront, parks, trails and neighbouring communities. It also creates opportunities for community interaction, fostering social connectedness and sense of place.

2.0 Shaping Influences

2.1 First Nations

The Strathcona Regional District corporate office is located on the traditional unceded territory of the Ligwíłdaŋ people. Discovery Islands-Mainland Inlets, Electoral Area C, is located within the traditional unceded territories of the We Wai Kai, Wei Wai Kum, Klahoose, Homalco, Kwiakah, Tlowitsis, & K'omoks First Nations.

Approximately 5% of Area C residents reported having Indigenous identity, with the Cape Mudge We Wai Kai reserve home to 145 people (per the 2021 Census).

The ATNP builds on directions identified in the We Wai Kai Nation's *Active Transportation Plan* (2023), seeking to identify shared priorities and enhance connections between communities.

2.2 Our Community

Location + Area

Area C is the largest geographic electoral area within the SRD, and covers approximately 10,650 square kilometres, including Quadra Island, Read Island, West and East Redonda Islands, Maurelle Islands, Raza Island, Stuart Island, Sonora Island, Port Neville, Rendezvous Island, Hardwick Island, East & West Thurlow Islands & Mainland Inlets.

Population

The demographic statistics to the right from the 2021 Canadian Census are key metrics for the Area C community and for influencing active transportation behaviours.

The median age among Area C residents is 52.8, older than the SRD median age of 49.6.

Area C has a relatively large senior population. From 2011 to 2021, the senior aged population (65+) increased by over 2-times from 470 to 1,015 individuals. During the same period, the total number of youth (under 15) saw a slight decline of 3%, from 325 to 315. Additionally, the population of late teens and young adults (aged 15 to 24 years) decreased by 42%, dropping from 250 to 145.

Figure 1 highlights age group distribution for Area C.

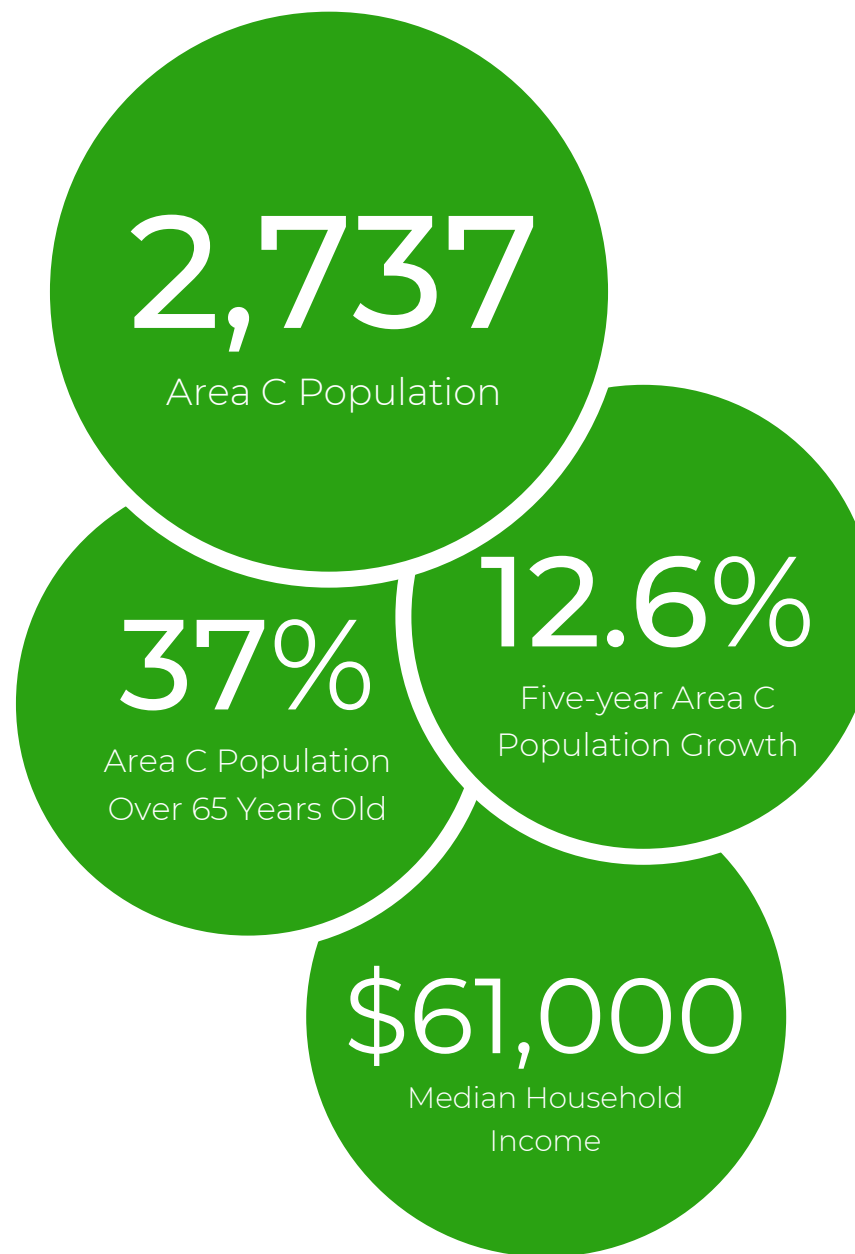
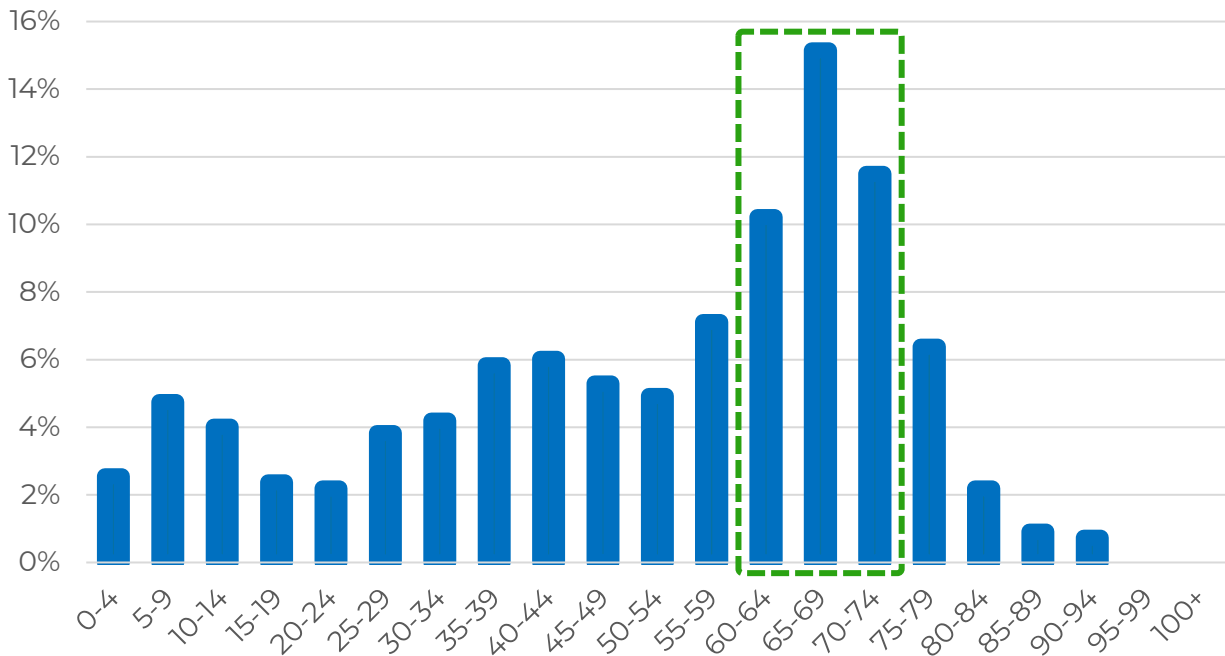


FIGURE 1. AGE COHORTS, ELECTORAL AREA C (2021 CENSUS)



Land Use + Destinations

A choice of rural lifestyles is provided on Quadra Island and its connections to outer communities and beyond (for example large lots, forested areas and natural landscaping and full-time farming on large holdings). Residential uses are spread throughout the community, with the goal of ensuring the type and scale of residential uses maintain the rural character of Area C and integrate residential development within existing terrain and nature. The distinct communities on Quadra Island include Quathiaski Cove, Heriot Bay, Quadra Loop, Cape Mudge Village, Gowlland Harbour, Open Bay and Bold Point.

Commercial activity has been largely focused in Quathiaski Cove and Heriot Bay. The main community destination on Quadra Island is Quathiaski Cove, which serves as the primary commercial center. Quathiaski Cove is situated near the Quadra Island-Campbell River ferry terminal and provides commercial and community services such as groceries, a pharmacy, post office, library and the Quadra Elementary School. Commercial activities are also available in Heriot Bay, including groceries.

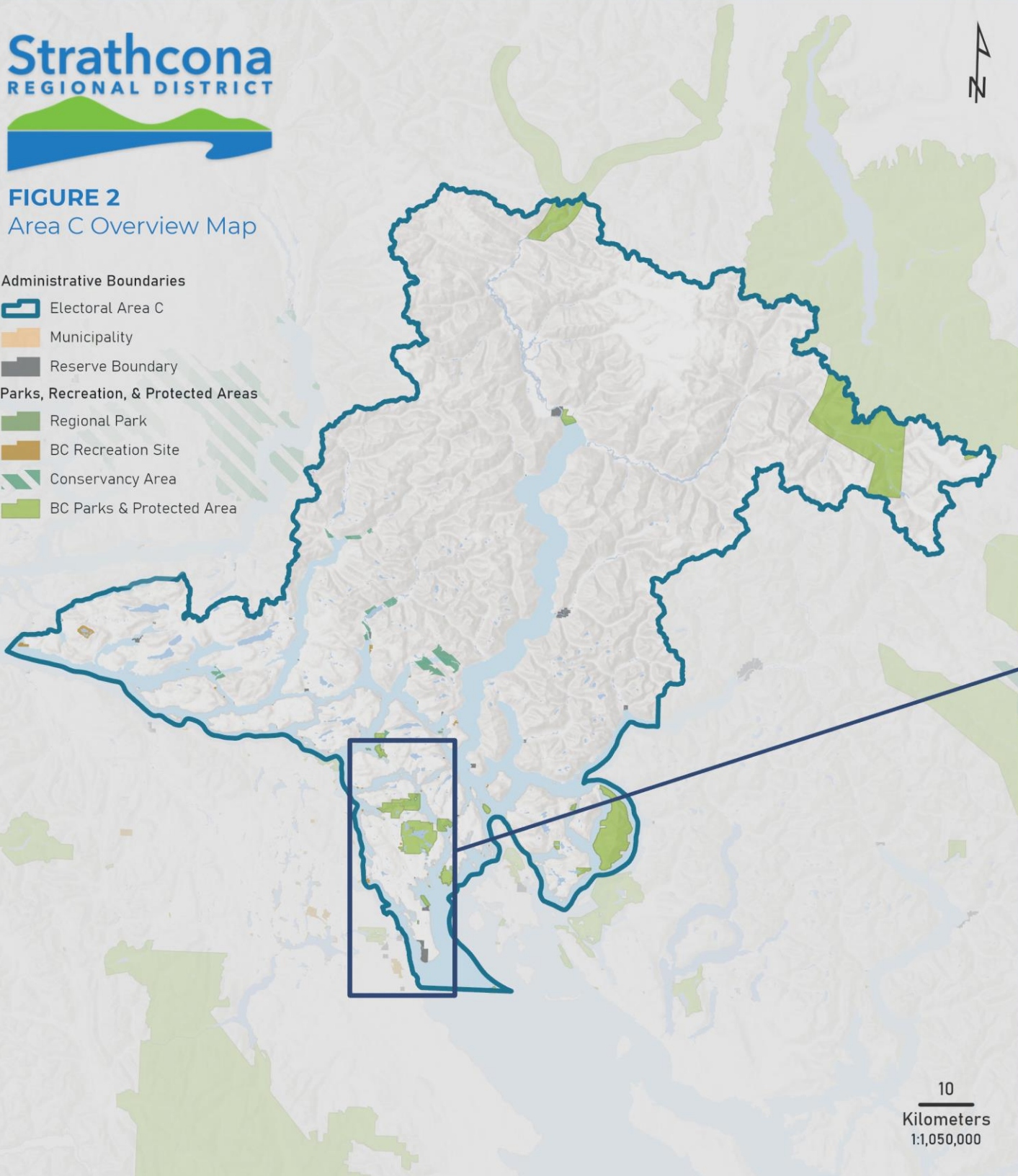
Schools	Quadra Elementary School is located central to Quathiaski Cove, on Heriot Bay Road at Harper Road. Enrollment each year is approximately 100 students. Students are required to take the ferry from Quadra Island to Campbell River to access middle and secondary school.
Parks	Quadra Island has many parks and recreational sites, including Rebecca Spit Provincial Park, Main Lake Provincial Park, Surge Narrows Marine Park, Small Inlet Marine Park and Octopus Islands Marine Park. Rebecca Spit, in particular, is a key destination for residents and visitors to Quadra Island, including many who arrive by bicycle.
Recreation	Quadra Island Community Centre is located on West Road and is a highly used local amenity that offers art and recreation opportunities for all age groups. Other key recreational opportunities include the Quadra Island Golf Course and the We Wai Kai Camp Site. The island's extensive trail network also provides recreational opportunities for residents and visitors.
Ferries	BC Ferries operates two ferry services to / from Quadra Island. The Campbell River service is an approximately 10-minute trip occurring 28 times each day (every 30 minutes) via the Quathiaski Cove terminal. This route served approximately 935,000 passengers in the 2023-2024 fiscal year, of which 11,500 were bicycle trips (1.2%). This equates to approximately 31 bicycle trips per day. The Cortes Island (Whaletown) ferry service is via the Heriot Bay terminal, with a 45-minute trip time offered 6 times each day. This route served approximately 122,000 passengers in 2024. These ferry services are important both for local residents to access Campbell River, many by foot and bicycle, as well as in facilitating visitor access to Quadra Island and Cortes Island.

Figure 2 on the following page highlights the land area contained within Area C. Network planning and priority projects in the ATNP are focused on Quadra Island, with subsequent mapping in this document concentrating on Quadra Island.

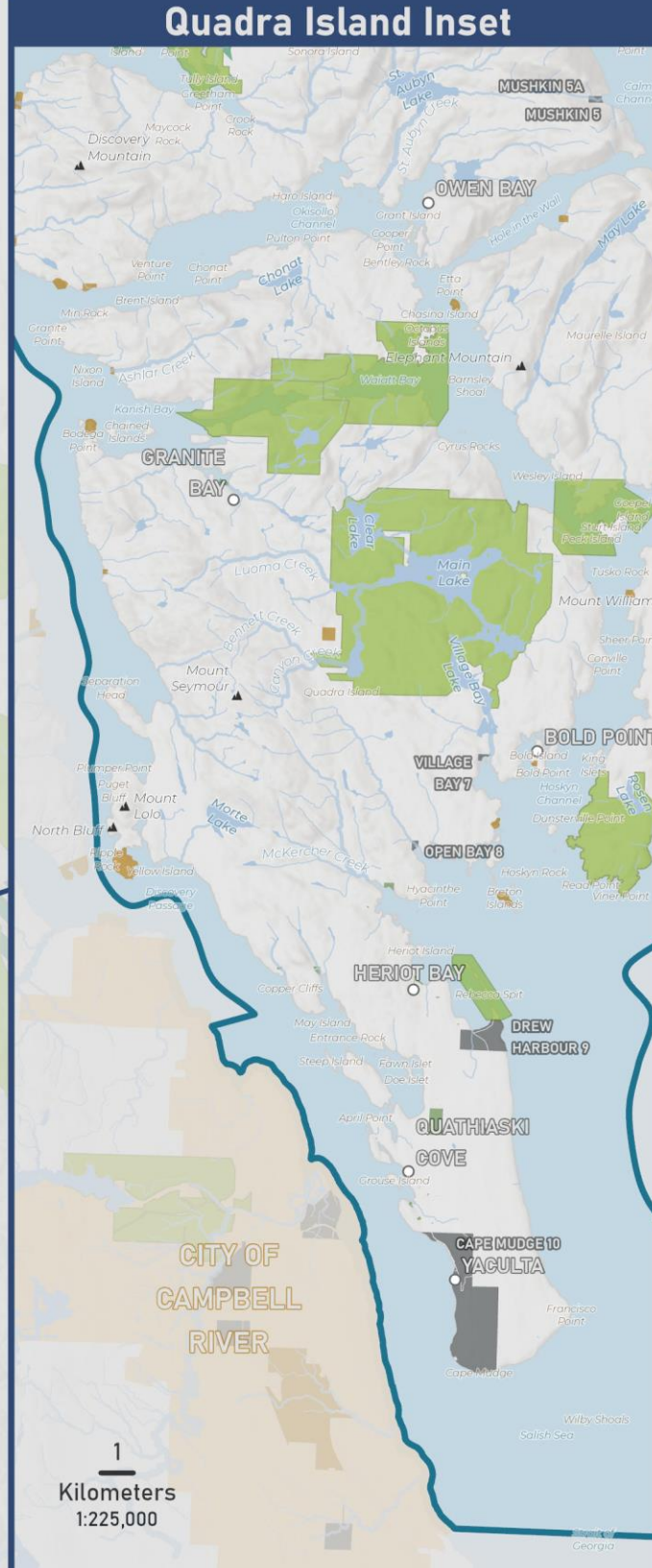
FIGURE 2
Area C Overview Map

Administrative Boundaries

-  Electoral Area C
 -  Municipality
 -  Reserve Boundary
- Parks, Recreation, & Protected Areas**
-  Regional Park
 -  BC Recreation Site
 -  Conservancy Area
 -  BC Parks & Protected Area



10
Kilometers
1:1,050,000



1
Kilometers
1:225,000

2.3 Jurisdiction + Service Providers

Strathcona Regional District

Planning, maintenance and operations of regional parks and trails is undertaken by the SRD.

The SRD also undertakes regional planning and policy initiatives that relate to active transportation.

Ministry of Transportation & Transit (MOTT)

As an unincorporated community, the B.C. Ministry of Transportation + Transit (MOTT) has jurisdiction over all roadways in Area C, including planning, design, operations, and maintenance activities within road rights-of-ways.

The MOTT also has influence over subdivision development approvals.

BC Ferries

Ferry service to and from Quadra Island is provided by BC Ferries.

Service between Quadra Island and Campbell River operates from the Quathiaski Cove Ferry Terminal, nearby Quathiaski Cove Village. Service between Quadra Island and Cortes Island operates from the Heriot Bay Ferry Terminal.

2.4 Planning and Regulatory Framework

Established policies, plans, and studies help direct active transportation in Area C at varying scales from community-wide initiatives to specific corridors and intersections, as well as help to contextualize land use, environmental, and economic development goals, and integrate mobility into broader community vision and goals. This section describes the current planning and regulatory framework guiding the development of the ATNP.

2.5.1 Quadra Island Official Community Plan (OCP), 2007

The Quadra Island Official Community Plan (OCP) provides a guide for future land use and community development for Quadra Island. The OCP is an important statement of community values and goals.

Objectives

The Quadra Island OCP includes the following objectives relating to transportation planning:

- 2.2c (i) To encourage road design and construction standards that meet the safety and transportation needs of the community.
- (ii) To encourage a road system in keeping with the natural environment, and one that includes development and maintenance of pedestrian, equestrian, and bicycle paths as part of the transportation system.
- (iii) To establish 'rural road' standards for the Island.

Policies

The Quadra Island OCP also includes the following policies both specific to active transportation as well as other policy areas that relate more broadly to active transportation.

- 3.1.1. (c) *Identification of an appropriate site in the Surge Narrows and Granite Bay areas for the possible establishment of a small public dock facility shall be encouraged.*
- 3.3.2 (b) *The Ministry of Transportation and Infrastructure shall be requested to identify public accesses to the shoreline as well as continue to encourage walking paths along these accesses.*

- (d) The Ministry of Transportation and Infrastructure shall be encouraged:*
- (iv) to consult with the regional district and the community respecting opportunities for the accommodation of community walkways, bicycle paths and bridle trails within the unused portions of road right-of-ways.*
- (e) Public transport systems and programs or initiatives that promote shared ridership and pedestrian and bicycle movement shall be encouraged.*
- (f) The provision of pathways for the safe and convenient use by pedestrians and cyclists shall be encouraged when planning for any new development or subdivision.*
- 3.4.4.1 (c) Support neighbourhood form that provides opportunities for energy efficient modes of transportation such as walking, cycling or ride-share, and those which incorporate green building features into the siting and construction of buildings to make them more energy efficient.*

Existing and Potential Trails and Parks

Schedule A-2 of the OCP identifies existing and potential trails on Quadra Island, noting also that additional trail interests are identified in Quathiaski Cove as indicated in the Quathiaski Cove Village Plan (refer to *Section 2.4.2* below). Identified potential trails are schematic only and reflect community intent to realize new facilities over time. Identified trail connections generally provide linkages between community parks, beach accesses and campsites.

2.5.2 Quathiaski Cove Village Plan, 2011

The Quathiaski Cove Village Plan is Schedule B to the Quadra Island OCP. It is intended to provide a strong model of village structure and to inform and guide development within the Cove.

The Village Plan defines the most important aspects of the Village, with many of the identified items either directly or indirectly supported by the development of the ATNP:

- be compact, walkable and mixed use;
- be green in terms of landscaping and sustainability features;
- provide for a variety of small footprint housing types that are appropriate to seniors, young families and youth;
- provide for affordable housing options, including rentals; and
- provide for excellent public space and public amenity in the pedestrian realm.

The Village Plan contains specific content relating to transportation and infrastructure. Of significance, Section 2.3.10 clarifies the following:

The Quathiaski Cove Village Plan vision is one of pedestrian and bicycle-oriented transportation, safely separated from main vehicle routes. The connectivity of paths with the surrounding Quadra Island trails system is also essential. The importance of a ferry shuttle and eventually an island bus service is also recognized and should be encouraged when financially feasible.

Traffic flow during busy ferry times is a management problem and can present a safety risk to pedestrians and cyclists on main roads in Quathiaski Cove. However better pavement marking and warning signs may improve pedestrian crossings in these areas. Where alternatives to the use of main traffic routes are not available, the best approach is to separate pedestrian and bicycle traffic from vehicles, wherever possible.

The design elements of a transportation system around Quathiaski Cove are as follows:

2.3.10.1 Path and Cycling System

(i) The elements of the Quathiaski Cove Village pedestrian system are:

- *separation of the pedestrian route from traffic, with barriers if necessary,*
- *safe, well marked road crossings, with traffic calming devices,*

- *path surfacing able to support strollers and push-buggies, and*
- *naturalized, well landscaped pedestrian zones with shade and wind shelter.*

(ii) The elements of the Quathiaski Cove Village bicycling system are:

- *separation of bicycle paths from main roads (Quathiaski Cove Rd, Harper Rd and Heriot Bay Rd) by bypass route or barriers if necessary,*
- *separation of bicycle paths from pedestrian paths by 2 metre spacing or barriers if necessary,*
- *compacted and mud-free, permeable path surfacing (e.g. gravel, unit pavers), and*
- *the provision of bike racks at each main commercial destination.*

Key directions for parks, open space, trails and greenways are addressed in Section 2.3.7.2 of the Village Plan. This section sets objectives for the Village that relate to creating a comprehensive and connected trail system, assuring that walking and cycling networks are safe and comfortable, and providing active transportation facilities that are separated from vehicle traffic.

Conceptual pathway networks are identified in the Village Plan that highlight desired pathway and pedestrian connections in and nearby the Village. Two maps from the Village Plan identifying desired pathway linkages are included in **Figure 3** and **Figure 4** on the following pages.

A series of specific policies are included below that are directly relevant to the ATNP process, as follows:

(i) Park planning priorities for the Village shall include;

- *the identification of a pedestrian waterfront walkway, and a direct connection from the waterfront to the Village centre, where appropriate*
- *the development of safe, accessible and continuous pedestrian routes providing connectivity to and throughout the neighbourhood*

(ii) The development of a comprehensive park and trail system within the Quathiaski Cove Village shall be supported and implemented through a variety of mechanisms such as, but not limited to, parkland dedication at time of subdivision, acceptance of donations of land

and/or cash, density bonusing provisions, the use of right-of-ways and/or licenses, and the acquisition of land.

(vi) Parks and open space provision in the Quathiaski Cove Periphery areas shall be natural, forested vegetated space that shall be sized and located to maximize habitat value. Trails through these areas are appropriate where these will not interfere with habitat and ecological protection.

(ix) The trail system design considerations for Quathiaski Cove shall emphasize several functions and characteristics in order:

- to make walking a safe, pleasurable experience by separation from vehicle traffic and provision of greenway paths*
- to provide a surface for pedestrian wheeled conveyances such as strollers and shopping carts*
- to provide for cycling, separated from pedestrians where possible*
- to interconnect the green elements of the Cove Network (i.e. parks, wooded buffers, riparian edges etc)*

(x) Greenway networks that brings trees and ground-level vegetation into the neighbourhood and provide places to walk and cycle shall be encouraged for these values as well as serving the following functions:

- it provides summer shade*
- it provides surface water treatment and absorption*
- it buffers noise*
- it provides habitat for birds, squirrels etc*

(xi) The inclusion of an Internal Path Network and green system shall be encouraged as part of any development in order to provide walking and cycling connections for residents that enable connections to and from adjacent public spaces (paths, greenway networks, parks and squares).

Beyond the policies and directions noted above, the following are a series of other policies included in the Village Plan that help describe community intent and with relevance to the ATNP:

- 2.3.9 *(iv) Provide support for favourable living environment for young and old alike, including “barrier-free” design considerations in both the public and private realm.*
- 2.3.10.4 *(i) On secondary roads, such as Green Road and Cooper Road the use of traffic calming measures are a possible means of reducing the pedestrian risk and the noise affecting residents. Appropriate calming measures for secondary roads in Quathiaski Cove may include:*
- *pavement markings and surface changes*
 - *pinch points (neck down)*
 - *chicanes*
 - *planters & curb extensions at the road edge and/or traffic circles*

The Village Plan also includes a series of more detailed design guidelines contained in Section 5 that apply to all lands within the Quathiaski Cove Village Containment Boundary, as identified in Schedule B-1 of the OCP (generally reflecting the area understood to be part of the Village).

This section addresses general guidelines including desired form and design relating to street types, trails and greenways, such as:

(xi) Street Types:

- *Pedestrian paths on main roads in Quathiaski Cove should be physically separated from vehicles. Where appropriate, bicycle traffic may also be separated.*
- *The character of streetscapes should be dominated by trees planted on adjacent greenways.*
- *Curb-and-gutter hard road edges are strongly discouraged; road edges should be constructed with compacted gravel and landscape materials, with traffic barriers as necessary.*
- *Driveways and side roads intersecting main roads should be marked by bulges at the intersection points; bulges may be built with stone and gravel, pavers etc. but should not be planted with trees or shrubs that will interrupt vision.*

- *Where neighbourhood streets may provide an undesirable traffic shortcut, or circuit allowing excessive speeds, visual barrier points with signage indicating that passage is limited to emergency vehicles only are encouraged. These should be clearly marked with pavement changes, colours etc. not with actual barriers.*

(xii) Trails and Greenways:

- *Trails meant for cycling shall provide adequate path width to separate pedestrians and cyclists, a minimum of 3 m (10ft.).*
- *Compacted gravel surfacing is appropriate for trails, so long as it is stable enough for wheels. Trails that may require emergency vehicle access, such as those internal to neighbourhoods, may use reinforced turf wide enough for such access.*
- *Greenways shall be planted with native plants materials and trees producing edible fruit and nuts. Mulch is recommended to reduce summer water needs. Swales shall be profiled to encourage year-round plant growth and seeded with native aquatic plants.*

FIGURE 3. CONCEPTUAL COMMUNITY EXTERNAL NETWORK PATHS¹



¹ Quathiaski Cove Village Plan, Diagram 1, page 18

FIGURE 4. CONCEPTUAL COMMUNITY INTERNAL NETWORK PATHS²



² Quathiaski Cove Village Plan, Diagram 2, page 19

2.5.3 Integrated Community Sustainability Plan, 2023

The Integrated Community Sustainability Plan (ICSP) is a long-term plan developed in consultation with community members to identify shared direction for long-term success and sustainability. It establishes the long-term vision and goals for the future of the area, serving as the high-level compass for decision-making and for supporting the development of more detailed plans and regulations, such as an Official Community Plan and zoning bylaws.

While the Integrated Community Sustainability Plan directions are relatively broad reaching, there were a number of key themes and specific comments from the ICSP community survey activity that are relevant to the ATNP, as follows:

- Promotion of active transportation through provision of safe bike lanes and off-road pathway for pedestrians, cyclists and mobility challenged residents
- Desire for more integrated transportation services, including the need for more parking at the ferry terminal, a shuttle bus on Quadra Island and improved alignment of transit and ferry schedules
- Focus on public / community transportation initiatives (i.e., transit, shuttle)

2.5.4 Provincial Plans / Strategies

A series of provincial plan and strategy documents provide reference and direction for the ATNP. The following are specifically highlighted.

CleanBC, 2018

The Province's CleanBC initiative lays out a framework for climate action including green buildings, cleaner industry and waste, green jobs, and sustainable transportation, targeting greenhouse gas emission reductions from 2007 levels of 40% by 2030, 60% by 2040, and 80% by 2050. By establishing the ATNP and implementing infrastructure improvements envisioned in the ATNP, the SRD and partners will be directly aligning with the key goals stated in CleanBC.

Move, Commute, Connect - B.C.'s Active Transportation Strategy, 2019

B.C.'s Active Transportation Strategy lays out the Province's intent to promote and invest in active transportation. The strategy contains several short-, medium-, and long-term initiatives that aim to double the percentage of trips taken with active transportation by 2030. Initiatives include expanding education and encouragement programs, reviewing the Motor Vehicle Act, promoting Vision Zero principles of eliminating all traffic fatalities and severe injuries, improving active transportation facilities and end-of-trip facilities, incorporating active transportation in provincial highway design, partnering with the tourism sector to promote active transportation, and expanding active transportation funding, which has resulted in the updated B.C. Active Transportation Infrastructure Grants Program.

British Columbia Active Transportation Design Guide, 2019

The B.C. Active Transportation Design Guide (BCATDG) is a comprehensive set of planning and engineering guidelines offering recommendations for the planning, selection, design, implementation, and maintenance of active transportation facilities across the province. The Design Guide covers pedestrian, cycling, and multi-use facilities, intersection design, amenities, wayfinding, multi-modal integration, new mobility, and post implementation considerations such as monitoring and maintenance. The Design Guide will be a key resource in considering best practices for walking and cycling infrastructure as part of the ATNP development. An updated BCATG is planned to be released in 2025.

3.0 Active Transportation Today

An accurate and complete account of active transportation conditions is needed to both understand issues and challenges, and as a baseline for identifying where and how network improvements can be made. The following section highlights travel habits among Area C residents and current active transportation facilities and conditions.

3.1 How We Move

Travel Mode Choice

According to the 2021 Census, active transportation trips account for approximately 16% of all trips to work by Area C residents. Refer to **Figure 5**. The percentage of all trips by active modes (walking, cycling) is higher than Area B and other island communities with comparable populations, such as Pender Island and Galiano Island, as shown in **Table 1**.

Vehicles are the most prevalent travel option in Area C, with approximately 64% of all trips to work for Area C residents completed by vehicle.

FIGURE 5. AREA C MODE SHARE, TRIPS TO WORK, 2021 CENSUS

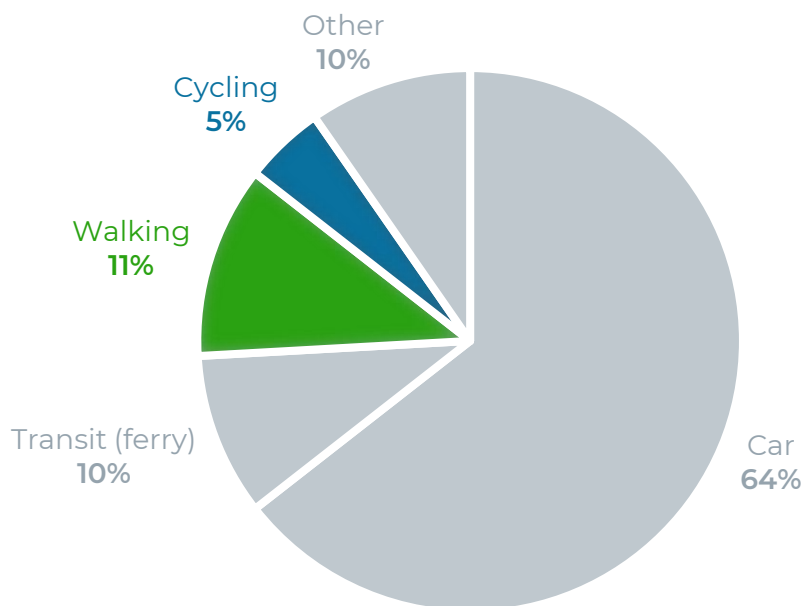


TABLE 1. PEER COMMUNITY MODE SHARE, 2021 CENSUS

Community	Population	Active Transportation Mode Share
SRD, Area C	2,737	16%
SRD, Area B	1,059	11%
Galiano Island	1,396	9%
Pender Island	2,467	10%

The 2019 *Social Determinants of Health Fact Sheet: Quadra Island* also asked employed residents how they get to work. 62.8% reported driving, 11% reported walking, 7.4% reported biking and 18.8% used other modes, including carpooling or other forms of transportation not defined. The *Fact Sheet* further indicated that approximately 36.6% of employed residents work off-island, which necessitates a ferry ride.³

The travel mode share information presented above reflects only trips to work, per available data sources, and does not account for trips to access school (including trips off-Island for middle and secondary school), shopping and errands, and recreation, as examples.

Commute Duration

Approximately 40% of residents reported an average trip-to-work of under 15 minutes (per the 2021 Census), with another 25% between 15 and 29 minutes. Refer to Table 2.

TABLE 2. AVERAGE COMMUTE TO WORK DURATION, 2021 CENSUS

	Area C	SRD Average
Less than 15 minutes	40.8%	50.2%
15 to 29 minutes	24.5%	28.3%
30 to 44 minutes	12.2%	8.4%
45 to 59 minutes	6.1%	4.3%
60 minutes and over	15.6%	8.8%

³ Social Determinants of Health Fact Sheet: Quadra Island, 2019

3.2 Mobility Statistics

Road Safety + Crash Data

An estimated 412 crashes were reported by ICBC over the five-year period (2019-2023), an average of approximately 82 crashes per year. The occurrence of crashes is relatively consistent year-over-year, although with modestly more occurring in 2022 and 2023 when total trip making is known to be higher after the COVID pandemic conditions had largely passed.

Casualty crashes are those where an injury of fatality occurs and are of highest concern. Casualty crashes represent approximately 8% of all crashes over the five-year period. This is a relatively low proportion of casualty crashes compared to the average province-wide (19%) and among all Vancouver Island communities (16%).

Two locations were highlighted where more than one (1) casualty crash has occurred over the five-year period - West Road on the approach to the Heriot Bay terminal (3 separate locations) and Cape Mudge Road / Noble Road intersection (2 crashes). When expanded to consider both casualty and property damage only crashes over the five-year period, concentrations of crashes are evident in the locations noted above, as well as in Quathiaski Cove Village (distributed in different locations) and in the vicinity of the Gowlland Harbour Road / Vaughn Road intersection.

Greenhouse Gas Emissions

Replacing vehicle trips with trips by active modes (walking, cycling) is a key opportunity for the SRD to reduce overall greenhouse gas (GHG) emissions, specifically emissions related to on-road transportation.

Using the Province of B.C.'s Community Energy & Emissions Inventory (CEEI) estimates for the region and factoring for the assumed proportion generated in Area C, an estimated 1,014 kilotonnes of CO₂e resulted from on-road transportation in Area C in 2021. Through continued improvements in active transportation facilities leading to more people choosing to travel by active modes, the provincial CEEI estimates an annual reduction in GHG emissions of 56,000 kg may be achieved. In combination with targeted efforts in other sectors, reduced emissions resulting from on-road transportation will help the SRD achieve overall emissions reductions targets.

3.3 Active Transportation Conditions

Trails

The existing active transportation network in Area C is primarily comprised of trails. The existing trail network is identified on **Figure 6-7**.

A multi-use pathway was constructed between 2020-2024 along Harper Road connecting Quathiaski Cove Village and the Seniors Housing Society property and Quadra Elementary School. The pathway is well-used by residents and families travelling to school. This facility is an example of the types of trail facilities that could make up an expanded active transportation network on Quadra Island.

The trail network on Quadra Island consists of over 100km of well-utilized trails throughout the South and North island. Important community trail linkages include the Community Centre trail, connecting Heriot Bay Road with the Quadra Island Community Centre, “Quadra Links” trails to the south of Barton Road, and the Kay Dubois trail connecting Sutil Road with the Quadra Loop community. Other well-utilized recreational trails include the newly completed Arbutus Pathway that connects Arbutus Road with the Quadra Loop neighborhood, and those located within Rebecca Spit Marine Park and to the north of Gowlland Harbour Road throughout the expansive northern part of the island.

A series of informal trails are also a key part of the existing trail network. These trails exist over a series of land tenures, which may or may not include the necessary permitting to allow for public access. Quadra Island also consists of a number of un-built roadway dedications (i.e., public land) that present the opportunity for expanded active transportation opportunities.

Active Transportation

Beyond the trail network, active transportation on Quadra Island is accommodated on streets. Most streets lack shoulders resulting in people walking and cycling sharing the street with vehicle traffic. This is appropriate on very minor roads but becomes unsafe and uncomfortable where traffic volumes and/or speeds are higher. This is particularly challenging on more major streets such as Heriot Bay Road, West Road, Cape Mudge Road and Green Road.

Quathiaski Cove Village has the highest concentration of pedestrian activity on Quadra Island. The multi-use pathway along Harper Road is an important first step in creating an active transportation network in the area, with most other streets lacking dedicated walking and cycling facilities. Crosswalks are not provided in the area, leading to people crossing at unmarked locations.

Residents nearby Heriot Bay experience challenges on West Road and Heriot Bay Road where vehicle traffic volumes are higher than other streets in the area. Vehicles queued at the Heriot Bay Ferry Terminal also present a challenge for access and visibility for people walking and cycling and the roadside. Additionally, roads between Heriot Bay and Rebecca Spit Provincial Park are windy with steep grades and blind corners, creating challenges for those walking and cycling between destinations.

Connections to Ferries

Quadra Island residents rely heavily on ferry service to travel on and off island. Two BC Ferries terminals are located on Quadra Island. The terminal at Quathiaski Cove provides service to Campbell River, while the terminal at Heriot Bay provides service to Cortes Island.

In January 2023, round trip service between Campbell River – Quadra Island grew from up to 18 trips to up to 29 per day with the introduction of two new vessels that deliver more service at peak times and more capacity. The new schedule was developed in consultation with the community and the Campbell River – Quadra Island – Cortes Island Ferry Advisory Committee through a public engagement process carried out in the spring of 2021.

Walking and cycling accessibility to the Quathiaski Cove terminal is currently limited and relatively unsafe. There are no sidewalks nor dedicated walking or cycling facilities connecting Quathiaski Cove Village to the terminal.

Pedestrians and cyclists are currently required to walk or cycle next to vehicle traffic on narrow lanes. There is no covered bicycle parking at the Quathiaski Cove ferry terminal.

The Heriot Bay Ferry Terminal is also difficult to access for pedestrians and cyclists. The lanes approaching the terminal on West Road are narrow, with pedestrians and cyclists forced to travel directly adjacent to queued vehicles to access the terminal area. There is no bicycle parking at this terminal. While BC Ferries is currently in the process of solidifying a Heriot Bay dock improvement, upgrades will be mostly focused on marine operations rather than off-ferry conditions or road network connections.

Public Wharves

In addition to the BC Ferries terminals, a series of public wharves are available that provide access to the various isolated islands in Area C that surround Quadra Island. Active transportation connections to/from public wharves provide the opportunity for residents of surrounding islands to access the key destinations on Quadra Island by active means. Key public wharves are shown in **Figure 6** and include Granite Bay, Hoskyn, Surge Narrows, Evans Bay, and Owen Bay.

Road Network

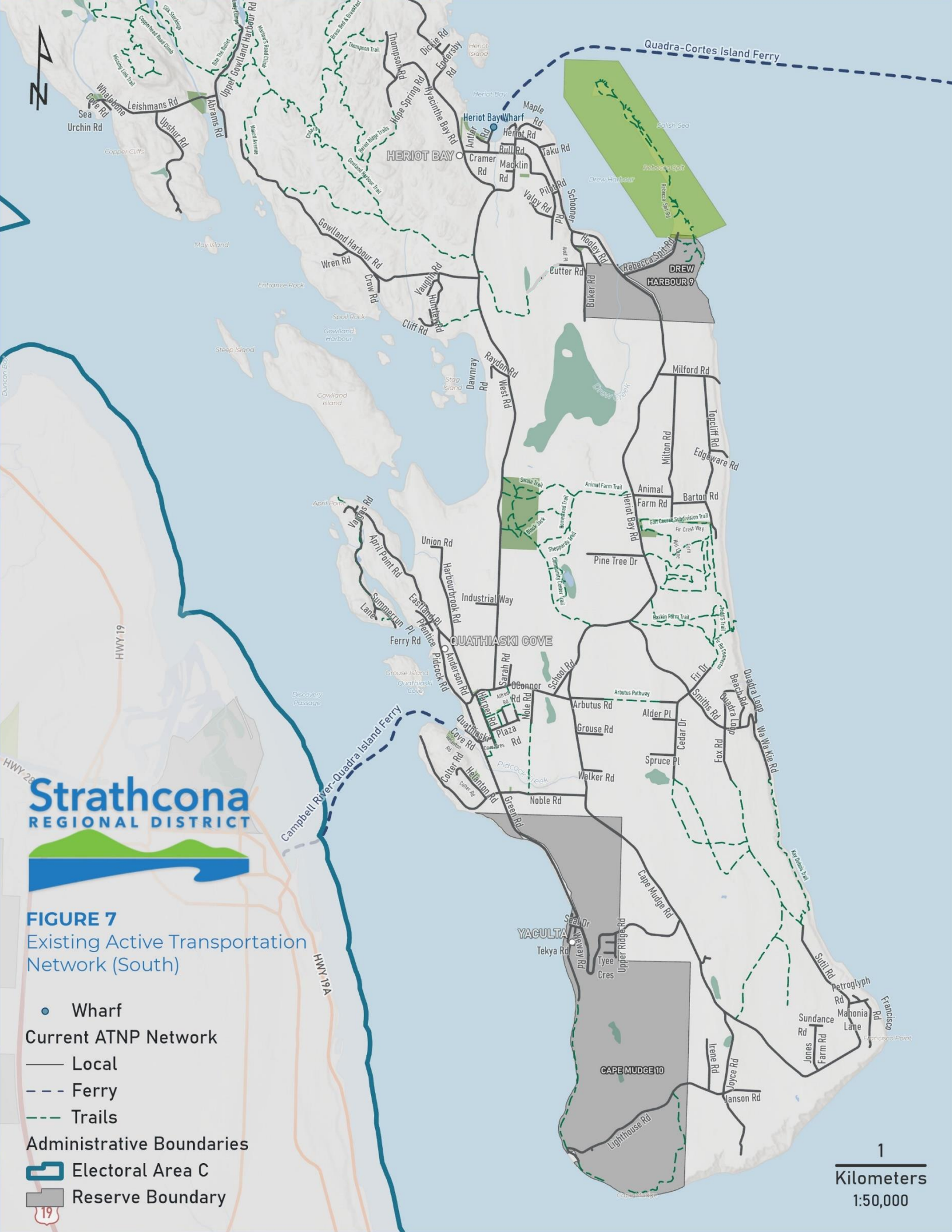
The existing road network on Quadra Island is shown in **Figure 8**. The major corridors include Heriot Bay Road and West Road. These are the routes connecting Quathiaski Cove to Heriot Bay, including connections to the elementary school, community centre and various neighbourhoods. Both roads have shoulders in select locations, but largely lack dedicated space for people walking and cycling.

Besides the major roads, all other roads typically lack roadside shoulders and any dedicated walking or cycling facilities, requiring that people walking and cycling share the road with motorists.

Quadra Island has many steep and curvy roads that lead to poor sightlines and blind corners. Many of these roads, such as Heriot Bay Road, create unsafe conditions for people walking and cycling. High vehicle speeds on the major corridors through Quadra Island also contribute to safety concerns experienced by cyclists and pedestrians.

In the summer months, Quadra Island's population increases substantially due to tourists visiting the island by car or bicycle. Many visitors are unfamiliar with local road conditions and may be less careful when passing other road users on the narrow and winding streets. There is an opportunity to better promote road safety on Quadra Island, especially during the summer months which sees an influx of visitors near commercial centres and parks.

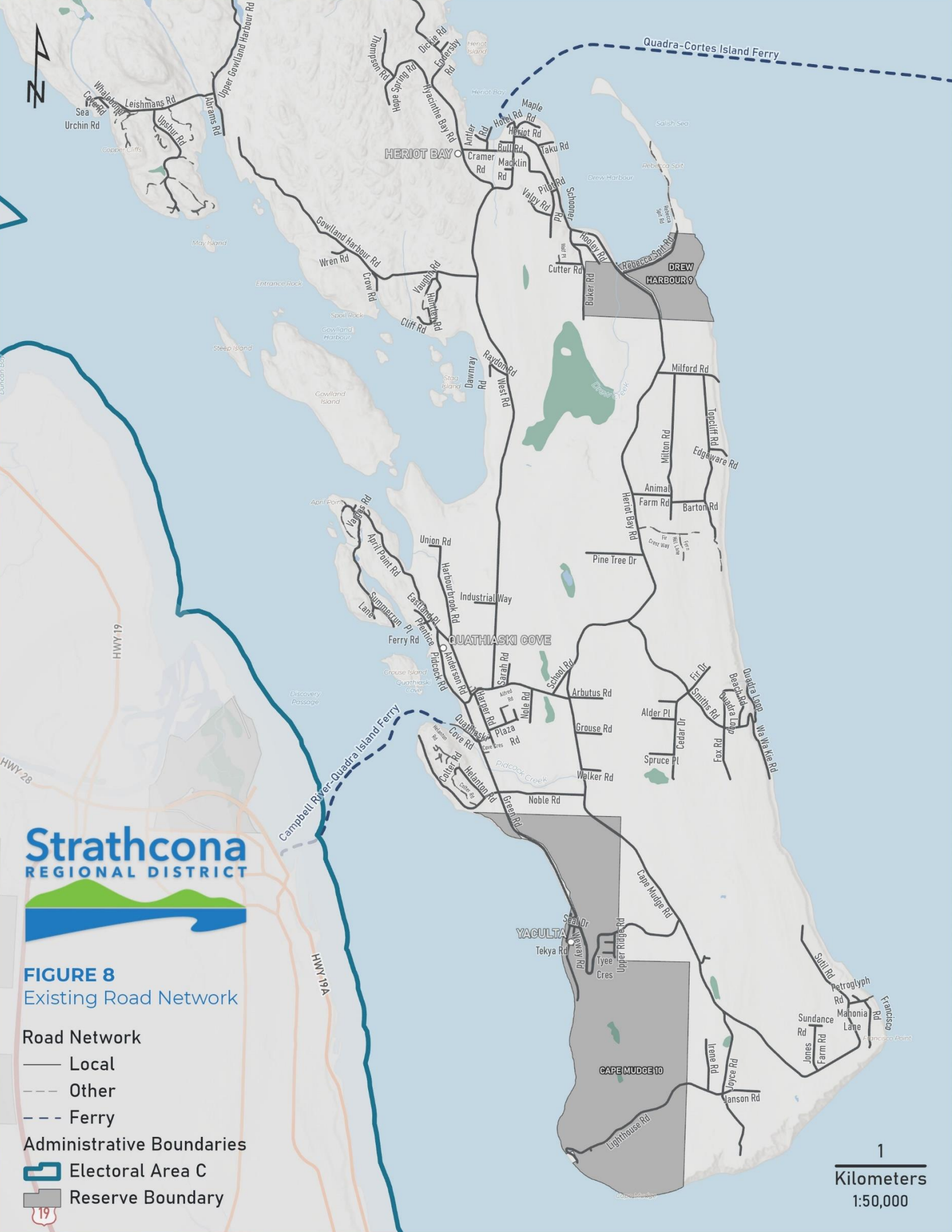




Strathcona
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FIGURE 7
Existing Active Transportation
Network (South)

- Wharf
- Current ATNP Network
 - Local
 - - - Ferry
 - - - Trails
- Administrative Boundaries
 - Electoral Area C
 - Reserve Boundary



Strathcona REGIONAL DISTRICT



FIGURE 8
Existing Road Network

- Road Network**
- Local
 - - - Other
 - - - Ferry
- Administrative Boundaries**
- Electoral Area C
 - Reserve Boundary

4.0 Community Engagement

Community engagement is an important component of the Active Transportation Network Plan. The following is an overview of the community engagement process, levels of engagement, and key take-aways that have helped shape the plan.

4.1 Engagement Activities

The ATNP included a two-phase community engagement process to allow Area C residents to provide input into the ATNP.

Phase 1 Engagement

The first phase of community engagement was carried out during Fall and Winter 2024 with a focus on understanding current issues and identifying possible solutions.

Community Survey, October / November 2024

A community survey was available from October 15th to November 15th, 2024. The survey included a series of questions intended to learn from residents about some of the greatest concerns and gaps in current active transportation infrastructure, as well as priorities for improvement. An online mapping tool was also part of the survey that allowed participants to provide feedback on specific locations of concern. A total of 151 participants completed the survey.

Open House at Quadra Island Community Centre, October 2024

An open house was hosted on October 29, 2024, at the Quadra Island Community Centre. The three-hour event was an opportunity to engage in conversation with Quadra Island residents and seek valuable insights on current challenges with active transportation. 35 Quadra Island residents attended the open house.

We Wai Kai Nation, December 2024

A conversation with We Wai Kai Nation occurred in early December 2024 that focused on the Nation's 2023 Active Transportation Plan, key challenges and opportunities to improve active transportation, and a shared desire to

collaborate in securing funding to support investment in active transportation infrastructure on Quadra Island.

Key Interest Group Conversations, November 2024

Targeted conversations were hosted with key interest groups in November 2024 to discuss how the ATNP might address existing challenges and where improvement efforts should be prioritized.

Conversations were hosted with the following interest groups :

- BC Ferries
- Quadra Circle/Seniors Housing
- Quadra Island Community Center/Trails Committee
- Quadra Island Climate Action Network
- Quadra Island Foundation
- Quadra Island Cycling Coalition
- Surge Narrows Community Association

The key themes that emerged from these conversations with greatest relevance to the ATNP included the following:

- Emphasis should be on consistent design of active transportation facilities between community destinations and ferry terminals, in coordination with BC Ferries.
- SRD should work in collaboration with community organizations such as Quadra Island Trails Committee and Quadra Island Cycling Coalition who are directly involved with volunteer-led trail development and maintenance.
- An aging population on Quadra Island necessitates active transportation infrastructure that is accessible for seniors and people with disabilities.
- There is a desire to work with the MOTT to realize wider shoulders and/or roadside trails on key corridors.
- Opportunities exist to create new off-road trails to improve key connections between origins and destinations.
- The Harper Road multi-use pathway is viewed as a success and a template for how future active transportation facilities may help better connect the community.

Phase 2 Engagement

The second phase of community engagement was carried out in January 2025, with a focus on refining priority network improvements and understanding the level of community support for the draft ATNP.

Community Survey, January 2025

A community survey was available from January 6th to 31st, 2025. The survey's purpose was to ensure the draft ATNP reflects the needs and aspirations of the community. Public input received helped refine the draft plan and prioritize projects for future investment, including the selection of one top priority project to apply for funding through the B.C. Active Transportation Infrastructure Grant program. A total of 120 participants completed the survey.

Open House at Quadra Island Community Centre, October 2024

An open house was hosted on January 29th, 2025, at the Quadra Island Community Centre. The three-hour event was an opportunity to engage in conversation with Quadra Island residents on their level of support for the draft plan and rank priority projects identified in the draft plan. Eight (8) Quadra Island residents attended this open house.

Results from Phase 2 engagement indicated two priority active transportation corridors emerging as the most important to the community:

- Heriot Bay – Rebecca Spit Connection
- Quathiaski Cove Village Network

Of these corridors, the following priority projects were deemed most critical:

- Heriot Bay Road between ferry terminal and Buker Road
- Quathiaski Cove ferry terminal to Harper Road

Survey Results

Phase 1 survey respondents were asked to indicate their top barriers to using active transportation options more often. A summary of results is below.



Top Barriers to Walking and Cycling

Residents and visitors expressed barriers to cycling and walking throughout Quadra Island, including a lack of dedicated active transportation facilities and roadside shoulders, narrow lanes, lack of sidewalks, as well as vehicle traffic issues such as speed, volume and noise.



Connectivity

Area C residents expressed a desire to see improved active transportation connectivity between key Quadra Island commercial centres and neighborhoods such as Quathiaski Cove, Heriot Bay, and Quadra Loop, as well as improved trail conditions.



Origins and Destinations

Quathiaski Cove Ferry Terminal is a key trip generator for those traveling to and from Campbell River. Residents of Cortes Island also regularly utilize the Heriot Bay Ferry Terminal to travel through Quadra Island to reach Campbell River. Safe and efficient active transportation connections to both ferry terminals were expressed as a priority for the community.



Road Safety

Area C residents expressed concerns around the general lack of safety for active transportation users on roads due to high vehicle speeds, blind corners, steep topography and narrow lanes without adequate roadside shoulders or active transportation infrastructure.

Locations of Concern

An online mapping exercise was carried out during Phase 1 engagement asking residents to identify their key areas of concern for active transportation. Below is a summary of the most cited locations.



West Road

Concern over lack of cycling and pedestrian infrastructure, particularly around the Community Centre and intersection with Heriot Bay Road (North). There is a desire to see a connection from the Elementary School to the Community Centre.



Heriot Bay Road

Concern with blind corners, narrow lanes and steep hills that create safety issues for pedestrians and cyclists. Near the ferry terminal, there are congestion issues and lack of safe cycling and pedestrian access.



Quathiaski Cove Village

The lack of crosswalks for pedestrians and cyclists and lack of roadside facilities create accessibility and safety issues for all road users. Ferry traffic and unloading speeds create issues for pedestrians and cyclists trying to cross Harper Road to the Cove. There is also a lack of bicycle racks at the ferry terminal and Village.



Quadra Elementary School

Crosswalks are in poor condition. There are no sidewalks nor accessible shoulders and pathways on Heriot Bay Road.

5.0 Future Directions

5.1 Vision

The vision statement articulates active transportation conditions on Quadra Island and connections to the outer communities and beyond upon successful implementation of the ATNP. The vision builds on directions established in various policy documents and input received through engagement.

Communities in Electoral Area C are supported by an accessible active transportation network that enables people of all ages and abilities to travel safely and comfortably throughout the Area and beyond, while preserving the uniquely rural and low-density character enjoyed by residents and visitors.

5.2 Goals

A series of goals set the foundation for the development of the ATNP and help guide the actions outlined in the implementation plan. These goals have been informed by the engagement process.

1. Encourage more walking and cycling trips among Area C residents.
2. Build an accessible and well-connected active transportation network.
3. Install active transportation facilities that support connectivity on and off Quadra Island.
4. Improve safety and comfort for people who choose to travel by active modes.
5. Secure funding to invest in active transportation infrastructure.

5.3 Long-Term Network

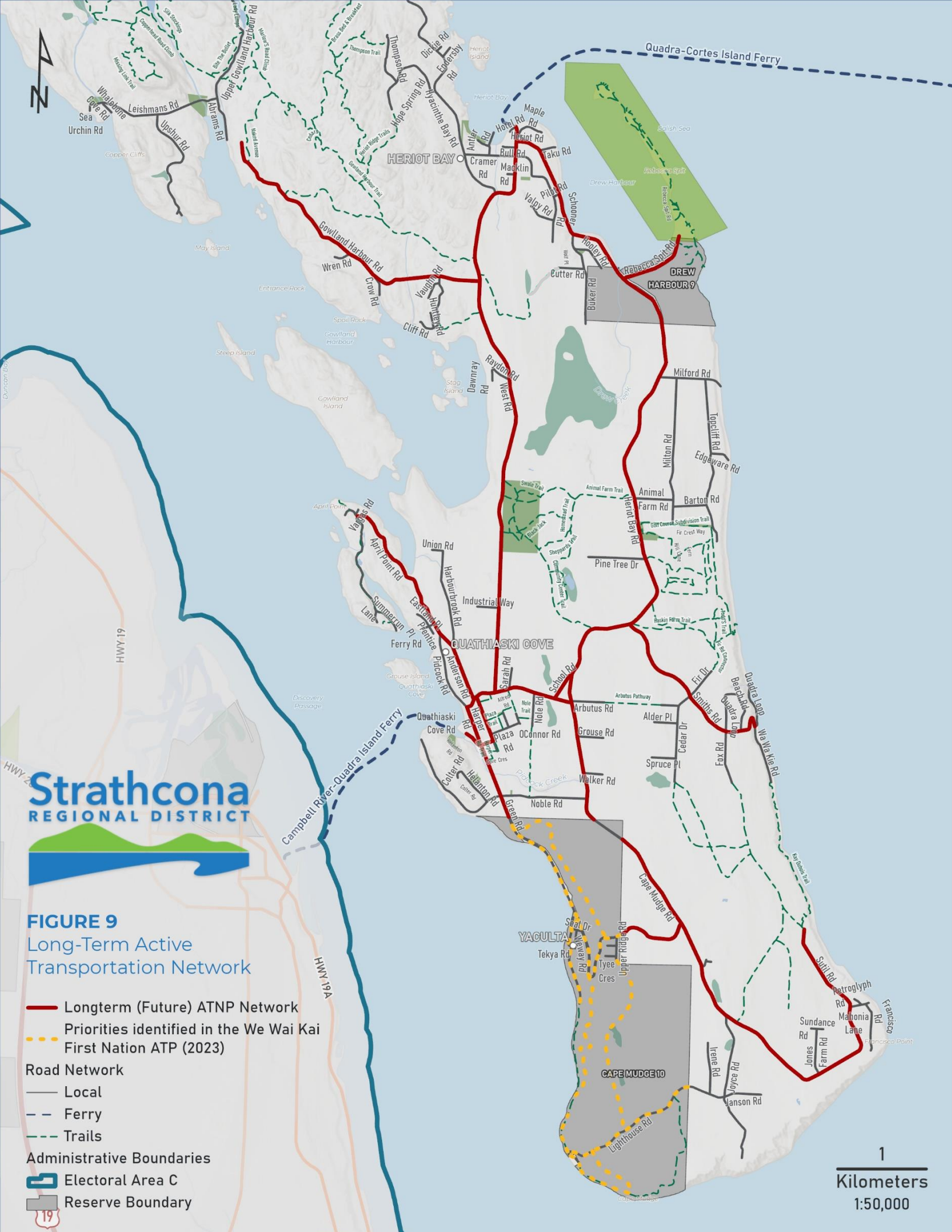
The long-term active transportation network identifies the corridors and facilities that, once complete, will provide for a safe, continuous and connected active transportation experience throughout the community. It is a “roadmap” for how incremental network improvements may be made in a coordinated manner, ensuring that resourcing and funding are dedicated toward infrastructure to help realize intended long-term outcomes.

The long-term active transportation network is identified in **Figure 9**. It includes a series of facility types that are defined below and supported by design guidelines contained in *Section 5.4*.

Long-term network facility types are targeted for those who are walking, rolling and cycling with an emphasis on accessibility for people of all ages and abilities.

Active Transportation Facility Types

Facility Type	Description
A. Roadside Pathway	Pathways adjacent to a street and located within the road right-of-way. Roadside pathways are typically physically separate from the street.
B. Accessible Shoulder	Dedicated, paved space at the edge of the street to be used by people walking, cycling or rolling, safely setback from adjacent vehicle traffic.
C. Local Trail	Unpaved, off-road routes primarily used for recreation that provide access to natural areas. Interconnected trail systems and greenways are a vital component of active transportation networks.



Strathcona
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FIGURE 9
Long-Term Active
Transportation Network

- Longterm (Future) ATNP Network
- - - Priorities identified in the We Wai Kai First Nation ATP (2023)
- Road Network
 - Local
 - - - Ferry
 - - - Trails
- Administrative Boundaries
 - Electoral Area C
 - Reserve Boundary

5.4 Design Guidelines

Future active transportation infrastructure in Area C will strive to incorporate guidance provided by the Canadian Standards Association in CSA B65118 Accessible Design for the Built Environment and the B.C. Active Transportation Design Guide (BCATDG).

The ATNP includes a range of active transportation facility types that are to be applied in appropriate locations and contexts. Each facility has its own function and purpose within the overall network and should be designed to accommodate the intended use and user groups.

Of particular importance for accessible design improvements are locations around Quadra Elementary School, Quadra Island Seniors Housing Society and ferry terminals.

Active transportation infrastructure projects must meet best practices for safe infrastructure design to be eligible for provincial funding, as identified in the BCATDG.

Facility Width

Facility width varies depending on user group and function. Desired and constrained widths for each active transportation facility type is identified below, consistent with guidance contained in the BCATDG. New active transportation facilities should be designed to achieve the desired width where possible, with the constrained width applicable where compromise is required.

Facility Type	Desired Width	Constrained Width
A. Roadside Pathway	3.0-4.0m	2.0m
B. Accessible Shoulder	2.0m	1.5m
C. Local Trail	1.5m	1.0m

Accessible Design

Quadra Island aims to be an inclusive and accessible community that allows for full access by all residents. Infrastructure design is to reflect the spectrum of disabilities and limitations experienced by Area C residents and visitors, including mobility, vision, hearing, strength / dexterity and comprehension.

The following are some of the key accessible design features from the BCATDG and CSA B65118 that are to be reflected in future active transportation infrastructure:

- Slopes are to be navigable for all ages and abilities
- Widths are to allow for wheelchairs passing in opposing directions
- Tactile wayfinding and indicators are to be provided
- Adequate lighting is to be provided
- Infrastructure should be free of obstructions

5.5 Trail Network Improvements

The trail network on Quadra Island plays an important role in facilitating active transportation and connecting neighbourhoods and destinations.

A series of informal, non-SRD owned or managed lands of assorted tenures are also a key part of the existing trail network. In some cases, the use of lands might be fully permitted (ie. crown lands), or the current property owner has granted permission. Some un-built roadway dedications are in active use but without proper tenure to permit public access. Additional un-built roadway dedications are currently unused and may be good candidates for future trail development.

The community has identified the following desired trail connections:

1. Connecting the existing Plaza Road and Nole Road footpaths (Quathiaski Cove Village)
2. Establishing an off-road pathway from Heriot Bay Road to Blenkin Park and the Quadra Island Community Centre
3. Establishing cross-island connectors between Heriot Bay Road and West Road
 - a. Extension of Pine Tree Drive
 - b. Extension of Cutter Road to connect West Road and Buker Road

While these desired trail connections are not included as part of the long-term active transportation network as per **Figure 9**, they nevertheless will be important connections to consider for improvement over time.

6.0 Implementation

6.1 Action Plan

The success of the ATNP will ultimately depend on the level of commitment made by the SRD and partners to carry out actions to improve active transportation and invest in infrastructure. This includes leadership committed to advancing active transportation, dedicated resources in the form of funding and staff time, and follow-through on identified ATNP actions.

A series of short-, medium- and long-term actions have been identified below to advance active transportation infrastructure and supportive policy, program and regulatory changes.

Timing

The timeframe for actions have been identified below to help guide the SRD and community partners on the approximate timing for implementation. Identified timeframes are approximate only and actions are to be pursued as resources allow and opportunities are presented.



Short-Term
0-5 years



Medium-Term
5-10 years



Long-Term
10-15 years

SUMMARY OF ATNP ACTIONS

Short-Term Actions		Leadership
1	Pursue priority corridor improvements (shown on Figure 10).	SRD
2	Pursue active transportation spot improvements (shown on Figure 10).	SRD
3	Explore partnership opportunities to enhance and expand existing trails.	SRD, We Wai Kai Nation, Province, community groups
4	Establish capital funds to support activities actioned in the ATNP.	SRD
5	Coordinate with the We Wai Kai Nation on implementation of shared priorities, such as establishing a connection between Cape Mudge Village and Quathiaski Cove.	SRD, We Wai Kai Nation
6	Advocate for the RCMP to enforce speed limits and safe driving behaviour.	SRD, MOTT, RCMP
7	Work with BC Ferries to improve walking and cycling connections and bicycle parking at terminals.	SRD, BC Ferries
8	Complete annual progress reporting to track ATNP implementation.	SRD

Medium-Term Actions		Leadership
9	Create a formal e-bike charging network and mapping to make publicly available.	SRD
10	Establish a bicycle hub in Quathiaski Cove consisting of long-term bicycle parking, shelter, bicycle repair and e-bike charging stations.	SRD
11	Explore feasibility of a public bike share system on Quadra Island.	SRD
12	Pursue strategies to encourage safe driving behaviours on Quadra Island.	SRD, RCMP, MOTT
13	Work with the School District to initiate a school travel planning process to identify walking and cycling upgrades nearby Quadra Elementary.	SRD, SD 72
14	Establish trail / active transportation signage standards and include in future projects.	SRD
15	As the Area C OCP is updated, ensure it reflects guidance from the ATNP.	SRD

Long-Term Actions		Leadership
16	Consider desired ATNP connection opportunities when contemplating park dedications at the time of subdivision.	SRD
17	Update ATNP network priorities on a 10-15 year cycle.	SRD

6.2 Priority Corridor Improvements

Significant time and resources will be required to achieve the long-term active transportation network identified in the ATNP. Seeking to be strategic in where funding and resources are allocated, a series of priority corridors have been identified, as shown in **Figure 10**. Priority corridor improvements are those that are of greatest importance to the community and should be the focus for infrastructure investment. They have been identified in consultation with residents, First Nations and key interest groups, and in consideration of criteria such as their ability to fill gaps in the network, address safety concerns, proximity to key destinations (i.e., ferry terminals, Quathiaski Cove, Community Centre) and capital cost.

ACTIVE TRANSPORTATION PRIORITY CORRIDOR IMPROVEMENTS

Corridor		Section	Length	Cost
1	Quathiaski Cove Village Network Continuous roadside pathway along Quathiaski Cove Road, Harper Road and Heriot Bay Road connecting the ferry terminal, village and school.	1a. Quathiaski Cove Ferry Terminal to Harper Road	450 m	
		1b. Heriot Bay Road between Harper Road and Arbutus Pathway	1.1 km	
2	Heriot Bay – Rebecca Spit Connection Widened and improved roadside shoulders for the sections along Heriot Bay Road and Rebecca Spit Road connecting the ferry terminal and Provincial Park.	2a. Heriot Bay Road between ferry terminal and Buker Road	1.4 km	
		2b. Heriot Bay Road between Buker Road and Rebecca Spit Road	800 m	
		2c. Rebecca Spit Road to Provincial Park entrance	800 m	
3	Quathiaski Cove – Cape Mudge Connection Continuous roadside pathway on Green Road from Quathiaski Cove to Cape Mudge.	3a. Green Road between Harper Rd and Noble Rd	600 m	

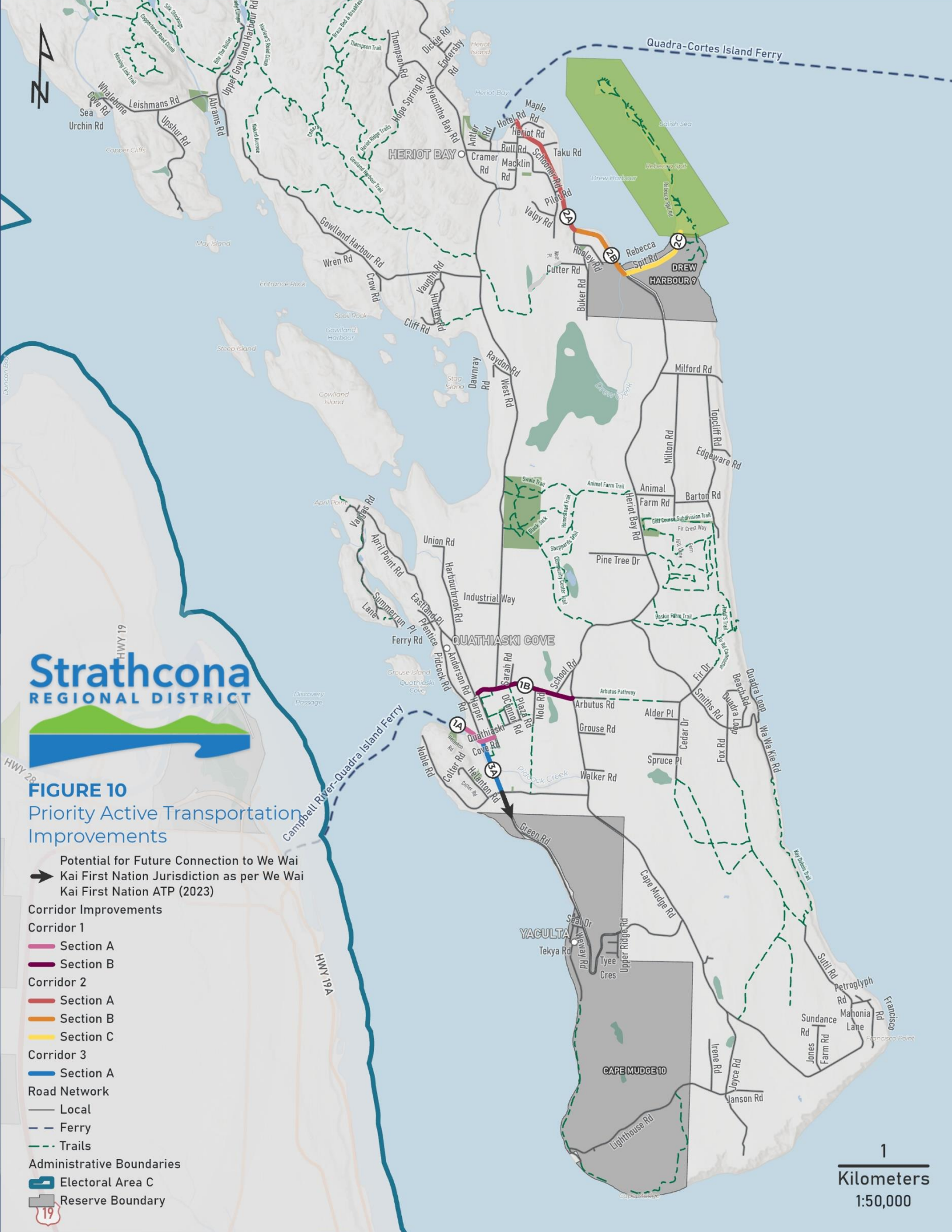


FIGURE 10
Priority Active Transportation
Improvements

Potential for Future Connection to We Wai
Kai First Nation Jurisdiction as per We Wai
Kai First Nation ATP (2023)

Corridor Improvements

Corridor 1

- Section A
- Section B

Corridor 2

- Section A
- Section B
- Section C

Corridor 3

- Section A

Road Network

- Local
- Ferry
- Trails

Administrative Boundaries

- Electoral Area C
- Reserve Boundary

6.3 Active Transportation “Spot Improvements”

In addition to the priority corridor improvements identified above, the following “spot improvements” are targeted investments in active transportation infrastructure that are aligned with the long-term intent of the ATNP and supportive of the large investments required to realize priority corridor improvements.

ACTIVE TRANSPORTATION “SPOT IMPROVEMENTS”

Spot Improvement			Cost
A	School Crosswalk Improvements	Advocate for MOTT to install yellow school crosswalk and school crosswalk ahead signs, and to consider adding yellow indicator to school zone signpost and in-street school crosswalk sign.	\$5,000 - \$10,000
B	Arbutus Pathway Crosswalk	Advocate for MOTT to install a new crosswalk at Heriot Bay Road / Cape Mudge Road intersection to connect the Arbutus Pathway with the west section of Heriot Bay Road.	\$5,000
C	Quathiaski Cove Bicycle Hub	Invest in centrally located covered bicycle shelter, bicycle racks, e-bike charging, bicycle repair station.	\$10,000 - \$20,000
D	Bike Racks	Purchase bike racks and install in key locations such as Quathiaski Cove Village and Heriot Bay.	\$5,000 - \$10,000
E	Speed Reader Board	Invest in a speed reader board and install on major roads throughout the community to alert motorists to speeding.	\$5,000 - \$10,000
F	Network Signage	Develop network wayfinding signs and install along key routes guiding people to key destinations (i.e., ferries, village, parks, community centre).	\$20,000 - \$30,000

6.4 Funding

Active transportation infrastructure is commonly pursued through a combination of capital funds, contributions through land development, and external funding sources such as grants. With only modest capital funding and limited land development, grant opportunities may help fund the infrastructure improvements identified in the ATNP. This will require dedicated staff resources to seek out grant opportunities and staff time to prepare grant application materials.

Grant applications commonly require an endorsed active transportation plan as well as accompanying engineering drawings and cost estimates to support the proposed improvement.

The following are some of the key grant funding opportunities currently available to support active transportation infrastructure.

B.C. Active Transportation Infrastructure Grant

The B.C. Active Transportation Infrastructure Grants Program offers grant funding for infrastructure that is part of an active transportation network plan or equivalent. Funding is available for 70% of eligible costs, up to a maximum of \$500,000. Importantly, improvements must reflect design best practices identified in the *B.C. Active Transportation Design Guide*.

National Active Transportation Fund

The Government of Canada has allocated annual funding through the Capital Project Stream on the National Active Transportation Fund to support new construction, enhancement of existing infrastructure, and/or improvements to design and safety features that encourage active transportation. Funding is available for up to 60% of total eligible project costs.

BC Vision Zero in Road Safety Grant

The British Columbia Vision Zero in Road Safety Grant Program funds innovative projects aimed at improving vulnerable road user safety in local communities. Projects can include improving current road designs, changing areas used by cars to create better spaces for walking and biking, and projects focused on public education and road safety planning. Award amounts are up to \$20,000 per project.

B.C. School Streets Initiative

From 2024 to 2028, Society for Children and Youth will be collaborating with Green Communities Canada (GCC) to support participating communities with planning, implementing, and assessing their school streets interventions.

6.5 Partnerships

Collaboration with other agencies and community partners will be critical to realizing our goals and maximizing the effectiveness of investments in active transportation infrastructure. The following are some of the key partners to realize improved active transportation infrastructure on Quadra Island and throughout Area C.

B.C. Ministry of Transportation & Transit (MOTT)	Working with MOTT on road improvements that fall under their jurisdiction. Seeking grant funding through the B.C. Active Transportation Infrastructure Grant.
We Wai Kai Nation	Collaboration with the We Wai Kai Nation on shared priorities, including identified connections to Cape Mudge and Drew Harbour.
BC Ferries	Collaboration with BC Ferries on opportunities for improving active transportation facilities and connections to and from Quathiaski Cove and Heriot Bay Ferry Terminals.
Royal Canadian Mounted Police (RCMP)	Collaboration with Quadra Island RCMP on opportunities to improve road safety and reduced speeding through enforcement and community outreach.
Community Interest Group	Conversations with community groups with an interest in active transportation to ensure alignment and support.

