Explore your TRAIL

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ACTIVE TRANSPORTATION PLAN



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Chapter 1

Introduction and Community Context

ACTIVE TRANSPORTATION PLAN

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1 Introduction and Community Context

Situated on the Columbia River in the West Kootenay region of BC, Trail benefits from a temperate climate, stunning natural surroundings, and a central regional location making it an ideal context for active transportation.

Trail, BC is planning for the future. With an update to the Official Community Plan currently underway, and recently completed plans like the Age Friendly Action Plan, the City is working with the public to think and plan how to carry the community into the future. With the successful bid for the BC Active Transportation Network Planning Grant in 2021, Trail has a new opportunity to plan for how people move on foot and bicycle in and around the community.

The City of Trail has developed its first Active Transportation Plan (ATP) – a guide to help inform future decision-making and investments in non-motorized modes of transportation. The Active Transportation Plan is a flexible strategic policy document serving as an outline to achieve the City's active transportation goals by identifying a connected and implementable network with actionable and supporting tools and recommendations.

This plan is intended to provide strategic direction for an active transportation network that is equitable and accessible for people of all ages and abilities and facilitates active living within the City and region. The network includes improved connectivity throughout the community and between neighbourhoods to encourage more active transportation between the East and West Trail business districts and other key destinations. The plan network also improves connectivity to adjacent communities to enhance the active transportation experience for both residents and visitors. The ATP sets the foundation for a short and long-term strategy to implement infrastructure, establish supportive policy and identify meaningful programs as a means of improving active transportation opportunities in Trail.

1.1 Purpose and Objectives

The purpose of this plan is to establish a clear vision for the City of Trail, guiding the city towards a future where active transportation is seamlessly integrated in the way its residents move around. To do this, the needs of pedestrians and cyclists must be put at the forefront of future planning so that they are not an afterthought but an integral part of the planning process.

A series of more detailed Objectives based on the City's existing policy directives and the feedback received throughout the process of developing the ATP are:.

- Enhance Safety – All trips in Trail, regardless of travel choice, feel safe.

- Create Connectivity – Connect the City's major population centres and destinations and fill gaps in the City's existing networks as well as those connecting to adjacent communities
- Leverage Recreational Trails – Connect the City's internal active transportation network to existing trailheads, such as the South Kootenay Green Link Trail, expanding upon the region's trail system
- Improve Transportation Equity - Residents of all ages, abilities and backgrounds can move safely and conveniently through the City using any transportation mode that they choose
- Raise Awareness - Leverage the strong sense of community in the City of Trail to develop a culture of care around active transportation

As the recommendations for this plan begin to take shape, the Objectives provide an important accountability tool for the project – at each step, the proposed next steps are checked against these criteria to ensure that we are meeting the objectives as laid out in the foundations of the Plan.

1.2 Developing the Active Transportation Plan

The Active Transportation Plan was developed in three phases, using an iterative approach as information was gathered from technical reviews, stakeholders and the public.

Phase 1 – Existing Conditions Review

The first phase involved a thorough review of existing conditions, including mapping of existing trails and sidewalks. Goals for the plan as well as opportunities and gaps in Trail's active transportation system were compiled and refined through interviews with key stakeholders and a public survey. Chapter 1 provides the summary of the first phase of the project.

Phase 2 – Network and Program Development

The second phase used the existing conditions and first public and stakeholder engagement results as the foundation to build network. The City's active transportation network was developed through a process of determining route selection criteria, identifying routes, and defining facility types. This is discussed in Chapter 2.

Phase 3 – Prioritization and Reporting

In the third phase of the plan the public and key stakeholders provided input on the active transportation routes, facility types, and route prioritization. The public and stakeholder prioritization then became the first input to the overall network prioritization, which informed the capital project implementation plan in Chapter 4.

1.3 Why Active Transportation?

There are many benefits associated with the implementation of active transportation infrastructure, programs, and policies. Creating spaces for people to move safely and efficiently can contribute to a livable environment with active and engaged residents; this has been shown to contribute to the creation of a happy, growing community.

Understanding the benefits of active transportation can help support and rationalize future investments. Communicating the benefits of active transportation in future outreach programs will help to emphasize the value of investing in this infrastructure and supporting future decisions, commitments, and priorities.

Active transportation can further benefit a City and its people through these avenues:

- Health: Active transportation promotes active lifestyles which can reduce the risk of heart disease, cancer, diabetes, and joint and bone diseases, as well as decrease the incidence of depression and stress while increasing emotional well-being.
- Economic: Active transportation encourages more affordable mobility options for residents and visitors. Investments in cycling and pedestrian infrastructure can increase

spending on nearby businesses.[1] In addition to local residents, cycling tourists can help with economic growth on both a local and regional scale—they are also more likely to spend time within the community when visiting than motorists.

- Safety: Increasing the number of cyclists and pedestrians can contribute to an improved sense of safety. Cities and towns with high levels of walking and cycling typically see a lower rate of collisions.
- Environment: Significant environmental benefits can come from increased cycling and walking. Active transportation corridors can also enhance access to green space and natural amenities. Even short distance (1-3km) walking and cycling trips greatly reduce carbon emissions.
- Climate Resilience: Urban transportation infrastructure is exposed to climate impacts and the impacts of climate change such as intense rainfall, flooding, wildfires, heat waves and other extreme weather events. Robust active transportation systems are resilient to climate impacts and provide redundancy in case one mode, particularly the motor vehicle, is disrupted by a climate event. With robust active transportation infrastructure in place, walking and cycling are the most resilient modes of transportation as they allow residents to access goods and services without relying on external systems or energy sources.[2]

1.4 Engaging City of Trail Residents and the Community

A Public Engagement Strategy was designed to engage with a diverse group of stakeholders and community members and to gather knowledgeable insight into the community including the strengths, priorities, opportunities, and gaps within the active transportation network in Trail. The Plan included two phases of engagement as outlined below:

Phase	Engagement Objective	Engagement Activities	Schedule
1: Project initiation and existing conditions	Gain an understanding of opportunities and challenges, priorities for the plan, key network issues and opportunities and	9 one-on-one stakeholder interviews MetroQuest Online Survey	Nov 2021 – February 2022

[1] Arancibia, D. et al. 2019. Measuring the Local Economic Impacts of Replacing On-Street Parking With Bike Lanes, Journal of the American Planning Association, 85:4, 463-481, DOI: 10.1080/01944363.2019.1638816

[2] https://prairieclimatecentre.ca/wp-content/uploads/2017/04/pcc-brief-climate-resilient-city-transportation-infrastructure.pdf

	important destinations for active transportation users.		
2: Network and program development	Understand any gaps and safety concerns, priority AT routes within the proposed network, educate users on the different types of facilities and understand users comfort level with each.	Advisory Committee Workshop MetroQuest Online Survey	June 2022 – July 2022

The feedback collected through each phase was used to inform the Plan. A summary of the opportunities and challenges collected through public engagement is included in Section 1.7.1. Detailed What We Heard Reports are included in Appendix A.

Key stakeholders that were included for either one-on-one interviews or as part of the Advisory Committee include the following groups/organizations:

- Interior Health
- Community Futures
- Chamber of Commerce
- The Lower Columbian Community Development Team Society (LCCDTS)
- Trail's District Arts Council
- Neighbours United
- Trans Canada Trail
- Teck Trail Operations
- Kootenay Boundary Regional District
- Kootenay Columbia Trails Society
- West Kootenay Cycling Coalition
- Lower Columbia Initiatives Corporation (LCIC)
- Ministry of Transportation and Infrastructure (MOTI)

1.5 About the City of Trail

The City of Trail is home to approximately 7,920 residents in 2021, up slightly from 7,700 residents in 2016.

1.5.1 Topography

Understanding the topography of the City of Trail and its surrounding regions is important when planning for future pedestrian and cycling infrastructure.

Based on raster data sourced from Open LiDAR data from LidarBC, Trail is a relatively flat city surrounded by mountain ranges with East Trail and Glenmerry being the flattest neighbourhoods. West Trail presents more of a challenge with considerable slopes of 25-50% in certain areas. The slope conditions in Trail are summarized in **Figure 1**.

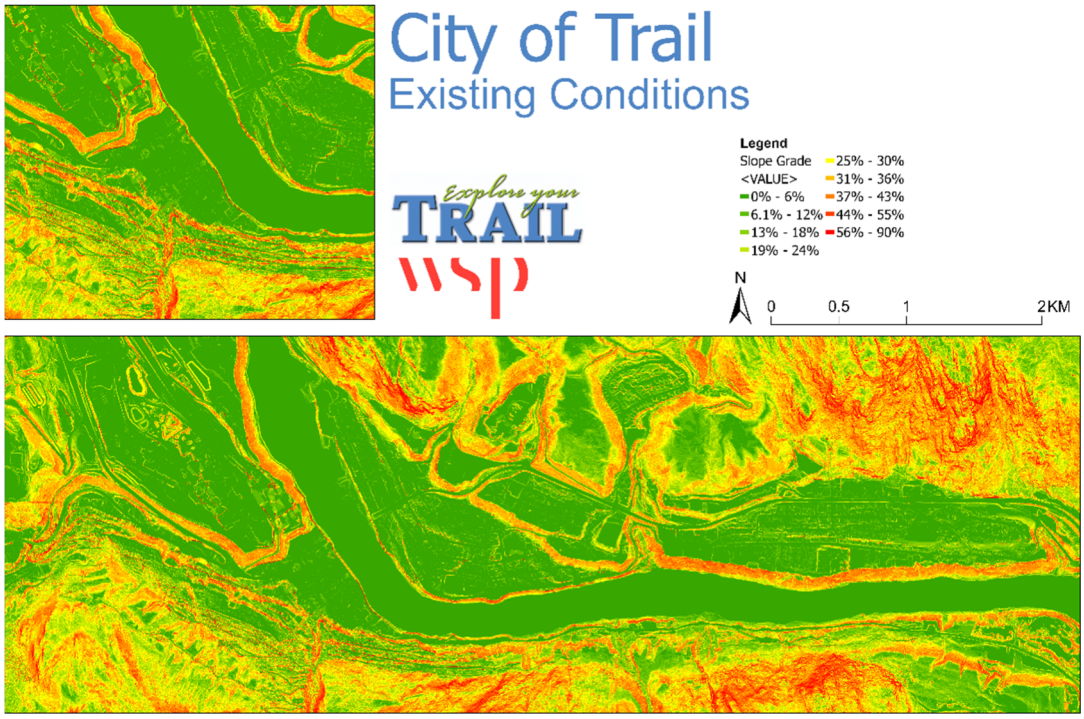


Figure 1: Slope conditions in the City of Trail

1.5.2 Key Destinations

There are several key destinations located throughout Trail that may be drivers for active transportation users. Major destinations include:

- Trail Memorial Centre
- Trail Aquatic & Leisure Centre
- Large employers such as Teck Trail Operations
- The Kootenay Boundary Regional Hospital –the largest diagnostic, and acute care hospital in the West Kootenay Region.

Other key destinations include:

- Business districts such as the Downtown and Gulch commercial areas
- Schools
- Regional trails
- Parks

1.5.3 Relevant Plans

The following plans and policies were reviewed in order of their policy hierarchy. Community Plans contain objectives and policies for the local municipal government to follow when adopting new projects regarding existing and proposed land use requirements. The City of Trail's Official Community Plan (Draft) is intended as a guiding document for overall city projects, while the Parks and Recreation Master Plan (2013) and the Age-Friendly Action Plan (2018) are intended as more specific guiding documents for the subjects of parks planning and age-specific community planning, respectively. The Snow Removal Priority Map and the BC Transit Route Map are supplemental documents used to support the planning of active transportation infrastructure in the city. Table 1 summarizes key findings from this review.

Table 1: Hierarchy of Relevant Plans

Plan	Description	Key Points
City of Trail Official Community Plan	Outlines goals and objectives related to accommodation of active modes in the City	• The trail network should connect important community destinations such as schools and commercial areas to the riverfront and other recreational areas. • The trail network should be constructed along the river where possible. • The trail network should include appropriate secondary trails branching from the TransCanada Trail. • The trail network should include a pedestrian / cyclist loop between the Columbia River Skywalk and the Victoria Street Bridge.
Parks and Recreation Master Plan	Guides efforts, marshals resources, sets priorities, and provides a framework for decision making	• The City should provide an improved pedestrian crossing of the Columbia River to compliment and support the Trail systems within the City. • With the construction of the Columbia River Skywalk, which provides a second active modes connection between east and west Trail, the City should provide a

	related to all manners of park and recreation planning	loop connection between the Skywalk and the Victoria Street bridge and improve the pedestrian facilities on the Victoria Street bridge. • The City should take a leadership position with respect to a trail system within the City and to connectors with regional trails outside the City.
Age-Friendly Action Plan	Ensures that the City's planning process promotes an inclusive, safe, and accessible community for everyone. The structure for the plan was based on the World Health Organizations (WHO) age-friendly themes	• Pavements must be non-slip, wide enough for wheelchairs to travel, and have dropped curbs to road level. • Pedestrian crossings must be sufficient in number and safe for people with different levels and types of disability, with nonslip markings, visual and audio cues, and adequate crossing times. Drivers must give way to pedestrians at intersections and pedestrian crossings. • Cycle paths must be separate from pavements and other pedestrian walkways
Snow Removal Priority Map	Prioritizes roads for snow removal from 1 to 5, with priority 1 roads being cleared of snow first.	• Priority 1 routes are defined as major collectors, emergency routes, hills with extreme gradients and roads with significant volume • Key Priority 1 Roads include: o Highway Drive / Columbia Avenue o 2nd Avenue o Hillside Drive o McBride Street o Bay Avenue / Riverside Ave o Pine Avenue / Topping St
BC Transit Route Map **(Figure 2)**	Displays the eight transit routes currently servicing the City.	• All routes use Bay Avenue, Spokane Street, and Cedar Avenue in Downtown Trail as a transit exchange

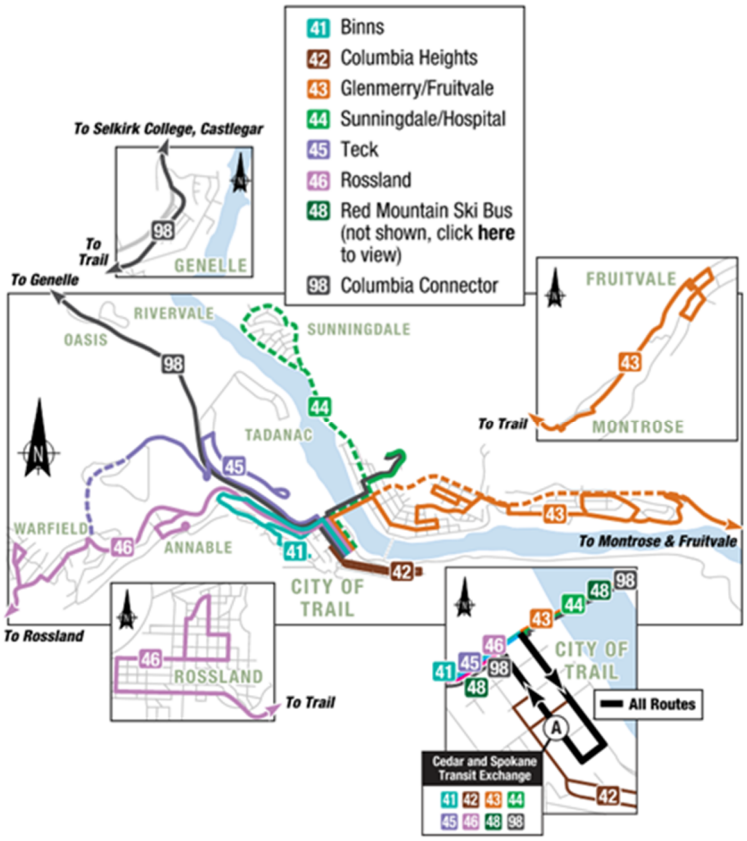


Figure 2: BC Transit Route Map

1.6 Existing Active Transportation Facilities

The City of Trail has a significant existing pedestrian network, with sidewalks in several neighbourhoods and staircases connecting hill communities with the downtown.

There are currently no dedicated cycling facilities in the City, but a few amenities are considered trails or pathways, which may be shared by cyclists.

1.6.1 City Sidewalks

Using a geospatial shapefile and topographic imagery provided by the City, WSP has developed a complete geospatial database of the current sidewalks within the City of Trail.

Sidewalks are most available in the downtown core, namely the downtown commercial area and East Trail. Here, the pedestrian network is supported by reliable sidewalk and crosswalk access.

The residential areas of the City have much more sparse or nonexistent sidewalks. The westernmost part of the City, near the Gulch commercial area, is supported by a series of covered staircases that connect the fragmented sidewalk network available here. While the staircases likely help provide mobility access in the steeper parts of the City, they present a

possible hindrance to the accessibility of the overall pedestrian network for those relying on wheeled mobility devices.

The neighbourhoods of Sunningdale, Glenmerry, Miral Heights, and Waneta have little to no sidewalk access. These areas present opportunities for the future development of Trail's sidewalk network. The current extent of Trail's sidewalk network can be seen below in **Figure 3**.



Figure 3: Sidewalk Existing Conditions

SIDEWALK CONDITION ASSESSMENT

The City has previously completed a Sidewalk Condition Assessments of the existing sidewalk network shown above. The assessments are to identify defects and identify locations for the removal of tripping hazards. The existing assessment of sidewalk conditions identifies 2,046 locations where there are defects, including issues with vertical displacement, obstacles in the sidewalk, missing wheelchair ramps, cracking, holes and more. Wheelchair ramps are missing in 98 locations within the existing sidewalk network. Obstacles are reported in 48 locations.

1.6.2 City Pathways

The TransCanada Trail branches off at Castlegar, extending along the east bank of the Columbia River to Trail. The route of the TransCanada Trail through Trail is illustrated in **Figure 4**.

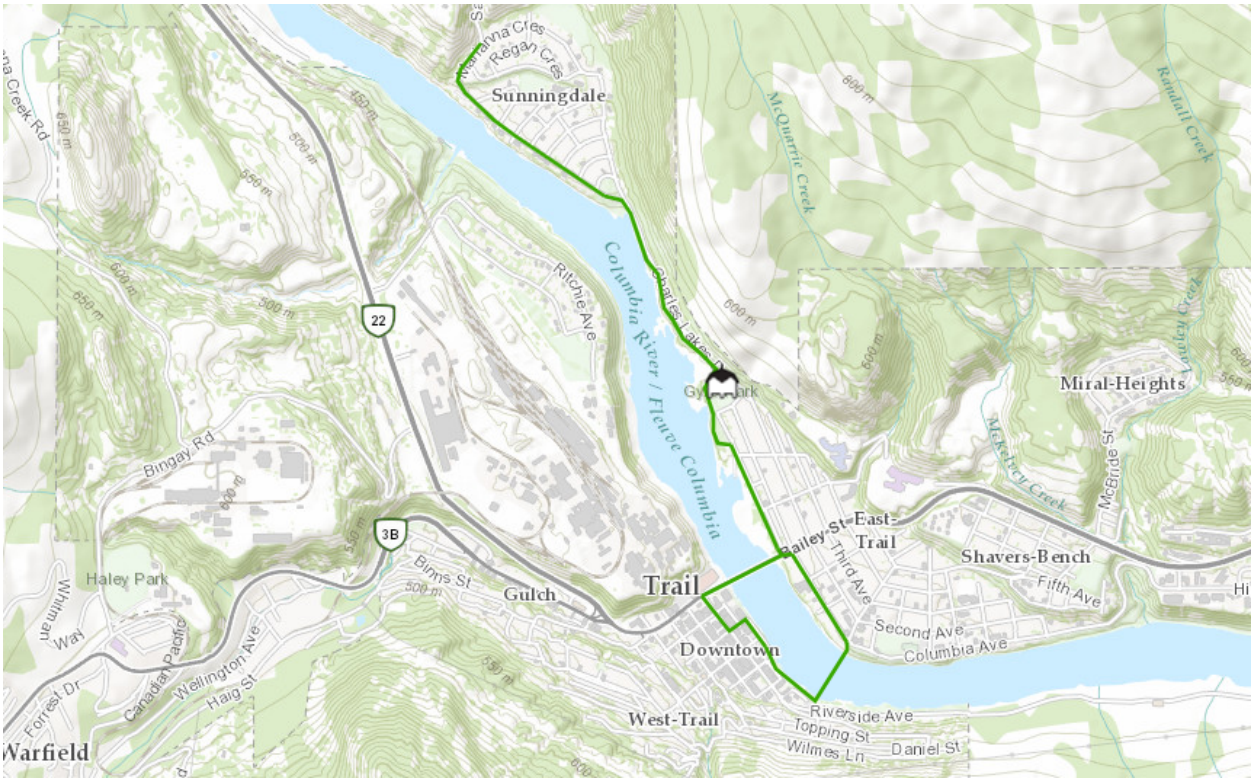


Figure 4: TransCanada Trail Alignment. Source: Trans Canada Trail

In addition to the TransCanada Trail alignment, some additional pathways are identified within the City as seen in **Figures 5 and 6**.



Figure 5: Pathways in East Trail. Source: Trailforks

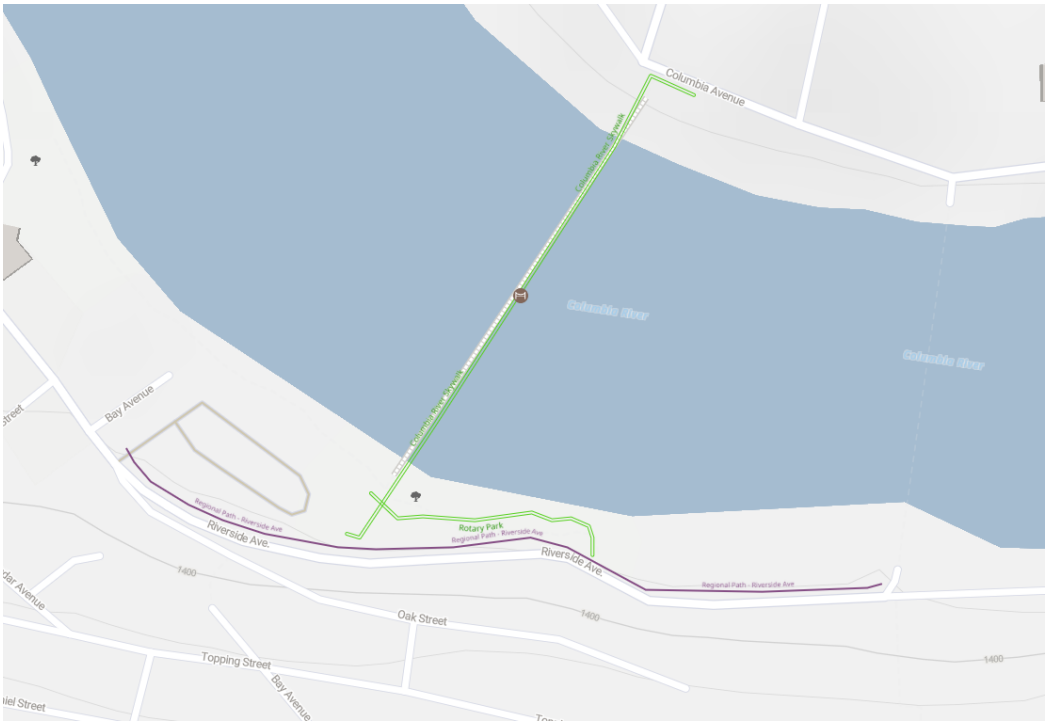


Figure 6: Pathways in West Trail. Source: Trailforks

An overview of all on-street trails within the City's boundary can be seen in **Figure 7**. This figure identifies buffered shoulders along Highway 3B and Highway 22 which will be reviewed later in the study process to determine whether they are an appropriate active transportation facility type.

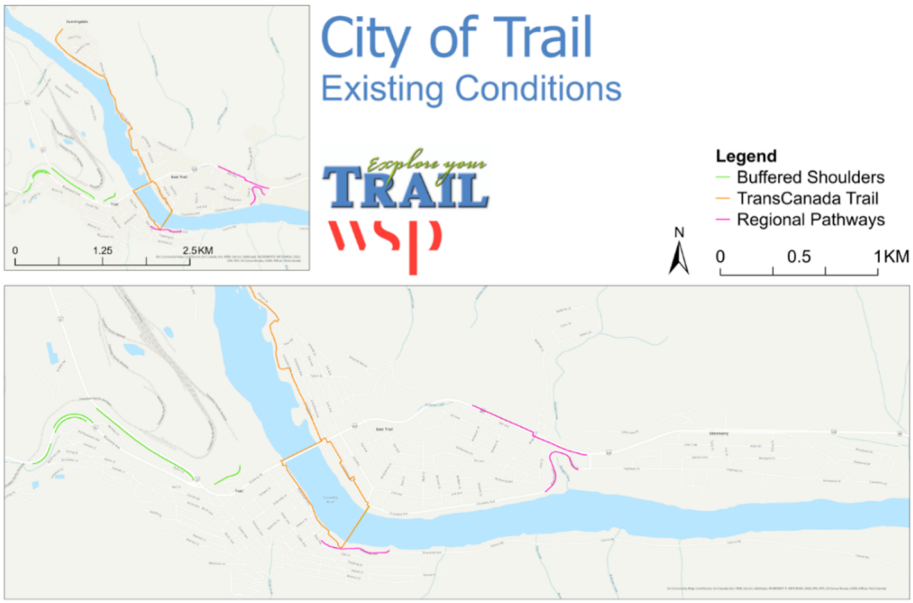


Figure 7: Existing Pathways

1.6.3 Regional Recreation Trails

The regional trail network surrounding Trail is managed and maintained by the Kootenay Columbia Trails Society (KCTS).

The network, shown in **Figure 8** includes a network of mountain biking / hiking trails in the mountains east of Trail, with connections to the City at Marianna Crescent, Hospital Bench, and Albert Drive.

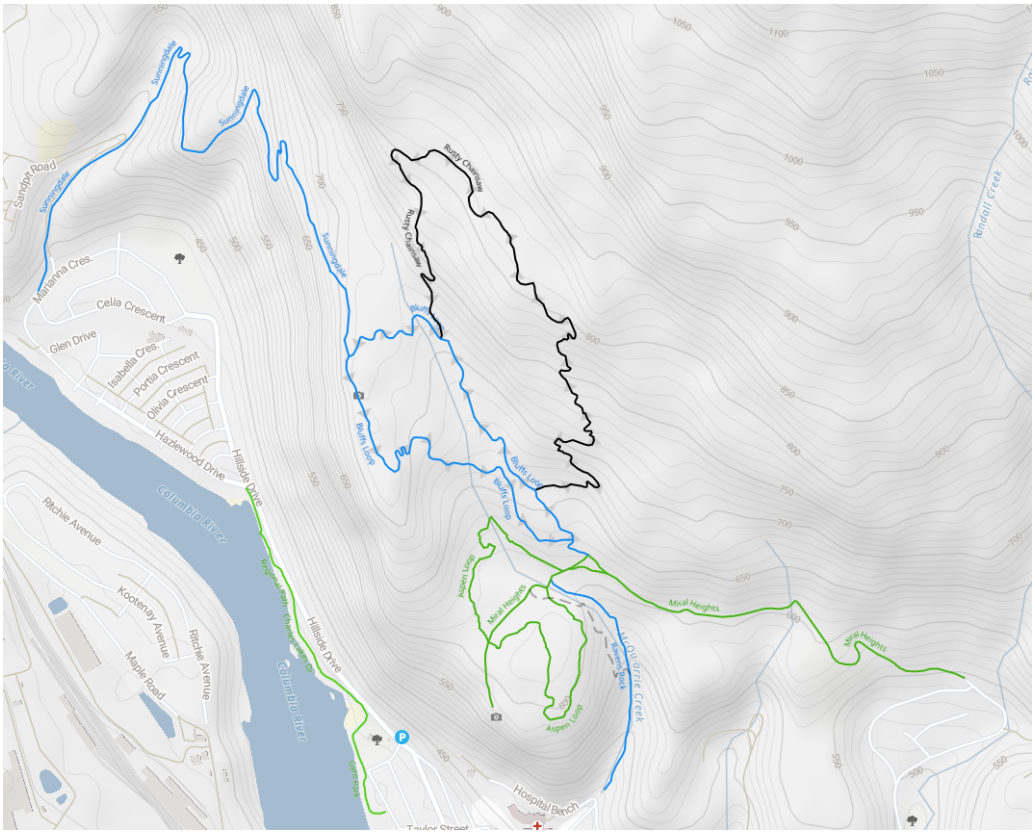


Figure 8: Existing Regional Recreation Trails. Source: Trailforks

The Railgrade Trail is also worth mentioning. It currently connects the village of Warfield, BC to the City of Rossland, BC. The trail follows a decommissioned rail line and is rated as “easiest” in Trailforks. As an important regional connector, connections between the Railgrade Trail and the active modes network in Trail is in line with the OCP goal of improving connectivity to adjacent communities. Through the course of developing this plan, the South Kootenay Green Link Trial initiative has gained momentum. It aims to formalize and upgrade the connection between Rossland and Fruitvale, via Trail.

1.7 Current Active Transportation Patterns

WSP reviewed the Statistics Canada 2016 Census data on commuter patterns and modes of travel in Trail. Of the total commuting population, the census data indicated that 75% of people commute within Trail (i.e. do not leave the City for work). The Census also gathers information on the mode of travel that commuters use. In Trail, about 12% of commuters use active modes, with 11% walking and 1% cycling.

Strava is a fitness app that uses GPS data to track exercise activities such as walking, running, and cycling. Through the app, a heatmap is generated that gives an indication of high-use routes (i.e. routes that are more highly used appear "white hot" while areas with very little activity may not show any "heat"). The heatmap of Trail is provided in Figure 9: Strava Heatmap

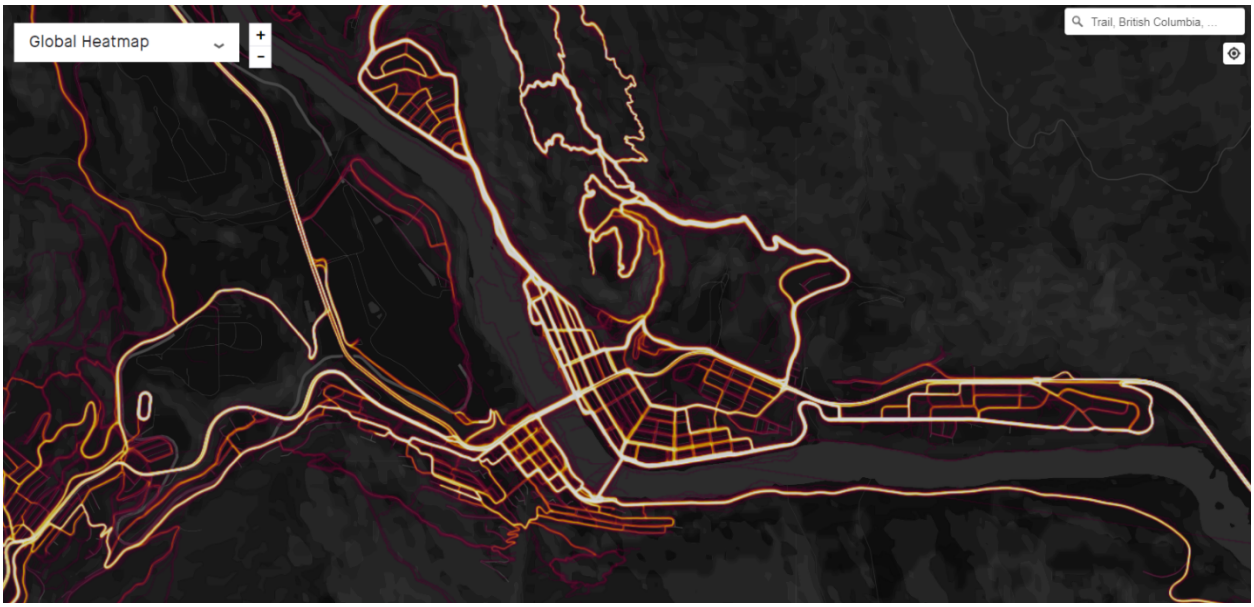


Figure 9: Strava Heatmap

Based on the heatmap of Trail, highest use corridors include:

- TransCanada Trail / Charles Lake Drive
- Highway Drive / Columbia Avenue
- Columbia River Skywalk
- Victoria Street Bridge
- Highway 3B
- Esplanade Avenue
- Residential Roads between Victoria Street and Gyro Park

1.7.1 Barriers to Active Transportation

During Phase 1 of the public engagement strategy, participants were surveyed on a number of questions around barriers to active transportation and travel, and desired trail connections in and around the City.

Respondents indicated that safety concerns (20%), missing sidewalks (20%) and a lack of connections between destinations (19%) were the top ranked barriers to walking or using a wheelchair in Trail (**Figure 10**). One-on-one interviews and survey comments echoed similar themes with concerns regarding lack of accessibility for seniors and those with mobility restrictions in addition to a desire of separation from fast moving vehicles on busy roads.

When asked what barriers respondents experience to riding a bicycle around Trail, the most common response was regarding concerns about sharing the road with vehicles (30%) as well as general safety concerns (24%) (**Figure 11**). Similar to the previous question regarding barriers to walking, the lack of connections between destinations, and destinations being too far away were of the least concern to survey participants. Other feedback collected through one-on-one interviews and survey comments suggest a desire for more multi-use facilities that do not require a mountain bike and a general desire for designated bike facilities between communities and employment areas.

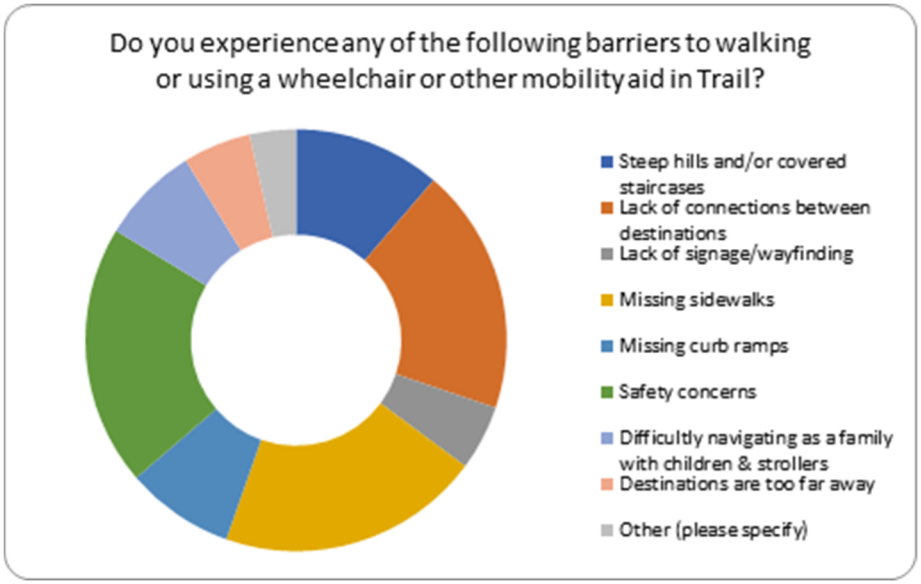


Figure 10: Barriers to Walking

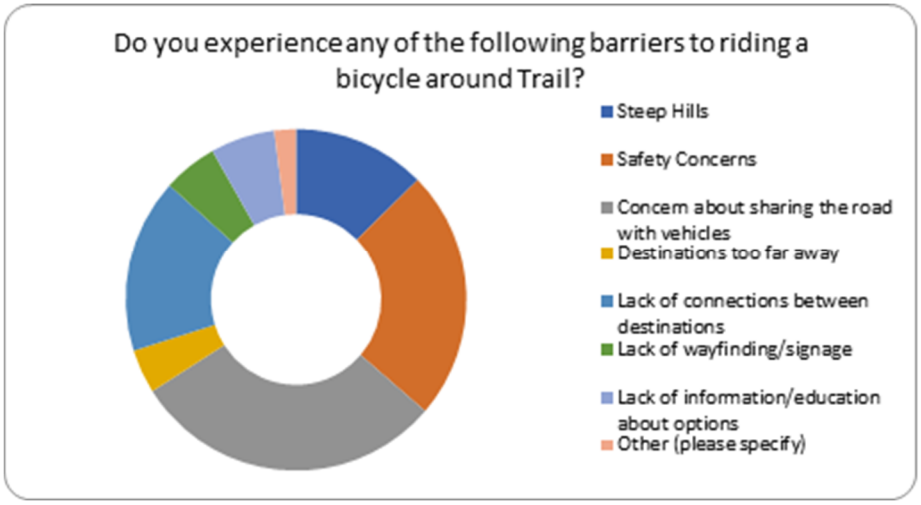


Figure 11: Barriers to Cycling

An additional theme that reoccurred was concerns regarding highway traffic. Many respondents suggested that the number of people walking or cycling would increase if walk and bike infrastructure was provided away from highway traffic to connect major employment areas and communities. Despite having access to the Columbia River Skywalk to cross the Columbia River, many people walking and biking continue to use the Highway 3B bridge and feel unsafe doing so.

1.8 Summary of Gaps and Opportunities

The most prominent gap in the City of Trail's active transportation infrastructure is the lack of a connected network for cyclists and/or pedestrians. This refers to the lack of safe and interconnected infrastructure options for cyclists and/or pedestrians to use when traveling around the city. This also refers to a lack of connection between key destinations.

Public engagement feedback also noted a lack of connection between the outer neighbourhoods and the downtown core and Waneta Junction shopping areas. Namely, there are no options for pedestrians or cyclists to access these areas without a car, having instead to travel along the shoulder of the highways connecting these areas. This presents an ample opportunity to develop a safe mode of travel connecting all neighbourhoods in the City, i.e. a "spine" network for pedestrian and cyclist use. The South Kootenay Green Link Trail initiative is a regional opportunity to solidify the active transportation spine through the City of Trail, ultimately connecting Rossland and Fruitvale.

This ATNP will prioritize the development of an active transportation network that not only prioritizes connectivity but also safety along the City's most high use corridors, or by means of providing alternative routes along streets with lower traffic speeds and volumes.

1.9 Goals for Active Transportation in Trail

In the first phase of public engagement, survey participants were given the opportunity to rank their top five active transportation plan outcomes on a scale of 1 to 5 with 1 being the highest priority and 5 being the lowest. The top four priorities from survey respondents are:

- Add/improve bicycle infrastructure.
- Improve and expand sidewalks.
- Improve pedestrian street crossings.
- Connections to recreational trails.

Based on this feedback and the existing conditions review, the following project goals were established to provide a framework for the development and prioritization of recommendations. Project goals include:

- Provide recommendations that satisfy the needs of different user groups, including commuter trips, recreational trips, and regional trips.
- Identify critical cycling connections, as well as focus on improving pedestrian facilities to enhance the walkability of Trail.
- Ensure active transportation infrastructure is equitable and accessible for people of all ages and abilities.
- Expand and enhance the trail network along the Columbia River to better serve residents and visitors of Trail.
- Provide missing connections between important destinations within the City, including improvements to connections between East and West Trail.
- Support regional stakeholders in the improvement of active transportation connections between Trail and other communities in the region.

Chapter 2

Network

ACTIVE TRANSPORTATION PLAN

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2 Network

2.1 Network and Project Development

Development of the City's active transportation network was based on a combination of technical assessments and consultation with key stakeholders, City Staff, and members of the public. An overview of the network development process, including the steps and the outcomes of each step to date, is presented in Table 2.

Table 2: Network Development Steps

Step 1: Existing Conditions	
Input	GIS and satellite imagery data received from the City and consultation, provincial, regional, and municipal approved planning documents and input from stakeholders and staff.
Assessment	Identify existing and planned facilities as well as routes under construction through document and data review including planned capital projects, on-road bicycle routes, paved shoulders, sidewalks, and multi-use pathways.
Outcome	Map of existing sidewalks, trails, road class, road surface, and lane widths.
Step 2: Route Selection Criteria	
Input	Input from City staff, stakeholders, residents, and project team.
Assessment	Identify a set of criteria to help select, assess, and refine routes to form part of the preferred cycling network. The route selection criteria are meant to be a guide to help achieve the vision and overall plan goals.
Outcome	Selection priorities and guidelines for route selection (see Tables 3 and 4)
Step 3: Candidate Routes	
Input	Existing conditions, desktop and field review of corridors, input from City staff and stakeholders, pre-planned capital plan assessment, connection to destinations

Assessment	Proposed cycling and pedestrian routes are identified based on their relation to the route selection criteria and importance based on engagement feedback. Routes are identified to complete gaps in the existing and planned network and consider the appropriateness and suitability of the route.
Outcome	Maps of proposed cycling and pedestrian network
Step 4: Confirm Proposed Network and Identify Facility Type	
Input	Desktop review, input from City staff and stakeholders, referring to BC Active Transportation Design Guide for facility types
Assessment	Review the potential for pedestrian and cycling facilities on the proposed routes including the proposed facility types while confirming the preferred "spine" network. Assess the potential for pedestrian and cycling facility implementation based on facility type and existing right-of-way conditions
Outcome	Maps of proposed cycling and pedestrian network by facility type
Step 5: Project Prioritization	
Input	Asset management plan, information from City staff, capital plan projects, significance of connection, input from Stakeholders and residents
Assessment	Prioritize the identified projects into groupings of high, medium, and low based on prioritization criteria and input from City staff and stakeholders
Outcome	Spreadsheet and maps of proposed pedestrian and cycling projects

2.1.1 Route Selection Priorities & Guidelines

A comfortable, connected system of active transportation infrastructure is the most important determinant when it comes to shifting transportation behaviour. For a community to unlock the potential demand for walking and cycling, each trip made on foot, by bike or using a mobility device should be direct, seamless, and comfortable. Achieving a network that meets these criteria begins with a careful review of all candidate routes to decide which are best suited to form an active transportation network. To do this, a series of guidelines and priorities were outlined to help guide this process, refined through the lens of the unique context of Trail, ensuring that criteria meet the needs of the City.

The route selection priorities and guidelines identified in Table 3 and 4 are meant to serve as tools to evaluate projects as the ATNP moves forward into the implementation phase; they can provide guidance when new projects are proposed, or when conditions within the City change.

The priorities can be thought of as a set of overarching concerns that the network is aiming to address, while the guidelines provide more detailed explanations on the priorities and how they may specifically apply to the network development.

Table 3: Route Selection Priorities

Safety	Active transportation networks must enhance the safety, both real and perceived, for people walking and cycling.
Travel Demands	All selected active transportation routes should align with existing travel patterns and service key trip destinations, while avoiding major barriers or topography. Routes should prioritize access to local recreational centers, commercial hubs, and other sites frequently visited within Trail.
Community Connections	Connections between communities within Trail such as Tadanac, Glenmerry, and Waneta Junction should be prioritized. Connecting existing trails to one another should avoid highways for safer travel and easier implementation. Connect to regional trails to provide access to nearby communities like Rossland and Warfield.
Employer Connections	Safe connections away from busy highways to major employment areas and buildings, such as the hospital or Teck Trail Operations, should be prioritized.
Connections to Recreation Trails	All selected active transportation routes should strive to connect and expand upon existing trails, such as the South Kootenay Green Link Trail. The City's active transportation routes should connect to recreational trailheads.
Feasibility	All selected active transportation routes should be realistic, as measured by their cost, geometric feasibility and whether they require partnership or permission from other jurisdictions. While important to be aspirational, efforts required to implement a project must reflect the reality of Trail.

Table 4: Route Selection Guidelines

Criteria		Description
Safe	Comfortable & safe	Reduces risk to users and provides comfortable facilities
Desirable	Scenic & attractive	Route takes advantage of scenic areas
	Conveniently direct	Does not deviate between the origin and destination; route is fast for those who want to move quickly
	Topography	Route does not contain extended uphill or downhill segments at high grade
Connected	Commerce & employment	Provides residents and visitors with connections to commercial and employment nodes
	Schools & community hubs	Provides connections to schools and community facilities
	Parks & recreation	Provides connections to neighborhood parks and recreation facilities such as the Aquatic & Leisure Centre
	Link existing natural areas & trails	Connects to existing natural areas such as the Columbia River and to existing and planned recreation trails
	Tourism	Connects to attractions such as the Sports Hall of Memories, Riverfront Centre or Gyro Park
Logical	Easy to follow	Logical and visibly distinct
	No major barriers	Avoids crossing roads with heavy traffic, and/or provides safe crossings when necessary. Avoids routes along busy highways
	Consistent	Facility type and presence of dedicated or signed cycling infrastructure is consistent along route
Cost Effective	Capital cost	Proposed routes are feasible and appropriate in scale for the City
	Sustainable	Locate, align, and design routes so they can be sustained over the long-term

2.1.2 Proposed Pedestrian Network

The proposed network for Trail's pedestrian infrastructure is largely intended to fill the many missing gaps in the sidewalk network. Currently, many areas of East and West Trail are lacking in sidewalks altogether, forcing residents to share the roadway with vehicle traffic.

New construction projects will involve the development of new 2.0 metre sidewalks on one or two sides of the street, depending on the road width allowance.

Some areas of the network will see the creation of multi-use pathways that may be used by cyclists and pedestrians alike. Multi-use pathways are off-street pathways that are physically separated from motor vehicle traffic and can be used by any non-motorized user. This includes people walking, cycling, skateboarding, kick scootering, in-line skating, and using other active modes. These can be located in a variety of contexts, including rail corridors, greenway corridors, utility corridors, parks, along waterfronts, and adjacent to a road or highway. For Trail, these are recommended on Hillside Drive leading to Gyro Park, along Columbia Ave from the Columbia River Skywalk to Stewart Street, connecting the high school to a proposed Highway 22 crossing, and connecting Glenmerry to Waneta Junction. Figure 12 below shows the proposed pedestrian network overlayed with the existing sidewalk network. Note that multi-use pathways and accessible shoulders shown in the overall proposed network in Figure 17 are intended for use for both pedestrians and cyclists. These were omitted from the pedestrian network map (but will be located on the cycling network map) to avoid confusion that they may be separate facilities when in fact they are intended to be shared.

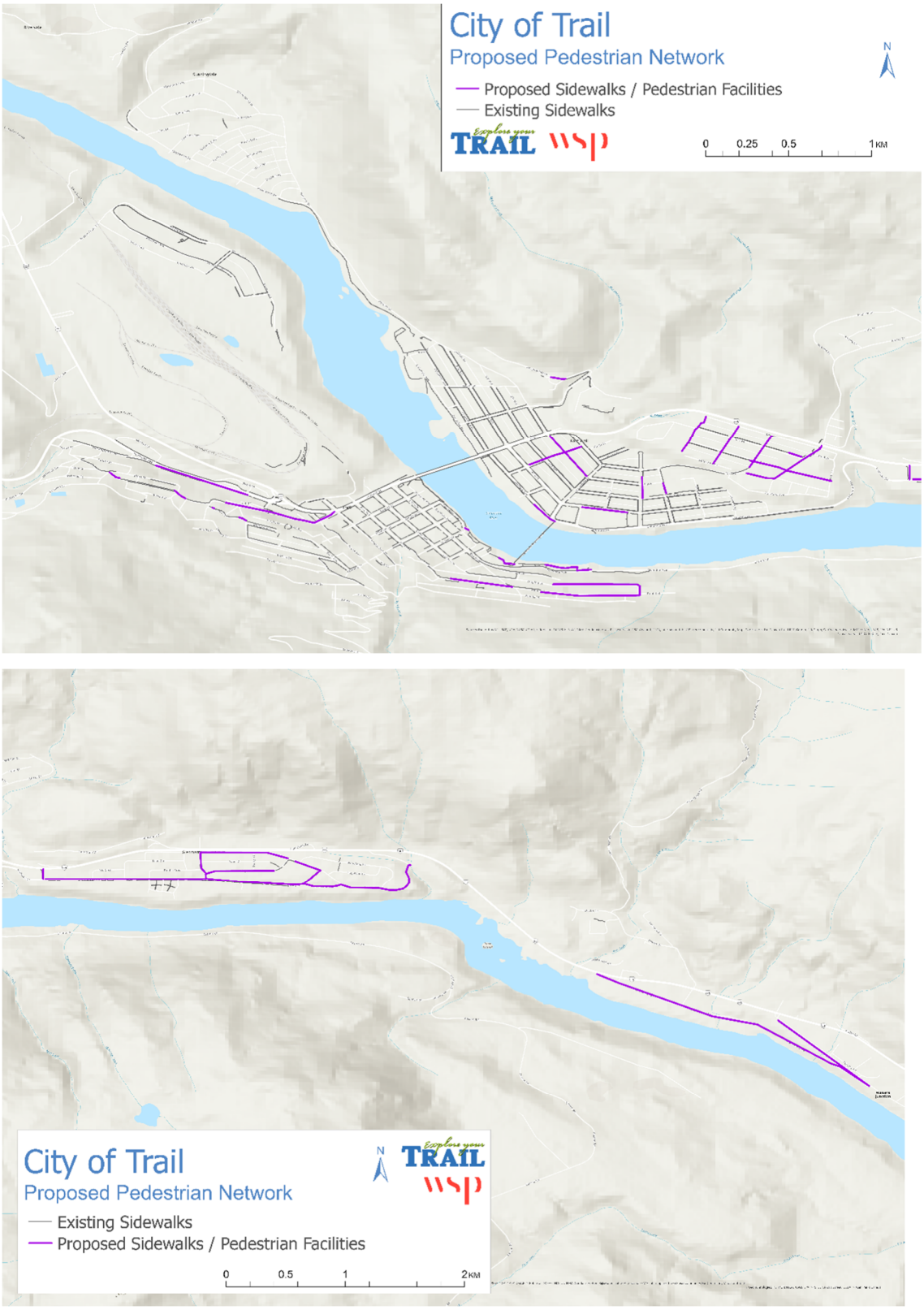


Figure 12: Proposed and Existing Pedestrian Network

2.1.3 Proposed Cycling Network

Trail's proposed cycling network aims to provide a series of routes that are connected, efficient, and safe. The main objective is to create a primary route, or a "spine" that connects all Trail neighbourhoods, allowing residents to travel from East Trail to Waneta Junction without the need for a car. This was done through a review of the City's most popular destinations as identified through our public engagement phase. It was also important to identify possible routes on roads with lower traffic volume and speeds to ensure the spine network is as safe and comfortable as possible. A map of the proposed spine network can be seen in **Figure 13** below.

Along with the spine network, auxiliary cycling routes allow for widespread cycling opportunities throughout the City. The facility type vary based on the roadway width, traffic volumes, and speeds on which they are proposed. This is explained in detail in Section 2.2 of this report.

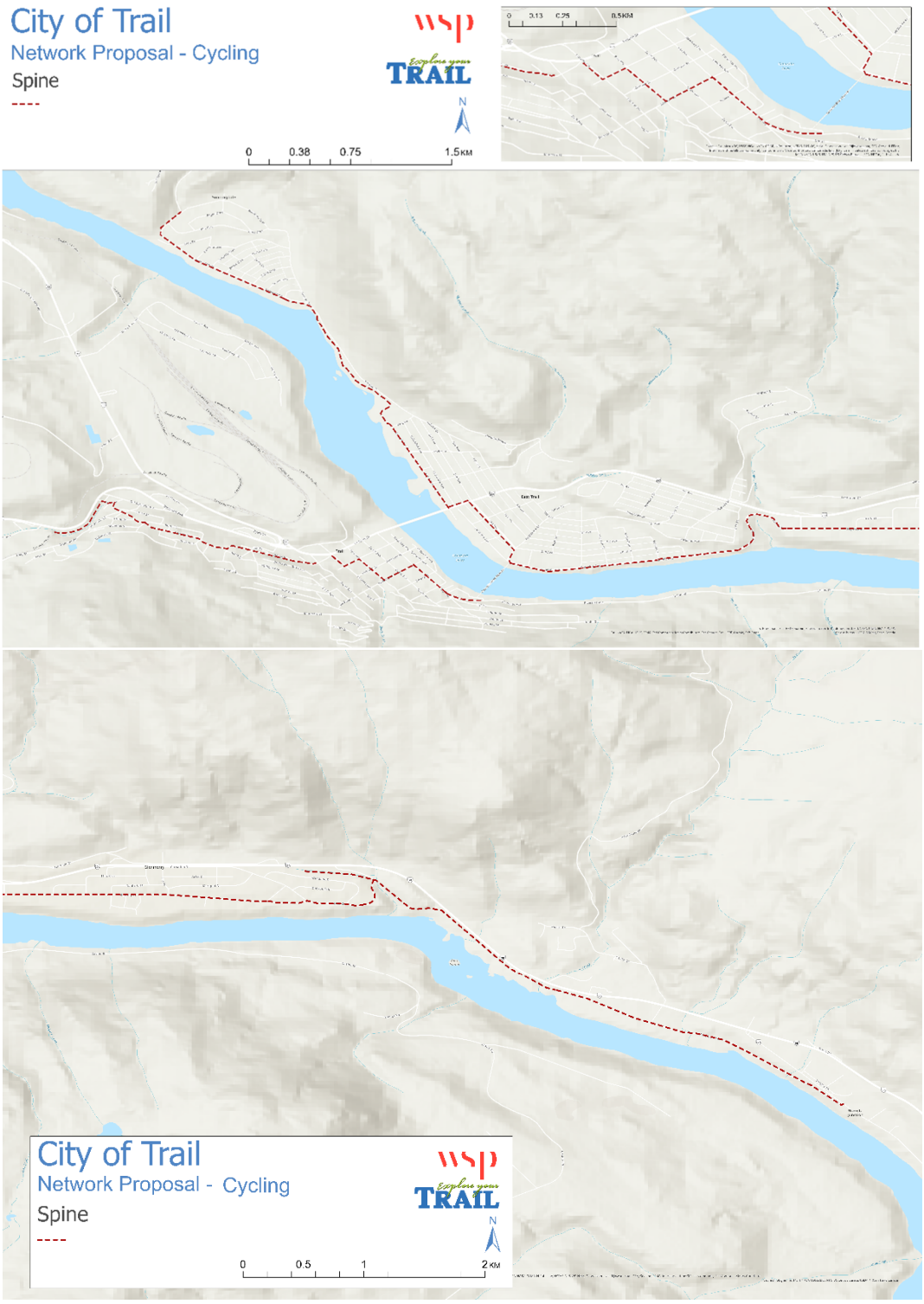


Figure 13: Proposed Active Transportation Spine Network

2.2 Project and Facility Type Identification

2.2.1 Understanding the Facility Types

When determining the facility types for Trail's active transportation network, it was important to set a series of considerations at the onset that aligned with the guidelines and priorities set earlier in the project. Below are the considerations for selecting the appropriate facility types for the City:

Safe and Stress-Free

- Mitigating both real and perceived safety concerns is a crucial step in attracting active transportation users. In general, as the speed and mass differential between modes increases, so should separation between modes.
- Other health-related considerations include minimizing physiological stress (e.g. avoiding steep slopes and bumpy surfaces) and mitigating pollution from emissions and road noise.

Inclusive

- Active transportation facilities should consider the needs of users of all ages and abilities, including universal access for people with any form of physical or cognitive impairment.

Context Sensitive

- Climate, topography, land use, and other context-specific issues – both current and future – should be considered.
- Active transportation facilities should support community goals and seamlessly integrate with the public realm and other transportation facilities.
- Active transportation facilities should reflect the smaller scale and volume of a rural/smaller municipality such as Trail.

Cohesive and Direct

- Active transportation facilities should fit within a cohesive network that provides direct access to destinations such as commercial areas, employment areas, residential areas, and community amenities. Access to these destinations should be direct and achievable in short travel times so active transportation is an attractive alternative to motor vehicles.

Attractive and Intuitive

- Facilities should be comfortable and pleasant for people of all ages and abilities.
- Active transportation facilities should also be predictable, recognizable, and consistent, making them intuitive for users of all modes.

Motor vehicle speeds and volumes are perhaps the most important considerations in selecting the appropriate bicycle facility type. Generally, higher motor vehicle speeds and volumes necessitate a greater degree of separation between motor vehicles and bicycles, as illustrated in Figure 14.

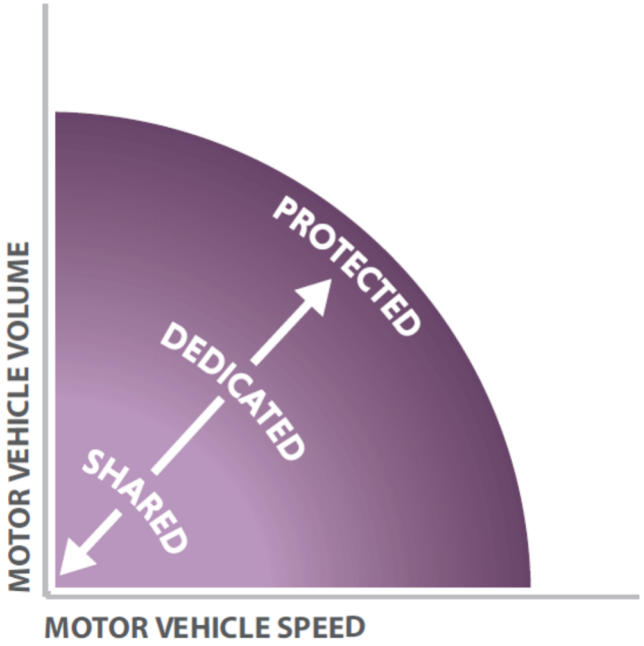


Figure 14: Conceptual Bicycle Facility Selection Diagram. Source: BC AT Design Guide

Figure 15 shows the Bicycle Facility Selection Decision Support Tool from the BC AT Design Guide, which outlines when each type of bicycle facility may be appropriate. This was used to narrow the range of possible facility types based on motor vehicle speed and average daily motor vehicle volume while also considering the real-world context of Trail.

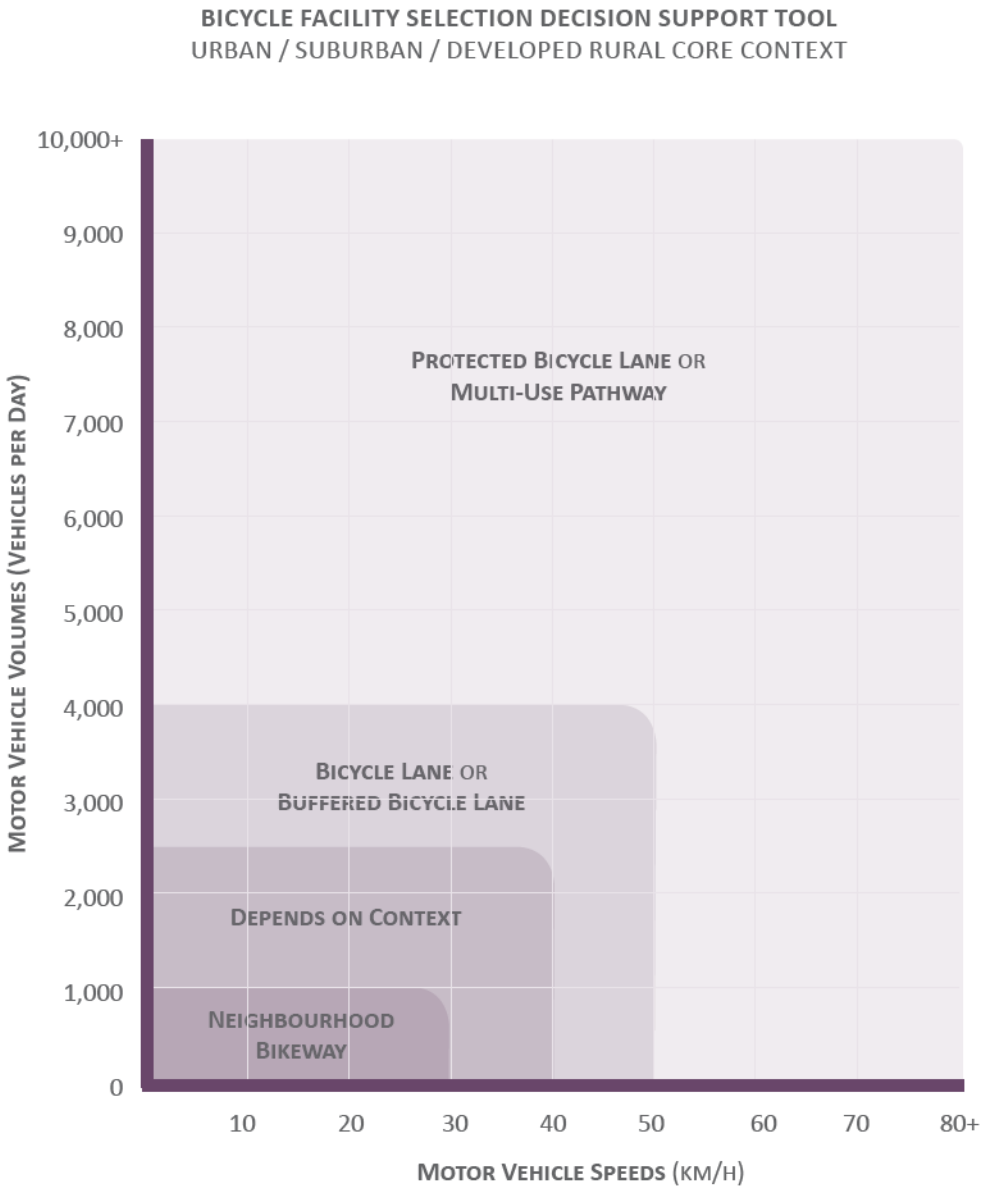


Figure 15: Bicycle Facility Selection Decision Support Tool – Urban/Suburban/Developed Urban Core Context. Source: BC AT Design Guide

2.2.2 Defining the Facility Types in the City of Trail

The BC Active Transportation Design Guide was consulted for detailed design guidance on each facility type. Active transportation facilities can generally be categorized as on-road or off-road facilities, with various subcategories based on users, level of separation, and street context. On-road cycling facility types are often classified by their separation from motorized traffic. Users are generally more comfortable with increasing separation between the cycling facility and motorized traffic. Accessible paved shoulders can be implemented as a means of separating cyclists on rural roads (i.e. without curb and gutter) where budget and/or space do not allow for

a fully separated facility. **Table 5** provides an overview of the specific facilities proposed for the City. **Figure 16** shows the distribution of each facility type within the City's proposed network.

Table 5: Cycling Facilities for the City of Trail. Referenced from BC AT Design Guide

On-Street Facilities		
Neighbourhood Bikeways	Streets with low motor vehicle volumes and speeds that are suitable for motor vehicles and people cycling to share the road. Neighbourhood bikeways may include treatments such as signage, pavement markings, traffic calming, and traffic diversion to prioritize bicycles and make the facility comfortable for people of all ages and abilities.	 A bike boulevard with a one-way diverter in Vancouver
Protected Bicycle Lanes	Separate travel lanes designated exclusively for bicycle use and other forms of active transportation (such as in-line skating, using kick scooters, and skateboarding, where permitted) that are physically separated from motor vehicles and pedestrians by vertical and/or horizontal elements.	 Bike lane separated by a concrete curb in Vancouver

Painted and Buffered Bicycle Lanes	Separate travel lanes designated exclusively for bicycle use that are delineated by a painted line and, in some cases, a painted buffer area.	  A conventional bike lane in Toronto, ON and a buffered bike lane with on-street parking in Vancouver
Accessible Shoulders	Paved spaces on the right side of a rural road or highway, and certain urban roads, that can be used by bicycle users. The shoulder may also be used by other road users for safety, operations, and maintenance purposes.	 Example of paved shoulders along Highway 3 in Trail
Off-Street Facilities		

Multi-Use Pathways	Off-street facilities that are shared between people walking, cycling, and using other forms of active transportation such as skateboarders and in-line skaters.	 A multi-use pathway in Victoria

Each of these were considered for their appropriateness based on the level of protection they offer for varying traffic volumes as well as their comfort and attractiveness level. **Figure 18** below provides an overview of these variables in relation to all proposed facility types.



Figure 16: Overview of Cycling Facility Types

2.2.3 Summary of Active Transportation Network Facilities

Figure 17 below shows the total proposed network separated by facility type. The proposed Trail active transportation network in total, including cycling and pedestrian facilities, for municipal roads and a provincial highway, is comprised of 40.96 km, 7.0 km of which would be shared space by way of multi-use pathways. When adding this to the existing facilities, the overall network would have a total of 89.15 km of cycling and pedestrian facilities. A summary of the network breakdown by facility type is shown in **Table 6.**

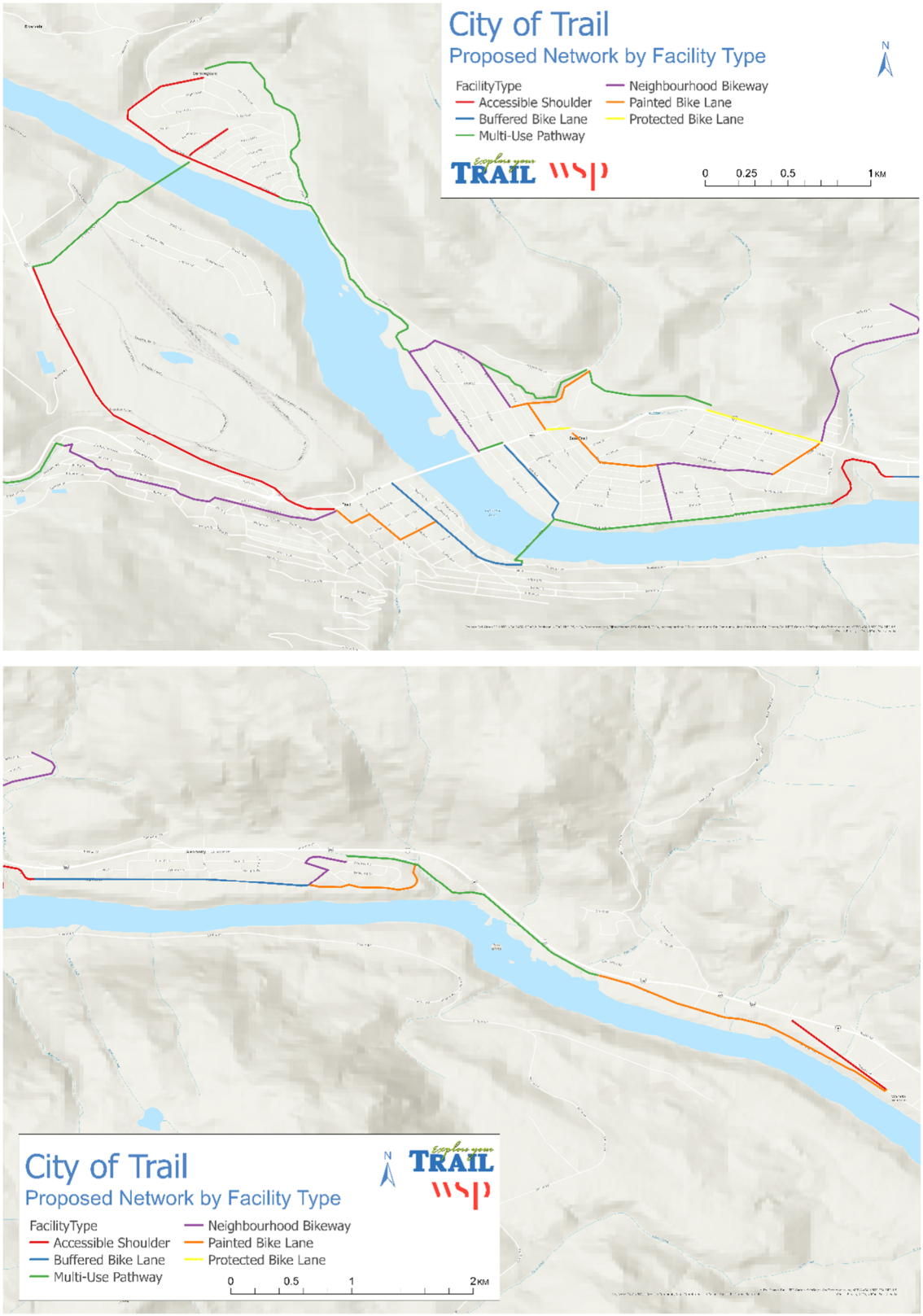


Figure 17: Proposed Pedestrian and Cycling Network by Facility Type

Table 6: Summary of Active Transportation Network in Trail

Facility Type	Existing KM	Proposed KM	Total KM
Multi-Use Pathway	0	7.00	7.00
Neighbourhood Bikeway	0	5.69	5.69
Painted Bike Lane	0	5.02	5.02
Buffered Bike Lane	0	2.74	2.74
Protected Bike Lane	0	0.59	0.59
Accessible Shoulder	0	3.32	3.32
Sidewalk	48.19	16.59	64.78
Total	**48.19**	**40.96**	**89.15**

Note that accessible shoulders are currently available along highway segments in the City of Trail. However, these are generally underdeveloped and as such are recommended for improvements to increase safety and comfortability along these segments.

The recommended active transportation network is intended to be flexible such that if new opportunities arise it can be accommodated within the ATNP. This could include the addition of routes or revision of facility types as the ATNP evolves and development within the City occurs over time.

2.3 Other Network Considerations

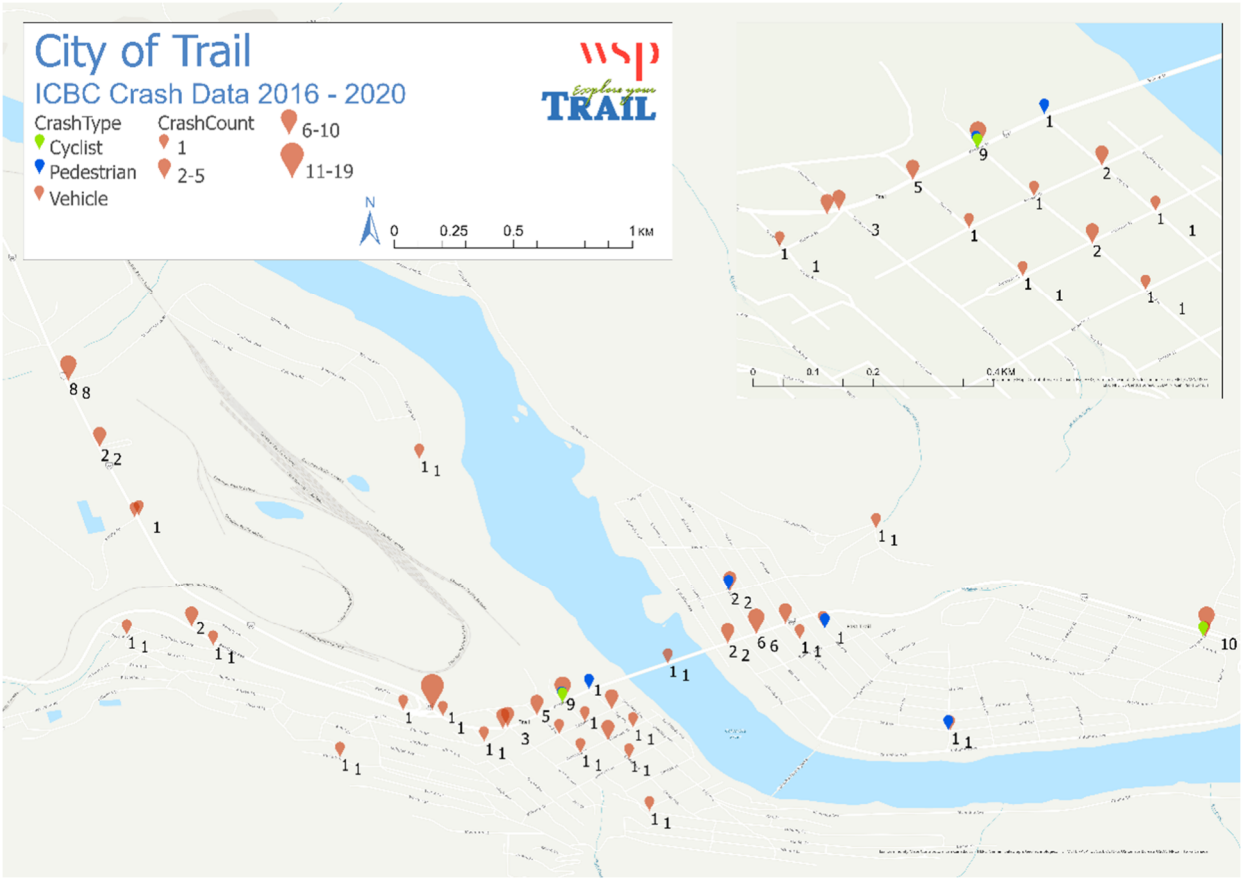
2.3.1 MOTI Infrastructure

During the engagement phase of this project, some sections of Trail's roadway network owned by the province were identified as high concern by members of the public. Highway 3B, also referred to as Victoria Street in West Trail and Bailey Street in East Trail, is a highly used corridor in the City that also encompasses the main Trail Bridge. Highway 22, also referred to as Aldridge Avenue, is the main corridor with which Tadanac residents travel to and from the downtown core and rest of the city.

Due to the provincial ownership of these roadways, it may be more difficult to implement active transportation projects. Future discussion is needed between the City and MOTI to ensure segments of the network proposed on highway infrastructure are accommodated.

2.3.2 Crossing Improvements & Safety Sites

Along with cycling and pedestrian transportation facilities, crossing facilities were also identified by residents as a safety concern. This was collected as part of the MetroQuest survey where participants were able to mark their concerns on a map. This was then cross referenced with crash data from ICBC that reported crashes involving cyclists, pedestrians, and vehicles.



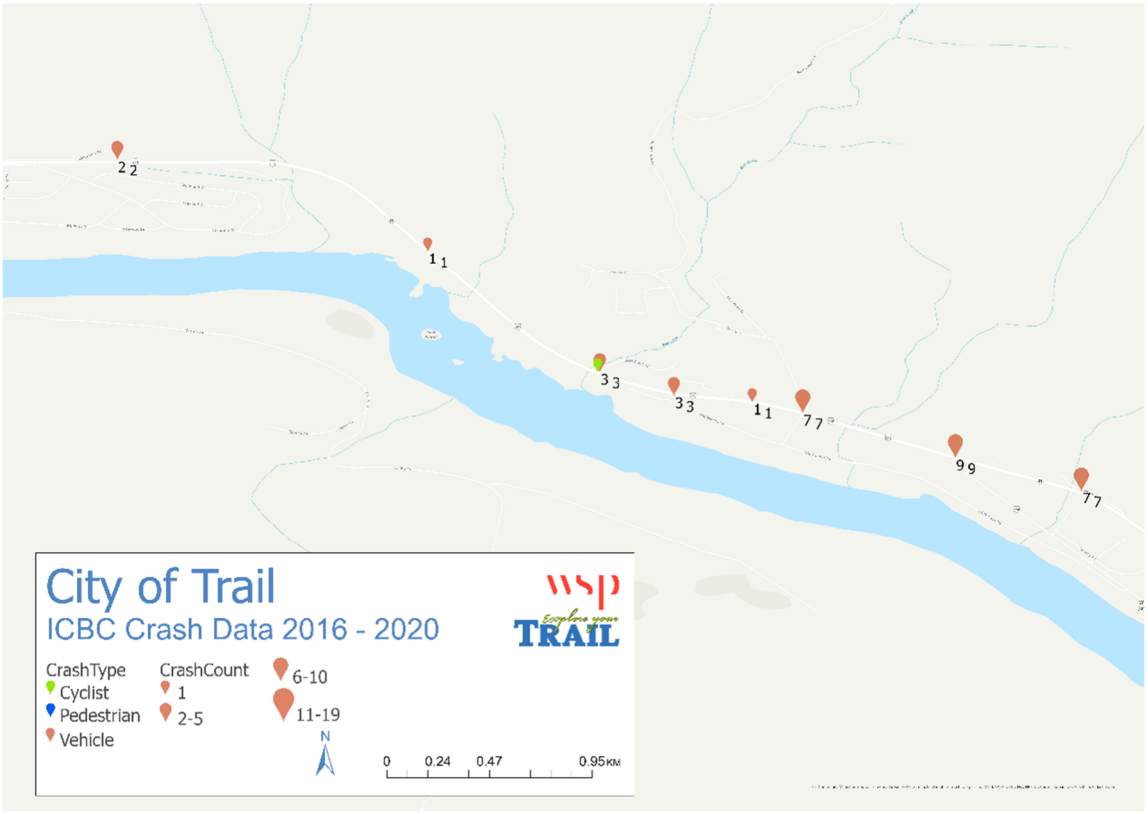


Figure 18: Summary of ICBC Crash data from 2016-2020

From this, a series of crossing improvement sites were identified, as seen in **Figure 19.** Traffic calming interventions, such as curb bumpouts or extended corner radii, may be implemented at these sites along with signalized pedestrian crossings. For more details on pedestrian crossing interventions, refer to Section G of the BC AT Design Guide.

One overpass crossing is recommended for further investigation at the intersection of Oliver Street and Highway 22A to accommodate students traveling to and from the nearby J.L. Crowe Secondary School. This intersection was identified as a highly dangerous site from crossings as many residents noted that students often run across the highway as a shortcut to and from the high school. As such, a crossing going over the highway is recommended to accommodate this informal yet important crossing site. However, due to the provincial ownership of the highway, further discussions may be needed with MOTI to implement this recommendation.

Many sites along Highway 3B were noted as dangerous intersections for pedestrians, aligning with the high vehicle volumes and speeds usually associated with highways. Concerns noted were fast drivers, blind corners, or cars backing up onto the highway from drive-through lines. As previously noted, all MOTI infrastructure will require additional discussion with the ministry. As such, we have marked these sites as “Safety Study Sites” to indicate that any facilities will require a future safety study in associated with the Ministry.

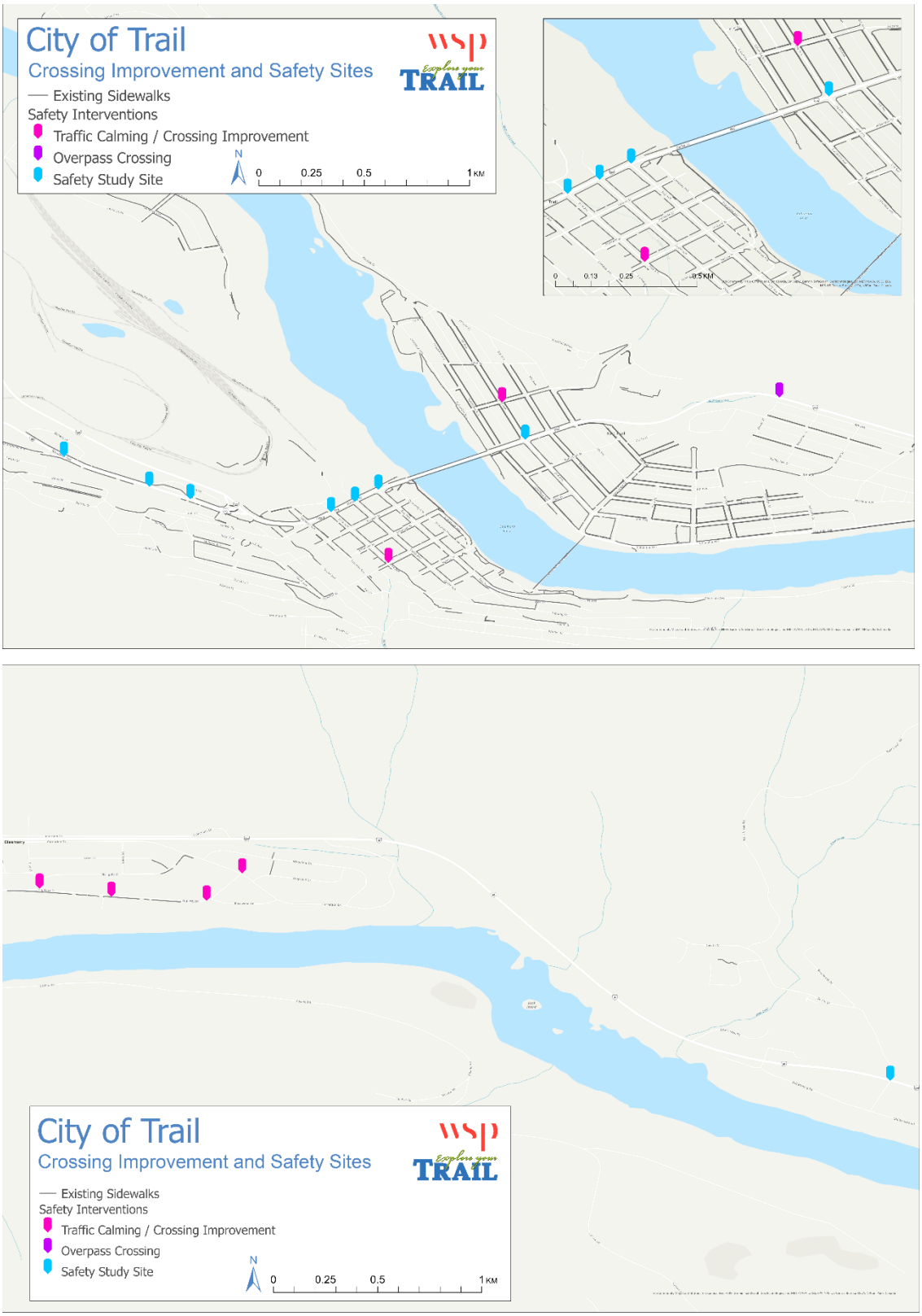


Figure 19: Crossing Improvement and Safety Study Sites.

2.3.3 Opportunities for Temporary Installations or Pilot Projects

A temporary installation is a cost-effective method that allows municipalities to implement short-term infrastructure when permanent infrastructure is cost prohibitive, or a municipality better wants to understand the impacts of installing that infrastructure. These installations may be useful for:

- Pilot Projects – Infrastructure can be tested, analyzed, and modified prior to permanent installation.
- Cost Limitations – A project cannot be built in the short-term due to lack of costs.
- Covid-19 Measures - Physical distancing may be facilitated by providing additional pedestrian and cycling space and separation.
- Safety – Additional safety measures are needed immediately, prior to a permanent installation.

Temporary installations can be implemented with a variety of materials differing in cost, time, effort to install, and frequency of maintenance. Most materials are low cost, readily available, and can be combined to create modular installations. Table 7 summarizes possible material options.

Table 7: Temporary Installation Materials Summary

Materials	Material Cost	Installation	Maintenance
Traffic Cones	$80/ea.	Low Effort - Minutes	Frequent – repair or replace if damaged or stolen
Free-Standing Delineators	$110/ea.	Low Effort - Minutes	Frequent – repair or replace if damaged or stolen
Surface Mounted Flexible Guideposts	$210/ea.	Medium Effort – 15+ Minutes	Occasional – repair or replace when damaged
Raised Lane Separators	$190/ea. (1.2m with 1 post)	Medium Effort – 10+ Minutes	Occasional – repair or replace when damaged
Concrete Curb Barriers	$350/ea. (3m)	Medium Effort – 20+ Minutes	Rare – repair or replace when damaged
Temporary Crosswalk Mat	Not Available	Low Effort - Minutes	Occasional – repair or replace when damaged or stolen
Temporary Raised Crosswalk	Not Available	Medium Effort - 2+ Hours	Occasional – repair when damaged

Source: Quick-Build Guide: How to Build Safer Streets Quickly and Affordably (2020). Alta Planning + Design.

Table 8 provides successful temporary installation examples using various materials from Vancouver, BC and Toronto, ON.

Table 8: Temporary Installation Examples

Temporary Installation	Example
Traffic Cones Bi-directional bike lane with traffic cone separation from vehicle lane Stanley Park, Vancouver, BC	
Modular Installation Pre-cast concrete curbs and surface mounted flexible guideposts next to a painted bike lane Bloor Street, Toronto, ON	

Modular Installation

Pre-cast concrete curbs and surface mounted flexible guideposts (left)

Free standing delineators and planters (right)

Danforth Avenue, Toronto, ON



Chapter 3

Programs and Partners

ACTIVE TRANSPORTATION PLAN

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3 Supporting the Network: Programs and Partners

To create a culture of active living infrastructure, initiatives supported by programs and partnerships are vital to raising awareness and promoting active transportation. For active transportation to be a viable travel mode choice in Trail, it is important to encourage behaviour change, create community awareness, and educate residents on facilities and amenities available.

The key to successful programs is maintaining new and existing partnerships with the surrounding communities, key agencies, local businesses, and local interest groups. The following sections outline recommended programs and initiatives based on best practices throughout North America adapted to Trail's geography and context that will help Trail foster the creation of a strong active transportation culture.

3.1 Active Transportation Programs and Partners

3.1.1 Partners

During the engagement phase of this report, nine stakeholders were interviewed. It was discussed during the meeting that there may be future potential to partner with these groups in supporting the implementation of the ATNP. The following are a list of potential partners that may be contacted for future collaborative initiatives:

- Interior Health
- Community Futures
- Chamber of Commerce
- West Kootenay Cycling Coalition
- The Lower Columbian Community Development Team Society (LCCDTS)
- Trail's District Arts Council
- Neighbours United
- Trans Canada Trail
- Teck Trail Operations

3.1.2 Programming

The following initiatives are intended to create community awareness, demonstrate the benefits of active transportation, and educate users of all ages on proper techniques for cycling. Additionally, they are intended to educate users on what active transportation options exist such that they feel comfortable choosing to use active transportation as their choice of travel.

1: Wayfinding Maps & Signs



Figure 20: Example of wayfinding signage in Vancouver, pointing towards notable destinations

Establishing a cohesive set of wayfinding signage throughout Trail can help new and potential active transportation users recognize the networks available throughout the City. This can be useful for both cyclists and pedestrians alike. Not only will improved wayfinding improve awareness of cycling routes within the City but also those connecting Trail residents to neighbouring communities like Warfield, Rossland, Fruitvale.

In addition to distance and direction, wayfinding signage can also point residents and visitors to destinations available along certain routes or highlight the natural and cultural heritage of the City.

- Potential partners: Kootenay Columbia Trails Society (KCTS), local businesses, Traffic Advisory Committees (if any), neighbouring municipalities, Museum & Archives staff (to provide heritage context)
- Expected Outcome: a cohesive wayfinding signage family to increase awareness and participation of Trail's AT network

2: Trail Beautification



Figure 21: The High Line in New York City demonstrates wildflower plantings and public seating options

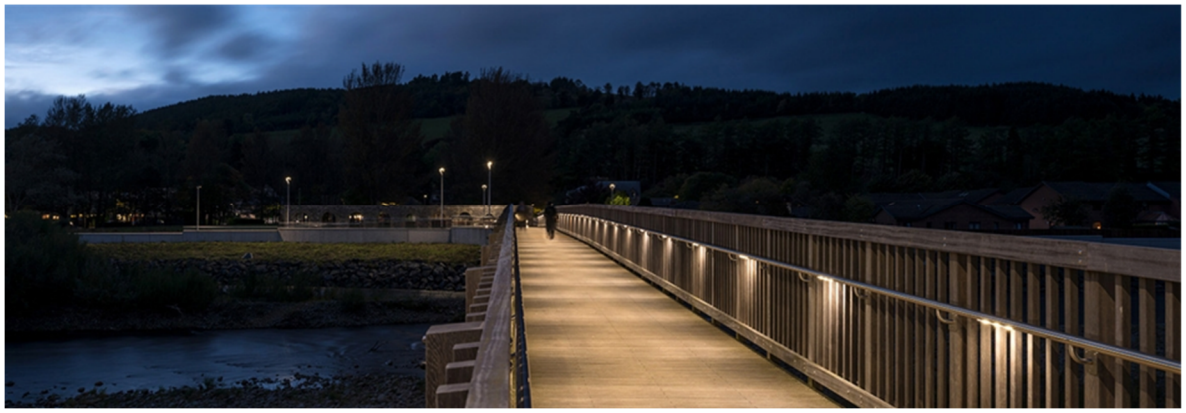


Figure 22: A bridge in Selkirk, UK, with pedestrian lighting

Improving the aesthetics of the City's existing trail system can help to improve perceptions of safety and attractiveness for new and potential users. The pedestrian bridge spanning the Columbia River have been noted as feeling unsafe; lighting improvements could help with this perception, especially at night.

Greenways are design concept wherein walking and cycling connections are enhanced through the provision of expanded parks, landscaping, public art, seating, drinking fountains, and more.

- Potential partners: Kootenay Columbia Trails Society (KCTS), Communities in Bloom Committee

- **Expected Outcome**: increased cycling/walking infrastructure that is attractive and safe at all times of day.

3: Community Cycling Day



Figure 23: Markham Cycling Day 2022 in Markham, ON

Community walks or bike rides provide residents with the opportunity to engage in a social activity while also exposing them to the possible options of getting around their community. Given its proximity to other municipalities, Trail may consider hosting a cycling day with the neighbouring communities of Rossland, Warfield, and / or Fruitvale. This would give residents of all communities an opportunity to explore the routes between their homes while also establishing a community of cyclists between the resident groups.

- **Potential partners**: Neighbouring communities, Kootenay Columbia Trails Society (KCTS), local advocacy groups (if any)
- **Expected Outcome**: an educational and social opportunity for residents of Trail and surrounding communities to explore the AT connections / network between their municipalities.

4: Open Streets/Car Free Day



Figure 24: A pop-up plaza in Vancouver closes down sections of the street turning it into pedestrian spaces



Figure 25: Car-free day in Vancouver is an annual festival that shuts down one of the city's main streets, allowing businesses and pedestrian traffic to flourish

Practiced throughout the world, open streets or car free days are a chance to temporarily close various streets to vehicle traffic and allow for opportunities for increased pedestrian and cycling movement. These are typically held as a large street fair, increasing foot traffic to local

businesses' storefronts or streetside booths. These may be supplemented by pop-up plazas: temporary areas providing seating and shade that may be worth implementing permanently given public interest.

It is recommended to hold these events in highly frequented areas; in Trail this could be in both the downtown and Gulch commercial areas, to promote travel between the two centers.

- Potential partners: local businesses, Parks & Recreation staff
- Expected Outcome: increased visitation for local businesses, encouraging AT travel between neighbourhoods, public space activation.

5: Slow Streets



Figure 26: Traffic calming interventions aim to limit and slow traffic on this residential street in Oakland, California

Slow Streets involve the temporary partial closure of neighbourhood streets to limit vehicle traffic, allowing for reduced traffic volumes and speeds. This may be implemented on streets that already have low vehicle volume and speeds. These gained popularity during the COVID-19 pandemic to create more distance between pedestrians and cyclists as these activities increased and driving decreased, but have remained popular since.

Slow streets provide the opportunity for people to feel safer while walking, biking, or running throughout their community, encouraging AT travel in those whose safety concerns prevent them from traveling more frequently.

- Potential partners: Traffic Advisory Committees (if any), schools
- Expected Outcome: increased safety (both real and perceived) on local streets, encouraging AT travel amongst concerned or vulnerable populations

5a: School Streets



Figure 27: A street closed to children and their parents in Victoria

Similar to Slow Streets, School Streets are a chance to create car-free environments adjacent to schools to encourage children and their parents to walk or bike to school more safely. These may generally be implemented at the start and end of the school day, however more permanent installation may benefit children who walk home for lunch or those playing during recess.

Successful School Streets have been implemented in Europe, and in Canadian cities like Kingston, ON, by restricting vehicular traffic during these peak times, School Streets have been shown to create safer environments, facilitate active and independent mobility, improve air quality, encourage healthier lifestyles, reduce congestion, and shape opportunities for community connections.

- Potential partners: Traffic Advisory Committees (if any), schools

- **Expected Outcome**: increased safety for school children, encouraging AT travel for daily trips to and from school for both children and their parent

6: Secure Bicycle Storage



Figure 28: Bike lockers bring secure, easy to use, keyless parking options at major destinations. Source: TransLink

The BC Active Transportation Design Guide recommends that adequate bicycle parking or storage, either short-term or long-term, be provided at destinations along cycling routes. This is particularly a priority for Downtown Trail, where project stakeholders have noted bicycle parking security issues. Providing end-point facilities encourages users to use active transportation modes to complete the "first and last mile", ensuring multi-modal usage throughout the network. There are three options for secure bicycle parking or storage:

1. **Short-term bicycle parking**: this may be provided through the use of bicycle racks to allow parking for short durations.
2. **Long-term bicycle parking lockers:** may be provided to facilitate long-term bicycle parking. These facilities are typically offered on a subscription basis. For instance, TransLink launched an on-demand bike parking pilot in 2021 to provide customers with convenient storage options at six transit hubs to make it easier for people to combine cycling and transit into their everyday travel.
3. **Long-term bicycle parking rooms or bicycle parkades:** these typically include a secured bicycle parking area and supporting amenities.

- Potential partners: BC Transit, community centres, Trail and District Chamber of Commerce
- Expected Outcome: increased security for cyclists at popular destinations incentives more frequent use of active transportation modes

Chapter 4

Implementation Plan

ACTIVE TRANSPORTATION PLAN

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4 Capital Project Implementation Plan

4.1 Project Types

When developing the network for this project, three project types were categorized to compartmentalize the various network sections.

1. Pedestrian Projects
    - These consist of all sidewalk additions to the network including those on one (single) or both (double) sides of the street.
2. Cycling Projects
    - These consist of all facilities intended for cyclists, including those to be shared with pedestrians in the form of multi-use pathways and accessible shoulders. In addition, these include buffered, painted, and protected bike lanes, and neighbourhood bikeways.
3. Safety Projects
    - Safety projects were included as an addition to the network development as multiple requests for improved pedestrian crossings were received during the engagement phase. These consist of pedestrian crossing facilities that may either be signalized or unsignalized.

In addition to the project types, an implementation scale was created to assess the feasibility of each project based on a series of factors such as nearby geography and the condition and width of the existing roadway. Note that in these descriptions, curb-to-curb describes the width of the roadway from one curb to the other, while right-of-way refers to the width between buildings' property lines. Per metre unit costs were developed for each project type to derive a cost estimate summarized in Appendix B. The four scales of implementation with illustrative examples are:

Quick Wins

This describes a project that involves simply reallocating space within the existing curb-to-curb width. Examples of this include removing a lane of on-street parking to accommodate a painted bike lane, or painting "sharrow" markings to indicate a neighbourhood bikeway route.



Figure 29: A painted bike lane is proposed for this street. As the width of the roadway is sufficient for this facility by removing a lane of on-street parking, this is classified as a Quick Win. Source: Google Maps

Reconstruction

This describes projects requiring any construction or modifications within the existing curb-to-curb width. This may include road widening or repaving the existing roadway to accommodate new facilities.



Figure 30: A multi-use pathway is proposed for the left side of street. Given the existing parking lane is too narrow for a full bi-directional multi-use pathway, the new facility will need to encroach upon the existing roadway. Source: Google Maps

New Construction

New construction projects consist of the construction of new facilities where no previous facility or roadway exists within the right-of-way. Most new construction projects are multi-use pathways, to be installed adjacent to the roadway.



Figure 31: A multi-use pathway is proposed to replace the sidewalk Due to the width requirements of a multi-use pathway, the sidewalk will need to be fully removed thus requiring new construction of this facility.

MOTI Facility

This indicates projects located on provincially owned highways and will thus require further discussion and study between City staff and the Ministry of Transportation and Infrastructure before implementation can begin.



Figure 32: Though the addition of an accessible shoulder is proposed on this highway, further discussion with the Ministry is needed before development can ensue.

4.1.1 Sidewalk Maintenance

In addition to the new projects identified through the active transportation plan process, the City has an inventory of sidewalk maintenance projects identified through the Sidewalk Condition Assessment process. The City should continue to dedicate an annual budget of at least $50,000 per year to the 2,046 sidewalk maintenance projects. To address the most critical defects and accessibility issues, it is recommended that the City proceed with addressing the Wheelchair Ramp and Obstacle defects as the top priority. Within the Sidewalk Condition Assessment inventory there are 98 wheelchair ramp issues and 48 obstacles.

4.1.2 Safety Studies

As outlined in Section 2.3, several safety studies (Table 9) are recommended due to a combination of collision history and safety issues flagged by community members through public engagement. These safety studies are not included in the capital project implantation plan in the following sections, as the outcomes of the studies and types of capital investments required are not yet known. There is some overlap in the locations where there are safety concerns and recommended cycling or pedestrian projects. Where the safety studies or crossing improvements overlap with cycling or pedestrian projects, it is recommended that they be completed together.

Table 9: Safety Study Descriptions

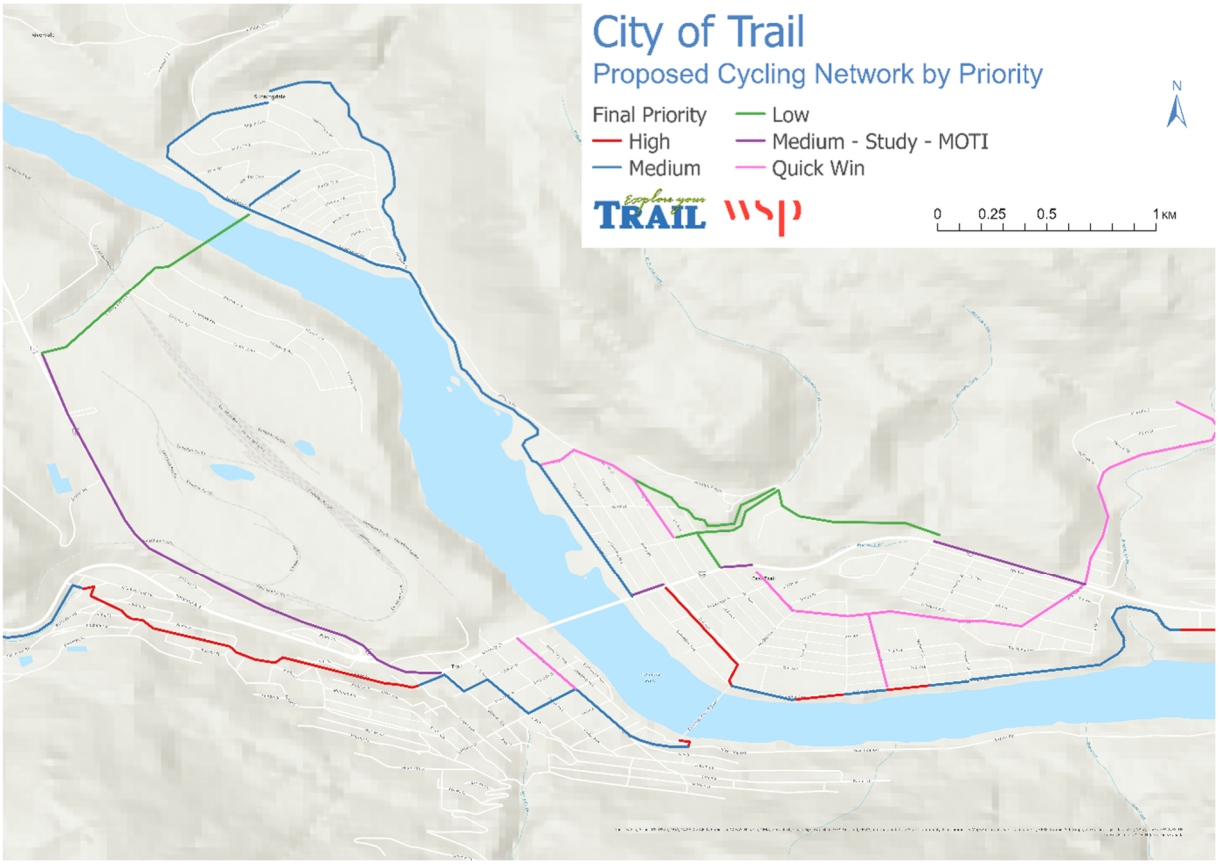
Safety Study Location	From	To	Study Context	Study Partners	Capital Project Overlap
Rossland Ave / Hwy 3B	Trail City Limits	Bailey Street Bridge	**Safety Study**: Public feedback about safer pedestrian crossings, collision history, including collisions with pedestrians and cyclists	MOTI Potentially ICBC	Pedestrian Project #4 - Rossland Ave pedestrian accommodation study
Bailey Street at 2nd Avenue			**Safety Study:** Public feedback about pedestrian crossing light being too short. Collision history	MOTI Potentially ICBC	N/A
Hwy 3B	West of Landfill Access	East of McBride Street	**Safety and Crossing Study**: Request for safe pedestrian crossing of Highway between Shavers Bench and J.L. Crowe Secondary School History of vehicle and cyclist collisions	MOTI Potentially ICBC	Cycling Project #43 – cycling accommodation study
Hwy 3B at Devito Drive			**Safety Study**: Collision history and public feedback about a safe highway crossing for pedestrians.	MOTI Potentially ICBC	N/A
Pine Avenue at Spokane Street			**Crossing Improvements**: Public feedback around crossing improvements	N/A	N/A
2nd Avenue at Goepel Street			**Traffic Calming and Crossing Improvements**: Collision history, including collisions with pedestrians	Potentially ICBC	N/A
Highway Drive / Cottonwood Drive	Lily Street	Carnation Drive	**Crossing Improvements:** Public feedback around safety issues and request for more safe crosswalks for elementary school students	N/A	Pedestrian Project #27, 28 Cycling Project #45,46

4.2 Project Priority

Each proposed pedestrian and cycling project was assigned a priority level of either high, medium, or low. High priority projects are intended to be the first of projects to be implemented, followed by medium priority projects and then low priority projects. The project phasing plan (see Section 4.3) is dependent on the project's assigned priority level, which is shown in Figure 32 and Figure 33. The priority of each project was based on a list of prioritization criteria established from the purpose and objectives listed in Section 1.1 and selection criteria listed in Section 2.1.1. The logic used to prioritize the capital projects is shown in the table below. This logic is used as a guideline, but there may be some exceptions in the final results to capture the City's upcoming planned projects and ensure that projects of the same number generally fall in the same category. Depending on the momentum of regional partners in developing the South Kootenay Green Link Trail, there may also be a desire to escalate the priority of the main cycling spine projects to connect the Green Link on either end of Trail's boundary. The prioritization logic is described in Table 10 below.

Table 10: Project Prioritization Logic

Priority Level	Cycling Project Priority Logic	Pedestrian Project Priority Logic
High	• High public priority and quick win • High public priority, main cycling spine, reconstruction or new construction and planned capital project	• High public priority and part of the main spine
High – Study – MOTI	• High public priority and on MOTI right-of-way	• High public priority and on MOTI right-of-way
Medium	• High public priority, main cycling spine and reconstruction or new construction • Remaining projects on the main cycling spine	• High public priority and not part of the main spine • Remaining projects on the main spine
Medium – Study – MOTI	• Medium or low public priority and on MOTI right-of-way	• Medium or low public priority and on MOTI right-of-way
Low	• Remaining new construction and reconstruction projects not part of main cycling spine	• Medium and low public priority and not on main spine
Quick Win	• Quick win and not part of main cycling spine	• N/A


City of Trail
Proposed Cycling Network by Priority
Final Priority
High
Medium
Low
Medium - Study - MOTI
Quick Win
N
0
0.25
0.5
1 KM

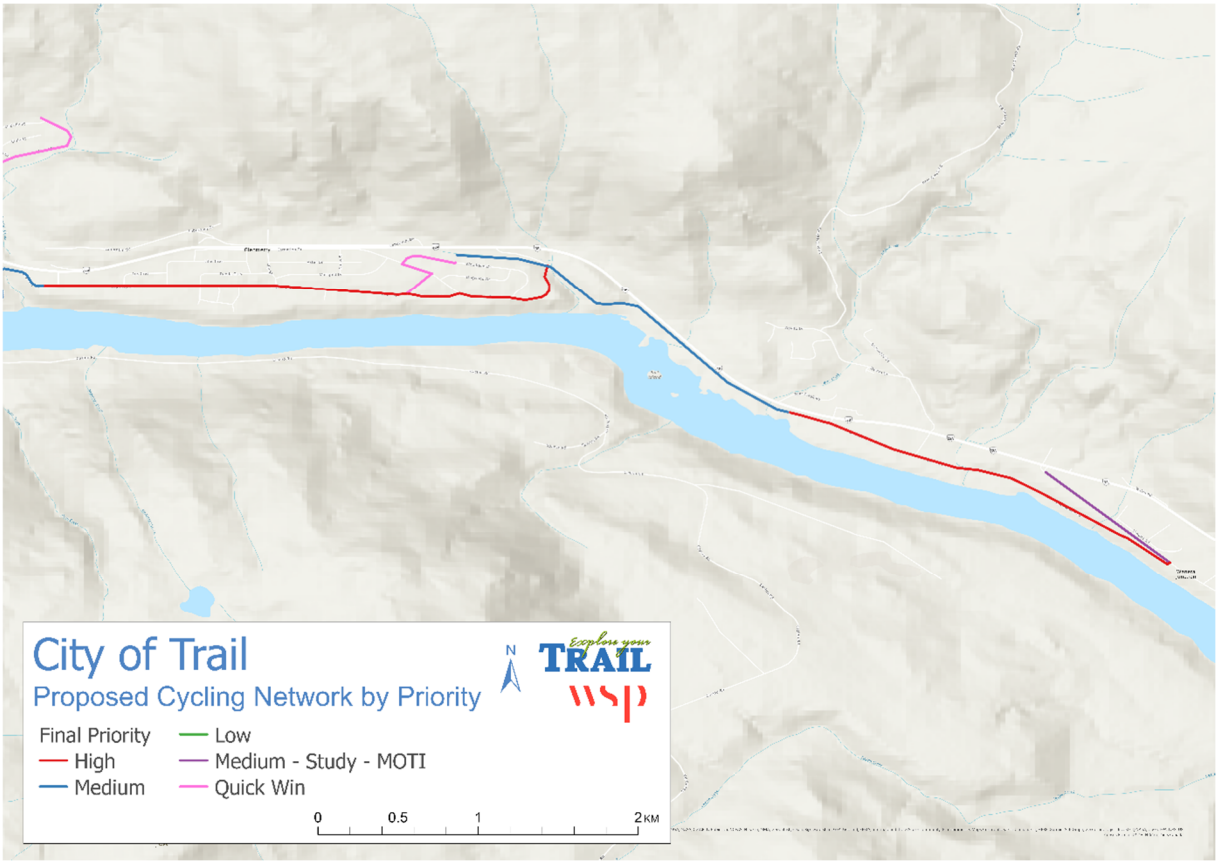
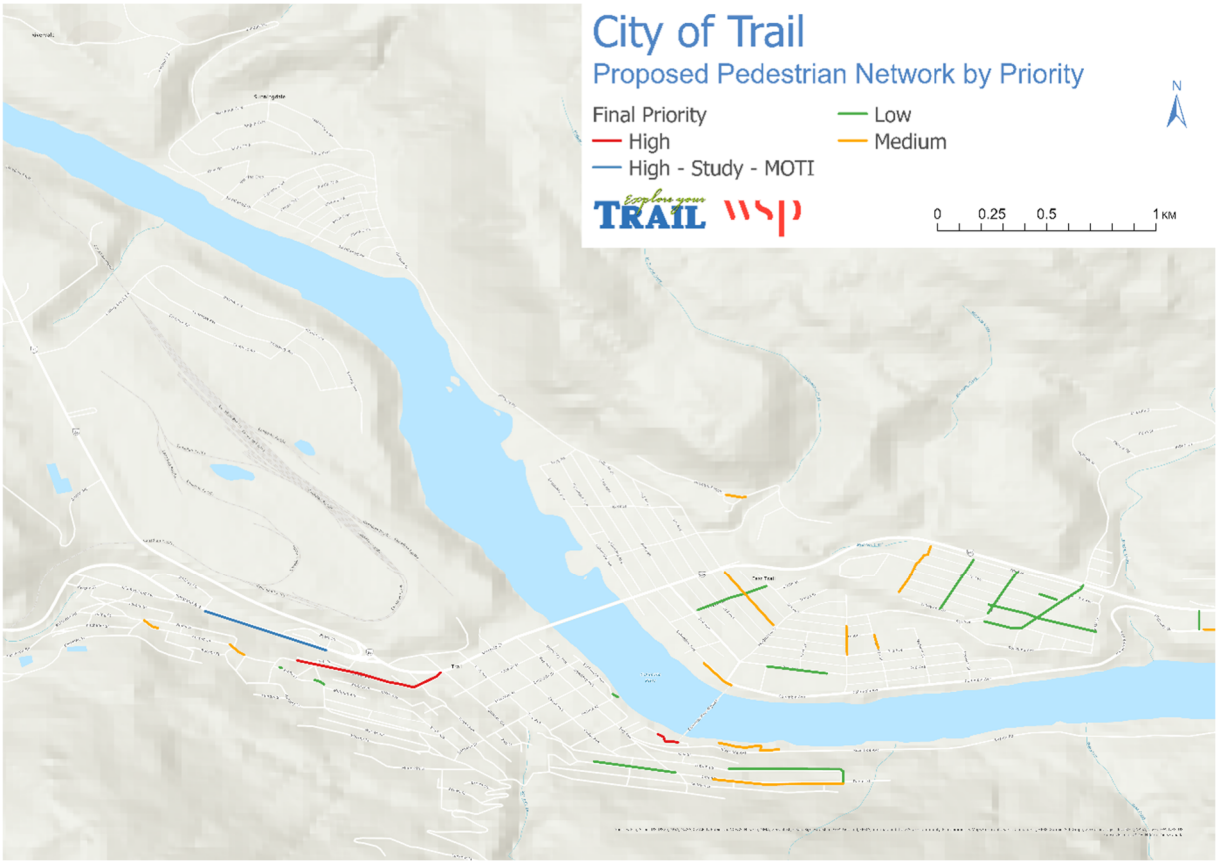


Figure 33: Proposed Cycling Network by Priority Phasing


City of Trail
Proposed Pedestrian Network by Priority
Final Priority
High
High - Study - MOTI
Low
Medium
N
0 0.25 0.5 1 KM

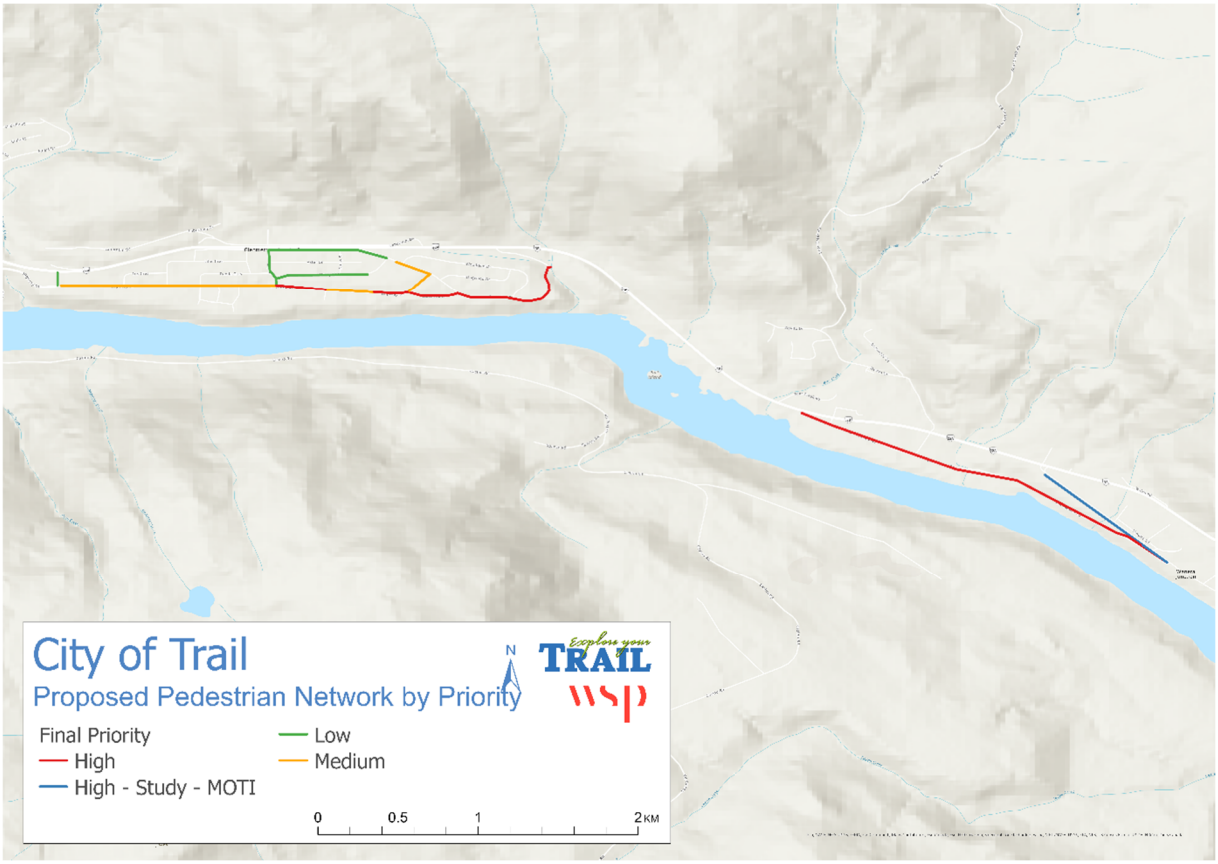


Figure 34: Proposed Pedestrian Network by Priority Phasing

4.3 Project Phasing

Project phasing is not prescriptive nor assigned a particular time horizon to permit the City to implement projects as funding becomes available. The City should work toward implementing as many of the high priority projects and high priority highway corridor studies as possible within the first five years following the adoption of the plan. Medium and then low priority projects should be implemented after the high priority projects unless emerging needs arise to promote these projects. The quick wins are identified as projects that can be implemented at any time due to having relatively low cost and ease of implementability. The quick wins are not part of the main cycling spine, however, and are less urgent than the high priority cycling projects. The details of the project priorities and phasing, including costs, are provided in Appendix B and in Table 11, below.

Table 11: Figures for Projects by Priority Type

	Cycling Facilities (km)	Cost Estimate ($)	Pedestrian Facilities (km)	Cost Estimate ($)
High	6.15	454,700	3.47	1,499,600
High – Study – MOTI*	0	-	1.14	-
Medium	8.98	1,008,100	3.00	1,556,000
Medium – Study – MOTI*	3.47	-	0	-
Low	2.67	471,700	3.54	2,253,900
Quick Win	4.10	284,600	0	-
Total	25.38	2,219,100	11.15	5,309,500

*No costing has been provided for MoTI projects as they are subject to further study and discussions with MoTI prior to implementation.

4.4 Example Cross-Sections

All cross-section renderings were made with the use of BeyondWare software. These renderings are intended to help visualize the development of the proposed facilities on specific Trail streets as identified in **Figure 17** in **Section 2.2.3**. In each of the figures below the new active transportation facilities are shown on one side of the street compared to the

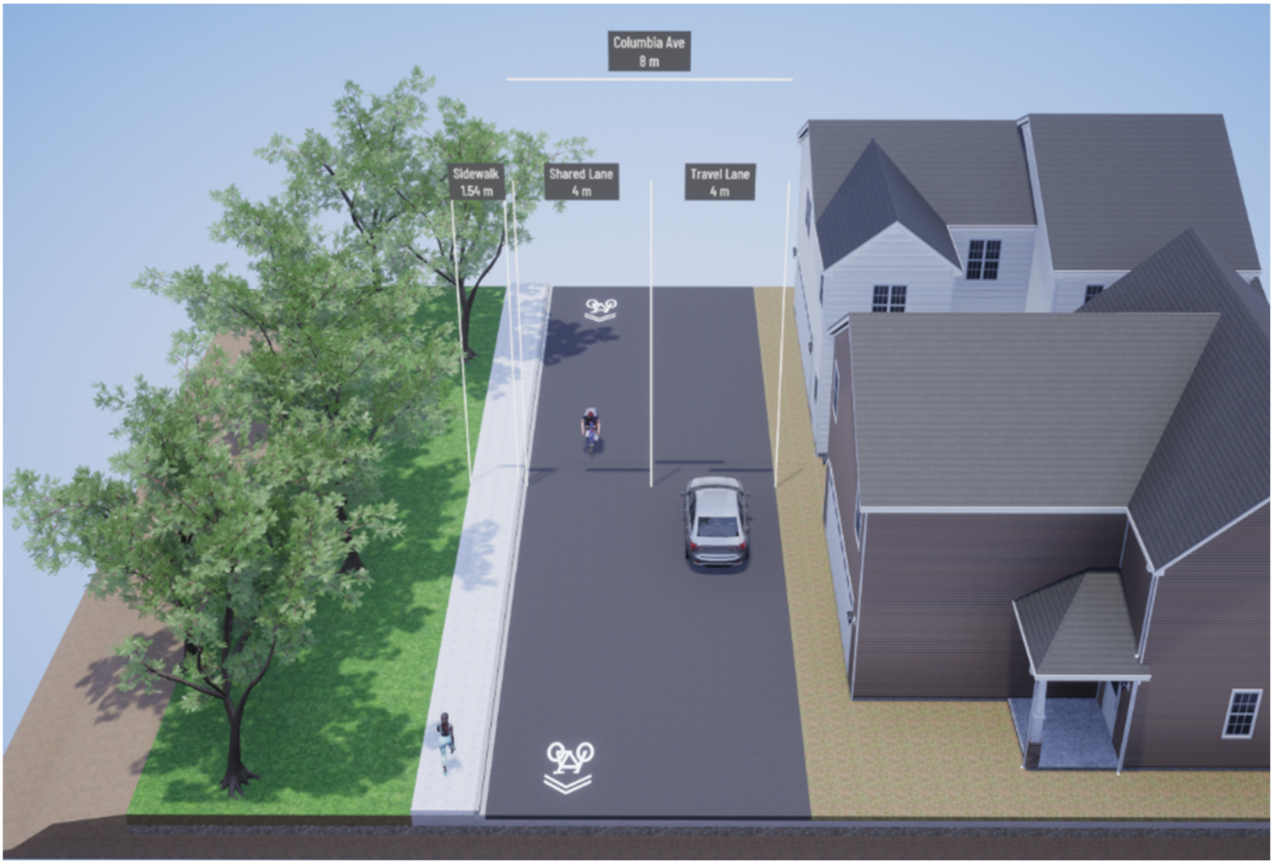


Figure 35: Neighbourhood Bikeway on Columbia Ave

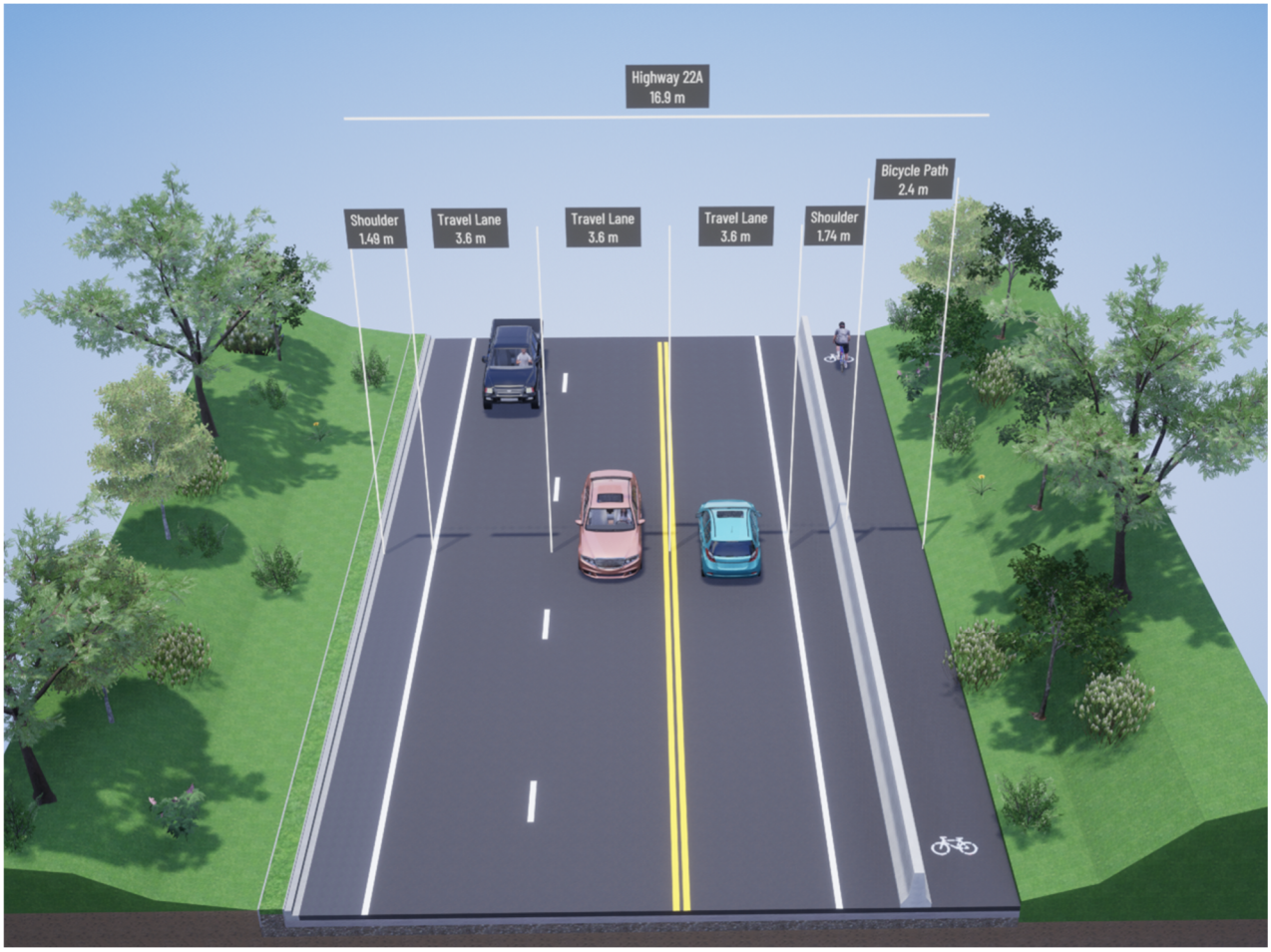


Figure 36: Protected Bike Lane on Highway 22A

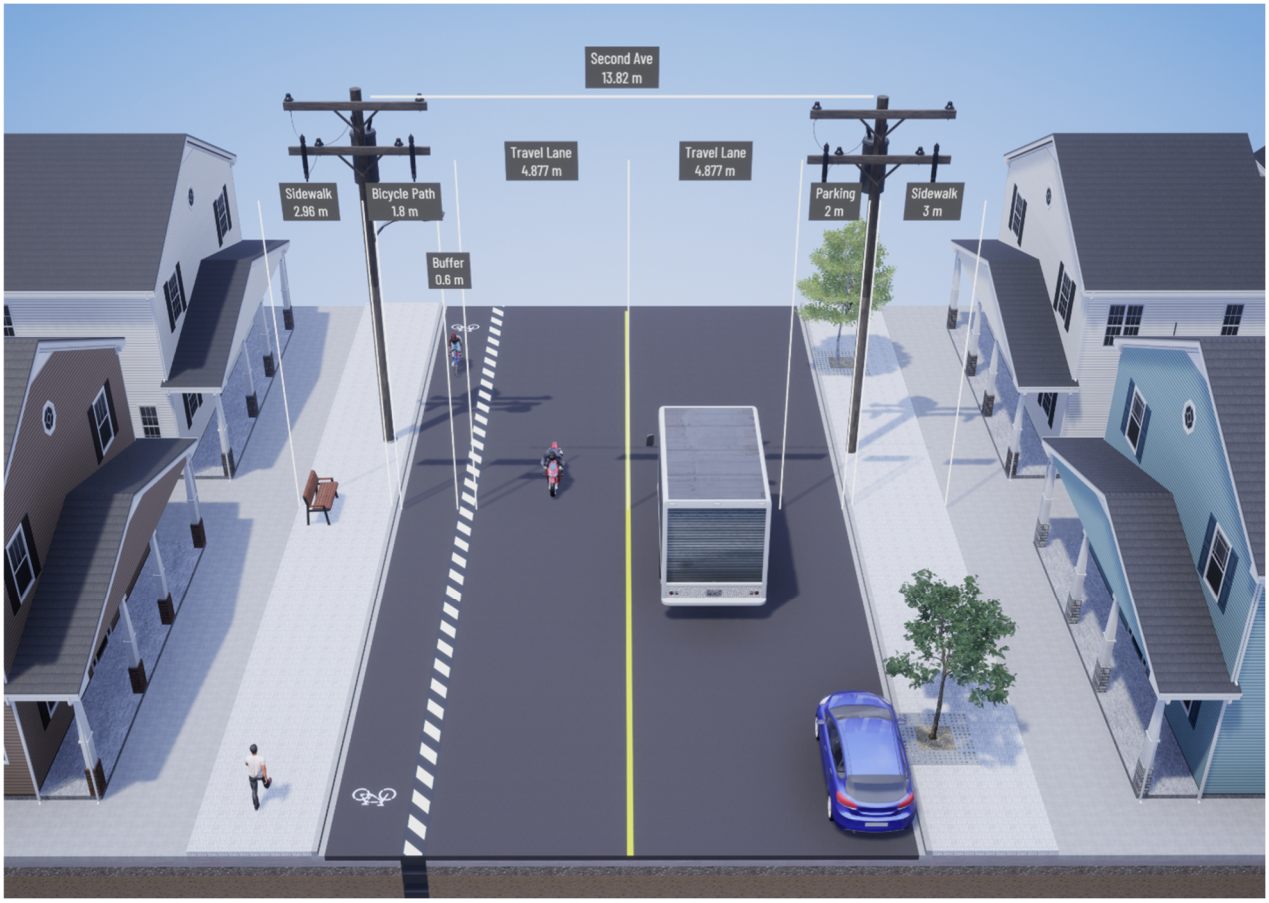


Figure 37: Buffered Bike Lane on Second Ave

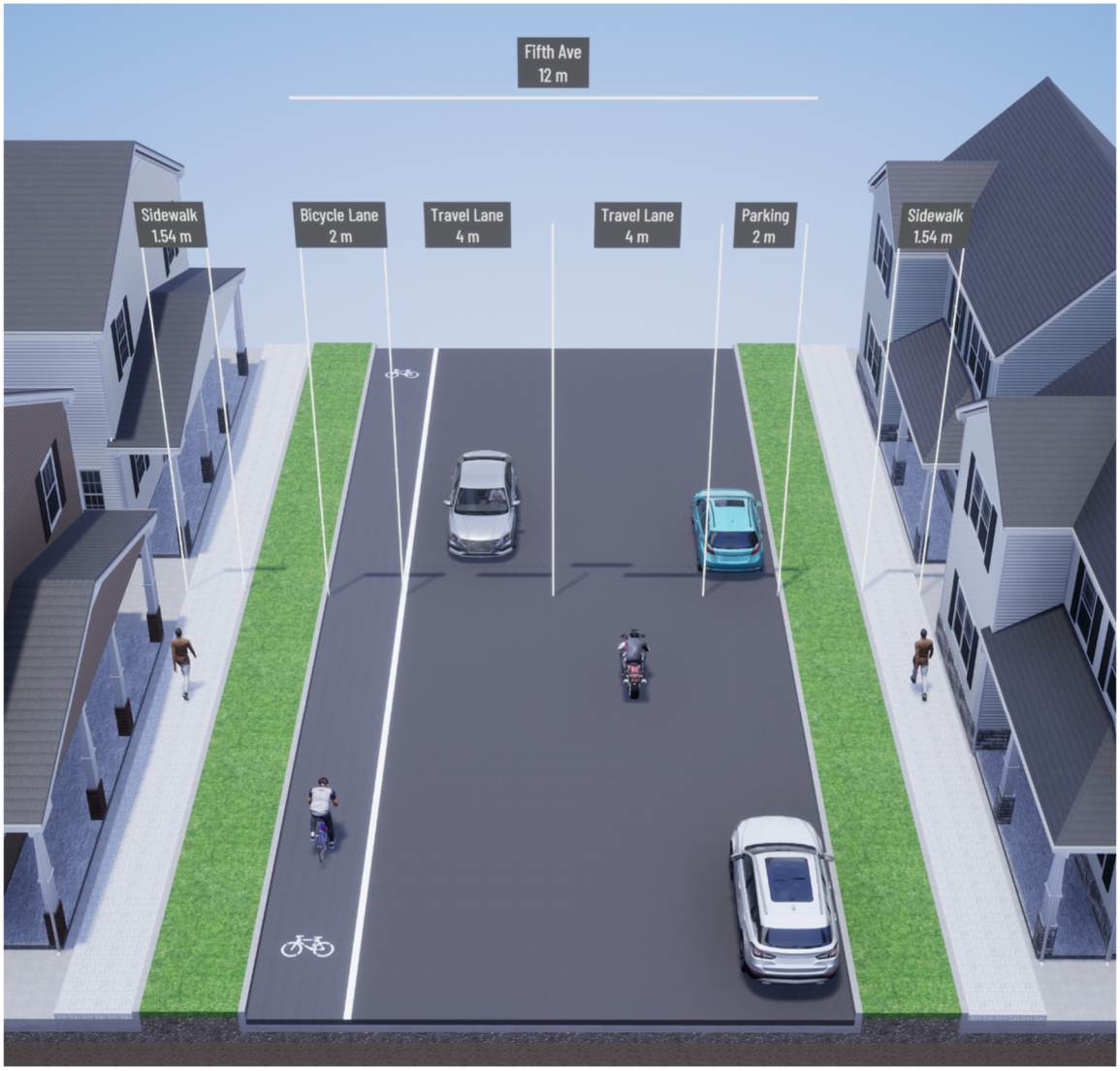


Figure 38: Painted Bike Lane on Fifth Ave

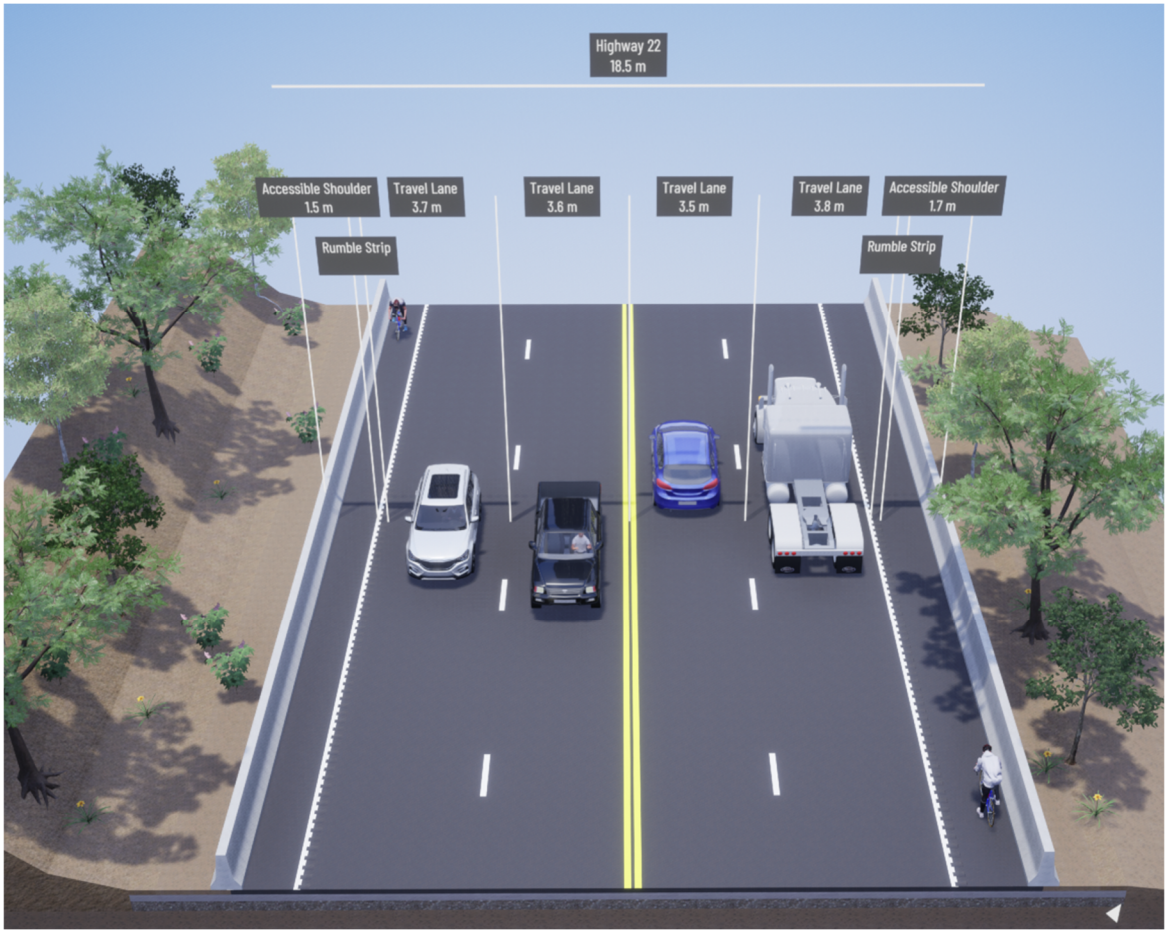


Figure 39: Accessible Shoulder on Highway 22



Figure 40: Multi-Use Path on Hillside Dr

4.5 Funding Considerations

The development of well-connected active transportation network requires strategic planning and investment over the short, medium and long-run. Trail should leverage funding from senior levels of government to assist with active transportation projects.

This section describes the various funding opportunities that the municipality of Trail may leverage to fund capital infrastructure. It is recommended that Trail take full advantage of these programs as they become available to ensure long-term fiscal sustainability. In many cases, stacking of federal and provincial grants are allowed, so applying to multiple streams of funding can be beneficial.

Note: The opportunities identified within this section are subject to change based on provincial and federal timelines and remaining funding.

4.5.1 Federal

Active Transportation Fund

The federal Active Transportation Fund is the first ever federal funding dedicated to active transportation. It will provide $400 million over five years to support a modal shift away from cars and toward active transportation, in support of Canada's National Active Transportation Strategy. The fund will invest in projects that build new and expanded networks of pathways, bike lanes, trails and pedestrian bridges, in addition to supporting active transportation planning and stakeholder engagement activities.

The fund has two streams - planning projects and capital projects. The ***Planning Projects stream*** includes research, engagement, policy development, feasibility studies, and building awareness, while the ***Capital Project stream*** involves the construction of new infrastructure or improvements on existing infrastructure.

Some eligible capital projects may include:

- Building or enhancing infrastructure for active transportation such as multi-use paths, sidewalks, footbridges, separated bicycle lanes, and connections to other roadways
- Quality improvements to support greater usage of active transportation
- Building of enhancing features and facilities to promote active transportation, such as storage facilities, lighting, greenery, shade, and benches
- Building or enhancing safety features such as crosswalks, medians, speed bumps, and wayfinding signage.

Under the Active Transportation Fund, the maximum funding amount for a planning project is $50,000 and $50 million for a capital project, and there is no limit to the number of applications that can be submitted.

FCM Green Municipal Fund

The Federation of Canadian Municipalities (FCM) manages the Green Municipal Fund, which finances planning studies, pilot projects and capital projects that improve air, water, land and greenhouse gas emissions through low-interest loans and grants. Through this program, most recipients receive an additional grant of up to 15% of their loan amount for capital projects. There are various streams of funding depending on the project type, but the transportation stream aligns most closely with active transportation improvements. Within the transportation stream, the following programs are recommended:

Capital Project: Transportation networks and commuting options[3]

- Low interest loan of up to $5 million and a grant worth up to 15% of the loan, covering up to 80% of eligible costs.

Pilot Project: Transportation networks and commuting options

- Up to $500,000 to cover up to 50% of eligible costs. Municipalities with a population under 20,000 may qualify for a grant of up to 80% of eligible project costs.

[3] https://greenmunicipalfund.ca/funding/capital-project-transportation-networks-commuting-options

4.5.2 Provincial

Active Transportation Infrastructure Grant

Under the Active Transportation Infrastructure Grant, governments may apply for funding for new or existing active transportation infrastructure, which has been identified through an active transportation network plan or equivalent. A maximum of two active transportation infrastructure grants for different projects or different phases of the same project may be funded through this program per applicant.

Projects are evaluated according to the following criteria:

- Project improves safety for active transportation users in alignment with the B.C. Active Transportation Design Guide and is responding to community safety concerns.
- Project improves community connectivity and has community support.
- Project is designed for all ages and abilities and incorporates Universal Design and gender-based analysis plus (GBA+).
- Project improves economic opportunities for the community.
- Project provides environmental benefits

To increase the likelihood of being awarded the grant, having pre-developed concepts for the application and working closely with project partners is often favorable.

Examples of active transportation projects[4] that have recently been funded through this program are the following:

- Tofino Multi-Use Path, 2019-2020: 2.8km of separated two-way cycling path connecting the Tofino Information Centre to the boundary of the Pacific Rim National Park ($1 million dollars in funding)
- Ethel Ave Transportation Corridor in Kelowna, 2019-2020: Street-level protected bike lanes from Sutherland Avenue to Springfield Road/ Cadder Avenue ($237,532 in funding).
- The South Shoreline Trail Improvements in Port Moody, 2019-2020: Trail improvements such as widening the path to a 4.2m wide paved multi-use path with improved drainage and sightlines ($205,295 in funding).

The funding cost-share percentage is applied to total eligible project costs after all external third-party contributions have been deducted. For a community with a population of less than 15,000, such as Trail, the percent of eligible funding is 70% up to $500,000.

Additional eligibility requirements can be found on the province's website.

[4] https://www2.gov.bc.ca/gov/content/transportation/transportation-environment/active-transportation/funding/indigenous-local-governments/funded-projects

ICBC Road Improvement Program

ICBC initiated the Road Improvement Program (the Program) in 1990 to help fund the implementation of road safety engineering measures to reduce the frequency and/or severity of crashes at high-risk locations, reduce claims costs and reduce the potential for crashes. Since 1990, the agency has invested approximately $209 million in over 7,500 road improvement projects across the province. Periodically, ICBC conducts an evaluation of the safety performance of a sample of locations across BC that have been improved under the Program in order to quantify its overall effectiveness.

While it is not a grant system, ICBC will often work with communities to fund road safety enhancements. Trail should work closely with ICBC to identify areas of improvement within its jurisdiction, specifically related to potential enhancements to crossing safety, speed and signage around active transportation corridors.

Carbon Tax Rebate (CARIP)

Municipalities in BC may sign the Climate Action Charter, in which they must commit and report on their sustainability initiatives to reach carbon neutrality in return for an annual rebate from the province. Many municipalities have set up a climate reserve fund to direct the use of the CARIP grant and other funds for climate action initiatives. This fund helps municipalities fund active transportation improvements, among other sustainability initiatives.

Trail has signed on to the Climate Action Charter and is categorized as level 2 in the program, meaning that the municipality is measuring GHG emissions. To reach level 3, Trail must accelerate progress on its charter commitments, particularly by undertaking actions to reduce GHG emissions. Trail may consider setting up a reserve fund and using the CARIP rebate for climate action projects such as active transportation improvements. This dedicated funding source could contribute toward the long-term investment of the recommendations within this plan.

Columbia Basin Trust

The Columbia Basin Trust (CBT) provides various forms of support to those who live within the Canadian portion of the Columbia Basin, including through grants. The CBT's Trail Enhancement Grants[5] provides funding for the development or rehabilitation of trails and the construction of complementary trail infrastructure that will enhance the experience of the user. Under this program, grants range between $10,000 to $60,000 and cover up to 80% of the project costs, but capital purchases are limited to requests less than $10,000. Priority is typically given to projects that have low financial barriers to participate. The deadline to apply

[5] https://ourtrust.org/grants-and-programs-directory/trail-enhancement-grants/

for this year's program was October 26, 2022 and the grant is typically offered every year. Examples of projects suitable for this grant are:

- Projects that expand and accommodate accessible standards for people with disabilities, mobility issues or adaptive equipment.
- Short sections that link other trails together (connector trails); and
- Projects that mitigate identified environmental issues or incorporate climate resilience considerations
- Rehabilitation of trails that have been damaged due to weather events or have identified environmental issues that need to be mitigated.
- Construction of trailside and trailhead recreation facilities (eg. Kiosks/signage, washrooms, picnic tables, benches, gazebos, garbage cans) and trail infrastructure (eg. Culverts, boardwalks and bridges) , and elements that contribute to the awareness of Indigenous heritage or that of other cultures.
- Trail counters and equipment (eg. Shovels, rakes, brush hogs, chainsaws, packers/compactors, wheelbarrows and storage units).

The CBT's Climate Resilience Program[6] may also provide funding for active transportation projects, as long as it has concrete, measurable outcomes towards climate resiliency (eg. tCO2e reduced, etc). Applicants can request up to a maximum of 75 per cent of total project costs from the Trust, and the maximum amount of Trust funding for any one project is $500,000 with a maximum duration of five years for multi-year projects. Requirements for this program are relatively broad and more information about eligibility can be found on their website.

[6] https://ourtrust.org/grants-and-programs-directory/climate-resilience-program/

Chapter 5

Conclusion

ACTIVE TRANSPORTATION PLAN

wsp



5 Conclusion

The City of Trail Active Transportation Plan is the City's first plan that focuses on citywide active transportation infrastructure and programming. This plan was made possible by a contribution from the BC Active Transportation Infrastructure Grants Program – Network Planning Grant. In addition to developing a citywide active transportation network, the City enhanced the scope of the plan to included active transportation program opportunities in Trail.

The development of this plan was underpinned by both public and stakeholder engagement. It would not have been possible without the numerous Trail residents and key stakeholder organizations who contributed their opinions and local knowledge of gaps, opportunities, and priorities for the City's active transportation networks.

Trail residents informed the top objectives for this plan, which are to add and improve bicycle infrastructure, improve and expand sidewalks, improve pedestrian street crossings and provide connections to recreational trails. The active transportation network and capital implementation plan outlined in this report are focused on these needs, identified by residents.

Through the implementation of this plan, the City will see several public benefits around public health, affordable mobility options, safety, emissions reductions and climate resilience. The implementation of this plan will require dedicated investments in the capital projects and a commitment to the ongoing maintenance of the existing and new active transportation facilities. It will also require coordination with key stakeholders and partners in the region to continue to connect Trail's active transportation network with regional facilities and to connect along and across the BC MOTI highways within the City.

By also implementing the program opportunities highlighted in the Active Transportation Plan, the City will enhance its investments in infrastructure to promote active transportation as a top mobility option for Trail residents and visitors.

Appendix A

ACTIVE TRANSPORTATION PLAN

wsp





CITY OF TRAIL
ACTIVE TRANSPORTATION PLAN
WHAT WE HEARD REPORT
Phase 1 Engagement

Explore your TRAIL

ACTIVE TRANSPORTATION PLAN
PUBLIC ENGAGEMENT WHAT WE HEARD REPORT FOR PHASE ONE

City of Trail
Project No, 211-12373-00
FEBRUARY 28, 2022

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1 BACKGROUND AND OBJECTIVES

1.1 History

This document outlines feedback received from the 2021 - 2022 engagement events in support of the City of Trail Active Transportation Plan (the "Project"). The Project can be defined as the development of an Active Transportation Plan that will provide strategic direction for an active transportation network that is equitable and accessible for people of all ages and abilities and facilitates active living within the City and connecting region. WSP has been working closely with the City of Trail and its Project stakeholders to seek input and feedback in all stages of the Project.

This project was made possible by the award of the BC Active Transportation Network Planning Grant to the City of Trail. With this grant, the City has a new opportunity to plan for how people move on foot and bicycle in and around the Community.

1.2 Public Engagement Strategy

A Public Engagement Strategy (the "Plan") was designed to engage with stakeholders and community members, to gather knowledgeable insight into the community including the strengths, priorities, opportunities and gaps within the active transportation network in Trail. The Plan includes three phases of engagement, Phase one: Project initiation and existing conditions, Phase two: Network and program development, and Phase three: Prioritization and reporting. This report shares the findings from Phase one: Project initiation and existing conditions.

2 ENGAGEMENT FORMAT

The Communications Engagement Strategy (CES) included the objective to provide multiple engagement opportunities. To help meet this objective, the following engagement formats were used to engage with stakeholders and community members. All Phase one engagement activities were conducted between November 2021 – February 2022.

2.1 Stakeholder Interviews

To inform the development of the public survey and to help gain a clear understanding of the opportunities and challenges facing the development and implementation of an Active Transportation Plan for the City of Trail, one-on-one interviews were conducted with key stakeholders from November 2021 to January 2022. During the interviews, stakeholders were asked a series of ten questions relating to their experiences of active transportation throughout the City. Interviews were recorded and transcribed for recording purposes.

Stakeholders were contacted about the virtual meeting via email. The interviews took place virtually through Microsoft Teams and ran for approximately 60 minutes. In total, nine stakeholders attended an interview, representing the following groups/organizations:

- Interior Health
- Community Futures
- Chamber of Commerce
- West Kootenay Cycling Coalition
- The Lower Columbian Community Development Team Society (LCCDTS)
- Trail's District Arts Council
- Eco Society
- Trans Canada Trail
- Teck

Feedback collected during the interviews was analysed and categorized by themes. The following is a list of key themes that emerged during discussions about **barriers** to active transportation experienced or understood by interviewees:

Safety

Pedestrian Safety

- Fast moving vehicles on busy roads create a safety issue for pedestrians
- Accidents occurring due to speeding cars and limited sightlines in certain areas

Bicycle Safety

- The downtown area is not designed nor safe for road bikes. There are no bike lanes
- Getting across the Trail bridge is a safety risk/concern for bicyclists

- More people would bike if they felt safe

Multi-use Trails

- Desire to have more accessible trails that everyone to use (incl people using wheelchairs and mobility devices, walkers, families and people using strollers)
- Desire to have more trails that are available to those who do not mountain bike

Connections

Community Connections

- Providing regional connections to communities like Rossland and Warfield
- Connecting existing trails to one another and to destinations that avoid major highways

Connections to Major Employers

- Provide safer connections off of busy highways to major employment areas/buildings such as the hospital and Teck

Accessibility

Low Impact Trails

- Improving accessibility for seniors and vulnerable populations by increasing the number of low impact trails and walking areas in the City
- The first 100 meters is the hardest for elderly people and those with mobility impairments and slope should be minimal at the start of any trail/walkway

Winter Snow Clearance

- Icy, snow packed sidewalks make active transportation difficult in winter months

Wayfinding

- Signage for wayfinding need improvement for both bikers and hikers/walkers
- Improved visibility of signage marking trails and walking/cycling areas, such as the access to the Trans Canada Trail

Perception of Safety

- The pedestrian bridge is well appreciated by the community but it has developed a perception of being unsafe, particularly at night

Infrastructure

- Sidewalks are missing or in need of improvement throughout the City, which makes it difficult and unsafe to walk with kids/as a family in some areas because pedestrians have to walk on the road with traffic

The following is a list of key themes that emerged when referring to **opportunities** to active transportation experienced or understood by interviewees:

Celebrate Heritage

- There is a chance to celebrate the history and heritage of Trail along well used trails, such as South Kootenay Green Link Trail
- Signage could be used to teach visitors and residents of the history of the gold extraction and the smelter and the masonry work throughout the City

Tourism

- The City could use the trails network to attract tourism

Public Education and Awareness

- Market active transportation and the numerous trails in the City to show people that they have other options to motorized vehicles

2.2 Online Public Survey: MetroQuest

MetroQuest is an innovative online survey platform that blends visual and interactive components with gamification and learning to engage the public. Results have shown that engagement using MetroQuest surveys results in higher participation rates than standard paper surveys. Participation is supported on a multitude of devices like a desktop, smartphone or tablet. The microlearning and mini game activities are deliberately short to be more impactful and keep participants engaged to the end of the survey.

MetroQuest breaks down some common barriers to public engagement:

- MetroQuest is an online platform so participants can complete surveys from anywhere at any time and add their feedback instantly
- its private which is especially helpful for collecting feedback from people who are uncomfortable speaking up in a crowd
- its short and impactful to encourage participants to fully complete surveys
- it is visual and fun which keeps participants engaged and encourages word of mouth advertising

An online survey was prepared using the MetroQuest platform to help gauge priorities for the plan, key network issues and opportunities, important destinations for active transportation users, and to gather relevant demographic data. The survey was open to the public from January 24, 2022, to February 22, 2022, for a total of 30 days. A link to the survey was posted on the City of Trail's project website and social media feeds. The survey was advertised on the City's website, through the City's social media feeds and the local newspaper. The raw survey data results can be found in Appendix A.

A total of 516 individuals responded to the survey. Survey respondents almost equally represented the age cohorts of 20 to 34 years (15%), 65-74 years (16%) and the age cohorts of 45-54 (21%) and 55-64 (20%). The age group with the highest participation rate was 35-44 years (24%), see Figure 1. As shown in Figure 2, over 60% of survey respondents are employed while 28% are retired. The community that was most represented in the survey was West Trail (18%) and East Trail (15%), as shown in Figure 3. Of the respondents who live in Trail, 35% have lived here for over 30 years, while 21% have lived here 5 years or less, see Figure 4.

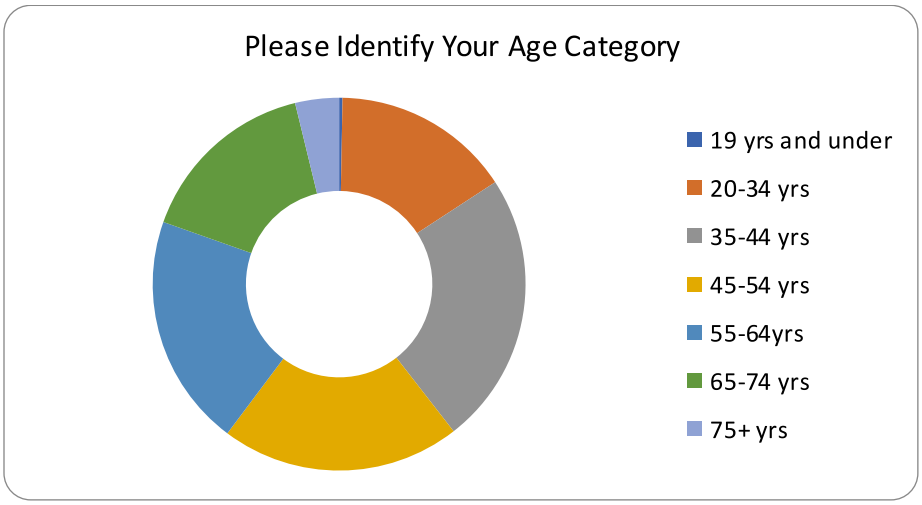


Figure 1: Age Cohort

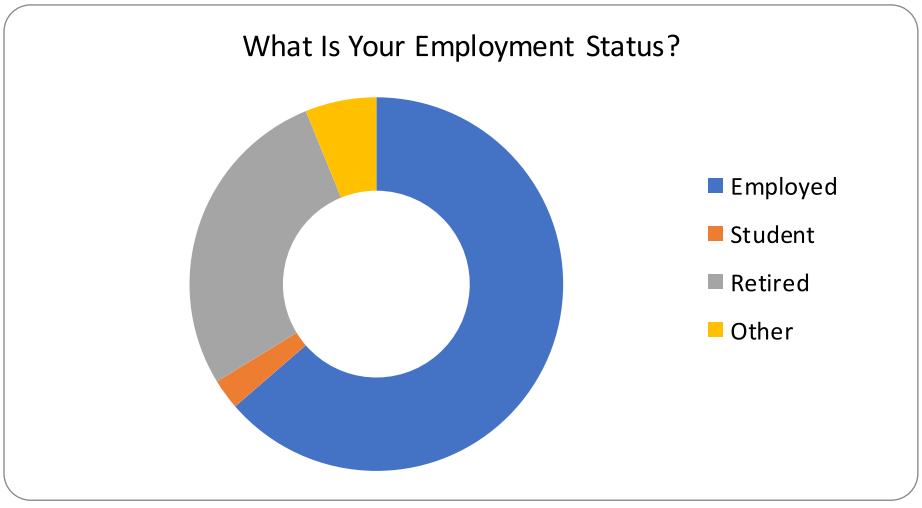


Figure 2: Employment Status

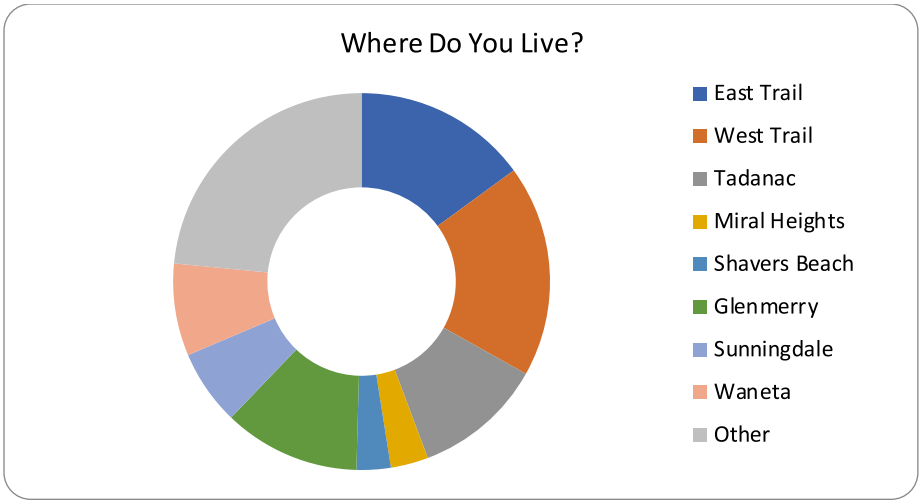


Figure 3: Where Survey Participants Reside

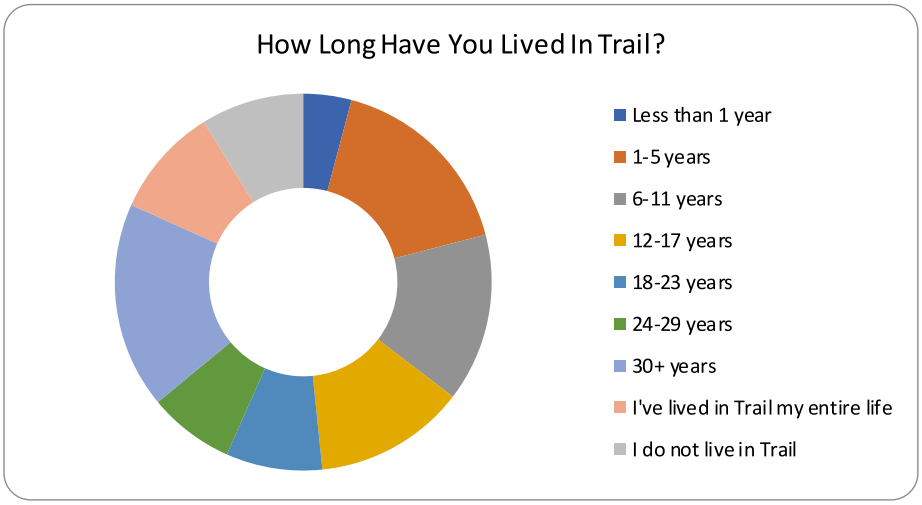


Figure 4: Years Lived in Trail

Activity 1: Active Transportation Plan Priority Ranking

Survey participants were given the opportunity to rank their top five active transportation plan outcomes on a scale of 1 to 5 with 1 being the highest priority and 5 being the lowest. The top four priorities from survey respondents are:

- Add/improve bicycle infrastructure (128 total #1 votes).
- Improve and expand sidewalks (104 total #1 votes).
- Improve pedestrian street crossings (64 votes).
- Connections to recreational trails (50 votes).

Connections to regional trails received the lowest priority ranking with 24 total #1 votes.

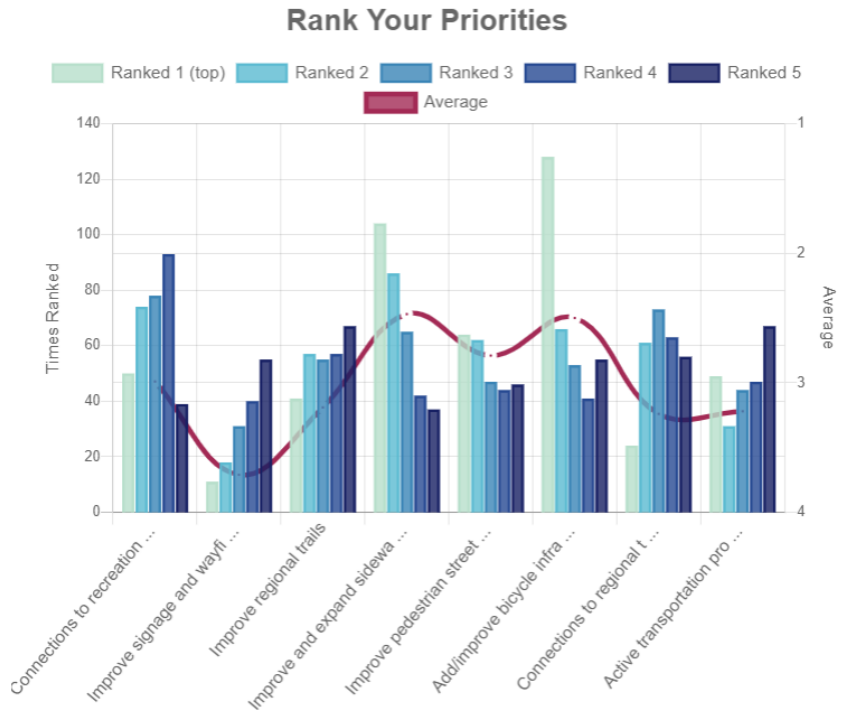


Figure 5: Priority Ranking Summary

Activity 2: Mark It On A Map

For the map markers activity, survey participants were given the option to drag and drop markers or pins onto a map of the City. The first marker was used to flag specific locations in Trail where transportation issues are/were experienced. The second marker flags important destinations in Trail such as a community Centre, School or major employer. For each marker dropped, the user was asked a couple of questions to help explain the issue experienced or the mode with which people would like to travel. Geospatial analysis of these responses will be produced in next steps, to inform the active transportation network development in Phase 2 of this project.

Question one (see Figure 6) asked participants to select for what mode they experience issues. The majority of transportation issues in Trail are for people walking (223 responses) and biking (193 responses). Transportation issues that were indicated in the 'other' selection can be found in Appendix A.

Missing infrastructure (218 votes) and safety concerns (166 votes) were identified as being the biggest issues around transportation in the City. Infrastructure needing improvement followed with 92 votes. Conversely, wayfinding and signage had 7 votes making it the lowest ranked transportation issue of concern. Some accessibility challenges were noted, and although there are not as many of these issues reported, they are significant and feedback on these issues will be incorporated into the plan.

The second map pin option asked respondents to identify important destinations in the City, recreation, shopping centres and parks, playgrounds and open spaces were among the top three. Conversely, places of worship and school were ranked the lowest. Respondents indicated that given the option they would like to travel to Trail destinations by biking (135 votes) and walking (82 votes), see Figure 8 and Figure 9.

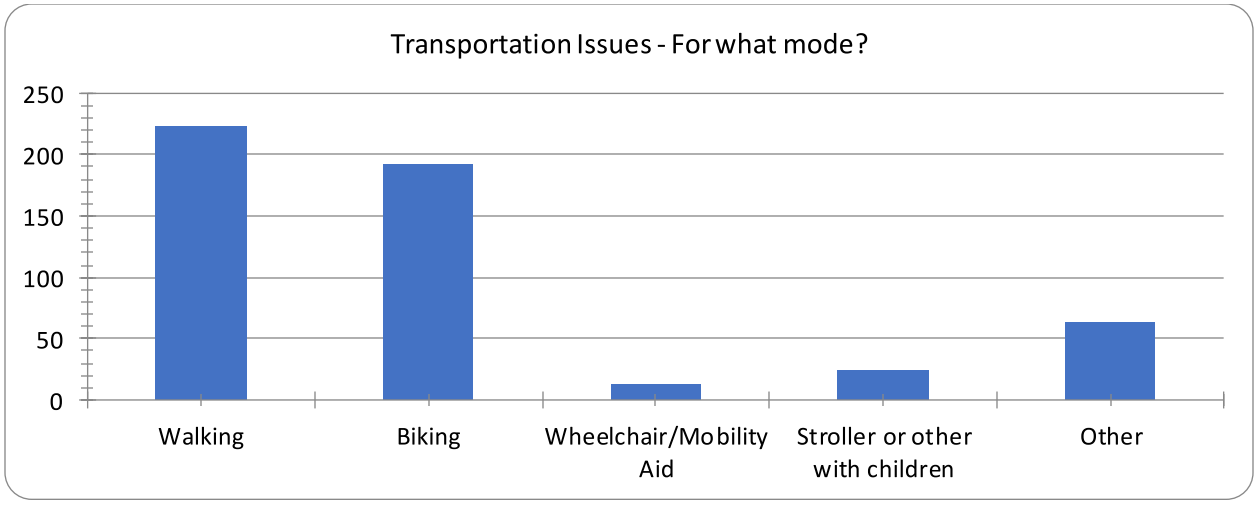


Figure 6: Transportation Issue – Mode

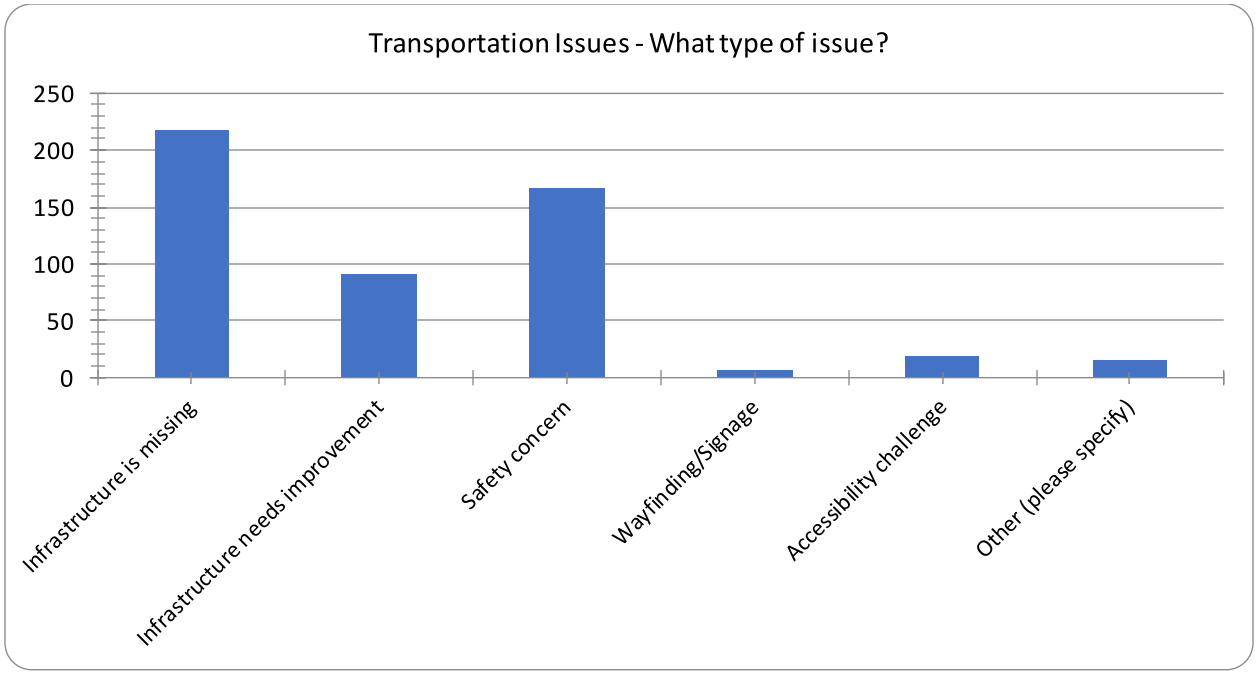


Figure 7: Type of Transportation Issue

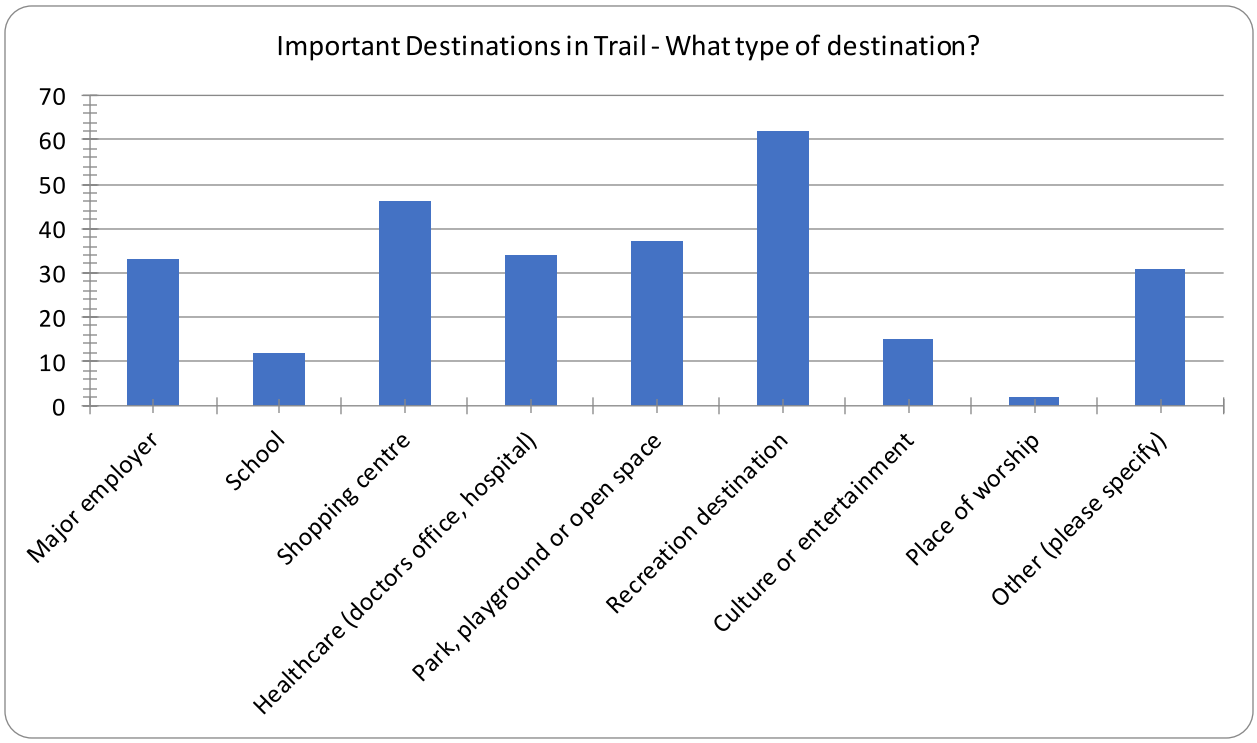


Figure 8: Important Destinations Type

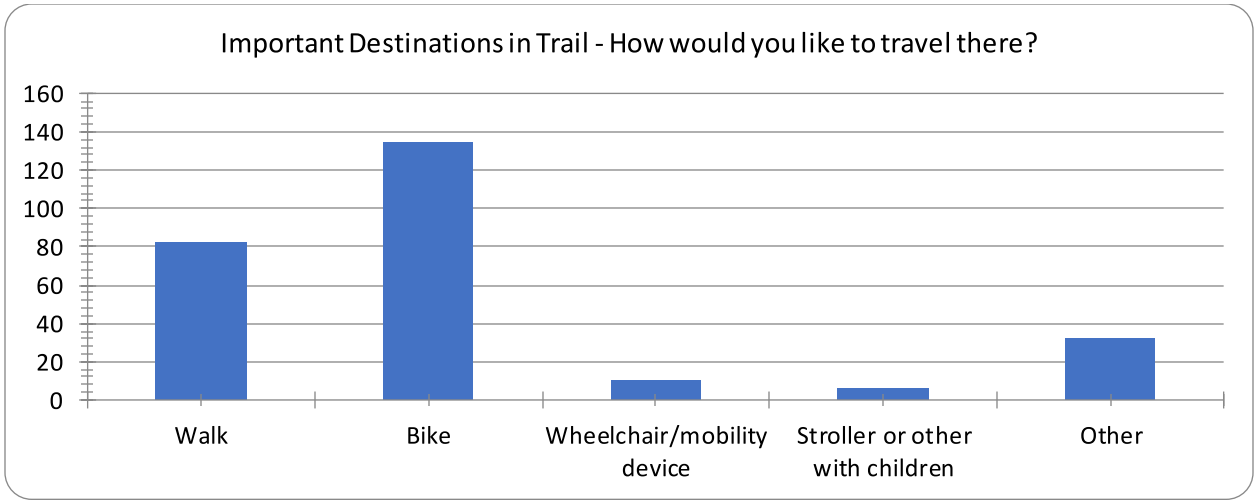


Figure 9: Important Destinations Travel

Activity 3: Survey on Barriers and Opportunities

The survey activity asked participants a number of questions around barriers to active transportation and travel, and desired trail connections in and around the City. Respondents indicated that safety concerns (20%), missing sidewalks (20%) and a lack of connections between destinations (19%) are the top ranked barriers to walking or using a wheelchair in Trail (Figure 10). When asked what barriers respondents experience to riding a bicycle around Trail, the most common response was regarding concerns about sharing the road with vehicles (30%) as well as general safety concerns (24%) (Figure 11). Similar to the previous question regarding barriers to walking, the lack of connections between destinations, and destinations being too far away were of the least concern to survey participants.

The third question asked participants how they travel around the City, the majority of surveys respondents primarily drive (45%) or walk (37%), while 13% travel by bike/E-bike (Figure 12). Survey participants further indicated that they are able or most likely to walk for the purpose of recreation or exercise (40%) and errands or shopping (25%) (Figure 13). Conversely, travel to school was ranked the lowest (3%). Participants are most likely to bike for recreation (46%), work (16%) and errands or shopping (15%) (Figure 14). The last question of the 'survey' activity asked respondents to identify which communities or destinations they outside of the City they would likely access by active transportation if trail connections were improved; Warfield (25%) and Rossland (23%) were identified as the top two locations (Figure 15). Fruitvale (17%) and Montrose (16%) followed.

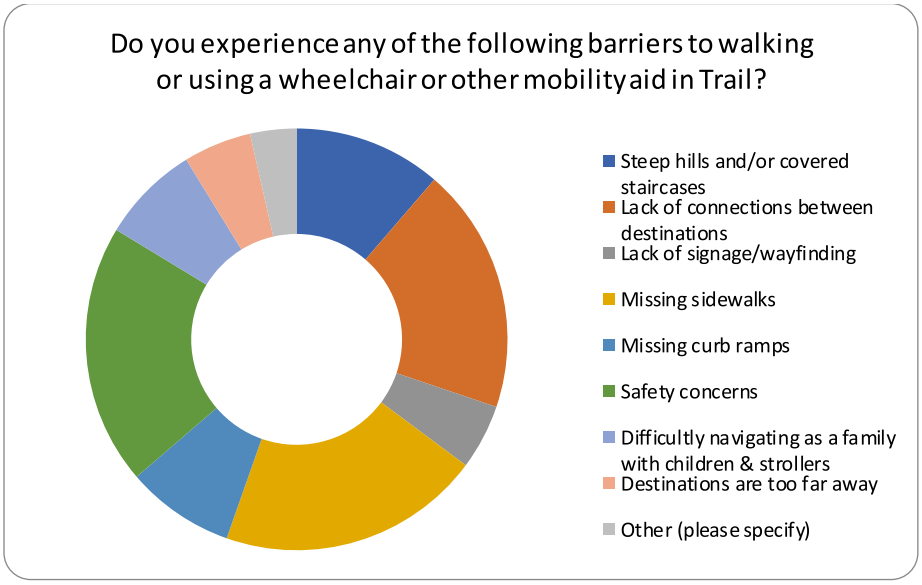


Figure 10: Barriers to Walking

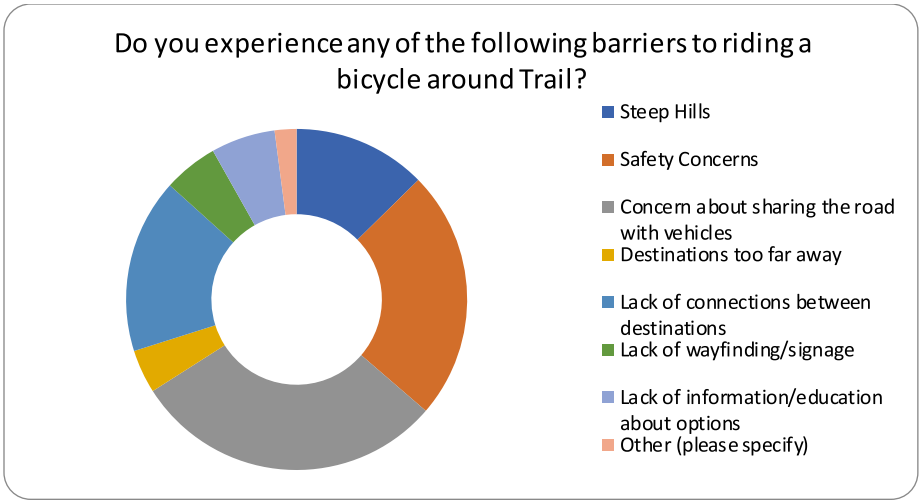


Figure 11: Barriers to Cycling

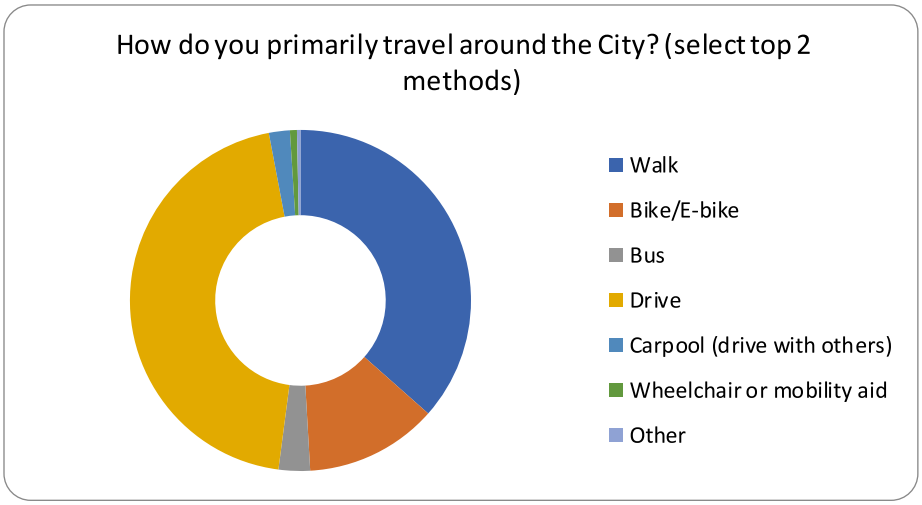


Figure 12: Primary Mode of Transportation

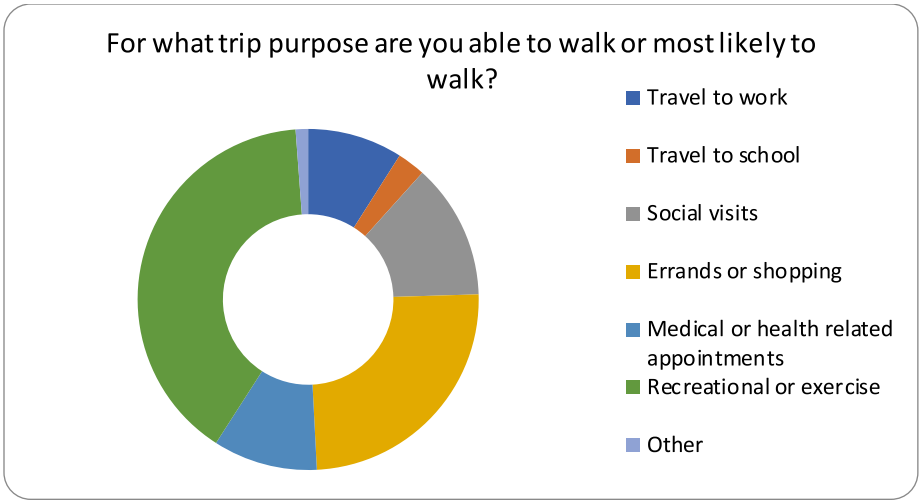


Figure 13: Trip Purpose – Walking

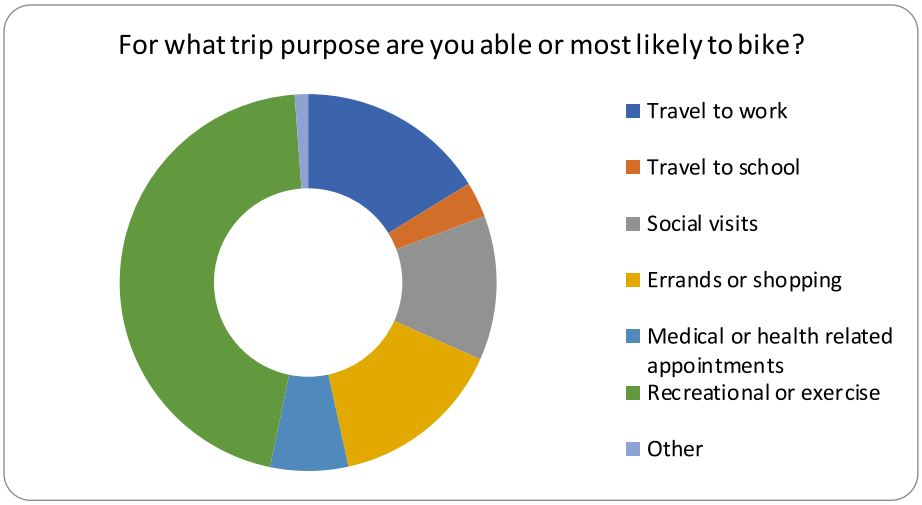


Figure 14: Trip Purpose – Cycling

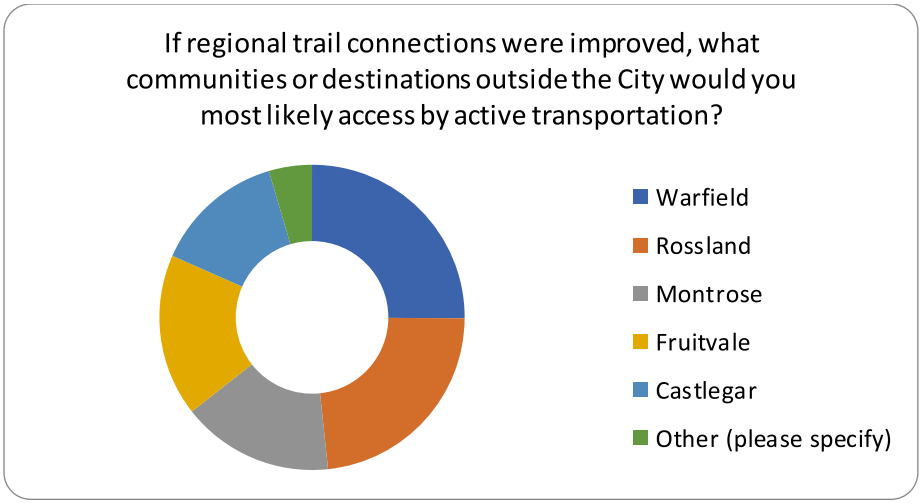


Figure 15: Access to Destination Outside Trail

3 NEXT STEPS

Feedback received from the public engagement in phase one will be used to inform Phase 2 of the Active Transportation Plan development, including network planning and active transportation programs for consideration. Maps and geospatial analysis of the “mark it on a map” responses will also be produced in next steps.

APPENDIX

A

METROQUEST RAW SURVEY RESULTS

City of Trail Active Transportation Plan

Total Participants: 516

About You: Comments

Comment
Need more walking facilities in winter and bad weather.
Better sidewalks is a huge priority! And the walking lights downtown!
I would love to see a bike / walk corridor between Rossland and Fruitvale …. I would enjoy access to this and I think it would be a huge destination for tourists. I would use it a lot !!!!
Bicycle lanes are needed badly. It's dangerous to cycle in many areas of trail.
I've found trying to walk in the winter extremely dangerous. There is practically no sand in Glenmerry and there are plenty of hills I have to go up and down with the stroller and a toddler walking with me. Too many people park on the roads and the snow makes the roads very narrow in certain spots! The entrances into the park behind my house (Queen Elizabeth) haven't been cleaned to make it accessible for a stroller. A path into the park would be nice! Sidewalk on highway dr needs to be assessed.
Many people of all ages from the area use the infrastructures that exists now but improvements will only enhance better lifestyles that benefits everyone.
Please, please, please don't get rid of the stairs. I know they are not accessible to everyone, but most people can use them and they save A LOT of time walking around. They also give a really cool and unique character to the town that nowhere else has. I'd love to see them maintained a bit better. I'd even volunteer to paint if I can, just to keep this piece of the town. Please add accessibility without destroying these!
Clean up the core so people who built this city can safely walk in the city they built. Get rid of that girl (Crystal) that screams at seniors. Seriously.
I was born here, left and came back to raise my kids here. It is a wonderful place and I have loved living here. Having said that, I have lived in West Trail for close to 20 years and have watched the streets get worse and worse with only small repairs done. It is time to think about fixing them rather than the MacGyver solutions that have been applied thus far. Glover Road is used constantly by walkers and is the main entrance to this side of the neighbourhood. It is a disgrace.
Thank you for doing this long-overdue work. We chose to locate our family in Trail so that we wouldn't have to drive everywhere, but walking and biking with kids has proven to be a scary experience - we rely too much on our cars to get around. Walking and biking are not only active modes of transportation with health benefits, but human beings get to interact with human beings in a way not possible when we are sequestered inside vehicles. Thanks for BUILDING our community for people, not cars.

While a great idea I would err on side of fixing/upgrading roadways, sidewalks, crossing, access ability before adding new fancy things to the city. There is much work to be done before frills like bike lanes for the privileged. It is not safe if you have strollers or wheelchair in many spots/ areas. As well as a side note of bylaw really cracking down on people clearing snow from sidewalks etc constantly
Please create a safe link between Waneta and Trail for those who wish to walk or bike! Waneta area seems to be forgotten by the city
Connecting areas with paths, trails, etc is a great idea, moving forward with the times and greener planet. Safety is one area that needs big improvement in the area, either more police presence or other means to slow traffic down to make these paths and connections a reality.
Too many homeless in the downtown core. Sitting in my car at Ferraros and they are asking for money. Ally's are dirty where they live. Unsafe walking toddlers due to yelling/fighting.
I would really like to see a big rebuild of the stair structures in west Trail. Also so safer walking area to gyro for our youth. Unfortunately downtown isnt a safe place....
So hard to walk anywhere with all the traffic-really need a walkway to the mall as well as somewhere off the highway where it is safe to walk. Lots of us walk daily and it can be scared!
I live in Rossland but I shop, access professional services, recreate and socialize in Trail a lot. Walking and biking in and around, as well as to and from Trail, are important to me.
I don't live in Trail but I work in Trail and would love to commute to work if possible but at the current time don't feel it is safe enough. Would like to see bike lanes all the way from Rossland to Salmo some time in the future.
An accessible trail connecting the regions villages would be not only an excellent opportunity for transportation, but also recreation. Id use it for fun, and people who are biking the rail trails/etc would be able to use it too
There's always room for improvements to roads/sidewalks but it would be great to see some new trails to take the dog on.
We sadly lack in places to safely jog, walk or bike especially when it comes to enjoying our beautiful river, eagles and otters, we really need a riverside pathway linking downtown to Sunningdale and to the airport
Get the druggies and transients out of town
Change the silly sidewalks they made by the walking bridge and the huge corner downtown
This is such a needed help for green transportation and recreation in the trail area
I am excited to see this moving forward. If there was safer and easier bike trails I definitely would ride my bike more often
Would love to see more bike friendly paths and connectors to Rossland & warfield
Love this town. Castlegar native

Excited for extended recreation in the area
As an architect working from home for a Vancouver firm, I do think the steep hills of Trail present an opportunity rather than an obstacle to active transportation. The covered stairs are already a great asset. They simply require more frequent maintenance, better lighting, some structural upgrades, tactile warning strips and anti-slip surfaces, wayfinding signs at the top and bottom of each urban stair, etc.
This town was built with multiple covered steps so families could access work and shops. This is a legacy we need to keep and expand on with better walkways and cycle paths. Unfortunately some areas like Tadanac have been cut off from the city over the years. With the Increased use of E bikes we can have more people enjoying all of Trails amenities. We just need more safe option.
Would live to see the trails network improved.
No point in reviving the city .until the messin the downtown core is resolved .Mayor and council have not come up with one solution . Just a matter of time before Selkirk college pulls out .This will impact transportation needs in a negative way .
Trail has done some great improvements over the years but a walkway from East Trail to Old Waneta Road under Glenmerry would be phenomenal. It would encourage a healthy lifestyle and give a safe route to travel. It could have a couple access points to and from Glenmerry as well.
I visit the area often, and I am considering moving to the city. The lack of active transport options is very noticeable, and creating better connections would no doubt improve quality of life.
I grew up in Trail, and left for work, but were returned when we retired. We chose to buy a house in East Trail so that we could walk to many destinations.
Addicts and panhandlers detracts anyone from doing business, walk, bike downtown. There are more here in Trail downtown than anywhere in the interior. I fear for the elderly and young. During summer, there are no shady areas to stop along the riverside which is our biggest asset. Where are the trees?
Thank you for looking into this for our community.
I live in Warfield.
It would be so wonderful to be able to walk or bike to trail heads or recreational opportunities and to see anyone with a stroller or wheelchair be able to move around without restriction.
I like taking bus to work but it doesn't run enough to where i work from fruitvale to teck the morning one is good and some times th 3:30 is food but need a later afternoon one 5:30
Thank you for allowing us to provide some feedback to this plan
Highway speeds through Trail are too fast. It would be much safer if big trucks and regular traffic could be limited to 40-50kms an hour. Maybe speed bumps. Signs aren't working.
I do not live in Trail but my partner and friends do and I spend a lot of time there and these are the concerns that I have found.

City does a great job for the most part, somedeferred maintenance seems to be catching up with trail which is a shame. Glover road side walk is ashambles. Bike lock up places would be great in down town trail and near gyro
Excellant work so far by the city in sidewalk construction and upgrades over the years from Sunningdale through gyro park and along columbia avenue and part of highway drive as well as the footbridge with rest areas and green spaces have made walking in the city much more enjoyable and safer. Thank you
I work in Trail and access services in Trail, but live in Rossland.
Crossings are dangerous and people don't stop for
It would be really great to see the city stores and spaces bought back and kept or sold to local owners. Big city buyers are making it impossible for local small town businesses to keep afloat with astronomical rent. There's so much opportunity for growth but I feel the drive for change has become stagnant and funds poorly aimed. Its hard to see where you grew up change into what it's become. Where flower gardens are funded more than buildingdevelopment/restoration.
Other wise Trail does have great opportunities for us all in this great small town we live in.
There are many new families raising kids in Tadanac now. The kids have no safe way of getting into Trail unless driven by a parent.
We moved here in August we bought a home in West Trail. My fiance works away two weeks out a week home.The two weeks be is gone I am walking. Thestaircases are in terrible shape. Bear feces and garbage dragged all over the staircases in the Summer and Fall. In winter they are slippery.
So much potential for active transport here!
I live in Montrose, and
Connections between communities would be awesome. T would be great to have safe options for commuting. Within Trail there are some great ways toimprove and promote non-motorized travel.
I work in Trail
As I age, the hills become more of a problem. The City has taken steps to create some separated sidewalks: from Glenmerry to Crowe; along HighwayDr and Columbia Ave. but bike lanes are lacking. I have seen many people biking up the Glenmerry hill and it really isn't safe. Is there a trail, safe path, whatever from downtown Trail to the start of the wagon road in Warfield?
Don't live in Trail, but work in downtown forover 20 years. Need a more active downtown with: bike racks, benches, signage, one-way streets, visitor signage, e-bike rentals, more outdoor patios, public washroom, greenery you sit beside rather than walk past, etc. A welcoming place for residents and visitors alike, and a reason to shop and stay in downtown Trail rather than going to the mall.
The worst place to walk in my neighborhood is across the highway at 2nd Ave. 75% of the time someone tries to run me over when I'm walking on the Walk signal.

Having trails and sidewalks would be amazing. Would also like to add that having some kind of speed enforcement especially on the old Waneta would be much appreciated. Families are afraid to go out for a walk now, there's been too many close calls. Just so scary.
Clean up the down town core from the druggies and u will have people return
It Would be nice to see a connecting bike/walking path from sunningdale Y to glenmerry or perhaps waneta or further
Thank you for looking into this. It would be wonderful to see improvements around town! I've always dreamed of there being a great big connecting path to walk or bike along with family, friends that is safe and easy accessible. My elderly parents like to drive to places to find a well maintained path that was long, safe, and easy to navigate.
It would be nice to have a wooded park area you can take your kids for a nice walk that isn't super steep and maintained enough for a stroller (a gentle sloped set of stairs is fine for a stroller). Kaslo has a great river walk, wish there was something here like that. Downtown isn't a very welcoming option due to the homeless population and it's all concrete.
A bus connection to the area behind the mall would help seniors get to the mall. A bike route from the mall to downtown, aqua tic centre would be beneficial, even if it was just to Glenmerry where you could avoid busy highway or at least more room at the side to get you off the roadway.
I love to walk but the only safe trail is the sunningdale pathway. If you've ever watched, many people use this trail and we need more of these throughout the city. I like how it has small inclines but is not to much for many ages. If you go to other subdivisions and build trails, people will use them. There are lots of empty lots throughout glenmerry that could be turned into a wonderful walkway.
I use a mobility scooter as my primary means of transportation. Id ĺove to be able to access bike trail locally with my recumbent bike. Due to my medical condition, i am not allowed to drive. I cannot access the bike trails as they are.
You want to encourage and promote health, fitness, lowering carbon imprints, you have to make alternative travel safe, enjoyable, accessible and affordable to all. Lots of cities/countries already have organized better for this and should be good example s of how to plan. Should be easy here as it is just one way in and out of town. Paths separate from the roadways are the only safe ways.
Electric scooters / motorbikes
This is not for me personally, but many of my older friends and friends with young children do not feel safe walking in downtown Trail because of harassment from issues from people asking for money, etc. so they avoid walking in that area. Thank you for continuing your work to improve our community!
Focus on more biking options to/from work for people.
Thank you for doing this work - it really is appreciated. I've biked through and around Trail thousands of times (mostly commuting to work). If you require any further information, please contact me anytime. A city that implemented bike routes really well is Calgary - you could probably steal some of their ideas!
I have lived in many smaller communities in BC, and Trail is actually very good as far as walkability goes. It is not super b ike friendly, but I think that has more to do with layout and is not easily solved. I also hear some of my neighbours comp lain about

snow removal on sidewalks, but actually Trail does so much better than anywhere else I've lived, that I think people are a li ttle bit spoiled! Good job Trail!
I feel a change in the transportation avenues in downtown Trail would improve access to the downtown core. One lane streets, more parking room so vehicles aren't sticking out in to the driving lane, bike lanes for safety and less use of cars in the downtown core would help.
Clean up Downtown- around Bank of Montreal, Colander , CIBC and Pharmacies. It gets darm at times !!!!!
Thank you for doing this!
It is very important in my opinion to keep access open to nature and trails in this area. The children and vyoung population of Trail needs nature to maintain their balance to the very urban living conditions.
The homeless scare me walking downtown to shopor wait for yhe bus.
Fix the roads!!!!
Our local trails are getting busy, so expansion would be welcomed!!
So happy that the city is planning this. We are all trying to be environmentally conscious as well as keeping active as part of our life.
Thanks for this survey!
Love living here, looking forward to any future improvements!
We need more commuter trails for bikes to makebiking safer. The Tech 100 is not a safe highway to bike on.
Please complete the trail connection between Fruitvale, Montrose, Trail, Warfield and Rossland ASAP. Thank you!
This survey is poorley designed. Its leading and suggests the city already has a desired outcome. Im a scientist so you might want to do a betterjob at hiding survey bias this is too transparent
Homeless situation is wrecking our town. Council completely misrepresenting the social fabric of our community on this one f or a group that willnot be returning to functioning citizen category.
Bike lanes are missing throughout the community and create unsafe conditions. In addition, bicycle parking needs to be improv ed throughout community.
the exit to Railway Lane should be kept clearer of snow and ice in the winter. It's hard to get out with enough speed to go up the hill to Warfield and in time not to be hit by an oncoming car. Please plow, salt and clear as if it were part of the sidewalk .
I don't live in Trail but I visit often to ride the Bluff trails.
Lets hope that our drug/homelessness problem gets better in yrs to come! Thanks

Intersection at 2nd Ave. and Bailey St. in east Trail is of great concern for safety of pedestrians - school age children, cyclists, shoppers etc.Should be an alert to drivers that people will be entering intersection on a green light.Have seen many close calls and know of several people who will not use that intersection.
Live in Rossland and spend a lot of time in Trail.
make a dog park, improve bus service to nelsonfrom trail
I love living in Trail and appreciate the effort to improve.
Everyone should be allowed to run for mayor and council Even municipal workers
the increase of commercial traffic on old waneta rd isbecoming a great concern. New homes and roadway being impacted.Change to no com veh . takealt route.
A safe way to walk or cycle from Tadanac to the rest of Trail would be well utilized by the residents and considering the new daycare to be builtin the neighbourhood the need is only going to increase. Right now walking downtown is basically outof the question and cycling on that busy section of highway is dangerous and not something I wouldconsider letting my kids do.
I love Tadanac but it needs a connection downtown that doesn't risk death by F-150
I think it is important that citizen of Trailhave input to all major changes i.e. bus loop, that the city is planning
Need improvements to walk/bike from Tadanac toTrail, gyro, downtown
Having a safe sidwalk to walk or bike to townfrom tadanac would be amazing
We need more transportation options for Tadanac. We have none except for vehicle
Would love to see multi use trails connectingall the neighbourhoods in trail and surrounding communities. Improved Bus transportation also needed.
Would love it if there was a walking trail from tadanac to trail
Congrats to Trail leaders for investigating active transportation opportunities
Thank you for working toward more access for us to walk or bike. For people with no choice about transportation but to walk ; I think they should take priority. For access to the new Day Care center; walking access may be required for some.
Would like too see bus route Reinstated with better time schedule than what they had two buses a day doesn't cut it
Survey too focused on trails; seems like thisis the desired outcome of the planners. Instead focus on safety, connecting children safely betweenneighbourhoods. It is absolutely horrible that there is no connection for kids between Tadanac and other parts of the community. This HAS to be a priority. Lots of kids have moved into Tadanac. The Trail OCP should have a plan for a walking and biking path from Tadanac to downtown.

When we first moved here we were excited to become a part of a smaller but greater community. Though over these past few years has our down town area has become increasingly an unfriendly,unsafe place to go to. Let's not be afraid to tackle theha rd issue. We can be sensitive to those in need of help at the same time look after the needs of the many. Hi
I appreciate that the City is concerned with current issues and is looking to make improvements. This is a great step forward so thank you to allinvolved.
Busses need to be brought back to tadanac andoasis. Sidewalks need to be looked at and maintained
I live in Rossland but work/shop in trail
More buses for Binns, shuttles between Rossland and Trail when the buses stop as a safety percautiob
I think signage for bikes and walkers to use walking bridge
I often drive to a destination to start my recreational cycling. The reason is primarily the missing infrastructure between downtown and the Gulchand between Glenmerry and Waneta.
Improving walking and biking connections to downtown would improve presence of community in downtown core and businesses
If you want to do anything in Trail you have to either drive, ask a friend or spend three hours of your day waiting for and then riding on a bus.Taxi is too expensive.
Thank you for soliciting feedback and ideas. This town has a very walkable and rideable layout but improvements are always welcome.
I think I stated my concern
Walking/Biking paths need to be improved all over the Greater Trail area
I would like to bike to work from Columbia Gardens but it's far too dangerous as there isn't any trails, and I would have to bike on the main highway.
a connection from Rossland to Trail would be amazing. It is easy to get to warfeild but once you near trail there is no easy way into the downtownor even access to your new walking bridge. You can't feel safe leaving a bike or stroller outside any store because of the vulnerable population that continues to increase and become more aggressive.
I'm pleased to see this proactive approach tosuch unsafe issue in our community.
Please implement safe injection sites in trailand enforce this to citizens of the streets. I want a better inner city for youth who live inner city and watch people inject on the streets. At times I do not feel safe walking in downtown Trail because of similar sightings. Please be proactive in creating more affordable living spaces that isrent controlled. Please make our food bank services more accessible to youth with food security issues.
We need Path connecting Fruitvale to rosslandso people can get to work without risking safety by sharing the road

I have lived in other communities, in Canada and abroad that had safe, green pedestrian and cycling infrastructure. The lack of designated walking and cycling options in and around Trail Trail diminishes quality of life, physically, mentally and environmentally. I would love to access my job downtown from my neighbourhood of Tadanac but do not feel safe sharing the road with vehicle traffic walking or biking. I feel that given the global climate emergency, sustainable transportation is essential
So many people are now travelling by foot, bike and ebike. We need to add more infrastructure to keep people safe and attract more people to this area. Also, a parkade at the arena for workers in the downtown area to park in, would free up some parking spaces downtown, and maybe then we could streetscape adding more sidewalk space, patios, parks etc downtown.
Lived in Trail previously. Returned in 2021.
I think the City has done a great job with making Gyro park beautiful (thank you). More lovely (wider) walk ways throughout the town would be great if possible.
Thank you for this survey.
Would like to see improvements on Canada Trail to Castlegar for bikes There needs to be a bike Trail from the east end of Glenmerry bto the mall More walking trails along the Columbia (eg from below the S hill to Rock Island)
I try to do most of my shopping without the need of any transportation, I either Bike or walk by myself or with my family. There is a serious lack of safe walking / biking to Waneta to reach the mall, Canadian Tire or Walmart. The city should buta dedicated walking biking trail along the river to Waneta as a backbone to expand upon for the citizens.
Live in Warfield, but work and play in Trail!
While I support a healthy and active community, I am strongly against an easy walk into my neighborhood. Our kids enjoy the freedom of safety that our drive-to neighborhood provides. Our closest connection would be to the area of downtown where there are so many issues with crime and harassment for money from those afflicted with addiction. Please keep our kids protected from this kind of confrontation!
Trail is my nearest big town and I go there frequently for business, shopping and recreation. I would love to see bike and trail options improve and I'm sure there's lots of accessibility issues for people on scooters or in wheelchairs
Bike lanes! As much as people oppose them, they benefit everyone, keeping bikes away from motor vehicles and impeding traffic. Riders are kept safe from not having to ride in traffic. Everyone wins.
Worked in Trail for 45 years and live in Rossland
Please make it more bikable! We would definitely use bikes year round if the paths were safer and connected better.
I live in Rossland, but Trail is a hub for me and better bike access would mean I would do errands via bike instead of always by car
I work in Trail
Good luck. Hope to see some improvements to the infrastructure.

I use an electric wheelchair and find using handidart very difficult b/c if I go to Fruitvale (dentist) I can only return at 2:30 even though app't ends before noon. Going downtown must return at 3:00. No service on weekends. No movies for me!
I work in Trail and commute from Rossland.
think regional and connect all communities
I feel that having a walking and bike trail between the down town core to Waneta (Walmart) would be a benefit to all. Currently walking or bikingon the highway is very unsafe. Our highway does not have a suitable shoulder to safely use. As wellas poor lighting. A paved bike path, walking trail along the river connecting Sunningdale to Wanetais top priority in my mind.
Small busses for local routes, more regional connection options route 98,99, sidewalks, and connected bike trails
As a senior living in the waneta area above the mall, would love to have a safe route to bike or walk to the downtown core. It would be wonderfulto have a safe route from the downtown core all the way to Walmarta river walk, and bike route from Gyro park all the way to Walmart would add so much to our community.
Better, more frequent bus service to the hospital.
There really needs to be a safer way for people to walk or bike from warfield to trail. The highway is not safe. Back roads aren't an option.
It would be nice to see repairs done on the railings on Glover hill. The pieces of wood stuck up over 4 years ago should be removed and the railing repaired properly.
Clean up the main bus transfer area. It is anembarrassment! Pressure washer!! Why is there no bus stop at the library? Need a test at the hospital? Hours before a bus will take you back downtown. Many seats are too high for shorter people and cut into the back of legs. And big signs to have passengers keep their feet off the seats. Really disgusting and disrespectful. Hard to teach common sense. Thanks for your interest and consideration.
I appreciate the work you are doing to betterour community for the current population and the future. Thank you :)
I live in Rossland, But work, shop and recreate in Trail.

Mapping: Comments

General Comment	This doesn't work
General Comment	Bicycle lane needed from Gyro Park to Sunningdale.
General Comment	This is a wonderful feature of the survey!Very innovative!

Important Destinations in Trail	The raven's rock trailhead is generally only accessible by vehicle but there is such limited parking in order to access this hiking route
Important Destinations in Trail	No bike lanes
Important Destinations in Trail	There is no parking and anyone sick cant walk ahill!
Important Destinations in Trail	Riverside Avenue is in atrocious condition as well as the sidewalks. Safety hazards!
Important Destinations in Trail	All types of travel. Bridge Loop Walk needs improved access to Victoria St Bridge walkways for those with mobility issues
Important Destinations in Trail	Trail is missing out on mountain biking/hiking trails that can be a destination for many people as shown by local people and others coming and enjoying the existing infrastructure especially in the spring. Not enough infrastructure to keep citizensenjoying the area but need to go elsewhere to experience better conditions
Important Destinations in Trail	Bike or walk
Important Destinations in Trail	Walk or bike
Important Destinations in Trail	Cleaning up downtown area of homeless people andimproving some of the sidewalks
Important Destinations in Trail	bike access on the Victoria St. Bridge
Important Destinations in Trail	Create a walking & biking trail from Randall Creek to Waneta (Rock Island)
Important Destinations in Trail	Create this area into a recreational park linkedto the biking and walking trail from Randall creek
Important Destinations in Trail	More for kids/play area
Important Destinations in Trail	Better access/sidewalks and crossings
Important Destinations in Trail	Public transportation
Important Destinations in Trail	Gymnastics for kids. Better sidewalk crossings/safety for kids
Important Destinations in Trail	Pride Gym. Teenagers use all the time- unsafe area due to homeless
Important Destinations in Trail	Traffic congestion is a major issue in marigoldand carnation. Having cross walk lights and sidewalks throughout the area would be beneficial. Asthe new school build goes forward could the city work in partnership with school board to address traffic congestion
Important Destinations in Trail	Would like better and safer walking areas for mykids to walk to and from gyro from west Trail

Important Destinations in Trail	Need better bike security / lock up at the rec centre
Important Destinations in Trail	Lack of secure bike racks near College, and downtown in general
Important Destinations in Trail	Hill.steep and busy, only 1 point of access
Important Destinations in Trail	Its a long long way for any form of active transport which is the form that many un weathly people have to use, to get to the major affordable shopping centres
Important Destinations in Trail	Better signage/ maps
Important Destinations in Trail	I have mobility issues and would like to visit my kid in Shavers Bench from where i live in Fruitvale independantly and safely
Important Destinations in Trail	Dangerous for biking and walking no where for bikes and walkers to be on the highway
Important Destinations in Trail	Dangerous to cross second Ave. Need pedestrian crossing light.
Important Destinations in Trail	No secondary exit
Important Destinations in Trail	Would be great to have more access to walk to Teck
Important Destinations in Trail	Need a path along the River to avoid Rock Islandhill along the highway traffic
Important Destinations in Trail	Enclosed Dog park & safe walking options
Important Destinations in Trail	Streets and house numbers are a disaster. Justtry and find an address. Streetsand Ave.have no standards .Streets are supposed to run north and south Avenues east and west .
Important Destinations in Trail	Accessible bike lane from trail, possibly alongthe river, would be great
Important Destinations in Trail	Safe cycling pathway connection between downtownand Waneta is needed.
Important Destinations in Trail	Increase quantity of trails in area.
Important Destinations in Trail	Only sidewalks in some areas
Important Destinations in Trail	Maybe add bike route around downtown bridges
Important Destinations in Trail	Improve trails for walking along riverside
Important Destinations in Trail	Buss
Important Destinations in Trail	I work downtown Trail and would like safer walking during winter time, bridge sidewalks, pedestrian bridge, and from Sunningdale to the bridges needbetter maintenance.

Important Destinations in Trail	Downtown is lovely and walkable. Needs more bikeinfrastructure and pedestrian crossing signs
Important Destinations in Trail	There is no safe way to cycle here. Separate lanes are essential as traffic intentionally tries to drive cyclists and runners off the roads.
Important Destinations in Trail	More bus routes
Important Destinations in Trail	With pairing to hose the winter games, the rosslandave hwy is a major eye sore any season. There are many run down buildings that could use discounts or encouragements for face lifts. The whole world will be coming down that corridor , it could use a new look
Important Destinations in Trail	This would be the best spot for an enclosed dogpark. With a bit of design/landscaping and fencing it is possible. The public has been asking and asking for a dog park. Its a high traffic area for people with dogs, theres ample parking near and around that area, or even into the trees on the right hand side of the Y in sunningdale coming from trail is a great accessible location to build into the trees for parking and dog roaming.
Important Destinations in Trail	Be really great attraction to have a winter lights display and skating rink in the winter in trail. This location or sunningdale lower park would bea great attraction for it also. This city needs more. Castlegar, Rossland, they all TRUMP Trail inlocal activities.
Important Destinations in Trail	This location would be great for a neighborhoodhouse or daycare center. It would be great to see the city offer and collaborate to make sure this type of care is accessible to everyone. Not just teck and hospital. The new unicorn daycare isn't even on a bus route its not accessible for everyone.
Important Destinations in Trail	Could improve wheel chair access also or and skateboarding.
Important Destinations in Trail	Be able to get to transit by bike or wheel chairand or any other means of transportation to go shopping or get home.
Important Destinations in Trail	By bike or any other means of transportation
Important Destinations in Trail	By any other means of transportation such skateboarding, wheelchair and or bike
Important Destinations in Trail	This is my neighbourhood that you cannot come and go from without a car. There is no safe place to bike into town and there is no bus route.
Important Destinations in Trail	Unsafe navigating back to Rossland from KBRH (safer going there as it can involve right hand turns at mcdonalds and using the big pedestrian bridge.But coming back involves left turns or going on busy highway over the big bridge
Important Destinations in Trail	Or walk
Important Destinations in Trail	Dont want to bike along highway

Important Destinations in Trail	Bike infrastructure (bike racks) don't exist well at the Arena or in the parking lot
Important Destinations in Trail	Walking options could be enhanced to encourage more usage (it is already well used but could be further connected as an urban trail system within the city)
Important Destinations in Trail	Too dangerous to bike to school now
Important Destinations in Trail	Access to the hospital, given where it is, isn't the best.
Important Destinations in Trail	The airport has lousy access except by car.
Important Destinations in Trail	Need to have more activity taking place in thisbeautiful and unique esplanade.
Important Destinations in Trail	Safe sidewalks along the main highway 3b.
Important Destinations in Trail	Yoga studio
Important Destinations in Trail	Library and museum. Important destination for seniors and families
Important Destinations in Trail	Again recreation centre important destination toseniors and families
Important Destinations in Trail	Walking or biking. Loss of connection between two great walk paths.
Important Destinations in Trail	A bike route along major road to downtown or atleast to Glenmerry where you can access downtown on less busy road.
Important Destinations in Trail	No bus stop, no sidewalk.
Important Destinations in Trail	Theres no clearly defined bike paththat can accommodate a recumbent trike.
Important Destinations in Trail	No control of dogs so there is dog waste everywhere
Important Destinations in Trail	Looking for additional foot connections from Tadanac
Important Destinations in Trail	Fort Shepherd Accesses
Important Destinations in Trail	Bus route improvements
Important Destinations in Trail	Bud route improvement for dance studio
Important Destinations in Trail	It would be nice if this had more developed trails so the environmental impact would decrease due to people bushwacking with on and offroad vehicles.
Important Destinations in Trail	Downtown. Bike lanes on main drag and bridge would be nice.
Important Destinations in Trail	Snow clearance on sidewalks up the hill to the school/hospital was awful.

Important Destinations in Trail	Trail signage would be great, I would have to drive to access as I don't live closeby
Important Destinations in Trail	Road signage to indicate the trail exists rightafter the curb here would be nice
Important Destinations in Trail	I know there's a trail here somewhere, some awareness of its existence would be nice
Important Destinations in Trail	Overall downtown core in need of support to become vibrant again.
Important Destinations in Trail	there should be a bike lane to the hospital andhigh school
Important Destinations in Trail	Improve riverfront/ river bank walking trails and sidewalks
Important Destinations in Trail	Improve existing river bank parks to have more vegetation and less open ground.
Important Destinations in Trail	Preservation of vehicle parking area for cyclists after housing expansion.
Important Destinations in Trail	Add walking path or sidewalks through sunningdale to connect to river walk. Safety improvement
Important Destinations in Trail	Build pathways through green space in glenmerryalong with sidewalks. It would be nice to walk through parks instead of on roads with no sidewalks
Important Destinations in Trail	No bus services on most evenings or Sunday's to access medical services
Important Destinations in Trail	No bus services on Sunday's or most evenings for shopping
Important Destinations in Trail	Car
Important Destinations in Trail	Work to connect all trail networks so people don't have to drive to trailheads
Important Destinations in Trail	connect with a trail to other area trails
Important Destinations in Trail	Nice walking paths but bikes do not feel as welcome at Gyro.
Important Destinations in Trail	New daycare centre will greatly increase trafficand there needs to be safe walking paths
Important Destinations in Trail	Daycare Centre with no pedestrian or bicycle access from Trail
Important Destinations in Trail	No pedestrian or cycle access to this park/playground from Trail.
Important Destinations in Trail	You can only travel to this park if you live there or have a car
Important Destinations in Trail	Walk or nine to gyro from tadanac
Important Destinations in Trail	Need area to walk on Stoney creek road as well as west Trail approach.

Important Destinations in Trail	We have no safe way to travel from Tadanac to Trail proper
Important Destinations in Trail	Trail library is an important part of the community and should be accessible to all who would like to use this service
Important Destinations in Trail	Better access by pedestrians and by bike to helpalleviate the need for additional parking.
Important Destinations in Trail	Better kept walkways in inclement weather so allcity dwellers can access gyro park and facilities. Sidewalks are not kept in good condition in winter months.
Important Destinations in Trail	Maintain access to walking bridge on east and west sides of rivers. Sidewalks are in poor condition during winter months making walking difficult.
Important Destinations in Trail	Bus stop
Important Destinations in Trail	Add “all of the above” to both options above. Tadanac has no access to any of these without walking as very dangerous route. There is a safer route on the road outside Tecks fences, but Teck guards that way as well. No public! Trail and Teck need to work together to find a way to solve this problem. They should have done a long time ago whenTeck closed all routes through their property.
Important Destinations in Trail	need access to walking bridge for crossing the river
Important Destinations in Trail	Need bike lane access to Skywalk. Current access to skywalk is confusing and unsafe, and very unappealing going through that neighborhood
Important Destinations in Trail	being able to bike, for all the sporting eventsthat happen at Haley field. Rossland kids would ride down to soccer and baseball but must cross a major highway with unmarked routes.
Important Destinations in Trail	increase the river front trail and have it expand down river or tie into the far side of Glenmerry
Important Destinations in Trail	Challenging to access from the downtown core.
Important Destinations in Trail	I frequent this park often with my children although I find it very unsafe do to the drug use and crime. This park could be so much more of an anchor for the downtown just look what Kelowna did with their park where they built the out door rink.
Important Destinations in Trail	Library
Important Destinations in Trail	Grocery store, pharmacy, etc
Important Destinations in Trail	Bus
Important Destinations in Trail	Employees may be able to ride to work if the Railgrade is improved and there is a dedicated bike lane established that tleads to Teck….climate change initiative you could Brag about!!

Important Destinations in Trail	Busy streets, narrow sidewalks, no designated bike lane or bike rack to lock bike
Important Destinations in Trail	Bridge is dodgy to travel on bike, sidewalk notsuitable for bike, no designated bike lane
Important Destinations in Trail	No proper bike trail connecting Warfield to Rossland that is suitable for biking while pulling chariot with child inside (rail trail is too rough) maybe paving a trail that connects both municipalities would be great? Highway not suitable for biketravel because of so many semis travelling on it
Important Destinations in Trail	Could use bike racks nearby
Important Destinations in Trail	Bike access to trails above
Important Destinations in Trail	Could improve the pathway along the river from the old bridge east to waneta. Maybe even make a loop here
Important Destinations in Trail	Wayfinding to the walking bridge is needed to re-direct riders to this safer route. The highway and bridge are not safe for active transportation
Important Destinations in Trail	Safe route needs to be created.
Important Destinations in Trail	Green Link Trail linkage from Warfield and Rossland vital.
Important Destinations in Trail	Green Link Trail linkage from Warfield and Rossland vital.
Important Destinations in Trail	The South Kootenay Green Link Trail should be extended our to Beaver Creek Provincial Park.
Important Destinations in Trail	Downtown Trail could use a revitalization with increased foot and active transportation traffic.
Important Destinations in Trail	Wayfinding to existing trail network needed.
Important Destinations in Trail	Add sidewalk between Webster and Whitman way. It's hard to walk the short distance on the road.
Important Destinations in Trail	tourist stuff
Important Destinations in Trail	Need bike racks or safe spot to park bike and not risk being stolen
Important Destinations in Trail	Need bike racks or safe spot to park bike and not risk being stolen
Important Destinations in Trail	A bike park and pump track was in the initial building stages in this area a few years ago and unfortunately stopped due to lack of funding and support. This could be a great addition to the community and has the potential to connect to additionaltrails to montrose/fruitvale
Important Destinations in Trail	Bus schedule inadequate

Important Destinations in Trail	Finish the walk from the west side of the foot bridge to the library and walk by the river
Important Destinations in Trail	There is a lovely walk here and a trail should be built above thw high water mark
Important Destinations in Trail	safe secure storage for bikes needed for both students and staff
Important Destinations in Trail	safe secure storage for bikes needed for hospital employees, visitors & patients
Important Destinations in Trail	Trail Campus of Selkirk needs safe, secure, welllit storage areas for bikes.
Transportation Issues	Wider Sidwalks
Transportation Issues	Make the riverwalk attach to the walking bridge
Transportation Issues	Sunningdale is missing sidewalks on the main roads which is dangerous due to the speed of vehicles
Transportation Issues	The two way stop here becomes extremely congested especially as the high school and elementary school let us as well as at the end of the work day.It's a major safety concern for pedestrians
Transportation Issues	Drivers come through way too quickly and it'sa safety concern for walkers and young children
Transportation Issues	Not just in this location but throughout the city wheelchair/stroller/walker accessibility is terrible after a snowfall and I've seen many peoplestruggling to push walkers through gi ant heaps of snow at cross walks left by plows
Transportation Issues	Designed bike lane so cyclists are not blockingtraffic.
Transportation Issues	No cycling lane
Transportation Issues	In need of more sidewalks, for the safety of allpedestrians. This is a major route to school for many children.
Transportation Issues	An alternate, off-highway route for connectivitywith the Waneta and Beaver Valley areas would be beneficial
Transportation Issues	Sidewalk ends at entrance to Sunningdale
Transportation Issues	This short stretch of sidewalk is the only sidewalk in all Sunningdale
Transportation Issues	Covered stairways, in general, are poorly maintained
Transportation Issues	Too many turning into or from Gas station, not enough setback from intersection.. Can hardly wait till the other station opens.. It will be "interesting"

Transportation Issues	For all modes, the connection from the Skywalk Bridge to the Esplanade is long overdue for improvements that eliminate the tight corners as well aspoor visibility
Transportation Issues	Uneven sidewalk, hard to rollerblade, skateboardor safely walk
Transportation Issues	There's no walking light at any of the cross walks, you have to look to see if the opposite way is green and even then have no idea how long you have to cross
Transportation Issues	This area needs attention and review for safetyand the one hill being access for emergency and school use is doubling thr amount of traffic in w very condensed area.
Transportation Issues	Kids crossing from the school across the highway. Very dangerous
Transportation Issues	Highway drive is HORRIBLE to walk down with children. The sidewalks are all broken and there aren't enough cross walks for such a long road!! There should be sidewalks on both sides too because the bus stops are dangerous in the winter especially.
Transportation Issues	I would love to walk from Glenmerry to the mallbut it just isn't safe!
Transportation Issues	Please fix the stairs. They are in need of somehelp.
Transportation Issues	Adding stairs here that go straight down to thewalking bridge would be really nice and save unnecessary walking
Transportation Issues	No sidewalk, or the sidewalk isn't ploughed.
Transportation Issues	I know this is unlikely, but it would be great to have a walking/biking bridge here. I live up at the end of Daniel, and walk to the rec center using the new bridge. It'd be nice to have a shorter route
Transportation Issues	no safe are accessible trail system from Glenmerry to Waneta for any mode
Transportation Issues	Needed bike lanes across the bridge and thru town
Transportation Issues	Unable to safely walk. People feel unsafe.
Transportation Issues	Should be a 4 way stop. Someone is going to getseriously hurt. Cars speed up and down all the time.. I've seen many accidents here at this intersection..
Transportation Issues	This bridge needs to go. It leads nowhere except private land, which is trespassing. the only use that this bridge receives is from drug dealers using it to move product unnoticed. CLOSE THIS BRIDGE!!!
Transportation Issues	Glover Road is very well used by pedestrians. Ilive on Milligan and rarely go up or down the hill and don't see someone walk. It is shamefully in need of an update. Not the band aid repairs of the past, but a major facelift.

Transportation Issues	The crosswalk from the new 7 Eleven to McDonald's feels like an accident waiting to happen, I have asked my kids to never cross there.
Transportation Issues	A more grippy surface on all the stairs (not just these ones) would be nice. You have to walk quite slowly and carefully when it's icy. Also, many of the stairs slope slightly downhill, probably due to settling over time, when they should be flat or sloping slightly towards the hill. That's much harder to fix, though.
Transportation Issues	Riding bikes across the bridge, especially withour kids, feels like a death-defying experience. We try to ride to the right hand side, but there'smassive gutters. If we ride on the pedestrian walkways, it's unsafe for everyone, and it feels likewe will launch over the railing. If we ride right in traffic to avoid the drains on the side, the cars don't know what to do.
Transportation Issues	The cross walks here don't make any sense for pedestrians. And going downriver, the sidewalk just ends, but then picks up again past The Legion.
Transportation Issues	There is no good way to ride a bicycle up or down the Gulch.
Transportation Issues	Going from downtown, across the bridge to Gyro,there is no good way to connect to the sidewalk going upriver except to go across the grass.
Transportation Issues	Going towards the bridge, there needs to be a way to connect with the sidewalk going downriver. There is a well-worn path on a steep embankment, this should tell you how many people would like to see an improvement here.
Transportation Issues	Sidewalks
Transportation Issues	Sidewalks
Transportation Issues	the sidewalks are appalling
Transportation Issues	no bike lane or access
Transportation Issues	No sidewalks
Transportation Issues	People wanting to walk or bike to and from Waneta area have to do so via the highway. By creating the Randall creek to waneta trail would allow people to safe access to and from Waneta.
Transportation Issues	There is not enough signs for drivers to know there is a crossing. Speeds should be lowered.
Transportation Issues	No crossing lights, it us unsafe to cross with traffic at highway speeds.
Transportation Issues	Homeless
Transportation Issues	Homeless

Transportation Issues	Sidewalks for people to walk in Glenmerry, especially children walking to and from school.
Transportation Issues	Sidewalks needed for all residents on laburnum and Glenmerry
Transportation Issues	City Bus stop needed
Transportation Issues	Pride Gym. Teenagers use but too many homeless/fights ect
Transportation Issues	Lots of the railings, covered stairs, sidewalksin west Trail are old and failing. I know of multiple roof sections in real need of repair
Transportation Issues	Unsafe crossing during school hours
Transportation Issues	Traffic congestion is a major issue on marigoldand carnation. Having cross walk lights and sidewalks throughout the area would be beneficial. Asthe new school build goes forward could the city work in partnership with school board to address traffic congestion
Transportation Issues	Access from sidewalks and roads is congested ateither end of the walking bridge especially for bikes (tight corners, challenge to safely navigateespecially when there are other users;, lack of ramped access from Bay Ave)
Transportation Issues	Main routes from West Trail to downtown are treacherous for cyclists - roads are steep and often have potholes; roads are narrow and winding and often have loose gravel making the routes dangerous with motorized traffic; sidewalks are too narrowto share safely with pedestrians (or non existent)
Transportation Issues	Lack of crosswalks and sidewalks for residents to walk and kids to walk to school safely.
Transportation Issues	Improved well-signed and safe (pedal, walk and ebike) connections to Warfield, Rossland and Beaver Valley
Transportation Issues	Glover road needs a major improvement. The upperportion of the street is eroding on to the lower street, there are many “pot holes” that appearin the same spots every due to under water creeks.
Transportation Issues	Walking / biking lane needed on Hwy 22A as thereis a lot of truck traffic there and no safe place for residents and locals/tourists to use.
Transportation Issues	Cars frequently use this alley as opposed to Nelson Ave. They speed down the alley, there is a hidden stairwell that comes up from b-street park andthere have been near misses of people being hit by vehicles at the top of these steps. I am concerned that there may be a child or other hit by a vehicle as the cars do not slow down.
Transportation Issues	Walking / bike lane needed along major highway route as currently not safe to use to commute to work.

Transportation Issues	A good section of the sidewalk along the road between old bridge and walking bridge is in rough shape.
Transportation Issues	Sidewalk simply ends with no safe passage to thecrosswalk near parking lot. If walking on that side of 2nd Ave you have to walk on the road at theright time to avoid traffic to get to Third ave lane or parking area to get to crosswalk.
Transportation Issues	Permanent walkway/ bike path
Transportation Issues	Better walking / biking path along highway fromGlenmerry to downtown
Transportation Issues	Bike lanes needed from downtown to Trail airport
Transportation Issues	Biking / walking trails from downtown out casinoroad
Transportation Issues	Glover rd is garbage
Transportation Issues	Sidewalks are not clear to walk safely.
Transportation Issues	There is no safe connection from glenmerry to the waneta areas
Transportation Issues	Unsafe to access Highway turning left.
Transportation Issues	Drivers turning in to Chevron. Should not be allowed to turn left across Pine Ave.
Transportation Issues	Bottle Depot should be relocated to allow more accessibility. Also safety concern with illegal U-turns.
Transportation Issues	Street is in need of major upgrade
Transportation Issues	Sidewalksare terriblealong all of Binns streetand back down glover hill. Road is in need of major improvements and widening.
Transportation Issues	Sidewalks terrible railing broken or rusted outconcrete pillars in major disrepair unsafe
Transportation Issues	We need bike connector trails from rossland to trail, and throughout Trail to feel safe riding through traffic, and not on the highway.
Transportation Issues	Streets crossing hwy 22 are very dangerous
Transportation Issues	Need bike friendly roads
Transportation Issues	Crosswalk at the y - lots of people walk this route
Transportation Issues	a proper pedestrian crossing is needed with flashing lights

Transportation Issues	a safe pedestrian controlled crosswalk with flashing lights is needed here. many vehicles speed up and down here excessively and will not stop for pedestrians
Transportation Issues	Bike lanes are missing everywhere in towns and to connect with other surrounding municipalities
Transportation Issues	Walking trail from base of S hill to Waneta plaza
Transportation Issues	Need a safe biking path from base of S hill along the river to Waneta Plaza
Transportation Issues	Walking bridge or access for high school students to cross safely.
Transportation Issues	Lack of sidewalks and bike lanes
Transportation Issues	High traffic, school crossing/entrance. No traffic light, sidewalks or crosswalks
Transportation Issues	This two-way is extremely tight, the visibility is unsafe, and the grading starts to decline in a steep manner right after a tight turn. People often have to yield to other vehicle similar to what is done on one-way bridge. This turn is dangerous for all modes of transportation. WSP should conduit a tracking study of the whole Daniel street to downtown route.
Transportation Issues	The section of road connecting Wilmes to DanielStreet is abnormally steep and vehicles coming down onto Daniel cannot always stop on time. This is unsafe for all modes of transportation especially in the winter or in low visibility conditions.
Transportation Issues	Very dangerous for people to access Trail by foot or bike. Only accessed by highway.
Transportation Issues	No connection from Waneta to trail. Only accessed by highway will minimal shoulder. Wheelchair users walkers or bikers have to contend with highway traffic with minimal shoulder
Transportation Issues	Highway down very small road with school bus stops and multiple businesses that are poorly accessible due to traffic
Transportation Issues	The intersection right across from City Hall is problematic for a few reasons. 1) vehicles coming down from Daniel Street cannot always always stop their vehicle on time when a pedestrian attempt to cross the street from the post office to City Hall. This is a long road to cross esp. in snowy conditions. A pedestrian cross-walk with a yellow flashing traffic light would increase pedestrian safety. The left turn from Spokane to Pine is challenging due to visibility issues.
Transportation Issues	No sidewalk
Transportation Issues	No safe bike lane
Transportation Issues	Bridge deck is often very slippery/icy

Transportation Issues	Would be safer to have designated walkway aroundSunningdale since it's a popular walking loop.
Transportation Issues	Covered stairwells have issues with garbage andsome steps need repair.
Transportation Issues	Build up the austere walkway along the river from the S Hill to Old Waneta Road. This will give a safe and reasonable level access path for pedestrians, cyclists and more.
Transportation Issues	No bike lanes in trail, especially along Highwaysection. An alternate bike path route would be ideal
Transportation Issues	Unable to walk safely from Tadanac to downtown Trail
Transportation Issues	Existing sidewalk isn't wide enough given thespeed of vehicles going by and the types of vehicles -
Transportation Issues	Could be a nicer circle route with new walking bridge
Transportation Issues	Unfortunately this area attracts people with issues of substance abuse and homelessness. As well it isn't a pleasant connection from the esplanade path to the walking bridge.
Transportation Issues	Better walk way from Walmart to CT to mall
Transportation Issues	Cycling and walking on the Rock Island hill is asafety concern. Can Waneta be connected with downtown via a riverfront trail?
Transportation Issues	No safe bike access. Have to ride on highway
Transportation Issues	Can't get a stroller, bike or wheelchair throughhere
Transportation Issues	Can't get a stroller, bike or wheelchair throughhere
Transportation Issues	Can't get a stroller bike or wheelchair down toColumbia, just stairs
Transportation Issues	Lack of safe cycling routes through the downtowncore
Transportation Issues	Bike lane/walking lane from Trail to Teck/Tadanac
Transportation Issues	Bik/walking trail for safety from Miral Heightsto mall
Transportation Issues	one of the only long flat stretches for cyclingand walking needs sidewalk or right of way
Transportation Issues	Highway is narrow with poor choices for avoidingor navigating around the bottleneck
Transportation Issues	No flashing lights for crosswalks along this street with multiple lanes of traffic.

Transportation Issues	Upgrades and cleanup to starwells and paths.
Transportation Issues	Can be sketchcy walking downtown with drug activity and mental health issues.
Transportation Issues	No side walks and no bike lane to get to high use bike trails. Have to walk on road to get in/out of this area.... dangerous curves in road No busroute
Transportation Issues	Walking along highway to downtown is scary. No real area to walk or bike down the dump hill.
Transportation Issues	No sidewalk/connection of downtown to mall etc
Transportation Issues	Connection from Devito Drive to Glenmerry
Transportation Issues	Need a sidewalk to the bus stop and antique store
Transportation Issues	Some areas along highway drive have no sidewalks, only painted areas that vehicles are sometimes parked on forcing walkers to take the road
Transportation Issues	BIKE LANES!!!!
Transportation Issues	BIKE LANES
Transportation Issues	Very steal roads and sidewalks are not well maintained and are quite old and cracked
Transportation Issues	The narrow sidewalk along riverside avenue between the footbridge and downtown seems dangerous being so close to the road. Taking groutage avenue isbetter and it works but it is a still a road and a nice sidewalk maybe nearer the river would improve the experience of walking the bridges Thank you
Transportation Issues	Put overpass or tunnel so Crowe students don'tcross highway,
Transportation Issues	Add overpass or tunnel for kids crossing highway
Transportation Issues	Lack of sidewalks out toward casino area once you leave the walking bridge
Transportation Issues	It's a main highway, i get that but we have no bike lanes
Transportation Issues	The crossing light for pedestrians is short andcars turning on to high way share same time to cross/turn, a dedicated turning light will create safety as pedestrian and cars won't share same crossing timeframes. I have witnessed many near misseshere, especially during the am when kids walk to crow from east trail/down town. Dedicated left turn lights would be ideal at this dangerous intersection

Transportation Issues	Homeless people are intimidating and in the winter sidewalks are too icy
Transportation Issues	Needs sidewalks
Transportation Issues	not much room for bike lanes anywhere in the city. Alternate routes may need to be identified.
Transportation Issues	Main roads needs sidewalk in Sunningdale. one side of hazlewood drive should be made no parking, and a sidewalk should be added to that side, allowing for safe pedestrian walking path for all of Sunningdale, to gyro park.
Transportation Issues	Biking through town/across the bridge is dangerous
Transportation Issues	It's scary to walk next to the highway. There isno buffer between cars andsidewalk and areas where a walker is trapped between the road and walls,where they have no where to retreat to if a car or logging truck looses control. Better connectionsneeded between the gulch and downtown.
Transportation Issues	Alternate walking trail to downtown. Make it accessible
Transportation Issues	No sidewalk. Cars ignore the speed limit and stop sign.
Transportation Issues	Huge potholes
Transportation Issues	There are no safe designated bike or running areas in Trail. Both cyclists and drivers are unaware of road rules. We should have better access to downtown by bike and improved safe access by foot in all areas.
Transportation Issues	More potholes.
Transportation Issues	Snow piled up and icy corner for walkers of allages that they have to walk on the highway to link back up to a sidewalk
Transportation Issues	Side walks are desperately needed. This area isheavily walked in all seasons and groups or singles are constantly in the middle of the road
Transportation Issues	Crossing unsafe
Transportation Issues	Unsafe crossing for children
Transportation Issues	See other comment about no safe way to bike intoTrail and no bus service.
Transportation Issues	The walking route available at this intersectionand extending to the high school is unsafe. The intersection is highly congested and no clear pedestrian walkway is available. Additionally, the road to the fieldhouse is far too narrow to be a 2 lane road, particularly during winter months

	whem plowing is subpar and snow accumulates on the sides causing students to walk on the very narrow road along with cars traveling to the school.
Transportation Issues	Very unsafe for a road bike to turn left at thisintersection. We need a safe bypass from downtown to the paved shoulder sections of highway 3B andHwy 22. It is extremely dangerous to have to ride on any part of highway through downtown cyclisttrapped by sidewalk edges. The cyclist must take the whole lane and be extremely skilled and fast to safely ride through downtown. Road cyclists cannot be using sidewalks either - not enough room andthere are no barriers, esp. near the gas stations
Transportation Issues	Sidewalk is needed for walking and being king between warfield and trail
Transportation Issues	Bike lane needed on highway near glenmerry. Verydangerous narrow highway
Transportation Issues	It would be nice to have bike lanes put in
Transportation Issues	Need bike lanes on highways for bike safety
Transportation Issues	Need bike lanes
Transportation Issues	Dangerous crossing
Transportation Issues	High school kids who live in Shaver's Bench run across the highway here. The other option is adding 30+ minutes to their route to walk down to theintersection with the tunnel
Transportation Issues	There are only stairs to get up to the main roadto cross the bridge
Transportation Issues	Complete the connection along groutage avenue between the pedestrian bridge and jubilee park
Transportation Issues	Biking across the bridge is not great
Transportation Issues	Few walking areas in city of trail even in neighbourhood s
Transportation Issues	to many people walking up the side of the highway here, its dangerous
Transportation Issues	Separated lane for biking or walking along the highway from Glenmerry to Walmart needed.
Transportation Issues	All along the Highway is dangerous on a bike. Need safe pathways for cyclists.
Transportation Issues	The area on the downtown side of the pedestrianbridge needs imorovement.
Transportation Issues	To have a bike lane or a sidewalk for people tosafely use to get to Glenmerry or down town Trail from the Waneta Mall or Walmart. To plant trees aswell for shade, or have benches would be amazing! It would encourage an active lifestyle, lower emissions and provide a means of safe travel for anyone.

Transportation Issues	Difficult access through Gulch to Warfield
Transportation Issues	There are no sidewalks on the residential Wanetaroad. Now that's it has been recently paved, speeding is an even a bigger concern. There's no sidewalks and vehicles and semis drive 80+ kms when the posted speed is 50 kms. So many close misses frombeing hit. They need a sidewalk and or stop signs, speed bumps to prevent a horrible tragedy from happening.
Transportation Issues	Walking and biking up the hill to the mall wouldbe terrifying
Transportation Issues	I'd like to be able to bike to Rossland ave from Sunningdale safely
Transportation Issues	Possible to create riverfront path?
Transportation Issues	Needing better sidewalk/direction between two great walking paths.
Transportation Issues	Biking along walk bridge/esplanade doesn't allow continued path for bikers to get up to cross bridge.
Transportation Issues	Needing sidewalk ramps for wheelchairs, strollers, bikes, motorized scooters.
Transportation Issues	Walking path and signage connecting bridges
Transportation Issues	It would be amazing to have a proper path connecting the circle between bridges for people to walk/bike including maintenance, safety & signage of paths. Our families favourite place to walk and bike are the bridges and the path all the way to gyro, the 'Y' in sunningdale. But there paths are not easily connected in all areas.
Transportation Issues	All corner sidewalk let downs need improvement in east trail for strollers, bikes, wheels chairs, motorized vehicles etc
Transportation Issues	There could be an improvement in side walls here. There isn't a great continuing path for bikes, walkers here. The side walk ends.
Transportation Issues	Would be nice to have a bike trail to ride fromRivervale/Tadnac in to Trail.
Transportation Issues	Would be nice if there was a longer trail thatis easy to walk. The loop is so short. Would be nice if it wasn't all concrete.
Transportation Issues	Riding bicycles on highways with vehicles is horrible.
Transportation Issues	Trail from Ross land down to trail is needed
Transportation Issues	There is no same bike trails in the trail area for commute
Transportation Issues	Electric scooters

Transportation Issues	Poor visibility and lightning
Transportation Issues	Needs sidewalks dangerous to walk along road. Heavy pedestrian teaffic
Transportation Issues	Staircases are not maintained. Lots of damage and garbage
Transportation Issues	Walking to Teail from Annable can be dangerous.Must go down Resovoir Road which xan be hazardous. And the stairways starting at Kitchener are notalways maintained. I always need to be extremely careful when using any of Trail's stairways. I wish there was a sidewalk from the Ray Lyn going into the Gulch. People walk aling the highway, butit's not safe since there isn't a real sidewalk.
Transportation Issues	Increased drug and crime activity downtown. I used to walk the bridges, but i don't like walking downtown anymore.
Transportation Issues	Sidewalk ends with no access for wheelchairs, scooters or strollers.
Transportation Issues	Sidewalk ends abruptly
Transportation Issues	In East and West Trail shopping areas as far as I can see, there are no bike lock areas. I used to bike places until my bike was stolen and I can't afford to replace it just to have it stolen again.
Transportation Issues	there is only a narrow ramp for bicycles and pedestrians to get to the bridge also very narrow between bench and railing before the bridge
Transportation Issues	in the winter the path from the bridge to the Groutage Rd is not in riding condition.
Transportation Issues	no biking trail from the bridge to the bay Ave and there is no bike line - very dangerous due to parked cars on this street - if you take the riverwalk it's to narrow for bikes and pedestrians
Transportation Issues	I would like to see a bike line on the bridge, I'm scared to cross on my bike on the highway and I'm not supposed to ride on the walkway
Transportation Issues	Put sidewalk on the River side of the road downto the walking bridge to allow better flow of walkers/bikers.
Transportation Issues	I'd add a cycling off-ramp here with a path connecting this point to the walking bridge.
Transportation Issues	Terrifying! There is no good way to cross this bridge on a bike. I'd recommend making the "Gyro" side walkway a bike-friendly lane. For cyclists, the three main routes to consider are: 1. Cycling straight through Trail (on the highway), 2. Through downtown (along the river) towards the walking bridge (and then towards the Aquatic center) and 3.Through downtown, across the bridge and then towards Gyro.
Transportation Issues	Very scary and unsafe on a bike. It would be easy to add a bike lane adjacent the highway in this area.

Transportation Issues	This used to be on my running route. Not anymore! It seems there is no time of the day where going down this alley would seem like a good idea. Thehomeless population blocks the alley because the shelter is open and accessible 24/7. I used to think Trail was the best city to raise children and I do not currently think that, and I do not feel comfortable walking with my children downtown.
Transportation Issues	The only truly safe way to bike this section inboth directions (currently) is on the sidewalk.
Transportation Issues	Needs an off-ramp going towards Gyro Park
Transportation Issues	Needs an off-ramp going towards the Aquatic center. Sidewalk ends awkwardly.
Transportation Issues	This would be an easy place to add a bike lane going to the "S" hill towards Glenmerry.
Transportation Issues	Heading from downtown and turning onto RosslandAvenue on a bike involves crossing two lanes of traffic. The only other option is to ride up the sidewalk on the wrong side of the road.
Transportation Issues	Directions to hospital could be improved for people unfamiliar with the area
Transportation Issues	Make streets one way. More room for biking, walking, parking, driving.
Transportation Issues	Accidents crossing bridge at intersection.
Transportation Issues	When McDonalds line up goes onto the highway, its a safety issue.
Transportation Issues	There are multiple entries and exits at this intersection onto highway drive from the gas station, car lots and other businesses. Creates a safety issue. The flow of traffic is cumbersome.
Transportation Issues	Traffic light possibly needed at this location.
Transportation Issues	Downtown, from Rossland Avenue through VictoriaStreet, lacks bicycle infrastructure at all
Transportation Issues	Lots of people cycle using electric bikes. Unfortunately, they are a hazard to walkers on the sidewalks. I believe Trail should pursue options
Transportation Issues	Vehicle speed
Transportation Issues	Vehicle speed
Transportation Issues	Roads in Sunningdale are horrendous. Been a resident for over 15 years and nothing has been done to fix the horrible roads. Fix them before some does some serious damage to their ankles or a biker falls as they catch a tire in the cracks or potholes.

Transportation Issues	The Gyro park yo Sunningdale walkway is a very busy area that would benefit from a wider or secondary walkway (vs runners having to run on the roador young cyclists on the road). There are often large groups of walkers who don't move over or pedestrians with dogs on a leash.
Transportation Issues	Cannot bike safely to teck
Transportation Issues	A bike lane on the bridge would be very helpfulas more people are choosing to cycle. Unfortunately all the vehicles get stuck behind them when crossing the bridge which is very dangerous!
Transportation Issues	Need more signage for trails in this area.
Transportation Issues	As a walking/biking trail, there is a bit of concern with walkers being nearly run over by bikers going fast. Not sure how to mitigate the problem.Bells on bikes manditory?
Transportation Issues	Highway crossing at Home Hardware access roadwayis hazardous for pedestrians
Transportation Issues	Walking and biking routes to interconnect Wanetaand Glenmerry is missing
Transportation Issues	Sidewalks not cleared properly for walking to school/hospital. Very slippery.
Transportation Issues	approx area where highschoolers jaywalk
Transportation Issues	Seniors walking directly on road with dogs oftenoccupying half of one side of the road; no room to move out of the way, anticipated to get busier with new buildings. Possible to add stairs down to the parking lot?
Transportation Issues	Folks like to walk down to the river here, it'squite steep and from the stoplight the road is not visible so you wouldn't see anyone until you cross and enter
Transportation Issues	Could use a different traffic mode here, all thehospital and high school traffic comes through here, it's hard to cross as a pedestrian when all the vehicles become impatient waiting for their turn and sometimes you're not seen
Transportation Issues	This one is a long shot, but would be great to eventually see access somewhere here; lots of folks often walking on the main highway to get from Waneta to Glenmerry
Transportation Issues	Might not be feasible but would be nice to walkup to Canadian Tire from the mall
Transportation Issues	A bike path connecting Oasis, Rivervale, Tadnacto Trail.
Transportation Issues	Have a within town trail connecting from the gyro parking lot and behind all the homes along the hillside below the hospital, and below the high school to connect with the sidewalk along the highway by the landfill. This would be another excellentroute that runs parallel to the highway. Trail doesn't have very wide roads to allow for bike routes, so this is a good alternative: keep it unpaved for easier maintenance

Transportation Issues	There should be a bike (possibly widened for pedestrian use) trail connecting the existing sunningdale trail, going around the rugby field and alongthe east side of the road to Gyro park. This would be away from traffic and get bikes off the roadand allow a very early season trail to exist and provide a much more enjoyable experience for bikers and joggers and give more of a reason to not park at miral heights. Unpaved (in town trail)
Transportation Issues	walking and biking. It is very sad that tadanacdoes not have any way to get to Trail by foot power as in the past. Teck has discontinued walkingthrough the plant, which is understandable, but also applied to have foreshore rights officially making Tadanac an isolated island. Work with Teck on getting opportunity to walk along the river all the way to downtown or at the very least have a bike lane to and from Tadanac to downtown along the highway.
Transportation Issues	BIking and walking along the highway is not safe. A separate trail between Waneta Plaza / Waneta Village and Glenmerry would be a very valuable investment in non-motorized transportation in the region.
Transportation Issues	biking and walking trail on the west side of thehighway. For Tadanac residents and others have a trail on the west side of the road with a connection to the gulch down the hillside
Transportation Issues	Extremely poor intersection design of major routes
Transportation Issues	A separate walking / cycling path from Waneta Village to Glenmerry to connect to the rest of Trail would be very valuable.
Transportation Issues	Please complete the non-motorized transportationcorridor between Fruitvale and Rossland. In particular the highway sections (The cutoff, highwaybetween Waneta and Glenmerry) need particular attention as it is not safe for walking / cycling.
Transportation Issues	walking and biking dirt trail along the river.This could be a very good connection from east trail/ glenmerry to the mall. The distance is actually not very far, incredibly beautiful and well away from traffic. it would need to be a bit above high water mark and unpaved. This could be a premier location for transportation. The mall area lacks pedestrian infrastructure and this would also be a very good benefit for those living in Waneta.
Transportation Issues	walking and biking - at least have lines on theroad for biking. Hillside drive is very wide and there are many people who walk from Gyro Park around sunningdale and back on the road. There should be sidewalk at least along the west portion of hillside to the north end of sunningdale.
Transportation Issues	Add walking and biking trail to the proposed newsubdivision. They should actually be a requirement. Link the rosewood village area with a dirt trail from the new Bench subdivsion well away from the highway. This would be well used! Residents from the bench could have an easy and pleasant walk towards the new condo building and down to the mall.
Transportation Issues	Work with the Bench developers to develop a linkto the very popular antenna trail. This would be a boon for Trail and for for the development andencourage active seniors to move

	to the area. There is an excellent opportunity to have trails expand from this subdivision up hillsides and indirectly to the south connect with the Beaver Valley.
Transportation Issues	Bike lane to and from Teck
Transportation Issues	drivers are fast - unclear where trail heads are
Transportation Issues	Is there actually a trail along the river here?(there should be).
Transportation Issues	There is no where to safely park a bike downtown. When there are "bike racks" They are usually a simple post or circle. A HORRIBLE design for people who don't care about their very expensive bikes. Bike racks should be stable and secure and hold bikes in place so they do not block pedestrian traffic. Security will be a major issue, however. There is no way I would leave a bike unattended for long, so taking a bike to work or leaving itat the bus exchange are a non-starter.
Transportation Issues	no bike racks or infrastructure to park near this commercial area for food, liquor, and health and financial needs.
Transportation Issues	Not wide enough sidewalk
Transportation Issues	Make a trail along the river below Glenmerry that will connect east trail with the rock island area.
Transportation Issues	The sidewalk ends before the entrance to RailwayLane...at least in the winter.
Transportation Issues	The canada post parking should be plowed in thewinter. You have to back up to get out of the parking slots and I got stuck there this winter.
Transportation Issues	Extremely difficult to walk safely due to unevenpavement and
Transportation Issues	Continuous bike lanes from Gyro Park parking lotto Miral Heights trail head.
Transportation Issues	Sunningdale Trail exit. Need continuous bike lane to Gyro Park parking lot.
Transportation Issues	The Elder Trail is no longer maintained. Would be nice if it was opened again.
Transportation Issues	Heavy vehicular traffic from6:30am to 4 pm especially during school days
Transportation Issues	To connect the path along the river and the bridge you have to walk through a parking lot. Snow is NEVER cleared after the bridge through the parking lot.
Transportation Issues	Laburnum Drive... too much on-street parking andno safe walking infrastructure
Transportation Issues	Not safe to ride on highway through town including across bridge.

Transportation Issues	Build pathways through green space in glenmerryalong with sidewalks. It would be nice to walk through parks instead of on roads with no sidewalks
Transportation Issues	No sidewalk on the main roads in Sunningdale. This makesit extremely dangerous for walking, bicycling, wheelchairs and children/ strollers, especially in the winter when the roads are narrower due to the snow accumulation and icy roads.
Transportation Issues	This is an essential/ energy road (hospital andhigh school) with only one access in. Huge safety concern
Transportation Issues	Folks from Grandforks with transportation issuesare unable to access regional hospital services in Trail
Transportation Issues	This winter the sidewalksin Gyro were all compact snowand ice for weeks. I couldnt bring my stroller through, and i didnt feel safe walking without sure footing. I ended up using residential sidewalks and the parking lot
Transportation Issues	The sidewalk up to the esplanade is very uneven.It looks like it was levelled at some point but hasnt been touched in years. Thissidewalk isalsovery cramped and awkward for more than one person. Someone on a run almost knocked me over, two menon a walk had to back up for me to get past with a stroller, and i cant take my bike through withoutcoming to a complete stop. It might be a nice idea to widen the ramp
Transportation Issues	Pedestriansjaywalk here. Cross to and from arena parking lot when they have no pedestrian walking sign.
Transportation Issues	Commercial vehicles and other vehicles make u-turns here.
Transportation Issues	Three lanes through the gulch is dangerous. Itcreates challenges for parking and thereby challenges for walking and cycling.
Transportation Issues	Streetlights in trail should be adaptive. Theremust be technology that allows the lights to change color according to the traffic instead of timers
Transportation Issues	Victoria street is a major route for vehicles but seems to be lacking for bicycles safety.
Transportation Issues	Between glenmerry and mall. No sidewalk or bike trail
Transportation Issues	Need a walking overpass. From high school to shavers bench
Transportation Issues	More parking
Transportation Issues	sidewalks in really bad conditions
Transportation Issues	No buses after 7 to and fro downtown making it hard to do shifts there and getting less hours thereby

Transportation Issues	Require the ability to walk to Trail or bike
Transportation Issues	No active bus route and no safe walking or biking route into town
Transportation Issues	No Sidewalk for access to and from Tadanac
Transportation Issues	No safe pedestrian or cycling options for accessto and from Tadanac
Transportation Issues	Uncontrolled crosswalks
Transportation Issues	Sidewalks poorly maintained
Transportation Issues	No way to walk to downtown safely
Transportation Issues	No bus stops or safe walking trail
Transportation Issues	No way to access the river due to Teck enclosureof property
Transportation Issues	The turn from Tadanac onto the high way is dangerous especially in the winter. Speed is too high and visibility not good.
Transportation Issues	The highway is very dangerous if you are walking. Serious safety concern for anyone without a car.
Transportation Issues	There is no safe way to walk in and out of the tadanac neighborhood. A dedicated lane on the other side of the barrier would work well, or move theexisting barriers north to give a reasonable walking lane width, considering that industrial, and soon to be daycare traffic, also use the only road in and out of tadanac.
Transportation Issues	The addition of the new gas station here will create even more transportation issues, including active transportation. Having a right turn exit offof Victoria that directly accceses
Transportation Issues	There is no bus from tadanac to trail and walking to town on the highway is dangerous
Transportation Issues	No route. No public transportation. No safety
Transportation Issues	Tadanac has no safe connection for walking/cycling etc to the downtown core
Transportation Issues	Multi use trail connecting Waneta to glenmerry is needed
Transportation Issues	Multi use patch between wanaka mall and Walmartarea. Currently only option is on highway shoulder.
Transportation Issues	Improved pedestrian crossings downtown. Needs walk/don't walk signage
Transportation Issues	Upgrade this intersection for both drivers and pedestrians.

Transportation Issues	My daughter suggests building a bridge between Sunningdale/gyro park and tadanac!
Transportation Issues	Would be awesome To have a hiking trail that connects up to warfield from hwy 22 area
Transportation Issues	Dedicated biking lanes between warfield and trail but really adding dedicated lanes throughout trail and connecting to regional communities is needed.
Transportation Issues	Lack of dedicated lanes to promote active transportation and living
Transportation Issues	Lack of bike racks throughout the downtown.
Transportation Issues	I would love to be able to walk to old road behind the Terra Nova and then down town from Tadanac. It is too dangerous and long to walk to town. If there could be a trail through Tech or on the boundary on the river side, we could do it. It feels a little concerning that there is only one way out. Maybe there could be a locked gate that onlyTadanac residents could access the path through Tech and we could be trained on safety issues if necessary.
Transportation Issues	Need a safe way to walk or bike from Tadanac todowntown trail that doesn't exist now.
Transportation Issues	There are very few safe places for crossing thehighway between East Trail and the Mall. How about a couple walking/biking overpasses?
Transportation Issues	No infrastructure for Tadanac residents to walkor bike to downtown Trail without using hughway. A safer travel route would help to alleviate the need to drive for access.
Transportation Issues	There is no transportation connection between Tadanac and Trail downtown. More kids have moved into the neighbourhood. They have no way (walk, bikeor bus) to get to other parts of the city. Tadanac is completely cut off.
Transportation Issues	We have no safe way to walk from Tadanac to thehighway along Stoney Creek rd or along the highway to downtown Trail. A separated sidewalk or trailwith a barrier would be an ideal addition from the railway tracks to the highway and then along thehighway to the gulch. There is very little room to walk between the white sideline and barrier alongStoney creek.
Transportation Issues	The lower road the runs along the river below Teck is an ideal walking and biking trail that already exists connecting Tadanac residents to downtownTrail. I realize this is private property, however, maybe there is the potential for pedestrians touse the Trail with use at your own risk type agreement with Teck.
Transportation Issues	The city of Trail and matching neighbourhood signs are in deep need of an upgrade. They are dated and would benefit from a more contemporary aesthetic.
Transportation Issues	No walking/biking trails from Tadanac to connectto downtown. No city bus pick up or drop off to or from Tadanac.
Transportation Issues	Stairs are falling apart

Transportation Issues	No safe cycling or walking area in and out of Tadanac. Nothing that connects to downtown or safe space along the highway
Transportation Issues	Walking and biking to and from Tadanac to greater Trail is unsafe and problematic for all.
Transportation Issues	Walking and/ or biking between Tadanac and greater Trail is unsafe and in some instances impossible for many.
Transportation Issues	Transfer station needs better coverage from weather, needs to be visually improved, bathrooms needed
Transportation Issues	Needs traffic light
Transportation Issues	Along groutage to walking bridge is sketchy andnarrow and people can hide behind the retaining walking wall by the alpha house
Transportation Issues	Under bridge needs allsidwalk and no dirt so itcan be sprayed cleaned Also improved lighting
Transportation Issues	It would be wonderful to have bicycle and walking access from Tadanac to Downtown Trail. There are a lot of young families and it would benefit thecommunity.
Transportation Issues	No safe places to bike on glover and all of westtrail
Transportation Issues	Very dangerous intersection with no traffic light, for cars, bikes and pedestrians
Transportation Issues	For cyclists there is no safe connection betweendowntown (Pine St) and the Gulch or the backway (Glover Rd) to Warfield. At the moment one can choose between negotiating two busy intersections or choose to cycle or walk on the sidewalk.
Transportation Issues	I would like to see a bike lane or path on the highway to link Trail centre with the entrance to the Warfield hill and the Teck entrances (Main andTadanac). It might encourage commuting to Teck. This stretch of road is also used by recreational cyclists.
Transportation Issues	I would like to see a well-graded bike corridorat least to Warfield-Annabelle, maybe from the Gulch chain-up area, Railway Lane and paralleling therailway line. The current alternatives: Reservoir Rd is too steep for most cyclists and the highwayis too busy/unsafe.
Transportation Issues	There is no bike infrastructure across the bridge and and no connection to the Gulch. The current choices are to cycle on the road (forbidden) or onthe sidewalk (also not allowed unless one walks the bike across). When the arena is reached: cycleon the road (unsafe), on the sidewalk (not allowed) or go behind the arena which is in the oppositedirection to the one-way street. The altemative is to detour to the new walking bridge and throughdowntown, too long and also no Gulch connection.
Transportation Issues	I would like to see the road to Casino re-paved.This is a lovely road and a great destination for recreational cyclists but the current road surface is awful/dangerous (pot holes!)

Transportation Issues	The existing pathway up the S-hill should be widened so it can be used by both cyclists and pedestrians.
Transportation Issues	I would like to see a bike path up this steep hill. The road is narrow, a slow cyclist might swerve more than normally and I don't particularly liketo ride on the sidewalk to avoid the road.
Transportation Issues	I would like to see a bike corridor between Glenmerry and the Waneta (Home Hardware) area. This is a route popular with recreational cyclists (goingto Columbia Gardens, etc) and currently the only choice is to ride on the busy highway.
Transportation Issues	No bike lane to safely cross bridge if coming from rossland/warfield/west trail area to hospital area or gyro trails
Transportation Issues	No bike lanes downtown to allow safe bike transportation along highway or downtown area to connect from housing areas or bike racks in downtown area
Transportation Issues	Too far for elderly and handicapped to walk toolong a wait for bus, too few taxi.
Transportation Issues	I'd feel safer travelling between Glenmerry andWaneta if I didn't need to ride along the highway. Being closer to the river would be nice too.
Transportation Issues	How about a trail between Rivervale and Downtown?
Transportation Issues	It would be nice to ride down Spokane Street without dismounting to walk down the stairs. How about a ramp from the driveways by the old school?
Transportation Issues	It would be really nice to walk or even bike between Tamarac Ave and Diamond Street or Pine Ave. An elderly woman who grew up here told me she usedto walk through here to school from her house on Daniel Street.
Transportation Issues	A covered staircase connecting Warren Street toMountain Street would make the ones above and below it much more useful.
Transportation Issues	This community (Tadanac) has only one way in/out. I had shown my older children how to safely walk the “clean road” around Teck and down the arena stairs, but Teck has blocked this way and now forces people (including kids) to walk on the hiwayinstead. With no safe route and no bus how are people supposed to find their way to vital serviceswithout driving a personal vehicle? The time to consider and rectify this issue has long come and gone. The city needs to develop and institute a plan asap.
Transportation Issues	Need some sort of biking/walking path from Tadanac to downtown Trail
Transportation Issues	Need some sort of Walking/Biking path from Tadanac to downtown Trail.
Transportation Issues	Walking and biking, infrastructure is missing and safety concern

Transportation Issues	when doing the river walk to the bridge, it endsand becomes and run down area with poor lighting and often with vulnerable people hanging around.
Transportation Issues	no good way to access glenmerry, have to ride Shill which is narrow and constantly traveled by vehicles.
Transportation Issues	Biking between Warfield and Rossland is great, but Trail is not connected well. That bike corridor needs to be extended down through Trail to the walking bridge, and through the other end of town
Transportation Issues	once at the bottom of the wagon road, there is no trail or clean bike/walking path that can allow you to continue to trail
Transportation Issues	This intersection is extremely dangerous it is the U-turn capital of our downtown. Vehicular traffic gets to this point and becomes confused with lac of directional options. If vehicle wants to legally access the eastside of the 1500 block of Bay Ave they have to turn into Groutage Ave and somewhere negotiate a turn or drive all the way down to Riverside Ave. The solution is a roundabout with signage Identifying the end of the downtown core with clear directions to the Pedestrian Bridge.
Transportation Issues	Bike lanes required
Transportation Issues	Bike lanes required
Transportation Issues	There is not a safe way for residents to walk orbike to town. Sidewalks do not exist and traffic with the new daycare will increase making it veryunsafe for pedestrians or bikers.
Transportation Issues	Again, there are no sidewalks from Teck Resourses to town, safely connecting people from Rivervale Tadanac and Teck Resourses to downtown or any other area of Trail.
Transportation Issues	No walking or cycling infrastructure from Tadanac
Transportation Issues	Need a lot better infrastructure for walking andbiking in downtown. Why do u separate this on the survey
Transportation Issues	Need a lot better connections all over the city.Too many to put on this map. Need to think about connecting all our neighborhoods and major destinations.
Transportation Issues	Walking and biking anywhere in Trail needs improving. Don't separate walking and biking. Let's find better and safer connections in our community. Needs more specific questions focussed in each neighborhood
Transportation Issues	Cycling into trail can be unsafe in roads
Transportation Issues	Unsafe to cycle on road but very difficult to get bike on sidewalk and be able to pass pedestrian

Transportation Issues	adding a bike path along the river on top of existing maintenance road would be great to allow travel from trail out to waneta and beyond
Transportation Issues	No sidewalks in Waneta Village and surrounding area.
Transportation Issues	Lack of sidewalks in entire area surrounding Waneta.
Transportation Issues	No path to avoid hwy safety
Transportation Issues	The covered stairways in West Trail are frequently littered with garbage and drug paraphernalia (including used needles). Would be nice to see hazardous waste disposal available at these locations at the very least.
Transportation Issues	The bus stop is in an awkward spot here. If vehicles are coming down from Victoria/Green Ave, they are blocking the bus stop and traffic can be impeded in the merge lane and on the highway. It is dangerous.
Transportation Issues	We need crossing signed with lights shining downonto the road/pedestrians crossing the crosswalk or crossing lights that flash when a person pushesthe button to cross. Respectively, like what Castlegar has just installed or what Fruitvale has inplace by The Villagers.
Transportation Issues	We need crossing signed with lights shining downonto the road/pedestrians crossing the crosswalk or crossing lights that flash when a person pushesthe button to cross. Respectively, like what Castlegar has just installed or what Fruitvale has inplace by The Villagers.
Transportation Issues	The lighting all through the Gulch is not helpful and actually impede visibility. Get rid of the open bulb, replace with a downwards directional LEDlight to actually light an area up.
Transportation Issues	The McDonald's drive-thru is frequently backed up and spilling into the street/highway. Vehicles block intersections (highway and the alley behind Lordco) and the crosswalks along the highway.
Transportation Issues	There are frequently vehicles parked on this corner impeding vision for vehicles and pedestrians.
Transportation Issues	Sidewalks need repair
Transportation Issues	Sidewalks need repair
Transportation Issues	Blind when trucks pass and children unsafe
Transportation Issues	No safe way to get through trail on bike
Transportation Issues	Upgrade old bridge for light traffic
Transportation Issues	A cross walk is needed for access to the high school

Transportation Issues	A proper sidewalk or path is needed for walkingand biking
Transportation Issues	Need a bike lane so you can safely ride from Waneta Plaza to Glenmerry where you can ride with less traffic and be able to reach downtown area
Transportation Issues	Destination to better bike riding from Waneta Plaza
Transportation Issues	Install a walking and biking trail along river from East Trail to Waneta. Using the Highway is unsafe.
Transportation Issues	Start Trail to Waneta here!
Transportation Issues	In the wintertime the snow clearing on the sidewalks is abysmal. It is quite hard to walk as is as someone who uses a cane, I cannot imagine gettingaround anywhere with a wheelchair and have seen wheelchair users get stuck in the snow.
Transportation Issues	Actual bike line would improve safety between motor vehicles and bicycles. Especially between the beaver valley to Glenmerry.
Transportation Issues	Bike lanes would improve transportation with motor vehicles. See Rossland for examples.
Transportation Issues	This stretch of Columbia is terrible for speeding due to it being a long interrupted straightaway.
Transportation Issues	Walkability to Waneta Plaza and Village
Transportation Issues	KBRH is I'm a terrible location with only a single access road.
Transportation Issues	Existing railgrade is good in places but needs aconnection built just past the 3rd hole of the Rossland golf course unless the existing Wagon roadis easier to upgrade than building a connection to the existing Railgrade
Transportation Issues	Every city has a bike and walking path system that is separate from the roadway we need to add infrastructure along the river from gyro to the citylimit by the airport so everyone can be active and enjoy the beautiful Columbia river like the sea wall in Vancouver
Transportation Issues	Biking on highway is unsafe, and reservoir roadis too narrow and cars coming up too fast. Need bike lane on highway or speed bumps on reservoir road
Transportation Issues	Can't bike east of here all the way to Walmart safely
Transportation Issues	After Gerricks through downtown to pedestrian bridge, there safest bike route is on the sidewalk
Transportation Issues	This area is especially unsafe in shoulder seasons and should have dedicated bike lane

Transportation Issues	Parking, or bike trail to get to here
Transportation Issues	sidewalk ends
Transportation Issues	Missing sidewalks
Transportation Issues	Missing sidewalks
Transportation Issues	Missing sidewalks
Transportation Issues	No bike lane on bridge. Vehicle traffic is busy and does not pass with concern of cyclist Safest option is to dismount and walk on bridge with bike or take the pedestrian bridge a few blocks over.
Transportation Issues	Traffic volume can be very high during certain times of the day. There is no bicycle infrastructure from the bridge to the Best Western Hotel. Drivers are no very aware of cyclist and this roadway does not have the cyclist safety in mind. No other alternate route available. Diagonal parking in the downtown core increases cyclist and vehicle collisions.
Transportation Issues	A marked and signed Cycling/Active Transportation route through the downtown core to the new walking bridge is needed.
Transportation Issues	The AT plan should have safer routes than the bridge and highway
Transportation Issues	Biking is dangerous on the bridge and this route should not be used for bikes. Too much semi traffic and unsafe.
Transportation Issues	No barrier from vehicle traffic
Transportation Issues	Need to allow/promote use of bikes on the walking bridge to avoid using Victoria St Bridge.
Transportation Issues	If a walking/biking overpass was put in from Shaver's Bench to the dump road, it would allow safer crossing to the highschool and hospital
Transportation Issues	Bay Ave should be a one way OUT of downtown onto the highway. There are too many accidents at that intersection and foot/bicycle traffic off the bridge always has near misses with vehicles
Transportation Issues	my husband used to bike to work from fruitvale and the amount of times he has almost been hit by drivers on the hill near the mall is scary and ultimately made him stop.
Transportation Issues	Ability to travel via beaverfalls to fruitvale is difficult unless you deal with traffic. It would be nice to connect these areas safely for pedestrians and bicyclists
Transportation Issues	For example: there is a crosswalk on Highway Drive in Glenmerry where it meets Lily St, but, once one crosses it, there is no ramp to access the sidewalk. Wheelchairs and mobility

	scooters are supposed to use sidewalks if they are available. It also poses a problem for primary aged schoolchildren who ride their bikes to school.
Transportation Issues	No bus stop, no sidewalk, people must walk on ahighway, very unsafe in the winter
Transportation Issues	Bus service
Transportation Issues	There is no safe route from Tadanac to DowntownTrail via Bike, walking, or bus
Transportation Issues	There is no safe route from Glenmerry to Wanetavia Bike or Walking
Transportation Issues	The highway would benefit from signage that indicates "change lanes to pass cyclists" to improve cyclist safety through this section of Highway
Transportation Issues	Downtown would benefit from making some streetsone way for a number of reasons: 1. Less lanes/distance for pedestrians to have to cross 2. Traffic coming from one direction 3. More space for parking 4. more space for bike racks 5. More spacefor greenery, patios, and other downtown improvements
Transportation Issues	There is no safe crossing between the west end of Shaver's Bench and the high school. It is not reasonable to expect pedestrians to walk over a kilometer to the next closest crossing. There should either be a tunnel, a bridge, a crosswalk, or a roundabout in place near the landfill intersection to allow pedestrians to safely cross the highway.
Transportation Issues	There is no sidewalk from the west end of Shaver's bench to East Trail. It is a very convenient route to downtown that is heavily used by pedestrians
Transportation Issues	There is no sidewalk from this section of residential area to the mcbride street park
Transportation Issues	There is no sidewalk or bike lane in the block closest to pople park. A child on a bike was hit and injured by a vehicle in 2018 while attempting togo to the park in this section of road with no infrastructure. No safety improvements have occurredsince that incident.
Transportation Issues	There are no sidewalks in Glenmerry and the streets are very narrow. It may be worth considering making some of these streets into one way streets to allow for less congestions and to reduce the hazard to pedestrians and cyclists
Transportation Issues	Bike/walking path to Casino
Transportation Issues	Bike lane
Transportation Issues	Sidewalks in accessible in winter time
Transportation Issues	Biking not permitted on side walks and dangerouson the road.

Transportation Issues	Walking to Warfield is great exercise but it'sreally unpleasant to walk on the highway. It's technically possible to walk on the back roads, and I have done it but it takes a long time and is difficult to navigate.
Transportation Issues	No sidewalks for pedestrians and poor separationfrom vehicle traffic for cyclists.
Transportation Issues	No dedicated crossing of the bridge for cyclists.
Transportation Issues	Victoria Ave is not cyclist friendly. No separation from vehicle traffic for cyclists.
Transportation Issues	Poor sidewalks(narrow) and very little separation from traffic for pedestrians on sidewalk.
Transportation Issues	Bus connection for cyclists. Only 2 bikes can be loaded on a bus. No safe, secure storage for bikes at bus hub or at bus stops.
Transportation Issues	No separation of cyclists from vehicle traffic for much of Highway 3 B all the way to Waneta
Transportation Issues	Connection between the bridge and riverside walkfeel incomplete. The bridge walkway takes you out onto Riverside Ave and then you have to find a way to double back to the riverside walk.
Transportation Issues	Gyro needs safe, secure well-lit bike parking.
Transportation Issues	No safe bike or walking route to get up the montrose hill.
Transportation Issues	no sidewalk here, street already very narrow
Transportation Issues	there are foot paths from the street to the bridge more used than the existing sidewalk because people cut across through the alley from the Esplanade. May was well make it deliberate and well-kept! It's steep and gets slippery in winter.

General Survey 'Other' Option Comments

If Other, Please Specify Answers
winter conditions
I feel unsafe downtown. Homeless got to go!
A few more staircases would be nice!
Waneta, and all the way to the airport and border.
no bike access on bridge

absolutely No bike lanes
Concern about sharing highway with vehicles
How about improving riverfront trail to Waneta
Concern for children sharing the sidewalk.
No bike lanes
Lack of secure bike racks
Need sidewalks from Waneta Estates to mall
Not sufficient snow removal in the downtown core
need bike lanes
All of the above
Lack of bike lanes
Broken sidewalks
Non applicable
Kaslo
Nelson
Lack of bike and stroller parking
The city needs more and better bus stops/shelters.
Lack of bicycle plaths
The Mall
safety is an issue with drug addicts on street
uneven sidewalks; lack of snow removal
To salmo b.c
Sidewalks in poor condition

Waneta plaza
A foot /bikepath to waneta away from the highway
Not applicable to me
Gravel on roads late into spring, and pot holes
Glenmerry
No real barriers but I am fairly young and mobile
No where safe to ride.
Glenmerry
Open up violin lake! :(
Nelson
Hard to walk with my dog
All but first I need to buy E-bike.
Connect downtown East Trail Gulch Gyro for bikes
Connect Trail with other municipalities to bike
lots of needles in the staircases
Nelson, Creston
Down town homelessness
Drug users down town
From west Trail to Waneta
Access to 'accessible' trails, is limited.
Ymir, salmo, Christina Lake.
snow on sidewalk. plows push snow over cross walk
Waneta

Being harassed by people asking for $$
Public access to trails being slowly removed
Road work needs major upgrade such as Sunningdale
Tadnac, Rivervale, Oasis, Waneta
Homeless people intimidating everyone
Homeless vagrants
Bicycle racks are few and far between
West Kootenay Regional AIRPORT
snow removal from city sidewalks is non-existent
Waneta dam area
None.
Waneta
Tadanac
Tadenac
Tadanac is enclosed and no safe walk downtown
don't ride a bike
Tadanac
Tadanac to downtown
Access has been blocked by Tech.
downtown Trail
Nelson
Tadanac: no bus service, bike lane or sidewalk out
No connection between Tadanac and downtown.

Don't focus on trails; neighbourhood connections
Tadanac
Bus stops not available for tadanac and oasis
Tadanac , oasis
Groutage ave
Casino
Even glenmerry from downtown is hard to access
Rivervale, Waneta, Salmo, Calgary
Tadanac
Downtown Trail-Tadanac-Genelle-Oasis
Columbia Gardens
amount of homeless and vulnerable people.
No infrastructure for safe cycling or walking
Nelson
Difficulty for seniors with mobility issues- curbs
Wildlife control
The airport to the dam
Downtown crosswalks were not cleared of snow
Since cycling in the downtown core
Lack of effective snow clearing on sidewalks
Need dedicated bike paths in and around gyro park
need to connect communities
Semi traffic is a big concern

snow removal on sidewalks
Connect Sunningdale and Waneta with bike/walking.
Walk/bike unsafe in our area due to poor route.
Senior living waneta bike walk to trail andWalmart
We Feel unsafe to ride bikes around trail
I do not bike, I don't feel safe sharing the road
don't bike
I would prefer to bike/ebike but no bike lanes
Dinner and movie
I do not feel safe riding a bike in Trail



CITY OF TRAIL
ACTIVE TRANSPORTATION PLAN
WHAT WE HEARD REPORT
Phase 2 Engagement

Explore your TRAIL

ACTIVE TRANSPORTATION PLAN
PUBLIC ENGAGEMENT WHAT WE HEARD REPORT FOR PHASE TWO

City of Trail
Project No, 211-12373-00
August, 2022

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BACKGROUND AND OBJECTIVES

History

This document outlines feedback received from the Phase 2 2022 engagement events in support of the City of Trail Active Transportation Plan (the "Project"). The Project can be defined as the development of an Active Transportation Plan that will provide strategic direction for an active transportation network that is equitable and accessible for people of all ages and abilities and facilitates active living within the City and connecting region. WSP has been working closely with the City of Trail and its Project stakeholders to seek input and feedback in all stages of the Project.

This project was made possible by the award of the BC Active Transportation Network Planning Grant to the City of Trail. With this grant, the City has a new opportunity to plan for how people move on foot and bicycle in and around the Community.

Public Engagement Strategy

A Public Engagement Strategy (the "Plan") was designed to engage with stakeholders and community members, to gather knowledgeable insight into the community including the strengths, priorities, opportunities and gaps within the active transportation network in Trail. The Plan includes three phases of engagement, Phase one: Project initiation and existing conditions, Phase two: Network and program development, and Phase three: Prioritization and reporting. This report shares the findings from Phase two: Network and program development.

ENGAGEMENT FORMAT

The Communications Engagement Strategy (CES) included the objective to provide multiple engagement opportunities. To help meet this objective, the following engagement formats were used to engage with stakeholders and community members. Phase two engagement activities were conducted between June 1, 2022 and July 11, 2022.

Advisory Committee Workshop

To further inform the development of the ATP a virtual workshop was held on June 1, 2022 to introduce the project, gather feedback on gaps and safety concerns, and to better understand priority AT routes within the City. The workshop began with an informational presentation which was followed by a Miro board activity and a question and answer period.

The workshop agenda consisted of:

- An overview of the work completed to date,
- A review of the proposed pedestrian and cycling network and improvements,
- A discussion of active transportation facility types, and
- A discussion of preliminary capital project priorities.

Advisory Committee members were contacted about the virtual meeting via email. In total, eleven AC members attended the workshop, representing the following groups/organizations:

- Kootenay Boundary Regional District
- Kootenay Columbia Trails Society
- Community Futures
- West Kootenay Cycling Coalition
- Lower Columbia Initiatives Corporation (LCIC)
- Trail's District Arts Council
- Eco Society
- Trans Canada Trail
- Teck
- MOTI

Miro Board Results

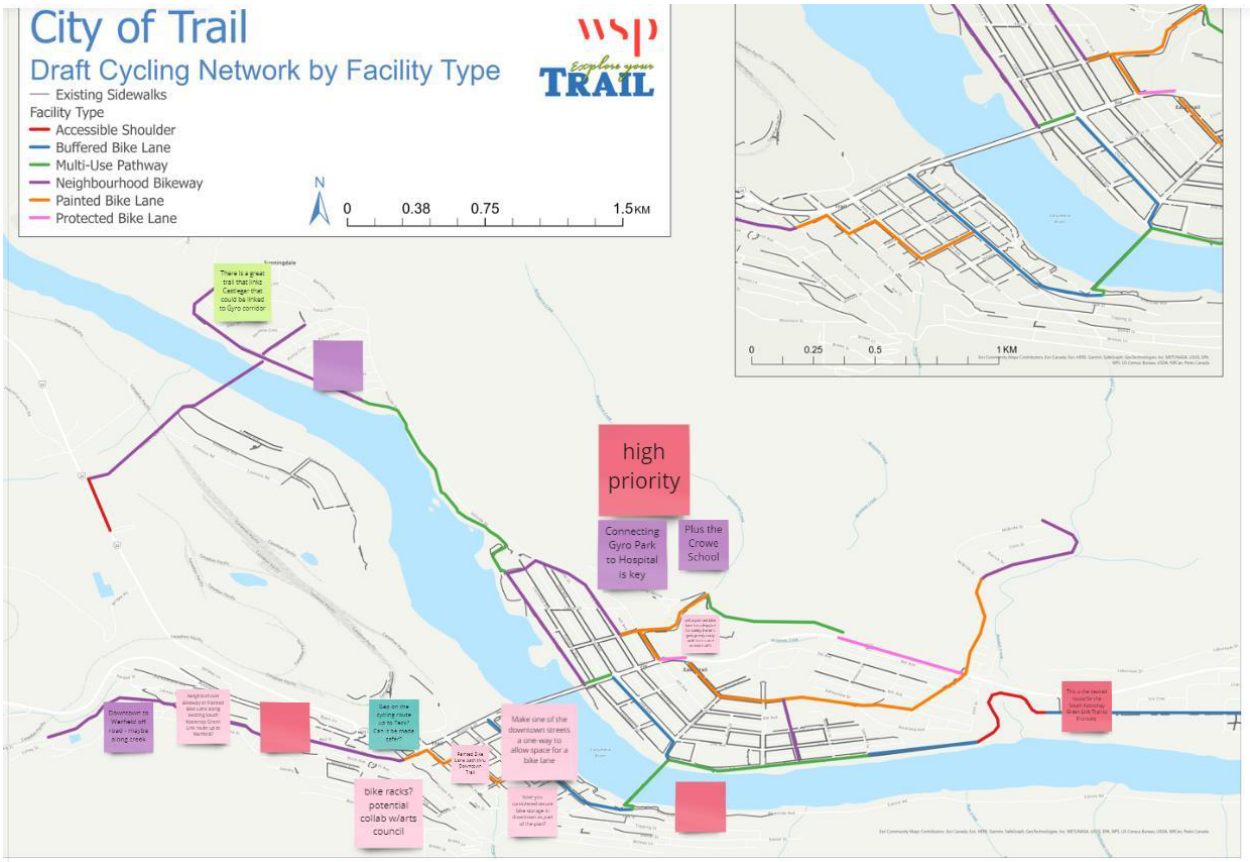
Miro is an interactive online tool that allows multiple users to collaborate on a "board" at the same time. This makes for an excellent online engagement tool as it allows participants to leave comments and feedback on specific project elements.

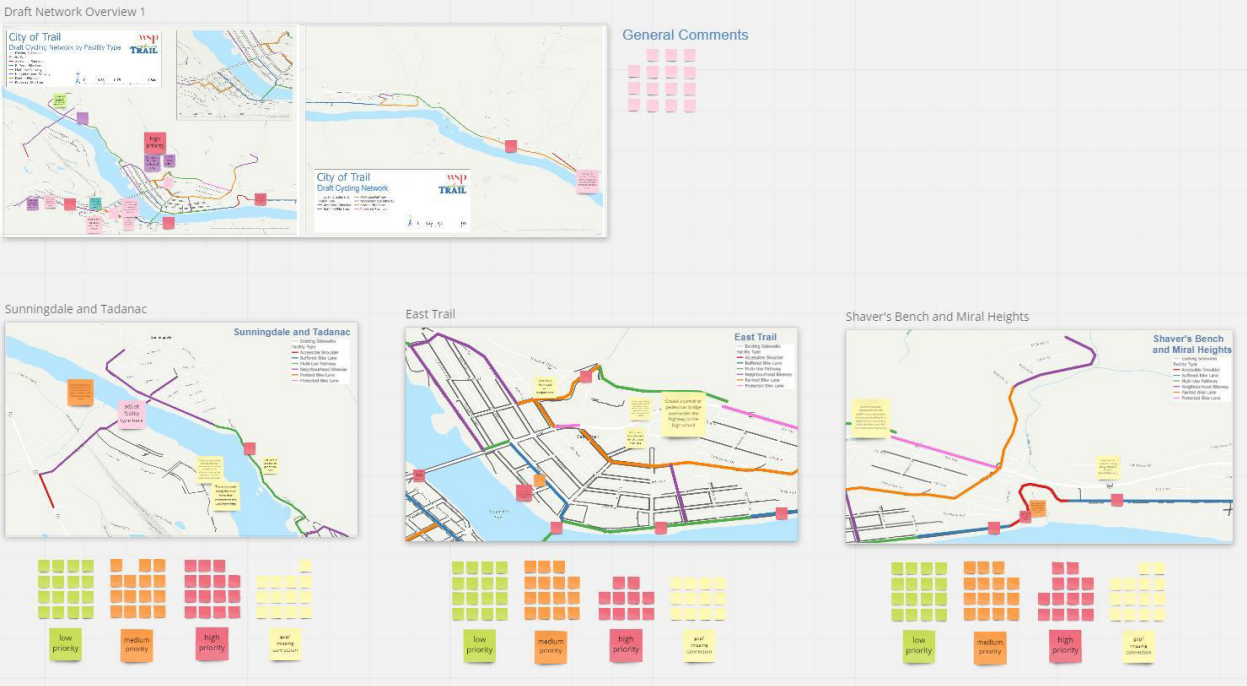
For this project, the team used Miro as way to receive feedback on the proposed cycling and pedestrian network alignment. Maps of the network were divided by neighbourhood and presented along with "sticky notes". This allowed participants to make comments and place them on specific areas of the map. Along with space for general comments, we also provided green, yellow, and red sticky notes to allow participants to mark areas of the network that are low, medium, and high

priority, respectively. Finally, we provided pale yellow sticky notes for participants to mark areas of the network with what they saw as a gap or missing connection.

A total of 53 comments were received during this activity. Examples of comments include:

- "The arts council could help to fund and create some artist made bike racks in downtown, Ferraros and Gyro etc. Is bike security an issue that you found in your surveys?"
- "Seems like the path on this side of the river is under utilized and a bit ugly. Could be beautiful trail if more effort was made"
- "Lots of people walking alongside both sides of the highway here, would be much safer if a path was created even just on one side if possible"





Screenshots from the Miro board activity

Following the workshop, AC members were contacted via email regarding program ideas. An informational presentation was included in the email and AC members were asked for input on program opportunities and priorities.

One AC member provided feedback which included:
Facilities and bike storage is missing in Trail
Driver awareness
Wayfinding Maps and Signs
Bike Storage especially downtown
Community Cycle Day – working with West Kootenay Cycle Coalition, employer, schools, other local governments
Beautification
Open Streets
Look at a cycle link between Trail and Warfield via a path through the Gulch and along Trail Creek

Online Public Survey: MetroQuest

An online survey was prepared using the MetroQuest platform to help identify pedestrian and cycling network priorities, educate users on the different types of facilities and understand users comfort level with each, and to gather relevant demographic data. The survey was open to the public from Jun 14, 2022, to July 10, 2022, for a total of 23 days. A link to the survey was posted on the City of Trail's project website and social media feeds. The survey was advertised on the City's website, through the City's social media feeds, the local newspaper, and through mail-out postcards. The raw survey data results can be found in Appendix A.

A total of 308 individuals responded to the survey. Survey respondents almost equally represented the age cohorts of 20-34 years (20%), 35-44 (23%), 45-54 (21%), and 55-64 (22%). The age group with the highest participation rate was 35-44 years (23%), while the age group 75+(3%) had the lowest, see Figure 1. As shown in Figure 2, nearly 70% of survey respondents are employed while 23% are retired. The communities that were most represented in the survey were West Trail (25%) and East Trail (15%), as shown in Figure 3. Of the respondents who live in Trail, 13% have lived here for 12-17 years or over 30 years equally, while 15% have lived here 1-5 years or 6-11 years equally, see Figure 4.

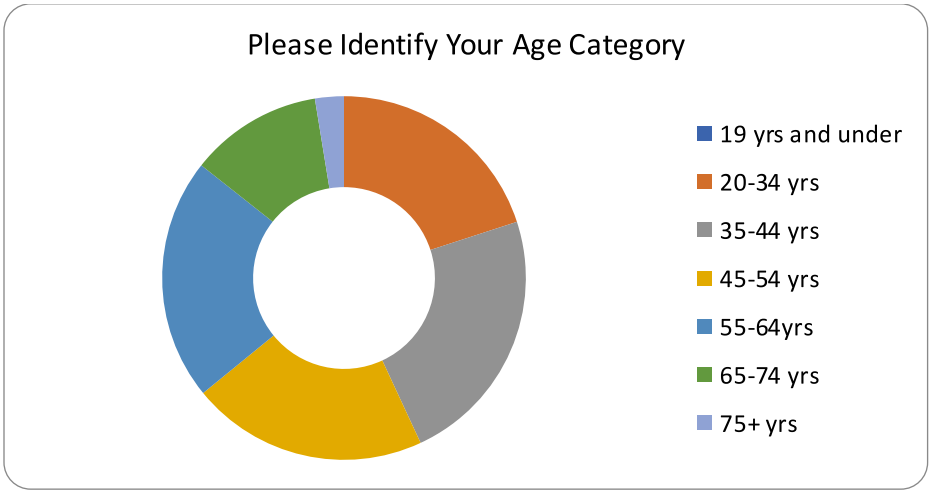


Figure 1: Age Cohort

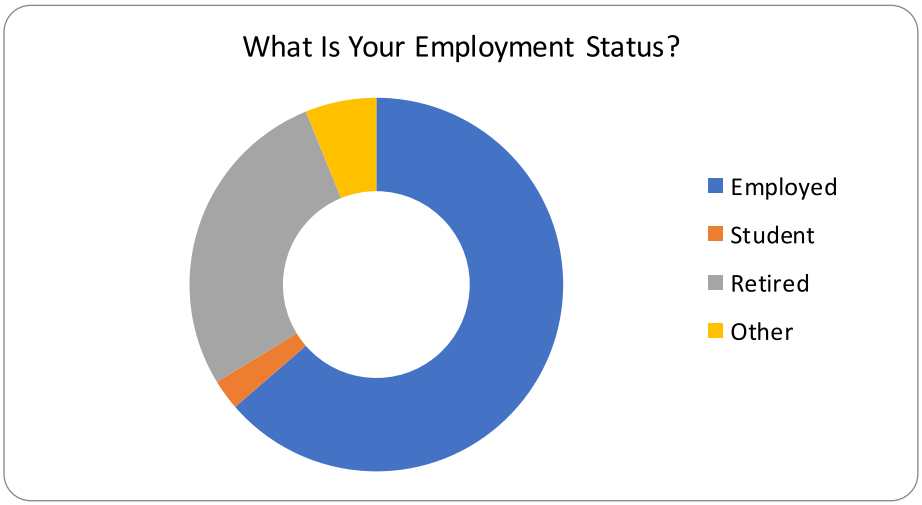


Figure 2: Employment Status

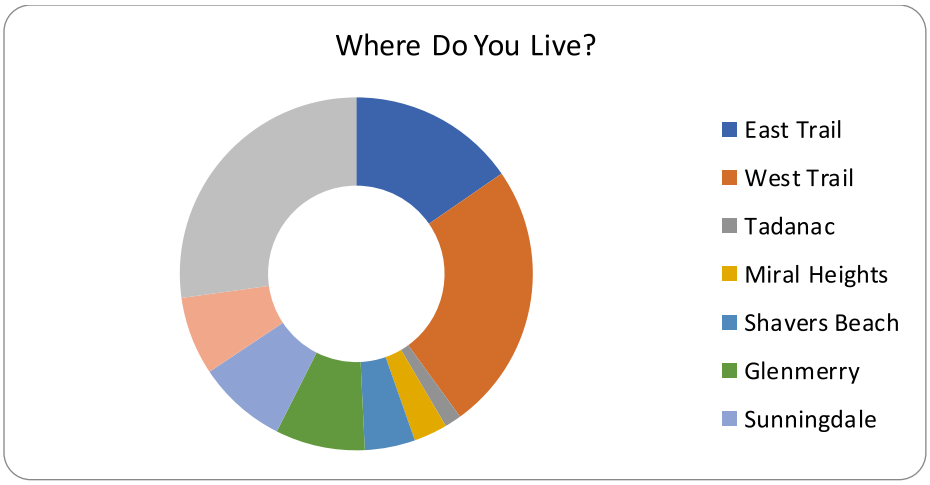


Figure 3: Where Survey Participants Reside

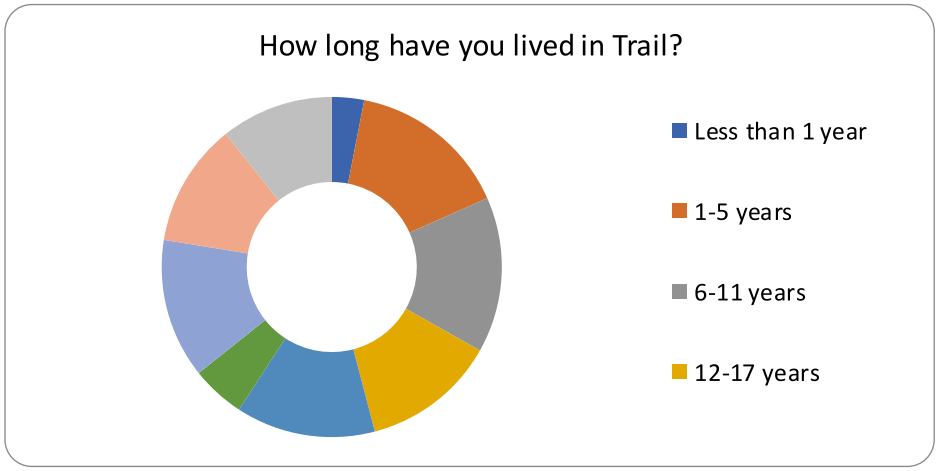


Figure 4: Years Lived in Trail

Survey Comments: Key Themes

Survey participants included comments related to the barriers and opportunities around active transportation experienced in their community. Below is a summary of the key themes mentioned. All the raw data can be found in Appendix A.

Sidewalks:

- General safety concerns around the state of sidewalk infrastructure
- Sidewalks are not accessible to people in wheelchairs/mobility impaired – difficult to get around.

Cycling:

- Need safer routes throughout the City and to neighbouring communities – biking on the highway is dangerous
- Require more bike parking in visible locations
- Paved biked lanes are desired
- Increase bike lanes throughout the City

General Road Safety:

- Traffic calming/speed reduction features (such as speedbumps) put in place to make AT safer for pedestrians and cyclists
- More places to walk and bike that are safely away from the highway traffic

Safe Commuter Trails:

- Safe biking and walking paths/ improvements to the connections between adjacent communities and connections within Trail – many people commute for work and highway is unsafe
- Desire more multi-use paths throughout the City and to local communities

Public Transit:

- Improve bus schedule/increase bus operating schedule
- Increase transit routes
- Keep costs low for seniors

Personal Safety:

- Concerns about personal safety around street entrenched community members

Activity 1: Priority Mapping: Pedestrian

Survey participants were given the opportunity to prioritize proposed active transportation networks by dropping pins on a map of the project area, see Figure 5. The priority pin options included high, medium, and low priority.

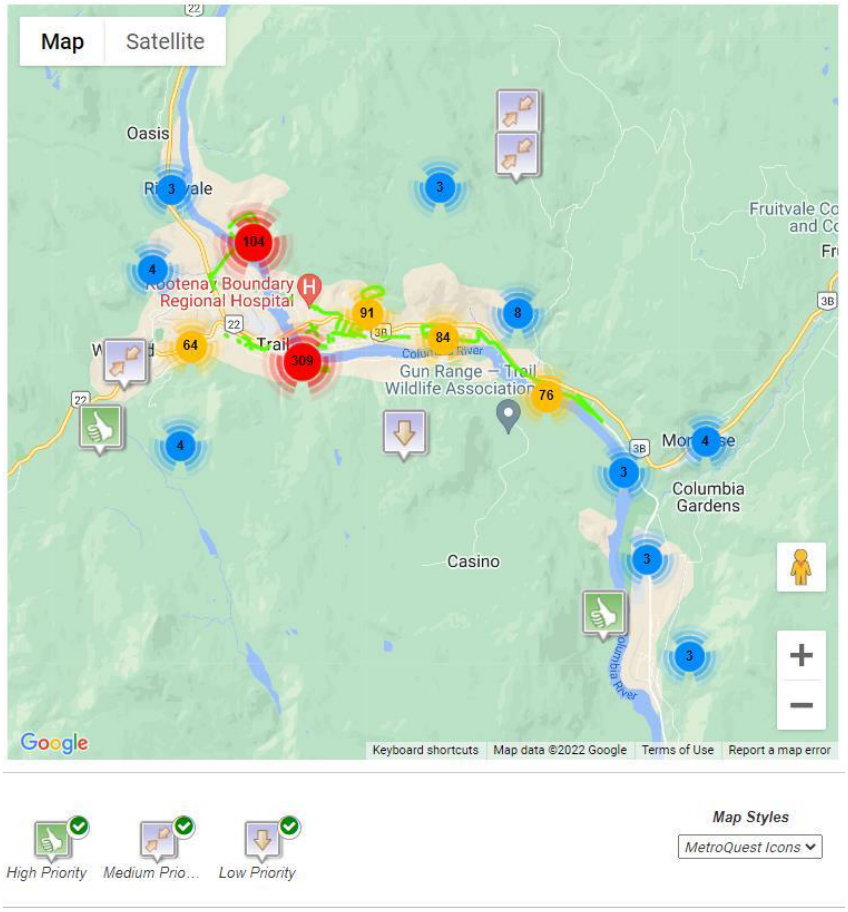


Figure 5: Priority Mapping: Pedestrian

Of the **high priority** pins dropped on the project map, the most selected related to the following: (see Figure 6).

- Connects to a community destination
- Existing safety concern
- High number of people walking there today
- Serves vulnerable road users like seniors or children

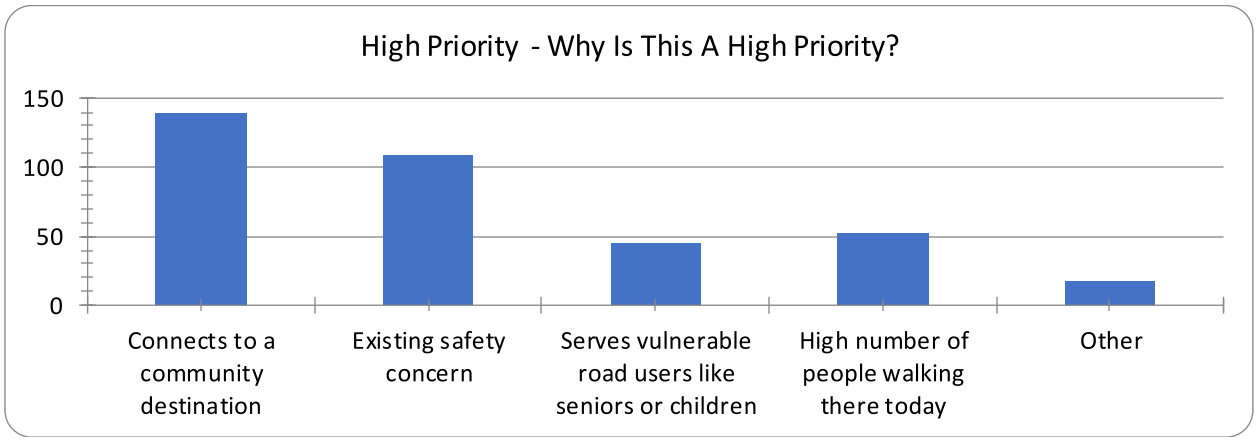


Figure 6 High Priority Results

Of the **medium priority** pins dropped on the project map, the most selected related to the following: (see Figure 7).

- Connects to a community destination
- Existing safety concern
- High number of people walking there today
- Serves vulnerable road users like seniors or children

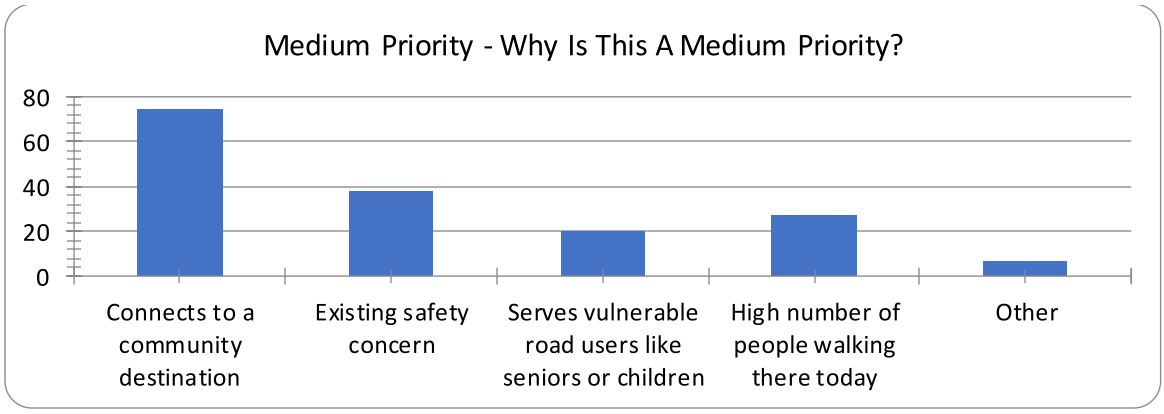


Figure 7 Medium Priority Results

Of the **low priority** pins dropped on the project map, the most selected related to the following: (see Figure 8).

- Connects to a community destination
- Existing safety concern

- Serves vulnerable road users like seniors or children
- High number of people walking there today

*The comments related to each of the priority selections can be found in the Appendix.

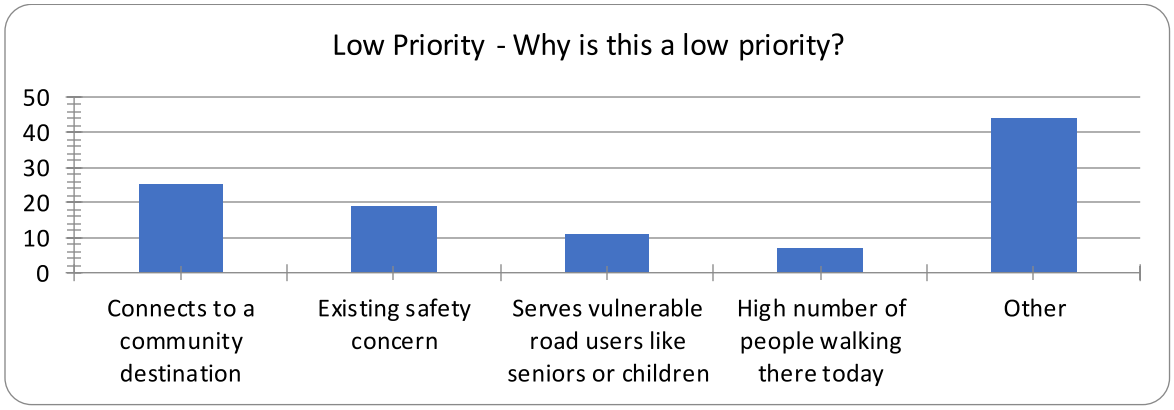


Figure 8 Low Priority Results

Maps 9-16 in Appendix B provide a detailed overview of the pin locations for low, medium, and high priority rankings. The majority of pedestrian high priority concerns were concentrated in these areas:

- Glover Rd/Victoria St connecting the Gulch to downtown
- Rossland Ave in the Gulch neighbourhood
- Riverside Ave/walkway south of Columbia River Skywalk
- Bailey St/Highway 22 bridge
- Roads going up to the hospital and high school
- Road behind the high school
- 3rd Ave and adjacent laneway in East Trail
- Glenmerry
- Highway 3 connecting Glenmerry to Waneta Junction

Medium priority concerns were generally similar to those marked as high priority, with these additions:

- Proposed bridge connecting Tadanac and Sunningdale

- McBride St going up to Miral Heights
- Highway Dr near the car dealerships

Low priority concerns were concentrated in these areas:

- Proposed bridge connecting Tadanac and Sunningdale
- Miral Heights
- Shaver's Bench

Activity 2: Facilities and Familiarity Ranking

The facilities ranking activity was included as more of an informational/educational piece. An image and full description of the facility were included on each of the facility type options within the MetroQuest activity, see Figure 9. The facility types that participants are most familiar with is multi-use pathways, while the least are buffered bicycle lanes and neighbourhood bikeways, see Figure 10.

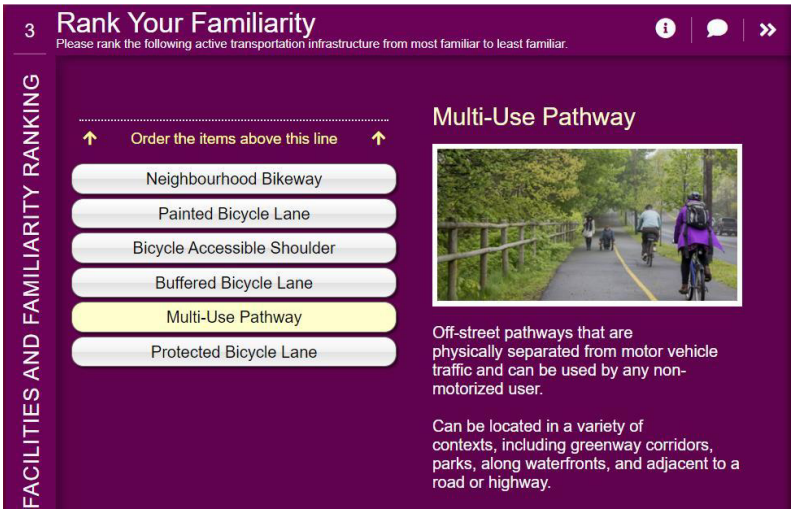


Figure 9 Facility Ranking MetoQuest View

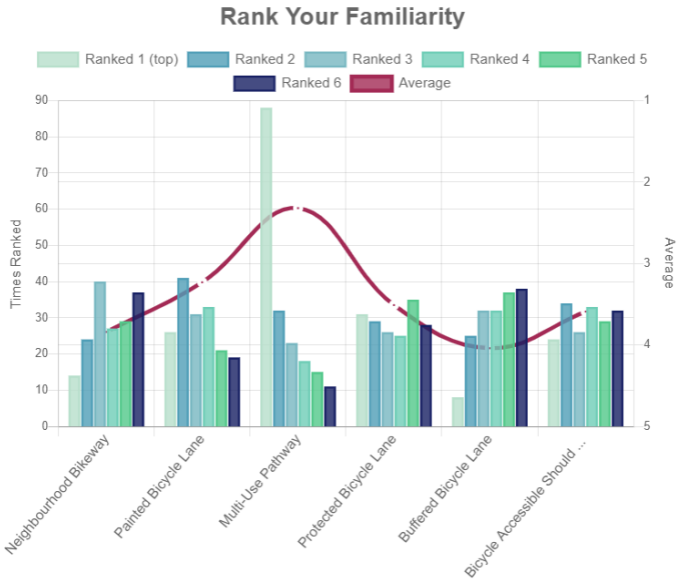


Figure 10 Facility Familiarity Ranking

Activity 3: Priority Mapping: Cycling

Similar to Activity 1, survey participants were asked to prioritize proposed cycling networks by dropping pins on the project map, see Figure 11. The priority pin options included high, medium, and low priority just like the pedestrian mapping activity.

Of the **high priority** pins dropped on the project map, the most selected related to the following: (see Figure 12).

- Connects to a community destination
- Existing safety concern
- High number of people walking there today

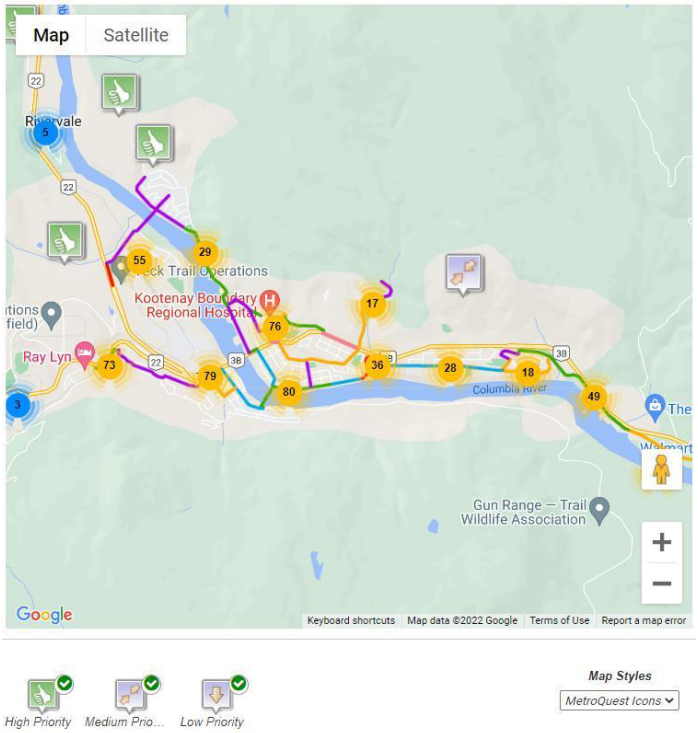


Figure 11 Priority Mapping: Cycling

- Serves vulnerable road users like seniors or children

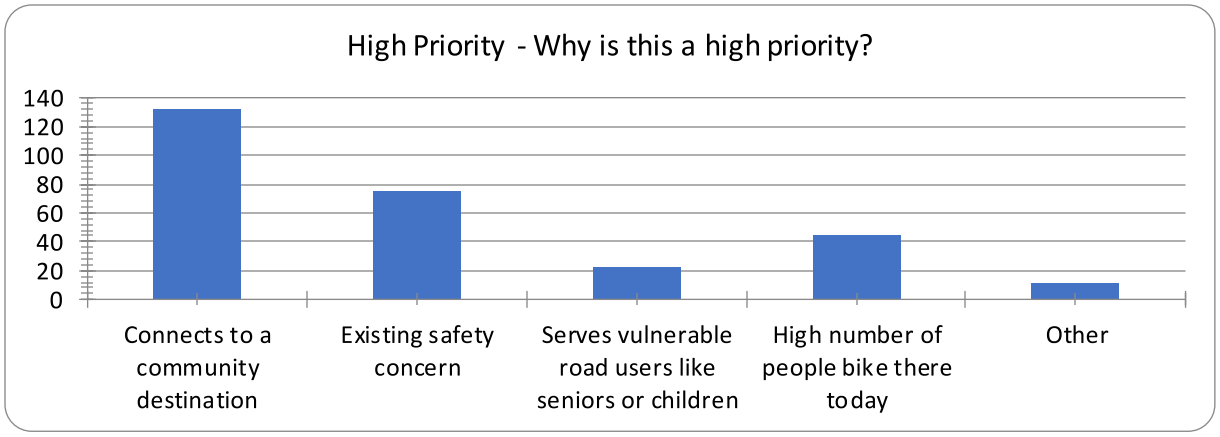


Figure 12 High Priority Results

Of the **medium priority** pins dropped on the project map, the most selected related to the following: (see Figure 13).

- Connects to a community destination
- Existing safety concern
- Serves vulnerable road users like seniors or children
- High number of people walking there today

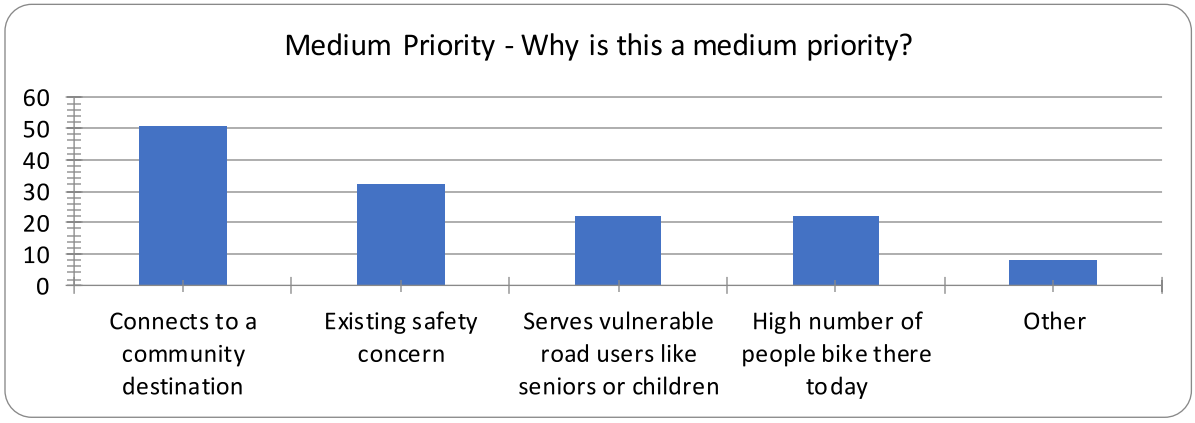


Figure 13 Medium Priority Results

Of the **low priority** pins dropped on the project map, the most selected related to the following: (see Figure 14).

- Connects to a community destination
- High number of people walking there today
- Serves vulnerable road users like seniors or children
- Existing safety concern

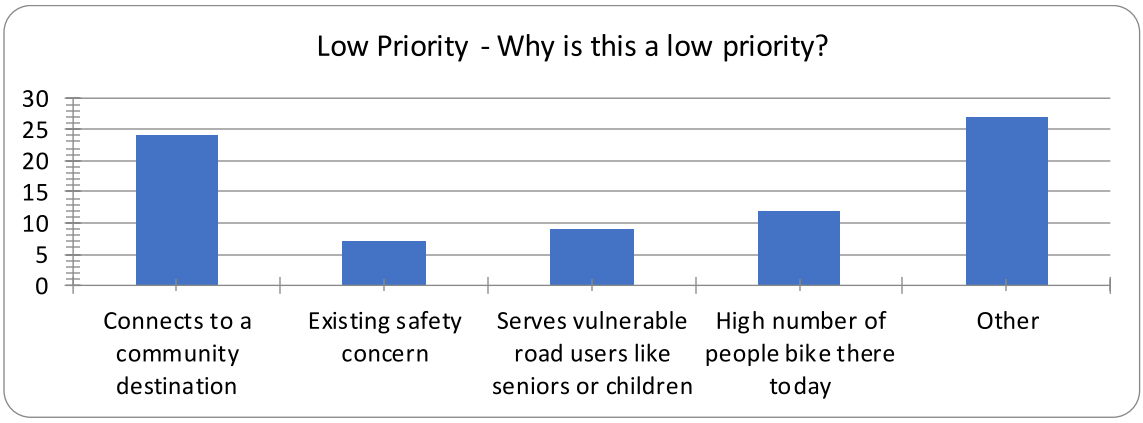


Figure 14 Low Priority Results

Maps 1-8 in Appendix B provide a detailed overview of pin locations for low, medium, and high priority rankings. Generally, the high priority rankings for both the cycling and pedestrian network were quite similar. For cycling, high priority rankings were concentrated in these areas:

- Austad Ln and Glover Rd in the Gulch neighbourhood
- Downtown along Riverside Ave and in the main downtown core
- 2nd ave south of highway 22
- Roads going up to the hospital and high school
- Highway 3 connecting Glenmerry to Waneta Junction

Clusters of medium priority rankings were generally similar to the high priority rankings with the addition of the proposed bridge connecting Tadanc and Sunningdale.

The low priority rankings were concentrated in these areas:

- Proposed bridge connecting Tadanac and Sunningdale
- Miral heights
- Glenmerry

NEXT STEPS

Feedback received from the public engagement in phase two will be used to inform Phase 3 of the Active Transportation Plan development. The public engagement feedback will be compiled with other input data including capital plans to develop a phasing plan for implementation. A project list will be developed and categorized into short, medium and long-term projects.

APPENDIX

A

METROQUEST RAW SURVEY RESULTS

City of Trail Active Transportation Plan

Total Participants: 516

Final Comments

Comment
Infrastructure is needed for hiking and biking trails, the city is missing out for not developing
Trails sidewalks are horrible for accessibility, between not enough dips to access crosswalks, and poor conditions, I am trapped in my home on days where I can't function without my wheelchair, it's too dangerous and requires excess exertion to plan a safe accessible route to where I need to go, I have to leave much earlier so I can account for if I run into an impassable area and need to find another route, which is not always possible. we should be making sure our city is accessible first.
Please make a safer access from downtown to the gulch. Sidewalk riding is not safe. Crossing 4 lanes of traffic to make 2 left turns is not safe. Riding up highway 3b to Warfield is the fastest and most direct route, with the most acceptable gradients for cyclists.
I struggled with the drag and drop feature but I think a multi use pedestrian and bike (other non motorized) from Rossland to Trail and them to Beaver Valley would be an unbelievable draw and asset to this area … I know we would use it a ton!
Continue to build around existing infrastructure and strengthen what is already in place.
Really looking forward to increased safety for bike riders!
Need a safe path from Trail to Warfield. There are more and more people walking and biking on the highway. Someone will get killed soon
I live in Rossland but Trail is an important part of my community. I work and play there.
Tax payers should not be funding projects such as bike lanes when they are only used by a very small part of the community.
We need more commuters on bikes and need to determine what the barriers are to making that happen. We also need safe ways for cyclists to run errands to downtown and east trail commercial area. Separate lanes? Safe enough that a mom can make the trip with children in carrier(s) on the bike. Bike parking areas in visible locations. Lower speed limits for cars or other traffic calming. how can we make AT the preferred mode of transport?
Trail is one of the least bike- friendly cities I have ever been in. I look forward to seeing that improved
Would like to see better commuter routes connecting the different communities
It would be wonderful to have a paved bike lane from No Frills to connect to at least the Police Station. Somewhere you would feel safe riding a bike on. We just completed the Apple Loop in Winatchee and the Spirit Trail in North Vancouver, which were wonderful and May supply a vision for our City.

I do not give two cents about bike lanes but Ido care that when I have out-of-town guests they comment on the embarrassment that is Glover Road. I am proud of my home and love my neighbourhood and my neighbours but the way up here is shameful. Do better City of Trail. We may pay less property tax than other neighbourhoods but we still vote and still have a voice.
Make Trail vibe again. Need more affordable homes. Somewhere for local drug addicted people to go and to not harrass eldery or get assulted..
I would stress the importance of proper maintenance and ploughing the width of a street instead of only ploughing one side of the street which has become the norm in our area. Taxes went up services went down.
Please fix West Trail where its falling apart before the infrastructure crumbles
Would be amazing to have safe places to walk and travel from Waneta to Downtown Trail.
By providing good trails from other communities into Trail you will reduce the amount of parking that you need to provide for employees that work at Teck and interior health. I live in Rossland and want to ride a bike to work in downtown Trail, but getting in and out of town is hard on a bike safely. With good bike trails in and out of Trail you would have less cars in the downto wn core. Less traffic going over the already congested bridge
I could not select the routes because of a problem using your app. I think that active transport needs to be aware that electric bicycles are not compatible with walkers. Especially those with pets. My highest priority would be Shavers Bench to Walmart
We need safe bike lanes to cut down on driving
I don't live in Trail but I work downtown trail. I currently live in Rossland and work all around trail, and would love a safe way to commute to and from work by active transportation. There's safe ways to get from Rossland to warfield and through Annabelle, but once you hit West trail and/or the gulch there's no true safe way to get to downtown.
Love seeing the improvements to Trail
It is impossible to get to teck safely on a bike currently
What about ebikes?
Please please please consider connecting Trail to Salmo in a meaningful way.
B street park also needs some work! No one ever mows the tall geass, it's stairs are never painted, the swing set shakes extremely bad when swinging on it, the covered walkways are no longer cemented in. They are rotten and sway in a wind not to mention the rooves of them are all pulling up. The landscaping is horrible!
Please focus some money on West trail. We pay taxes too and our roads are falling apart, and there aren't even sidewalks let alone bike paths
Bike access everywhere would be awesome.
Make places safer
More bike lanes the better.
I work every day, pay taxes for my small business in trail and commute to rossland , a lot of us do, there should be a safe route for us to bike home, the highway is not an option to bike back up, there is no shoulder and cars are very aggressive especially if there is a transport in their sites, It is very unsafe. I cannot believe the three towns cannot get together and develop a safe commuting path, it makes me feel ashamed that most people have to drive and pollute more in this day and age

It would be nice to a have multi sport trail from one end of town to another. Walking and biking on highway shoulders are dangerous.
Separate bike lanes would solve issues with vehicle traffic
Love that you're doing this. Please make sure long term planning is taken into consideration. Let's get it right for ever, not just the short term!
Get that stupid share panel off the top of the survey For example, what is the question at the top of this page, I can't read it.
I commute from Montrose to trail and either walk or ride my bike to get groceries plus.
Just make it easy for senior citizens they struggle enough with inflation a good bus route from fruitvale would help them
Money should be allocated for improving the derelict buildings downtown so that anyone walking biking or driving in the downtown and surrounding core pleasurable experience rather than and I saw her and area you want to leave not live.
Better bike infrastructure will make Trail a nicer place. Where as more car infrastructure will add to Trails going negative appeal to young and or wealthy working families. Two gas station right in downtown…why?? so ugly.
Making public transit accessible for everyone in the community and making it easier for those getting from point A to point B. Maybe shorter wait times waiting for buses? More runs on routes that are more demanding?
Need that path done!
Thank you for the opportunity for input.
I think Trail could offer a loan program for the purchase of e bikes like Nelson has done.
hike and walk in Trail frequently
I'm not sure I did the dragging properly. Iwould like to see bike lanes, one way streets, and parking on one side of the road throughout downtown Trail. It would be safer.
We need more safe places to bike and walk thatare not near the highway
What is the plan for Trail contributing to the South Kootenay Green Links Trail? This should be mentioned within the plan. Is there an e-bike plan? Trail is very "hilly" and would benefit from an incentive program. Similar to City of Nelson. This plan needs to connect the local communities. How can we connect places like Rossland, Warfield, Glennmerry, Sunnindale, Waneta, Montrose with safe corridors that people will use. Who will be executing the plan…staff needs to be hired
I'm glad to see this started
#1 priority for me is a safe bike lane alongthe Highway from Glenmerry area out to the Waneta Mall & beyond..It is a scary ride currently.
I think neighbourhoods like Glenmerry, Tadanacand Sunningdale are very walkable and bike friendly, I have rarely felt unsafe with vehicles running or walking with my children in theses neighborhoods. it would be great to see some more resourcesand accessible routes for families and seniors residing in East and West Trail. Improving access from the outer lying neighborhoods to the city center.
I live in Rossland but I bike the Bluffs and would love to see a safer walking/biking path from Trail all the way to Waneta

Trail is way behind other communities in termsof active transportation. Council said NO e-scooters, NO dog park, NO bear proof bins (pay for youre own even though there used to be one there)
Nice to see the city encouraging plans for bike and pedestrian travel around town.
Like the communities of Sandpoin, ID and Spokane WA, Trail has such an opportunity to build infrastructure and campgrounds and parks along the Columbia river instead of trailer parks in Glenmerry and auto places out of Waneta and storage placesalong the river. Even partnering with the RDKB after the old bridge to do some things out towards Casino would be so beautifully impactful for our community overall and our stairwells should be rebuilt and made sturdy/safe with cameras
More pathways like castlegar would be amazingfor our community!
electric bikes need a save place to park!! Only the library did have that. Ferraro just got on too. Where are the other bike racks??
I miss my walks along the River, eating out with friends, the hockey games. Being afraid to walk in our town. Going to the theatre etc. having tomove above the mall, no where to walk, meet friends for lunch etc
I am an avid cyclist and any safety improvements going into and through Trail are badly needed, I'd love to commute to various meetings and eventsin Trail but travelling on the roads through Trail on a bicycle is very unsafe currently.
Gyro Park and the walkway to Sunningdale are lovely. It is time to stop focussing on this area and try to improve somewhere else!
I would really like to see a safe bike path built between glenmerry and walmart to keep cyclists and pedestrians away from the highway traffic. Ialso think a bridge in Sunningdale is a bad idea due to high cost and limited usefulness. I am fairly neutral on all the other proposed paths because I dont really see how we have the physical space for them around town without impacting motorists. I feel like riding a bike in trail is already pretty easy in those areas.
I do not want a bridge in sunningdale.
I regularly ride my bike to work in Trail
I feel like the condition of the roads and sidewalks is not a concern for the city, and don't seem to ever want to fix something even though it isunsightly or unsafe until forced to. I feel like other cities like Castlegar and Nelson are willingto spend money on these things but Trail for whatever reason won't do a proper job ,just patches here and everywhere
Trail would benefit greatly with more bike/multi-use paths. Coming from a larger center, it is a difficult town to navigate on wheels other than car.
Replace the main bus stop downtown on Cedar Avenue. Its horrible and has been for a long time.
This could have been improved by letting survey takers know what sort of improvements they were prioritizing, not just the areas. Also the connection from Tadanac to Sunningdale is so unrealistic, I suspect using consultants native to the area would have made a huge difference to the quality of understanding needs of the area.
Trying to commute from Rossland THROUGH and TOTrail. Thank you
I live in Warfield, but I spend quite a bit oftime running, biking, etc in Trail (multiple times each week). It would be great to see improvements to the connections between adjacent communities and connections within Trail. There are several routes that I'm willing to go on myself, but wouldn't feel comfortable taking my family on due toaccessibility and safety (mainly highway traffic concerns).

I just wanted to mention that bicycles and pedestrians the look for the fastest and shortest way. Even if there would be a pedestrian way or a bicycle way but it rather a detour, it will not be taken. Thanks for considering it
Love that you are considering additional connector routes.
Active transportation routes are needed to protect people from drivers that only think of themselves and how fast they can get there, especially along hwy 22A
Glad to see this survey..we need more walkingtrails in Trail and.area ..thank you
Thinking of having bike/ walking lanes is veryexciting
In addition to what is being proposed, I thinkwodening sidewalks and/or having multi-use or bike paths on select streets downtown to allow for connections from Pedestrian bridge to the arena, to Ferraros and to the Gulch should be of high priority. Connection from Ped bridge to Gyro park is also high priority.
I am looking forward to seeing the final out come from the survey.
More early busses
We need bike lanes
The legend does not come up easily to identify what your trying to show so hard to identify exactly what is being done. I think any type of improvement to trail transportation a priority.
I would cycle far more for general commuting if safe routes and bike storage were available
Lack of clarity with survey questions: what is meant by "connection"? Why 2 sections asking for priority? Areas would have priority based on neighbourhood where respondent resides. Are you connecting transit with non-motorized accessibility? Did not find questions sufficiently clear that my response is likely to be useful.
Bike lanes are important as more people (especially seniors) are using e-bikes to get around town.
We definitely need more safe bike paths
Please fix West trail. We always feel forgotten about. We need roads that work, sidewalks, and infrastructure that looks good.
Access the the YouTube channel 'Not Just Bikes' for excellent insights into city planning and the development of safe/comfortable transportation corridors that benefit everyone. Good luck.
-improve the bus schedule -eliminate slant parking -close core to vehicles
we are on casino road it needs proper bike andwalking lanes to heck with the gravel trucks
My husband is asking when the potholes in theroads will be made into speed bumps? Although we have recently purchased a place in Annable, we do most of our business/shopping in Trail. Currently I am a piano teacher for beginner piano students in my home studio and my husband works at Red Resort as a dishwasher/janitor. When we are taking the bus with a lot of shopping bags and packages to transport, it is more difficult and dangerous to access our Annable address than ever.
Walking paths are important for seniors. Biking is not always an option for us.

High Priority
No sidewalks or crosswalks on a street near a children's playground
Scary crosswalk
A shared non vehicular route between trail and warfield
Extremely dangerous for children getting off theschool buses, as well as coming from st Michael's and J.L. Crowe. People refuse to stop at the crosswalks, speed frequently, and are not paying attention.
Need a bike lane. Literally no bike friendly roads- paths in Trail
This is the only way to connect on a bicycle from downtown to the gulch, to access the highway to Warfield. Riding a standard bike through west trail istoo steep for my road bike, and it is a longer circuitous route. The sidewalks are not safe (dropoff, no barrier, mix with other users, etc).
Need more buses running from downtown towards waneta and up to West trail
Groutage avenue development - Connects current walking loops
Continue to build around existing infrastructureand the ways people use the community
The highway from 5th Ave up to the lights at shavers bench is my main concern. There isn't a safe, structured sidewalk, path, etc. for any activetransportation
The pavement is uneven and no railing between pedestrian and fast driving traffic, also no safe bike route up glover
No safe place for pedestrians
Community hub
No where to be picked up you have to walk 20+minto get to a bus stop if you are on this side of trail
Vic st bridge is most direct route for biking but have to share bridge with vehicles
Decorative bike racks in downtown may be usefulvs using meter stands
Riverside ave sidewalks are poor and access to pedestrian bridge is hampered. Access along the esplanade could also be improved
Connections along riverside ave and esplanade need work to be safe for wheelchairs, scooters and bikes
The highway doesn't offer much of a shoulder foranything, especially in the winter time. If a separate path existed it would be safer for the usersand vehicle drivers.
Connection is a challenge for commuters/cyclists. Car and bike traffics need to be separated.
Connection between wagon road from Rossland to trail creek area/Reservoir road
The entrances on both ends of the sky walk bridge are poorly designed for bikes and wheel chair access. On the east side the access is also dangerously congested
Build up the existing road/trail below Glenmerryfrom the S-Hill to Rock Island then connect Old Waneta Road. This would provide a fairly level access route for walker, bikers and mobility aids.

Employees ability to safely commute to work
High school connection
Connect glenmerry/Waneta
This portion has no sidewalk and many new families with children have moved in. They do not have a safe place to walk, bike or use their trotters. Also, we have senior peoples using walkers that end up walking in the middle of the street.
Same reasons as for Daniel street.
needs a stop on riverside ave for safe crossing. Traffic from riverside are going at fast speed and it is a risk for a pedestrian to cross the street.
Glover Road is heavily used by pedestrians, some of whom are economically marginalized, and is in desperate need of repair. I see people of all ages using this sidewalk in all kinds of weather conditions
I cannot say enough about the need to do something with Glover Road
Needs repairs on the handrails for over 4 years. Sidewalk should also be better maintained and Glover Road needs to be repaved and properly maintained in winter as it is safer than going on Green
Glover rd is falling apart sidewalks railing and the road itself. It is a very well used road that connects to the community. It would be really awesome if this could be fixed before it becomes another Green Ave. The water that comes down is for sure under mining the road because there are so many pot holes and cracks that never get fixed. Seniors and kids etc walk down the uneven sidewalk and 2x4s for railing. We need our City to look taken care of not neglected like this area
Only bridge linking communities to the hospital
Having a safe place to walk from the Waneta area to downtown Trail or Glenmerry would be amazing! Would help so many people in so many different ways.
There needs to be bike lanes so we can safely bike like the government wants us to
Due to increased traffic to border and industrial sites this road has become a death trap to anyone trying to walk it.
The potholes, the sidewalk and railings.
Travel to work
The crosswalks in the gulch are borderline dangerous, I've seen so many people blow through them while someone is waiting to cross. Add flashers
Bike lanes through the gulch! Especially for evokes, there's not enough room to share the road
Better bike crossing for turning off of 3b to hwy 22. Could there be a bike path? I would never feel safe biking in a driving lane to get onto hwy 22
Traffic moves too quick through the gulch. Should have wider sidewalks and only 2 way traffic with two lanes
No way to get to teck safely on a bike or walking
Accessibility for non vehicular traffic does not exist between Glenmerry and the mall area. There needs to be safe bike or walking options created.

Salmo is in dire need of a connection to Trail to serve its most vulnerable folks. With Trail having the main medical facility, often Salmo residents are left with no option to get to their appointments
The Gyro Parkway hits all of the items listed. A level walking route used by many. Need to keep bikes off the sidewalks. They should stick to the road.
Walkway under the highway. Very important.
No reliable public transit to our airport. A bike route would be great.
Wide trail type surface from bottom of sunningdale bike trail to gyro then up below hospital to ravens rock trail between hospital and school
Would be nice to be able to ride in to town off the Hwy. I want to take my kids but there is no way it's safe beside the Hwy
Needs to be a bicycle lane and better walkway -traffic zooms by far too close to the sidewalk
Along highway needs supports along the walkway and weather protection from getting splashed.
Sidewalks and bike lane to trail
Safety
Commute from trail to rossland, this is what keeps cars off the road and congestion in trail down
Trafic too busy and not safe for bikers. If there was a route here you'd seen more people biking to Gericks, biking to the nadi tree for yoga.
Trail should have a walking/biking path from one end of town to another. I see people walking and biking to the mall and area on the highway and it's dangerous!
This cross walk id extremely dangerous with speeding drivers. Make it a light controlled crossing.
Kids school crossing. Also an issue with speeding drivers. Multiple times a year kids and crossing gaurds are almost hit and killed at the crosswalk.
Having to get on the highway here on bike or walking feels very dangerous
Cars parked along the side of road here force cyclists into the middle of the road.
Great for recreation, but also addresses an alternate exit for the residents, should Teck have an environmental issue
Largely flat and low traffic
Lots of people here. The bridge could connect to new trails all over the city. It's also unsafe here and can be dirty. Need more lighting at night and bins for needles. Having seperate sides for bikes and walking might also help.
there needs to be walking/biking paths on one side of the highway here. lots of people walking and its dangerous, people trying to cross the road aswell, need to find a solution without stopping traffic, overpass and trails on either side maybe?
trails on this side of the river seem to not beused as much, could reduce traffic on the other side and help beautify the city more. not sure if its owned by the mine or not maybe thats why

need safe bikelanes to and from heading up to Warfield and Rossland. The double lane here could be converted into bike lane + parking for the residents and businesses here
Need more transit connections. Have spoken to folks who work here and its hard for them to access. Someone had mentioned she cannot work on Sundaysbecause no bus.
We need places to lock our bikes downtown. You can spend tons of money to make it easier to bike for residents but the unfortunate issue is that ifwe cannot lock our bikes anywhere downtown they will get stolen pretty quickly. Without bike locks its pretty pointless.
not the safest place to bike, need a designatedbike lane
Need more access to the hospital whether its more transit times or something. Lots of people have issues. Some folks have to walk home after certainhours if they needed care and without cabs that close early there has been many issues with this.
Something really annoying with the lights downtown is that within seconds of it turning yellow, they go red right away and you can't cross now. It'sa safety issue, there needs to be more time especially for older folks who get stuck still walkingacross while traffic starts going again. Would be nice to have a countdown with the lights so we know how much time there is, I'm active and its even too fast for me to cross, if its to fast for me its to fast for seniors and kids.
Being able to cycle to work in appropriate weather without almost getting hit by vehicles
Cycling from Montrose into trail for work.
separated bike lanes and actual sidewaks to allow commuters and walkers.
Unsafe for bike commuters.
requires separated bike lanes.
People are always walking on the highway; a cycle/walking path needs to be created
This area is used by lots of cyclist and is congested through Glenmerry and follows along a high vehicle traffic area.
commuting Warfield to Trail
Opportunity to connect Waneta with Downtown trail.
Access to largest worksite
Need a safer connection (ie less drug use) fromthe pedestrian bridge into downtown to make it safe for everyone to access at all hours
no really safe way to travel this route on a bike, only in shoulder of fast moving traffic
Connects communities, safety concern (encouragespedestrians away from the highway)
Tadanac is incredibly isolated - likean islandin the community. Also, it would allow much easier access to Teck Operations from all over East Trail. Could be a boon for Trail when people choose to relocate here.
Personally, I think this shouldbe a machine-built dirt path that extends from the Gyro parking lot all the way around the rugby field to the Sunningdale trail. Thereis already cement walkway on the other side. Thiswould help keep cyclists offthe road and

safer. It would also encourage more cyclists to park at Gyro. This would also be a nice walk for others (multi-use) and be snow-free for a long part of the year with potential for lowelevation XC skiing or snow shoeing.
Waneta is isolated from the rest of town and unsafe to get to for cyclists and pedestrians. All major new developments occur here. It is also thenicest climate in the Kootenays and would be a real boon for Trail for warmer springtime running, cycling etc (local tourism). Ultimately, there could be connections to all new subdivisions. The newsubdivisions (including proposed) don't allow for much walking / contributing health to seniors.
great connection and extension of gyro path
You should have "All of the above" for this trail. A trail to the mall shopping district is a must. Please finally address this injustice tothe people of Glenmerry and area.
This is an ancient wild river trail. Owned by Tech and/or Trimac. And, is used by everyone in the area including Teck employe es. Please preserve this trail for current and future people of Trail.
Children often crossing highway to get to school
Walking trail ends at esplanade and users have to walk on groutage ave to do loop of bridges
a trail to link Trail and Waneta would be great
No bus, no walking path means kids walk on the highway to get downtown
Separate bikes and pedestrians from highway traffic
Separate bikes and pedestrians from traffic
The entire length of Riverside Ave needs to be repaired and proper sidewalk for walking and biking
This section along the Columbia couls be properly built up and maintained as a walking trail
This entire bridge needs to be upgraded and possibly twinned for the amount of traffic and its vital access as a major highwa y route. If something happened here, we woukd have no access to reaching the entire other side of East Trail and to Fruitvale and beyond
Tadanac has no easy walking access to downtown.With some adaptations for any concerns about smelter and citizen security, passage between the smelter and the river should be developed. Likely much of a "trail/path" already exists and any security issues of strategic fencing, cameras and lighting should be adaptations Teck can affordably install in the spirit of being a good neighbour. This route would encourage active use by residents of Tadanac and others looking for variety in options.
Many people walk through Sunningdale for exercise but no sidewalks
The bridge and highway downtown are not safe forcyclists; I use the pedestrian walkway to cross the bridg e on my bike commute
Not much shoulder for walkers or bikers
No safe sidewalk. Resovoir Road is beginnkng toslough and the stairway from Kitchener isnt in the best condition
Would be cool
A path here would get bicycle users off the highway

People coming off the bridge cannot easily get down into the neighbourhood / near the river. A ramp instead of a stair way would be better.
Share the road signs would be helpful here.
The exists off the sky walk are very difficult for cyclist/rollerbladers. Widing the trail in Rotery Park and better connecting the Skywalk to downtown would be appreciated.
More connecting pathways
Not sure if it is technically possible, but it would be nice to have a cycling lane through The Gulch or a safe alternative route. I ride an E-bike and don't ride it on the sidewalk, but riding it on the road has proved to be a little sketchy.
Very difficult area to connect with transit whenwheelchair bound or mobility issues
need a sidewalk with railing to connect Annableto Gulch
To bad us seniors that lived worked paid taxes can not use the theatre, Smokey games, restaurants etc because we are designated to live outside of our beloved city center
It would be nice to have a path separated from the highway to stay away from motor vehicles
People are always walking or biking on highway and it is dangerous
People walk Glover constantly and the sidewalk is in terrible shape. It was covered over instead of redone properly and I have fallen myself walkingit because pieces of sidewalk have broken off all the way up this road.
People are constantly walking the highway to shavers bench and there is no sidewalk. Dangerous
No current off highway access from Glenmerry toWaneta area
Always feel nervous waking with my kids, just sotight
Would be nice to have a side walk to access mutual heights
This intersection sucks when biking from downtown into the gulch as you have to cross several lanes to do it properly!
This spot can be a bit sketchy and hidden to getfrom downtown to the pedestrian bridge. I wouldn't want to travel there in the dark.
There is safe no active transport from neighbourhoods and downtown to waneta
Make a trail from Glenmerry to A M Ford area tobypass the big busy hill.
No connection from Airport to City! Unhappy passengers due to no bus and lack of taxi
People want to get to mall/Waneta and be able tobe off the highway
High Traffic area, access to sky bridge
Students heavily use this route
better signage and facilities for the communitygarden

roads are too narrow, sparse sidewalks, lots of vehicles are roadside parking limiting space for pedestrians and vehicles to share the already narrow road
The transition from west trail through downtown on a bike is daunting. It is the primary factor keeping me from cycling to work.
More support required for vulnerable unhoused folks. If these folks had more support, they would be less inclined to steal my bike when I park it downtown. Currently I don't ride my bike downtown at all.
We need more transit bus routes to allow people to get to work in out of town areas while reducing our carbon footprint and use of extra vehicles.
Repaving of Glover road as well as McAnally street and Hendry Street
Need a better connection between Warfield and Trail. Reservoir Road is very steep, and the highway is too dangerous. It's a very short distance from the Tunnel Pub to the Gulch, but there isn't a very good way to get there. Improving access between Warfield/Rossland and Trail would be excellent.
Traveling from Glenmerry to Waneta is quite hazardous for active transportation. Going along the shoulder of the highway with large vehicles passing right beside you is terrible. The speed limit is 80 km/h but it's common for people to be driving close to 100 km/h along that stretch (particularly downhill).
y intersection needs to be more pedestrian friendly - with crosswalk and maybe speed bumps - cars too fast
if you're walking on the north side towards the bridge and want to go over the bridge - requires to cross street twice - also there is no connection crosswalk or walkway on the bridge side going down the stairs to Columbia Ave
connection between bridge and River Walk is missing and some places very narrow and has blind spots
I love the walking bridge that connects to downtown. The sun in the late aftemoon, makes crossing second ave unsafe. Crosswalk lights would here visibility. Id also like the bus route to be along Main street. Less treacherous for the Glenmerry bus down the hill, and better access to the pool bus stops.
Would be nice to have a walking or bike trail from Waneta to Miral Heights/Shaver's Bench area
Better biking to hospital
Just silly that this gap has never been addressed before
Keep everyone of the highway and road shoulder
As previous marker. Highway 22A has heavy traffic, usually speeding, and many people walking & cycling and children walking to catch school bus and transit buses
This part of Riverside ave is very unsafe.It is very narrow and the sidewalk is very dangerous, especially for seniors that try to navigate in a wheelchair or walker. Also there is a high volume of large truck traffic on this road daily and I have witnessed near misses where the dump truck drivers have to drive up on the sidewalk to pass eachother on the narrow road. Also people ride there bikes on this dangerous road. Very dangerous.
Riverside ave by the pedestrian bridge is in terrible shape. Very unsafe and neglected (pot holes, rocks, weeds looks very unkept) really the xity should have fixed the road when rhe ridge was constructed.
Well used road for walker and mostly bikers

Connect east trail to dt
Bike traffic to dt should be encouraged
The hospital parking is horrible and this may help de clutter the parking lot
Better connection to already existing infrastructure.
Allow monthly locker rental at the Aquatic Centre. If people don't have so much to carry back and forth, theyv
Pedestrian and bike access to Waneta
A Rossland Trail Fruitvale connector encouragesheathy a ctive living and reduces GHGs
encourage people to walk or cycle to the aquaticcentre by allowing monthly locker rentals so they don't h ave too much to carry or load on a bike.(I would save myself 3 car rides a week if I could rent a locker)
Connecting Trail and Warfield for people to go shopping, working, etc. To Trail
Having a real good connector between Warfield and Trail would help increase likelihood of pepe biking, walking. ATM all the connectors are narrow streets or the highway
Good for Glenmerry users and East trail users.
Access to Downtown ie. Farmers Market, and walking the two Trail bridges.
The highway is a dangerous place to Bike, therefore we need an alternate route for bikes to Walmart
We need pedestrian areas in Columbia Heights desperately
Parking and vehicle congestion a problem for school and hospital. East Trail intersection before the bridge is a site of frequent accidents and people have been hit in crosswalks; this also needs to be included in this route. Also, the walking route from the school past the dump on the highway to Glenmerry.
With safer and easier access to downtown more people with 'eyes on the street' will make it safer from the transient people which discourage many locals from travelling downtown.
Only 1 entrance in and out
hospital
need a way to get out of trail to waneta by footor bikes without traffic
parking is terrible
The bus will often stop on the highway whereas the highway is often used by traffic and needs to be crossed to get to Annable but better walking access here can remove some of that risk. There is always the risk of being hit by oncoming traffic when crossing over to Annable from the highway bus stop on the way to Rossland, BC. Certain times of the day are worse than others. There are no pedestrian crosswalks either. This proposed walking routecan alleviate some of that concern.
a safe cycling route from BV to Trail would havemore people biking to work
Low Priority

There us no active route save the highway out ofTadanac and no public transit service to this neighborhood
Not much up there
Public transport is the many paying for the few.It's a bad use of public money
Leisure active transit path along the river
Already good sidewalks and paths
This area is over serviced most home owners living here are high income multi vehicle home owners
Helps primarily Teck employees, but opens up another path across the Columbia, especially in the event of a natural disaster and a coinciding emergency on the main bridge through town.
Tax payer money should not be used on another walking bridge
The route chosen for the Greenway includes Resevoir road, which is steep and often covered with loose gravel making it dangerous for downhill cycling, and is also steeperthan most cyclists will be able to manage uphill (unless they have e - bikes)
Out of the way
More for recreation than transportation
This area could use a proper cycle pathways butit is already set up for walkers
This area is in good shape
Walking distance to town but a very dangerous road
Lots of exsisting walking access downtown.
Potholes!
Not sure how to solve the issue with pedestrianand vehicle traffic here but somehow it should be safer
Recreation opportunity for the more physically fit.
Do not need another bridge. Waste of money.
Cycling route to Warfield would also be useful
Bicycle lanes to the mall and Walmart
Already feels safe in this area
Short and not senior or disability conducive
Trail here could be cleaned up and made prettier.
Is it possible to have some docks on either sideof the river throughout the town? I think of coastal cities with boat taxis, is this possible for canoers and fishers?
Not practical to add pedestrian walk me when theroad is too narrow as it is

Instruction cost engineering and environmental impact study would be astronomical instead of using money to repair existing walkways within the downtown core that pedestrians use almost daily
Downtown core would be better suited for the cities objective of obtaining further commercial and hospitality interest and investment
Connect the gulch to to dt with a safer path system for walking and biking
a bridge to sunningdale would be a waste of money
Designated drug ridden sidewalk already in place
This is well maintainrd
Doesn't seem useful to enough people
Could use nice pathways
Seems unecessary to put a bridge here for so fewpeople to use
bedroom community
Would not benefit majority of the community. Would not connect people to services or shops.
The frequency between routes -especially to Selkirk college is too limited. A proper bus shelter/hub is needed, with accessible washrooms to the public and drivers alike.
Effective routes are nearby
Not a lot of walkers or bike action
It will be very expensive and service very few people.
Not accessible to the general public. Good onlyfor use by local residents
Too many hills
Those neighbourhoods that are more affluent already have lots of this.
Not many people will walk to the mall from Trail. Improved bus service and bike paths might be better here.
Only one entrance in and out
There doesn't appear to be a need to connect these two neighbourhoods
Lots of sidewalk and transit routes
Medium Priority
No sidewalks
Downtown to gyro

From the police station all the way to Walmart is one I've thought of biking with my daughter to go to Tim Hortons or a friends house. I end up driving because I don't want her on the highway. It connects to major retailers too and we don't always want to feel like we have to drive or take the bus
Leisure activity path along the river
No safe pedestrian route
Connects to rossland and trail city core
Good later ate option to Vic street bridge for bikes
Old sidewalk that leads to nowhere a barrier ifrocks. Adjacent to best western and gated pedestrian a ccess to teck
The whole downtown area is unfriendly to bikes-and there is a real gap in safe places to lock bikes. To encourage people to commute to work and shopping more, there needs to be secure places to lock bikes
Need better
This is the main street to reach downtown and part of it does not have a sidewalk and is not wide enough for 2 cars. Drivers tend to drive fast andthere are a lot of people that walks on that street.
needs sidewalk and cycling lane for people to safely walk in this area.
needs sidewalks for all streets.
This the last part of what needs to be done on an otherwise beautiful walk.
Sidewalks need to be properly maintained also the sidewalks down town. A good area to consider marking cycling routes
Fix the water problem
Only elementary school
Having a safe place to walk when visibility is aconcern would be wonderful.
The pothole at the bottom of hospital hill is ridiculous. Not safe for the ambulance
No way to get to waneta
No bike lanes in the bridges
Social events between Rossland and Trail via a cycling route would be more feasible if it didn't only rely on limited bus ser vice.
Bike lane on the existing road bridge
Bicycle lanes to the library and esplanade
People have to walk on the hichesy
If this were a bike route it would be safe to exit town on your bike. You'd have more people using the bike road to head towa rds the trail wave, tobike towards the states, etc
A walkway over the river would give the Tadanaccommunity access to schools and parks and trail system.

Should be a 4 way stop. Drivers coming down fromDaniel st. race to the highway if they see the light is in their favour. Drivers do NOT stop for padestrians waiting to cross.
Should never have been made a 4 way. People do not stop for padestrians.
is there a way to utilize the other bridge for bike traffic or pedestrian?
More trails could be utilized here.
This is in regards to all the staircases. They are greatly appreciated but there is often a lot of dirty needles littered all over them and garbage.Need more bins or folks going in to clean them up, lots of folks use them and this is dangerous. Also it would be nice to make the staircases more pretty to beautify the city. Has the city ever considered painting the tops with murals instead of just the plain red? Perhaps something to signify Sinixt and other local history and community.
I would rather add this to high priority! Thisis a critical part of a popular walking route and it would be nice to have it finished. Don't add more parking here: The City owns a prime spot for a pub/ restaurant. Make it a complete promenade!
developing trail connectors in urban areas wouldbe good
Designated sidewalk already in place
Shortcut to Sunningdale for W Trail and Tadanac
Can be a waking bridge
There should be an overpass built here for students and those walking who can then continue on to Crowe and to hospita l
All of the stairwells in Trail need a massive overhall for safety of residents and users including cameras
I dont know what this means but a nice walking path for people who walk along this stretch of road so they arent stuck on the side of the highway
This intersection near the sky walk is very challenging for cyclists due to one-ways and pedestrians and drivers being confused of right of ways and/or where to look/expect people.
Pavement is very rough!
Need more pathways
Connect people to jobs downtown and to and fromschool for students
Could use better sidewalks
Would be great to see some investment at the moral heights trail head to support cyclists. A bike tools and wash station woul d be fantastic.
Add a stop light at the intersection on the highway by AM Ford Plus and Tim Hortons
A much bigger job, but the connection between Trail and Montrose/Fruitvale is not at all appealing for active transportation. All the same reasons as the Glenmerry-Waneta connection, but this route would probably have less use than Glenmerry-Waneta.
Tadanac is so close to downtown, but access is terrible. The only route is much longer than the actual distance, and you have to travel along the highway. Not at all desirable for active transportation. Lower priority than Warfield/Rossland-Trail connection and Glenmerry-Waneta connection due to fewer users.

There is senior housing, but no walking/bike paths in this area. Ludicrous. No bike lane along the highway to the mall? Or Walmart? Trail can do better.
Would be nice to keep pedestrians off the busy highway
There are many pedestrians walking right along the highway.
Bike lane would really work here heading out tothe boarder
Bike lane around Sunningdale
Gyro Park to Ped bridge
River Walk to Ped bridge
Hopefully able to keep some biking off the gulch
A new bridge would be nice if it encourages non-motorized commuting to Teck.
Bike lanes non existant on bridges and sidewalkstoo narrow
Develop bike trails/multiuse trailsin hill behind West Trail connecting Warfield and Trail = good for tourism and increase chances will be active +alternative to roads
No cycling lanes and high traffic area make thisa hazardous road to cyclists
Only one entrance in and out
Being able to do routes all around the communitymakes cycling and walking more visible and increases community health. Not everyone has a car or aTeck pension to support access or to afford health activities.
The smelter limits access to downtown and rivercrossings

Cycling Mapping Priorities: Comments

High Priority
High use area near the bridge.
High use area near the pedestrian bridge
Make it safe for kids to bike to school
Way too many accidents here.People turn off the highway then cross the center line to get to the gas station.It is very scary !!!!
Would bypass downtown Trail and allow highway access (better gradients for non e-bikes) to Warfield.
No bike lane on high traffic area.
Difficult navigating with traffic and parking onroad
Very unsafe with the speed of traffic, great toride though
Need a safe way to connect Trail to Warfield

I would like to bike to work and a dedicated route would be beneficial
Gets bikes off Vic street bridge
GoPro idea an alternate to biking on the main highway
East and west trail direct route
Major employer. What is the potential to get more workers using AT to get to work
Bike friendly downtown
Rossland trail route needs to be establushed
Connect to greenway route but is poorly signed
Pavement is often in poor shape for cycling on downhill side; sharp corners make for poor visibility; sidewalk need better wi nter maintenance for pedestrians
Shoulders on the river side of the highway hereare very narrow and often covered in debris forcing cyclists into travel portion of highway
Bike lanes needed for the Victoria street bridge
No safe way to cross the street near the Best Western. Should have a crosswalk with a flashing light to keep people safe
Very well used
Bikers are not safe
Connects other communities to work
Trail needs a good connection in this area, biking through the gulch is dangerous
It would be amazing to be able to go to gyro from Tadanac
This connection doesn't exist today.
Used by all level of users. Many mountain bikesuse this to complete the Bluffs Trail loop.
Useful to get to this area of necessity shopping
Gyro to ravens rock trailhead
Sunningdale bottom to Gyro park. Single track connection to keep bike off road and footpaths
Safe cycling to Rossland
Can't safely get to town without a motor. Wishthere was a protected bike path all the way to Castlagar.
Making it easier to travel between Warfield andTrail
Hospital and high school
Commuter to rossland

Absolutely not. Glover is dangerous enough withjust drivers. Do NOT add a bicycle lane, it will not be safe.
Large amount of homeless gather in this area andfeels very unsafe for vulnerable population.
requires separated bike lane.
requires protected bike way
I believe this wouldbe a combination with serves vulnerable road users and gives people who rely on the bus to get to a hospital more accessibility. In my personal opinion I believe any medical offices should be rated as a high priority and shouldhave more access on bus routes.
High traffic with the schools
Bikers use HighwayDrive and Rosewood and never stop at stop signs or care about those walking or driving.
Warfield to Trail
The highway is currently not safe for bikers andthere needs to be separated safe access
I think a route all the way to Walmart and old Waneta is high priority
All of the above. Trail is disconnected from Waneta except by a dangerous and frightening highway with no shoulder in some places. Time to settle land disputes or bypass them with a proper trail.
Unsafe area for bikes - congestion and narrow roadway
build a trail from Trail to Waneta
No sidewalk in place leaves people to walk/bikeon a busy highway
Separate bikes from highway traffic
Avoids having to mix with traffic crossing the highway bridge
Accessible shoulder needed - rebuild roadway towiden road and allow bikes/sidewak - there is room on R hand side
There should be a switchback stairwell up the embankment behind St Mikes up to Crowe… there was one so very long ago not far from there - should be two stairwells
Narrow road, narrow walk way
Currently no way across
Being able to safely/comfortably cycle across the 3B bridge would be helpful.
Make easier, safer, better for cyclist to come off the road and onto the skywalk.
Make dientown more friendly for bicycles!!!
I would prefer a fully separate bike lane away from the highway built along here
People walking and biking all the time here

Terrible road and sidewalk is not great. A lot of people walk and bike to casino,the road is in awful condition and not very wide so it can be dangerous
Need bike lanes so bikers can be safe and off the highway, so drivers are safe also
Twin the walkway in the park for bikes so not riding on a narrow dangerous road
Not everyone is comfortable biking in the high way
Roads are narrow
No room for cars to pass bikes
Hard to cross bridge on a bike in traffic on theright and then turn left.
Definitely a high priority area
2nd route to hospital needed.
no designated bike lane, high foot traffic as well
high traffic and no seperation/buffer
Need to be able to bike through Trail safely andright now this is highway only
Need to be able to bike to Trail and right now this is highway only access
Need to know how best to get from Green Link through Trail
It would be great to establish a sidewalk or protected walking path along this stretch.
Comments similar to section 2 markers. Main driver would be creating safer, more desirable connections within the community and to/from adjacent communities. People are much more likely to use active transportation if safe routes are available. Even more likely if those routes are enjoyable (not right beside highway traffic).
Comments similar to section 2 markers. Main driver would be creating safer, more desirable connections within the community and to/from adjacent communities. People are much more likely to use active transportation if safe routes are available. Even more likely if those routes are enjoyable (not right beside highway traffic).
That Glenmerry bus going down the hill in winteris dangerous. Make the route on Main Street.
Would be nice to have a trail connecting to Warfield
As previous comments
Well used already but not that safe
This needs to happen.
Hospital
This is one of the most unpleasant sections of highway to cycle on and a bike-friendly alternative would be appreciated.
Connection to Warfield is currently non-existent.

At the moment there is no designated route thatconnects the Gulch area to the Skywalk bridge and East Trail.
Removes bikes from the highway and eliminates along hill climb
Need an easier climb to Warfield for commuter's
current access from the bridge to the road is very tight and croweded
there is no proper ramp to get from the road onto the walking bridge access - difficult and unsafe for cyclists and wheelchair users
pavement is in poor condition on downhill. potholes, gravel and deep grooves are dangerous for cyclists
I don't live in West Trail but I would like those residents who do to have safe cycling access to and from Trail.
Major access to East Trail, Waneta, Downtown andthe high school.
No shoulder or bike lane, high traffic area andblind corner switch back unsafe for cyclists
There is no infrastructure in West trail or Columbia Heights already existing. We pay taxes too
A bike lane from Trail, through Columbia Ave, into Glenmerry and out the the Mall would be my first priority because it would keep bikes off the highway with semis and a lot of traffic, and it would be a pleasant route going a long the river.
Biking to Trail from Castlegar presents safety concerns due to no bike lane present
Make access to pedestrian bridge easier and safer for bikes and pedestrians and more will use the route.
hospital
also connects to a community destination - thereis only one route out of Trail in this direction and it is highly unsafe for pedestrians and cyclist, motorized wheelchairs etc.
Low Priority
Too steep gradient reservoir road. We need a separated bike lane to get through downtown Trail to the gulch. I never use this route to ride home as it is too steep and takes too long
The three locations I selected are all importantto me. I love walking in and around east trail during breaks from work. A lot of young families andseniors live in this neighborhood. The pedestrian bridge connects them to downtown core.
Fixing the traffic congestion on the Vic streetbridge is not a good use of time. It's best to focus on other areas of improvement
What is this? A future bridge?
Again this area is already well set up for walkers and bikers
This area has gotten many upgrades
Do not need another bridge. Waste of money.
Very few people live in mural Heights. Focus onon our lower income side like West trail that doesn't even have sidewalks
already a safe area
already a safe area

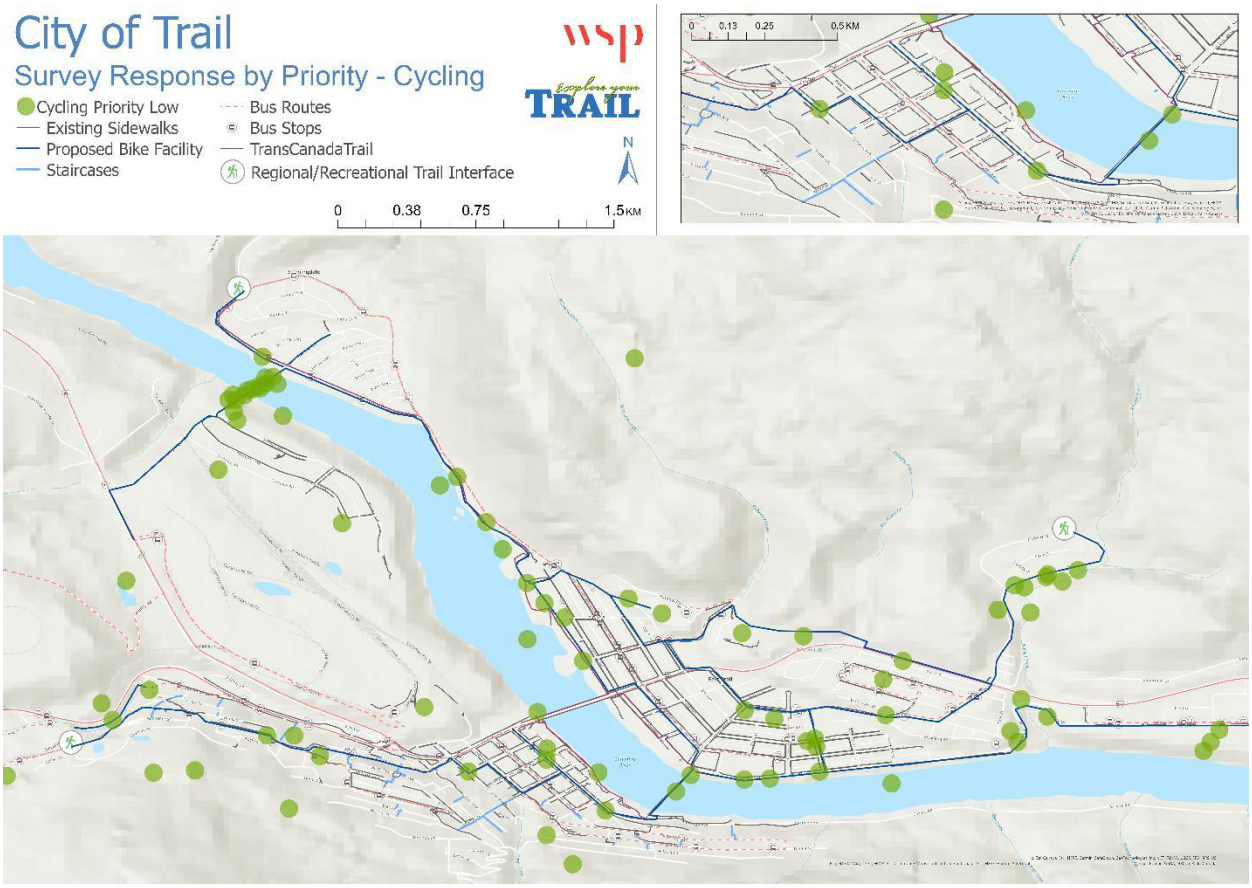
Wide roads and sidewalk in place
Building a bridge would cost too much
Downtown is dangerous for bikes as there is no route anywhere.
miral heights and bear creek have lots of hikersand mountain bikers as well as snowmobilers in winter.
would be expensive and money would be better spent elsewhere, this would not serve a large enough portion of the community, it wouldnt connect themto shops or services
More routes to Nelson.
Alternate routes already available
Too many hills for a bike / walking lane
traffic lights work on pressure plates. lots ofcyclists want to turn left from hwy 22 onto Hwy 3B, but are not heavy enough to trip the light, anddon't have access to a trigger the light
Rich community already has many services
I don't thin a bike route through East Trail onFifth Ave. is needed.
Again, no reason to connect these neighbourhoods
Medium Priority
Better safe option for going along the main road
Scary ...
We need to slow the traffic down here.. verybad!!!
Same no room for cyclists
If I'm not thinking about my own needs then Ithink thisis a high priority. Ivewitnessed senior and families struggling with access in downtowncore. Especially in the winter months.
People utilize the trails and enjoy them
Pavement is often in poor repair
Cyclists are not heavy enough to trip the lightto turn left onto the highway - it would be helpful to have a traffic control button button on the right side
Stop sign required
Stop sign required
It would make sense to have a designated bike lane to the walking bridge
In good shape could use upgrades
No exsisting safe place to walk.

Seems this area could be improved
Shared walkway
Well traveled area
Commit to rossland
Get as many people especially the summer monthsusing different transportation than a vehicle
Again a combination with option #3. Access to grocery stores etc should be easy for those who rely on public transit.
a cycling ramp to connect upper and lower Spokane St
Biking from the mall to downtown would be an excellent way to get errands done safely (if a proper route existed) and get exercise. The City wouldd o well to have this route become reality
High bike/walk traffic exist here because on infrastructure in place
Useful shortcut to Sunningdale
Avoids highway traffic
Would be nice to have a bike lane/wider sidewalkon the bridge to complete a circle route Sunningdale, East Trail, walking bri dge and downtown
No access to bridge for disabled
No path along river
5 ave hill is too narrow
student access
high foot and bicycle traffic would be great tohave a dedicated bike lane
Need signate so people know how to use Greenlink/avoid the highway
Need clear signage and path through Trail's backroads to get through Trail
This is a key part of the community greenlink
The gardens in this area are fantastic and should be maintained in the long term. Beautiful asset to this city.
Comments similar to section 2 markers. Main driver would be creating safer, more desirable connections within the community and to/from adjacent communities. People are much more likely to use active transportation if safe routes are available. Even more likely if those routes are enjoyable (not right beside highway traffic).
Comments similar to section 2 markers. Main driver would be creating safer, more desirable connections within the community and to/from adjacent communities. People are much more likely to use active transportation if safe routes are available. Ev en more likely if those routes are enjoyable (not right beside highway traffic).
Kids working mall or wallmart closing shift arestranded. The bus doesn't run late.

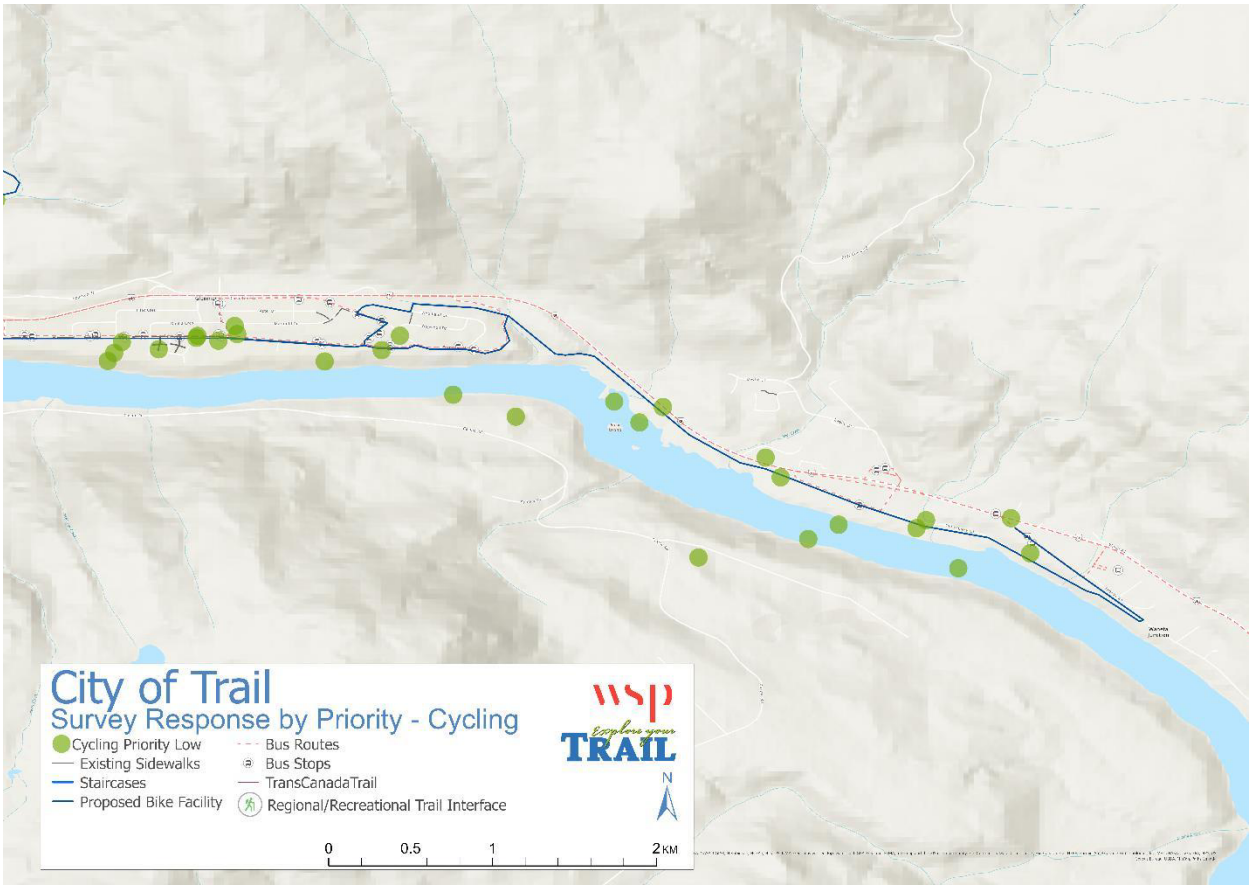
complete lack of safe bike routes and places t lock bikes in down town
steep grade and loose gravel are dangerous for bikes on Reservoir Rd (part of Green link)
Esling is very narrow and not signed for cyclists yet supposedly part of Green Link
popular cycling route - lots of damaged pavementand potholes
lots of cyclists - but shoulder is very narrow and seldom clean on the downhill stretch from Glenmerry to Waneta
No shoulder or bike lane in high traffic area, road condition could use improvement
Gyro park would do well as an actress point forpaved trail systems
It would have been nice if you had included a legend for your colours of routes. From East Trail to Sunningdale is a route that many bikers alreadyuse for a pleasure ride. Having a designated bike route would make it more safe, but the road to Sunningdale is too narrow for this.
Biking to Trail from Fruitvale presents a hazardas there is no bike lane

APPENDIX

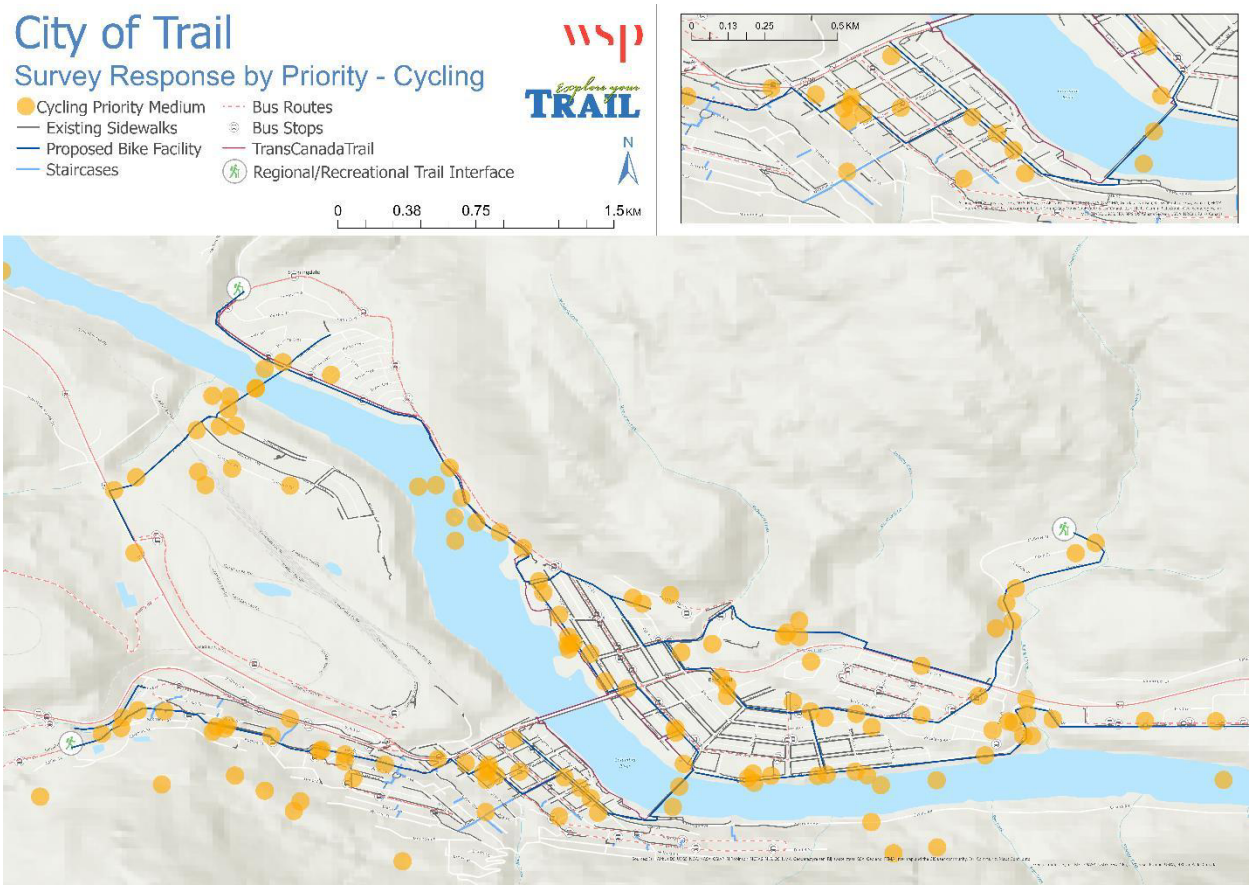
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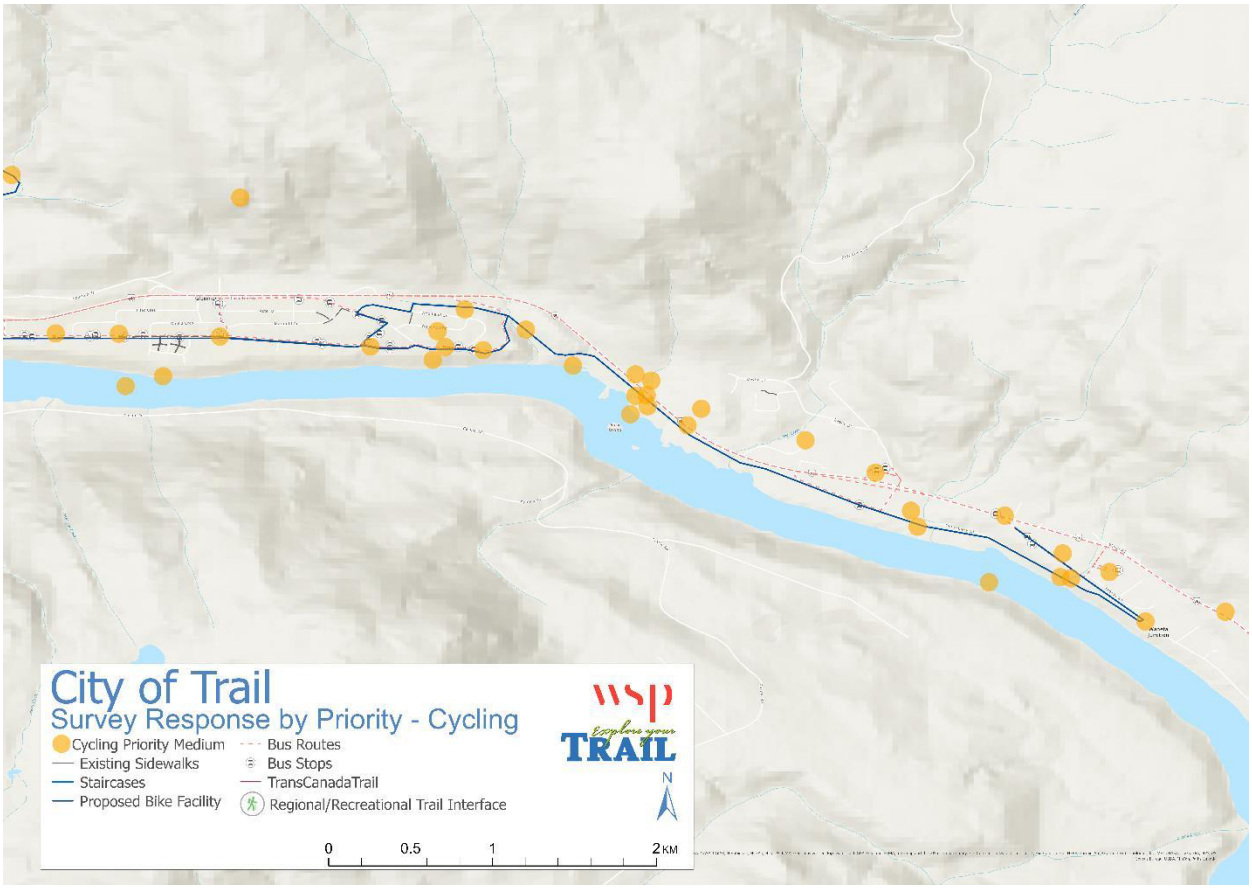
Map 1: Survey Response for Cycling Network – Low Priority



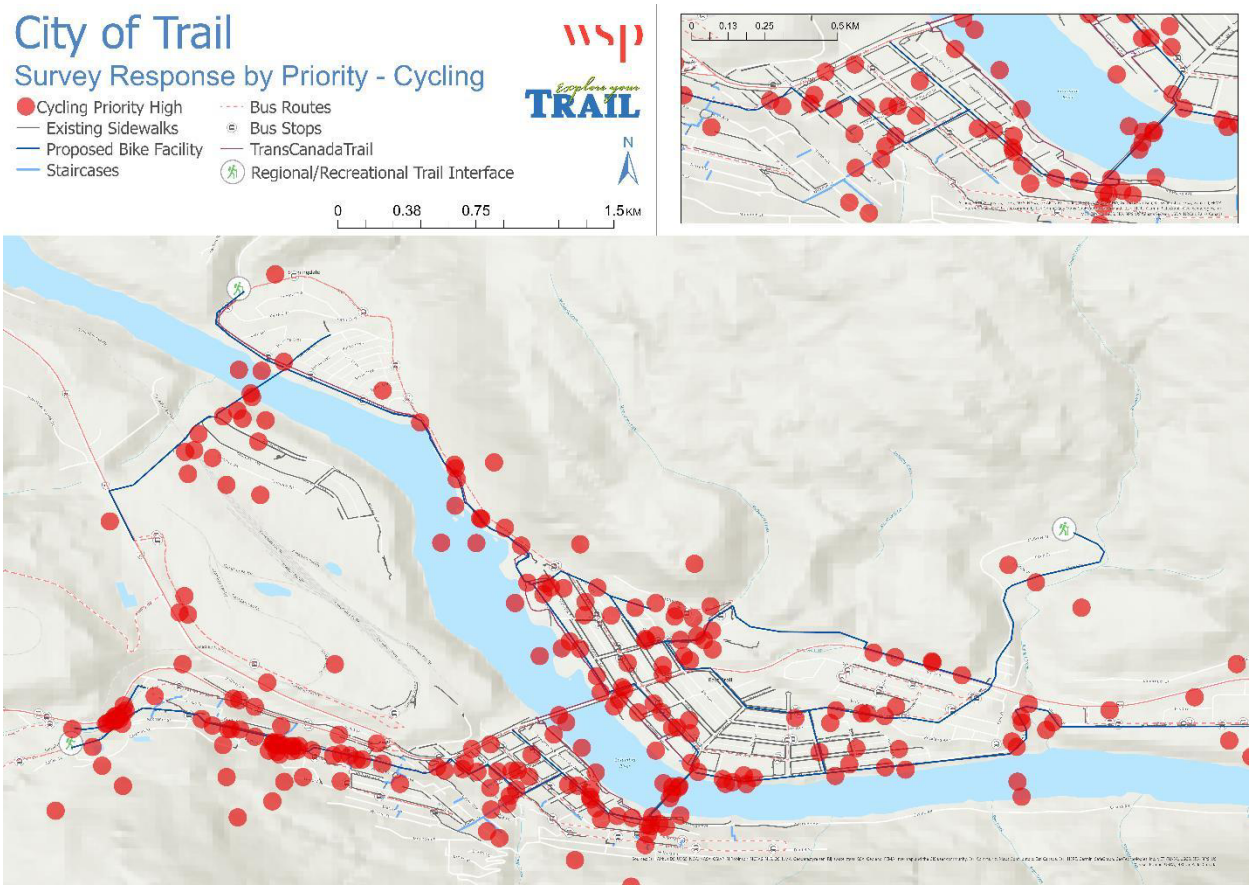
Map 2: Survey Response for Cycling Network – Low Priority



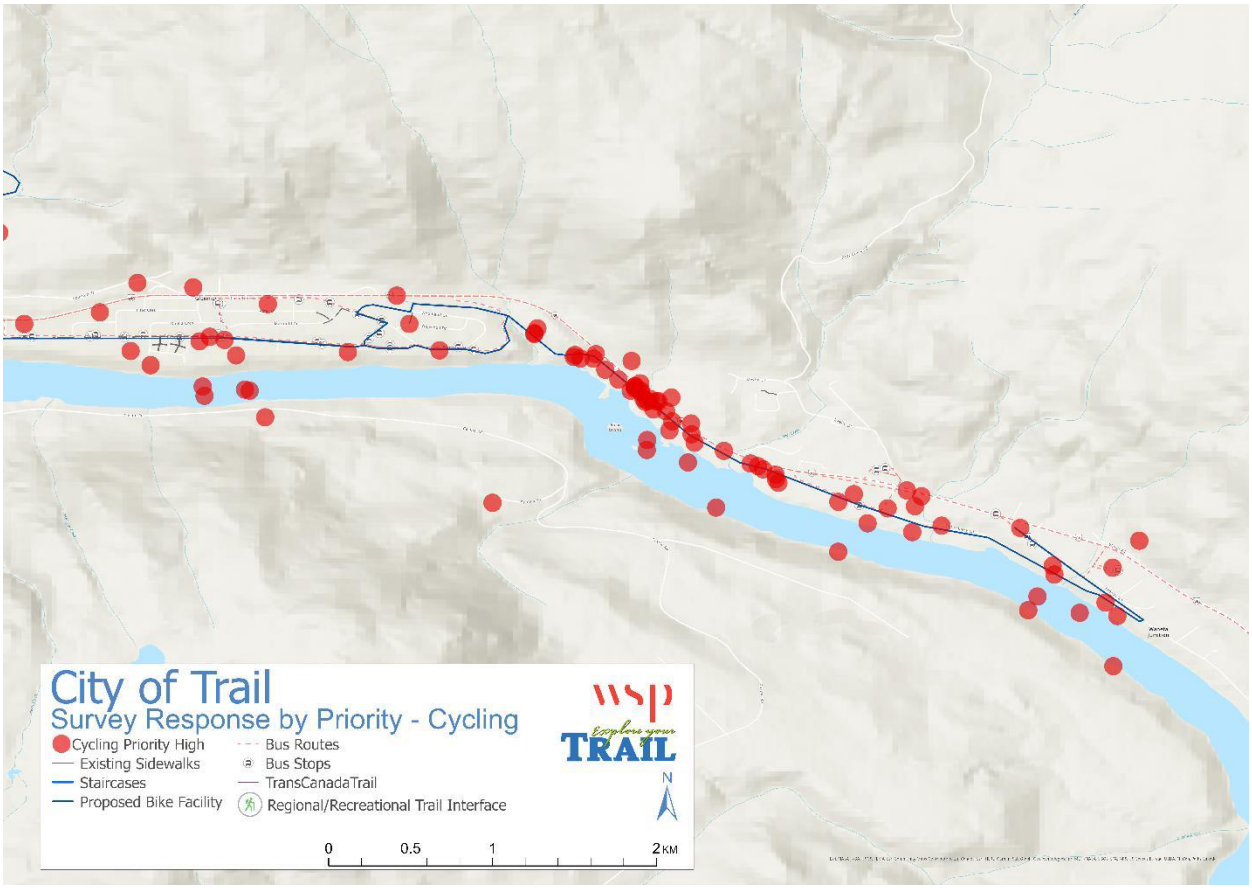
Map 3: Survey Response for Cycling Network – Medium Priority



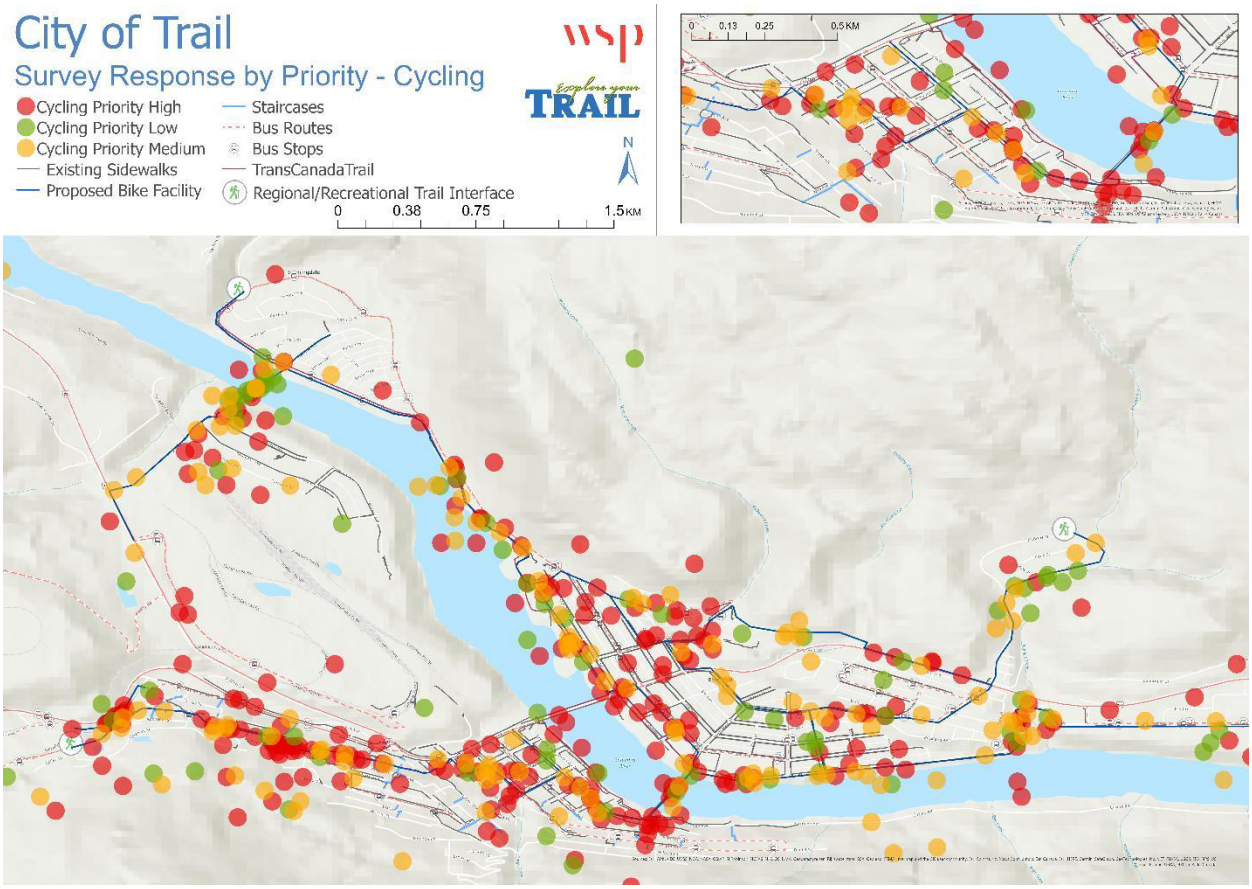
Map 4: Survey Response for Cycling Network – Medium Priority



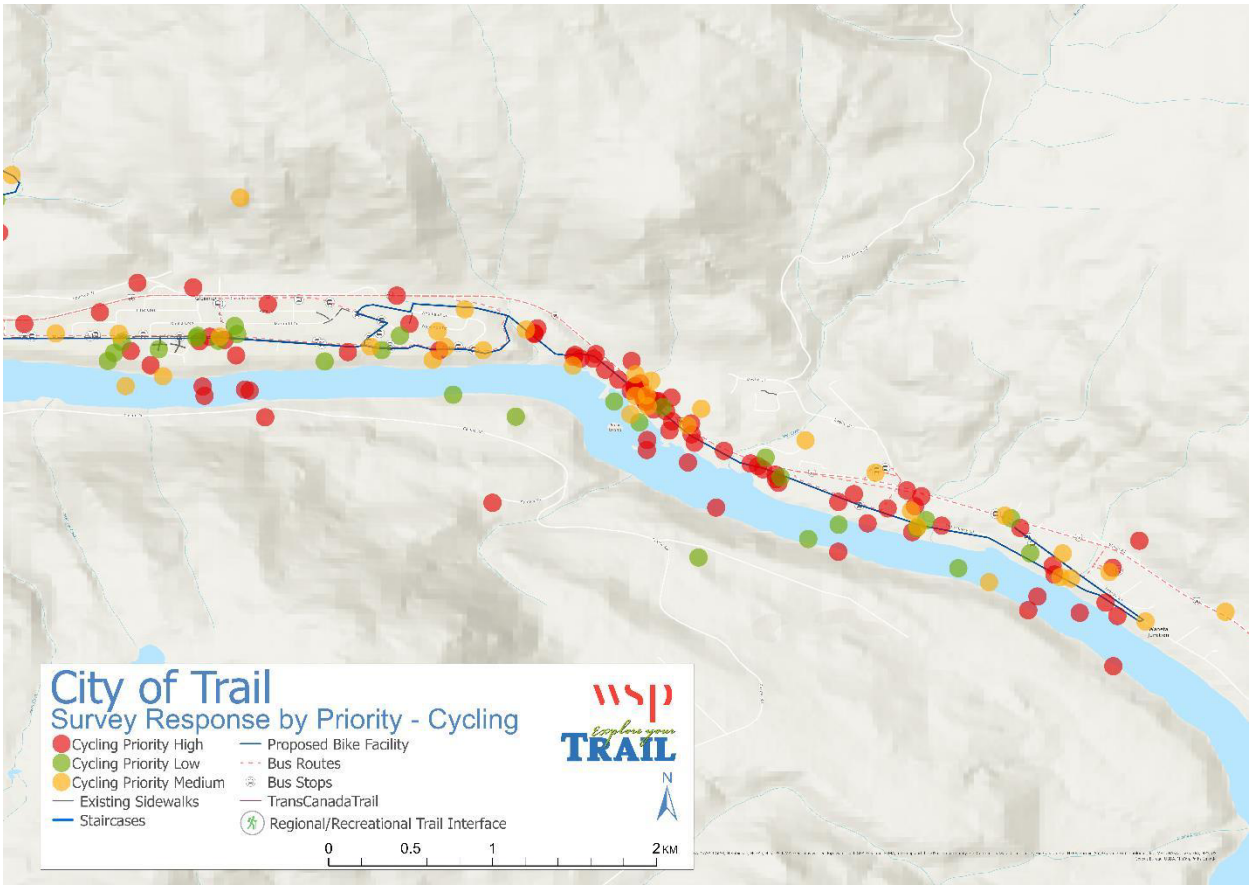
Map 5: Survey Response for Cycling Network – High Priority



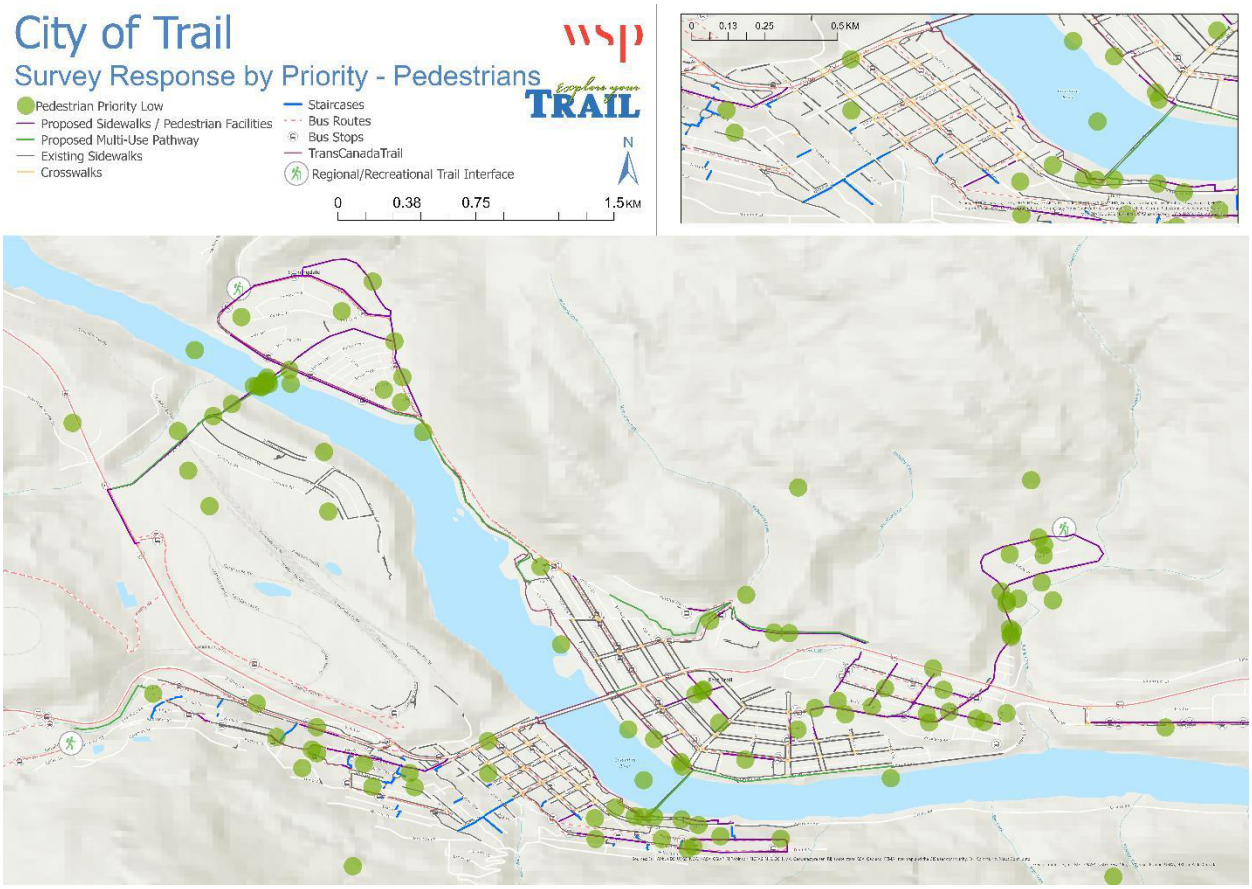
Map 6: Survey Response for Cycling Network – High Priority



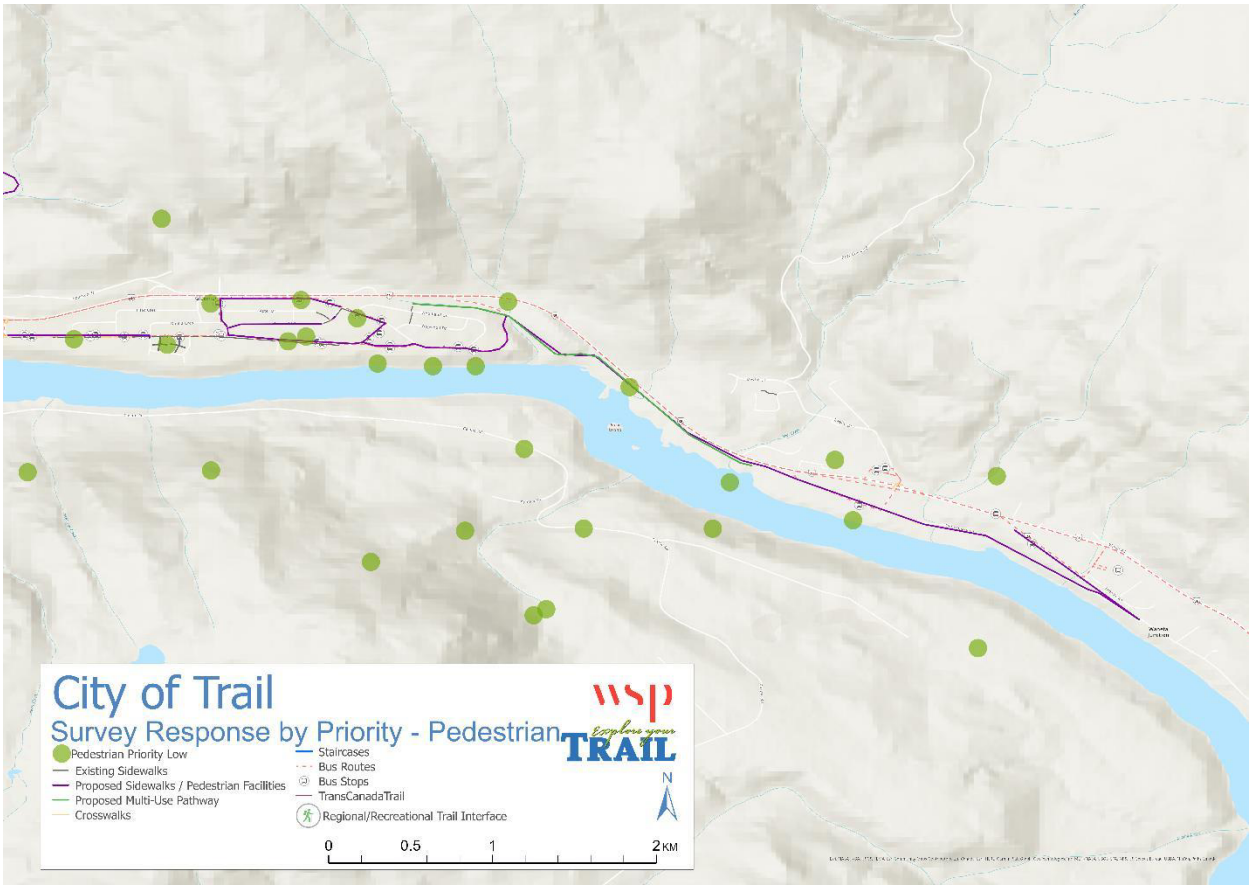
Map 7: Survey Response for Cycling Network – All Responses



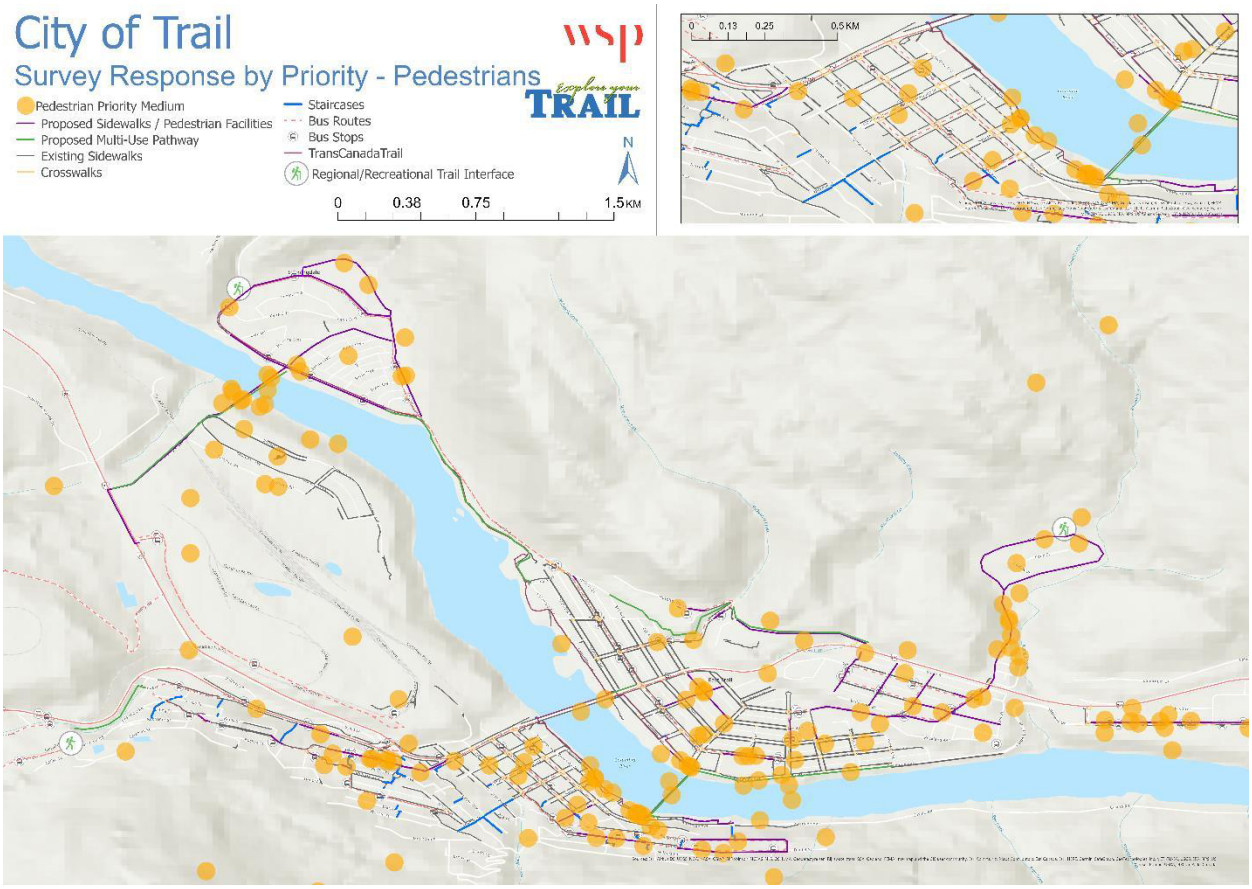
Map 8: Survey Response for Cycling Network – All Responses



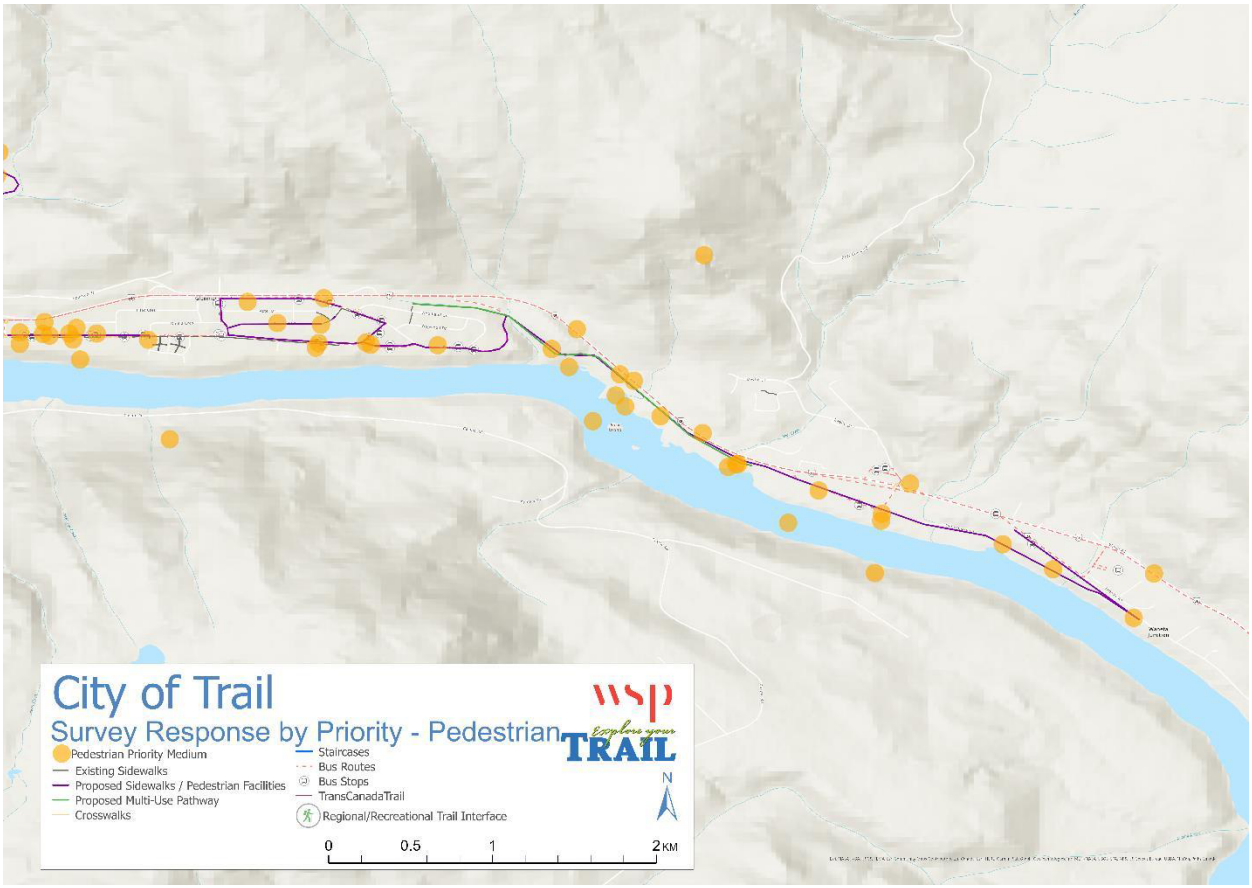
Map 9: Survey Response for Pedestrian Network – Low Priority



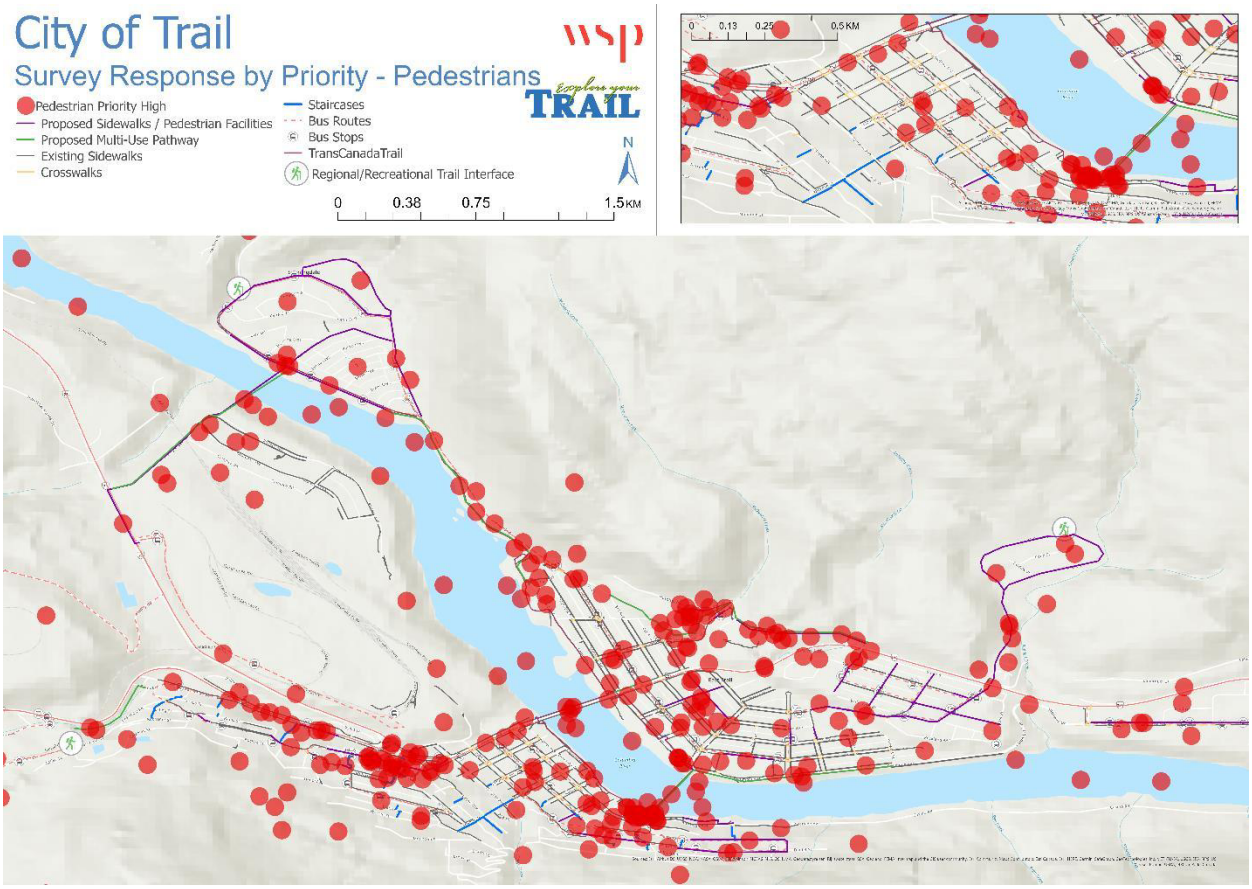
Map 10: Survey Response for Pedestrian Network – Low Priority



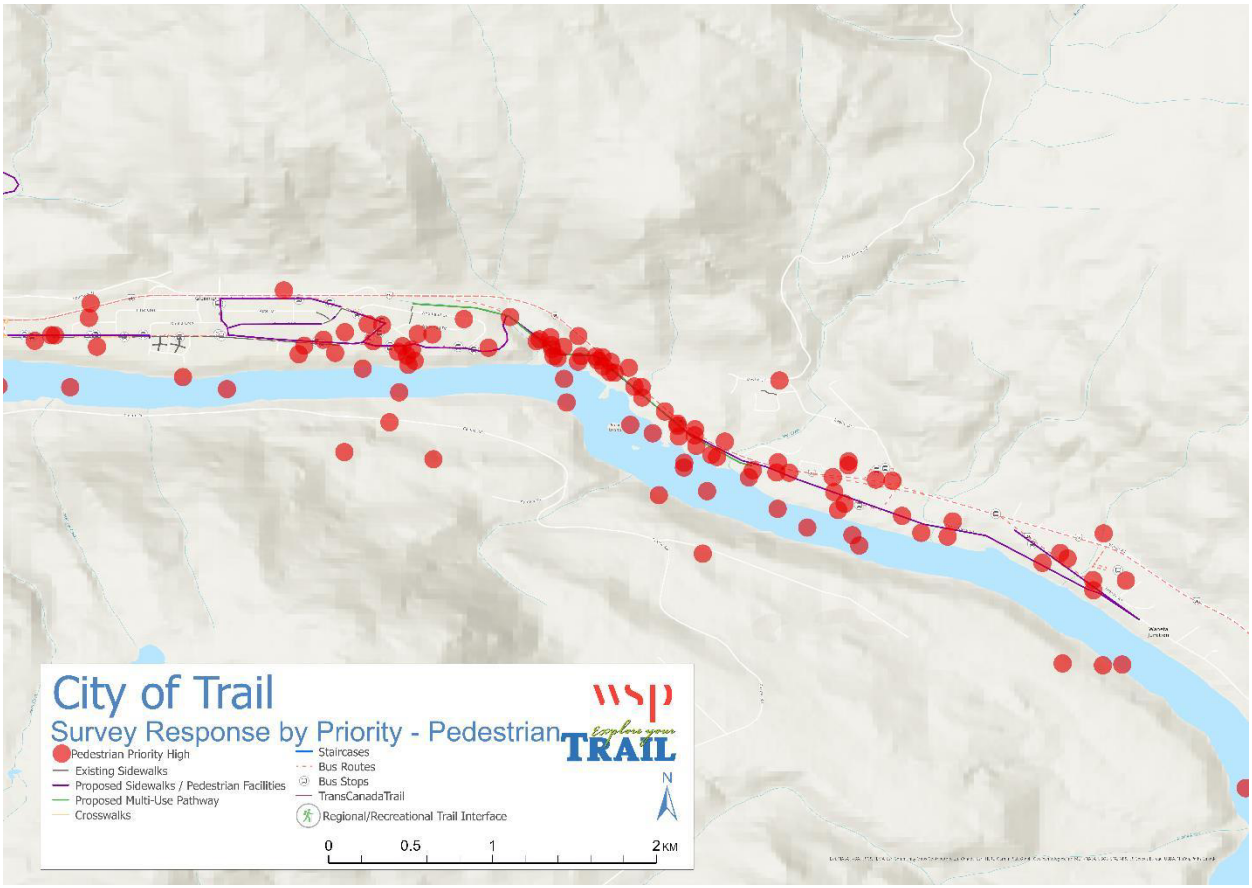
Map 11: Survey Response for Pedestrian Network – Medium Priority



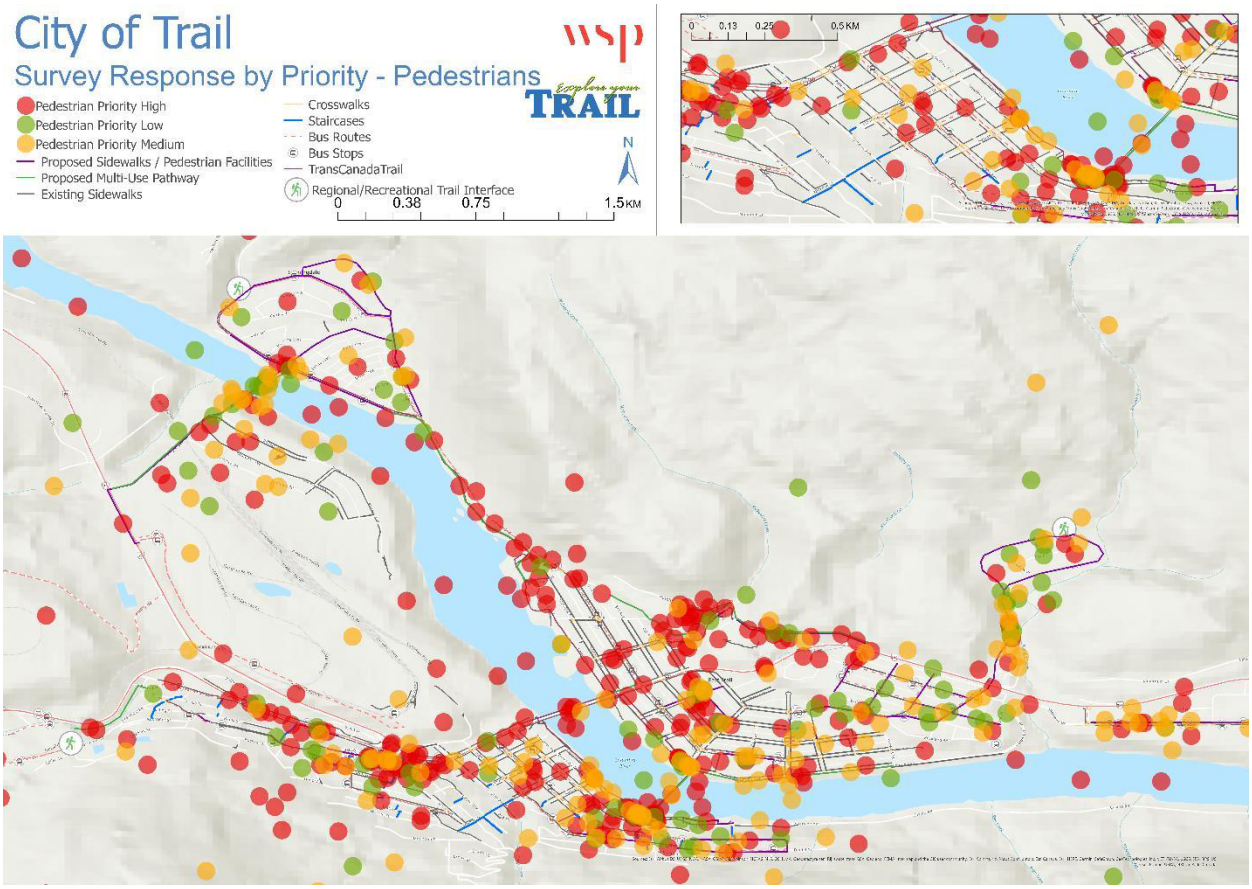
Map 12: Survey Response for Pedestrian Network – Medium Priority



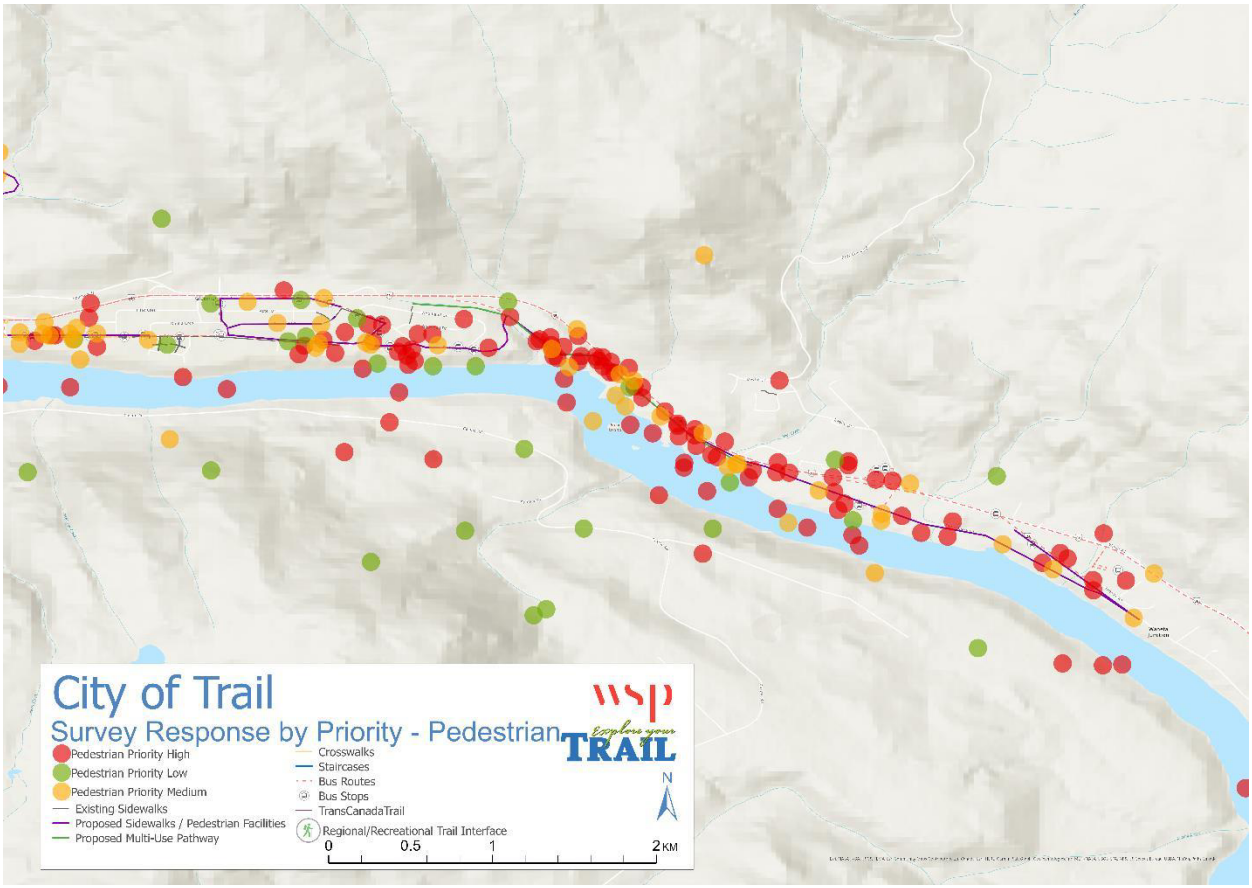
Map 13: Survey Response for Pedestrian Network – High Priority



Map 14: Survey Response for Pedestrian Network – High Priority



Map 15: Survey Response for Pedestrian Network – All Responses



Map 16: Survey Response for Pedestrian Network – All Responses

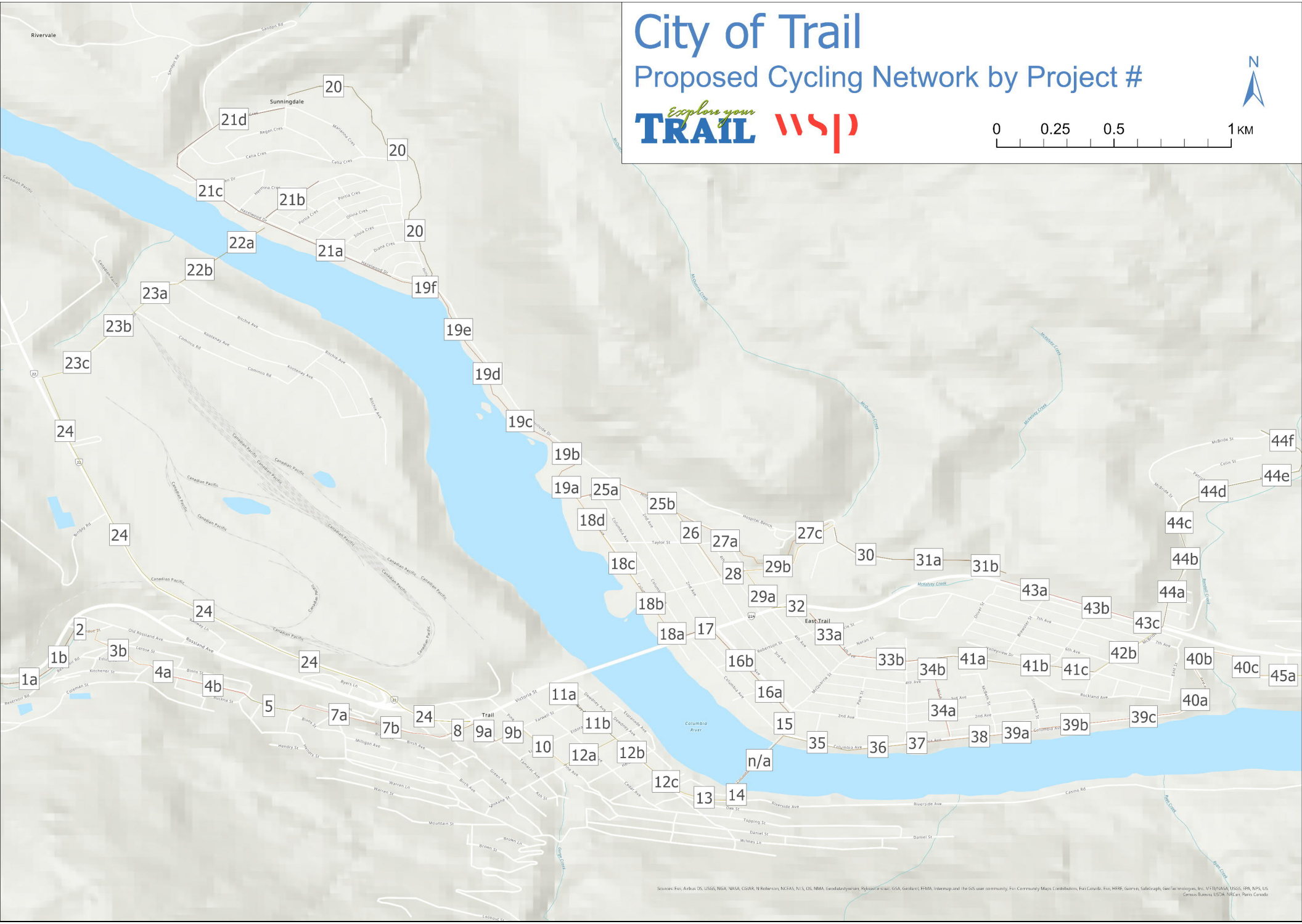
End of report

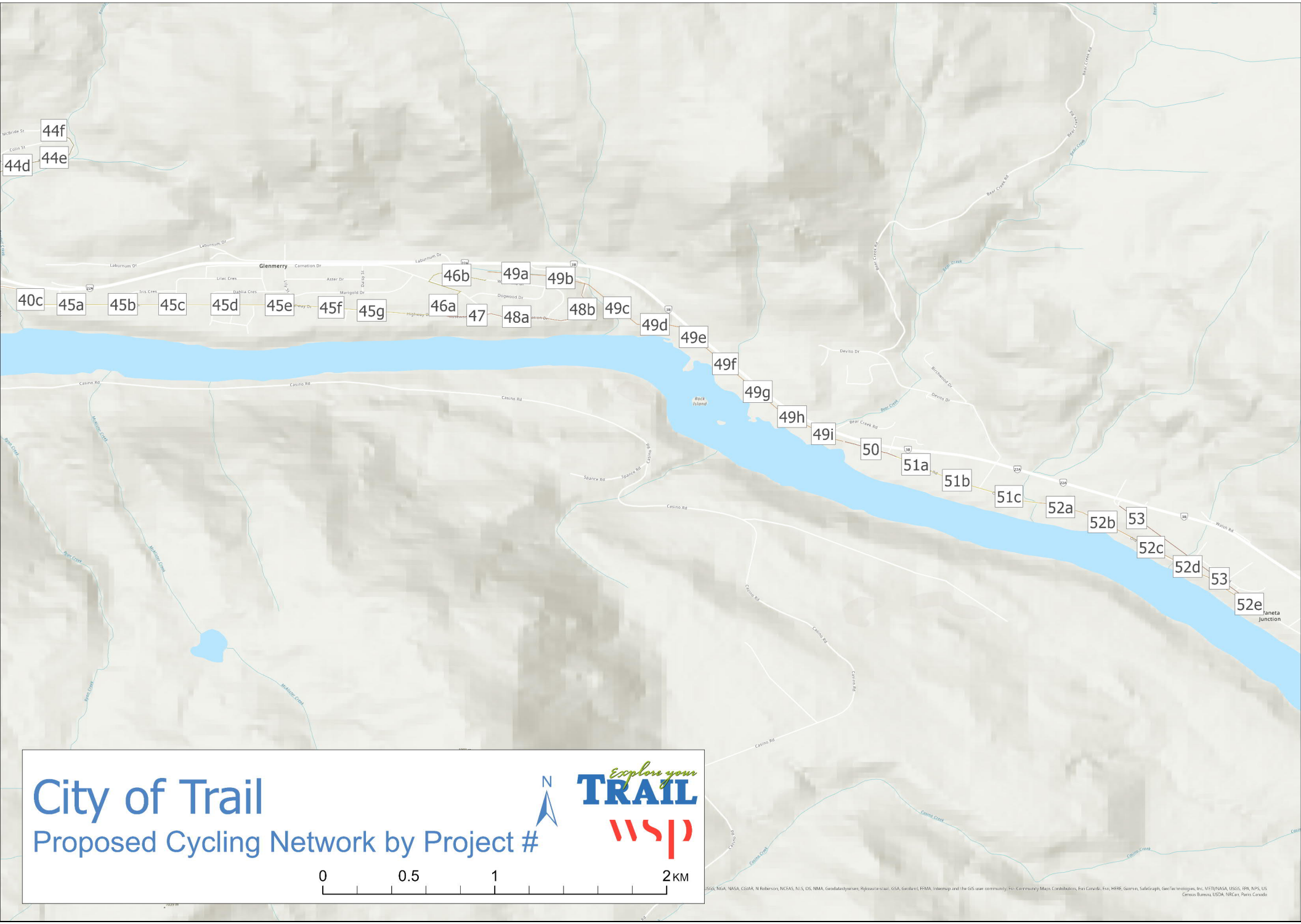
Appendix B

ACTIVE TRANSPORTATION PLAN

wsp




City of Trail
Proposed Cycling Network by Project #
Explore your TRAIL
WSP
N
0
0.25
0.5
1 KM
Rivervale
Sunningdale
Trail
East Trail
Columbia River
20
21d
21c
21b
21a
22a
22b
23a
23b
23c
24
19f
19e
19d
19c
19b
19a
25a
25b
18d
18c
18b
18a
17
26
27a
27c
28
29b
29a
32
30
31a
31b
33a
33b
34b
34a
35
36
37
38
39a
39b
39c
40a
40b
40c
45a
41a
41b
41c
42b
43a
43b
43c
44a
44b
44c
44d
44e
44f
16b
16a
15
n/a
14
13
12c
12b
12a
11b
11a
10
9b
9a
8
7b
7a
5
4b
4a
3b
2
1b
1a



City of Trail

Proposed Cycling Network by Project

N

0 0.5 1 2KM

Explore your TRAIL

WSP

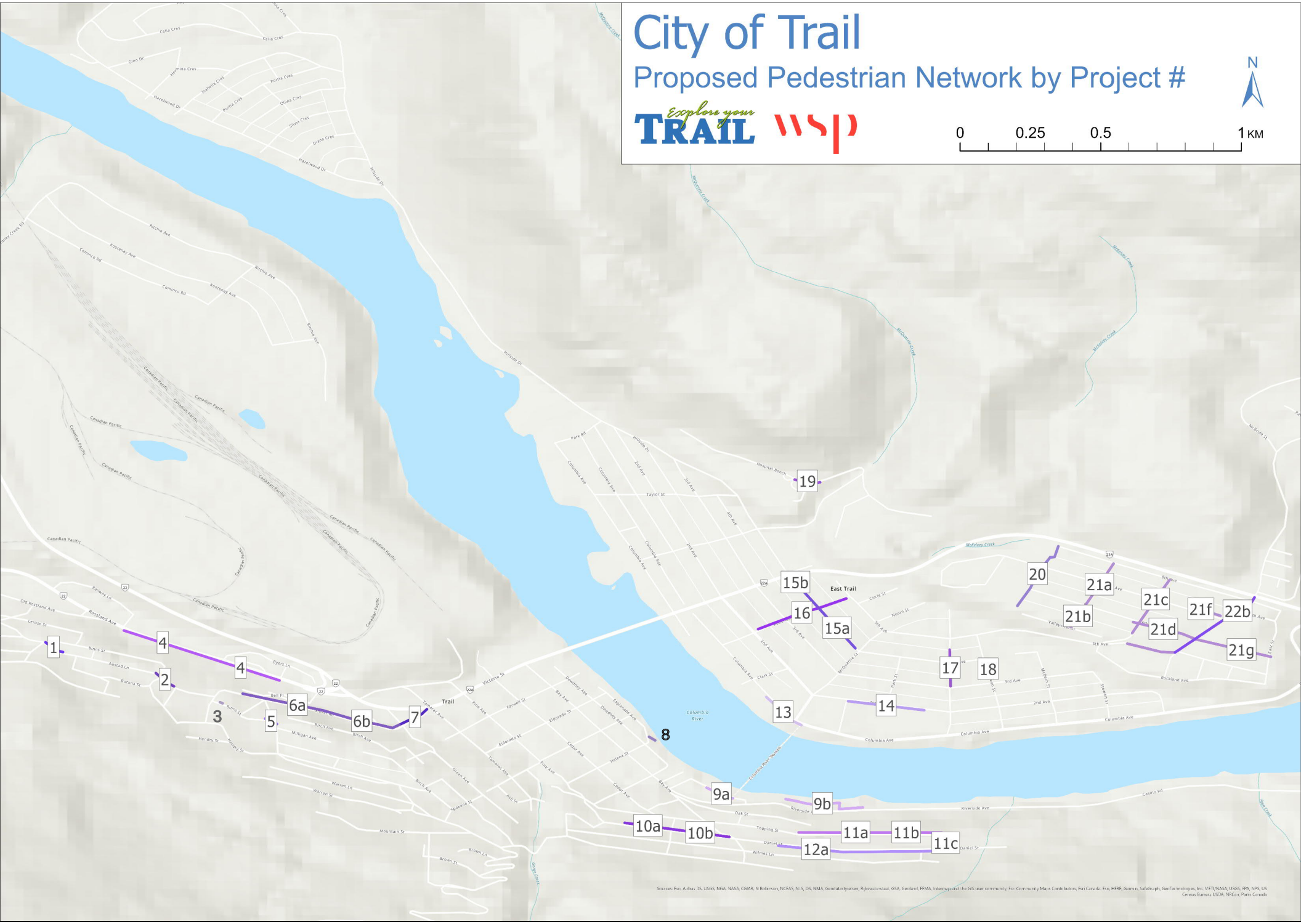
Project ID	Cycling FacilityType	Public Priority	Implementability	Spine	Planned Capital Project	Estimated Cost
			High Priority			
5	Neighbourhood Bikeway	High	Quick Win	Y	Y	$ 12,000
6	Neighbourhood Bikeway	High	Quick Win	Y	N	$ 2,700
14	Multi-Use Pathway	High	New Construction	N	Y	$ 8,000
15	Buffered Bike Lane	High	Quick Win	Y	N	$ 4,800
36	Multi-Use Pathway	High	New Construction	Y	Y	$ 23,400
38	Multi-Use Pathway	High	New Construction	Y	Y	$ 19,700
47	Painted Bike Lane	High	Quick Win	Y	N	$ 5,200
50	Painted Bike Lane	High	Quick Win	Y	Y	$ 5,200
16a	Buffered Bike Lane	High	Quick Win	Y	Y	$ 10,100
16b	Buffered Bike Lane	High	Quick Win	Y	Y	$ 9,600
3a	Neighbourhood Bikeway	High	Quick Win	Y	Y	$ 2,900
3b	Neighbourhood Bikeway	High	Quick Win	Y	Y	$ 19,500
45a	Buffered Bike Lane	High	Quick Win	Y	Y	$ 10,300
45b	Buffered Bike Lane	High	Quick Win	Y	Y	$ 8,700
45c	Buffered Bike Lane	High	Quick Win	Y	Y	$ 9,500
45d	Buffered Bike Lane	High	Quick Win	Y	Y	$ 9,900
45e	Buffered Bike Lane	High	Quick Win	Y	Y	$ 10,100
45f	Buffered Bike Lane	High	Quick Win	Y	Y	$ 8,900
45g	Buffered Bike Lane	High	Quick Win	Y	Y	$ 9,900
45h	Buffered Bike Lane	High	Quick Win	Y	Y	$ 4,700
48a	Painted Bike Lane	High	Quick Win	Y	Y	$ 5,000
48b	Painted Bike Lane	High	Quick Win	Y	Y	$ 6,100
48c	Painted Bike Lane	High	Quick Win	Y	Y	$ 2,500
4a	Neighbourhood Bikeway	High	Quick Win	Y	N	$ 7,900
4b	Neighbourhood Bikeway	High	Quick Win	Y	N	$ 16,900
51a	Painted Bike Lane	High	New Construction	Y	Y	$ 46,400
51b	Painted Bike Lane	High	New Construction	Y	Y	$ 50,400
51c	Painted Bike Lane	High	New Construction	Y	Y	$ 64,400
52a	Painted Bike Lane	High	Quick Win	Y	Y	$ 4,300
52b	Painted Bike Lane	High	Quick Win	Y	Y	$ 4,700
52c	Painted Bike Lane	High	Quick Win	Y	Y	$ 5,900
52d	Painted Bike Lane	High	Quick Win	Y	Y	$ 4,100
52e	Painted Bike Lane	High	Quick Win	Y	Y	$ 5,900
7a	Neighbourhood Bikeway	High	Quick Win	Y	Y	$ 18,600
7b	Neighbourhood Bikeway	High	Quick Win	Y	Y	$ 16,500
			Medium Priority			
1a	Multi-Use Pathway	High	New Construction	Y	N	$ 30,100
1b	Multi-Use Pathway	High	New Construction	Y	N	$ 25,400
2	Multi-Use Pathway	High	New Construction	Y	Y	$ 4,400
8	Neighbourhood Bikeway	Medium	Quick Win	Y	N	$ 7,400
10	Painted Bike Lane	Medium	Quick Win	Y	Y	$ 4,800
13	Buffered Bike Lane	High	New Construction	Y	N	$ 94,800
20	Multi-Use Pathway	Medium	New Construction	Y	N	$ 164,700
35	Multi-Use Pathway	High	New Construction	Y	Y	$ 30,400
37	Multi-Use Pathway	High	New Construction	Y	Y	$ 19,700
12a	Painted Bike Lane	Medium	Quick Win	Y	Y	$ 4,300
12b	Buffered Bike Lane	Medium	Quick Win	Y	Y	$ 9,600
12c	Buffered Bike Lane	Medium	Quick Win	Y	Y	$ 3,300
18a	Neighbourhood Bikeway	Low	Quick Win	Y	Y	$ 4,800
18b	Neighbourhood Bikeway	Low	Quick Win	Y	Y	$ 16,300
18c	Neighbourhood Bikeway	Low	Quick Win	Y	Y	$ 16,300
18d	Neighbourhood Bikeway	Low	Quick Win	Y	Y	$ 16,900
19a	Multi-Use Pathway	High	New Construction	Y	Y	$ 16,900
19b	Multi-Use Pathway	High	New Construction	Y	Y	$ 34,000
19c	Multi-Use Pathway	High	New Construction	Y	Y	$ 30,100
19d	Multi-Use Pathway	High	New Construction	Y	Y	$ 35,400

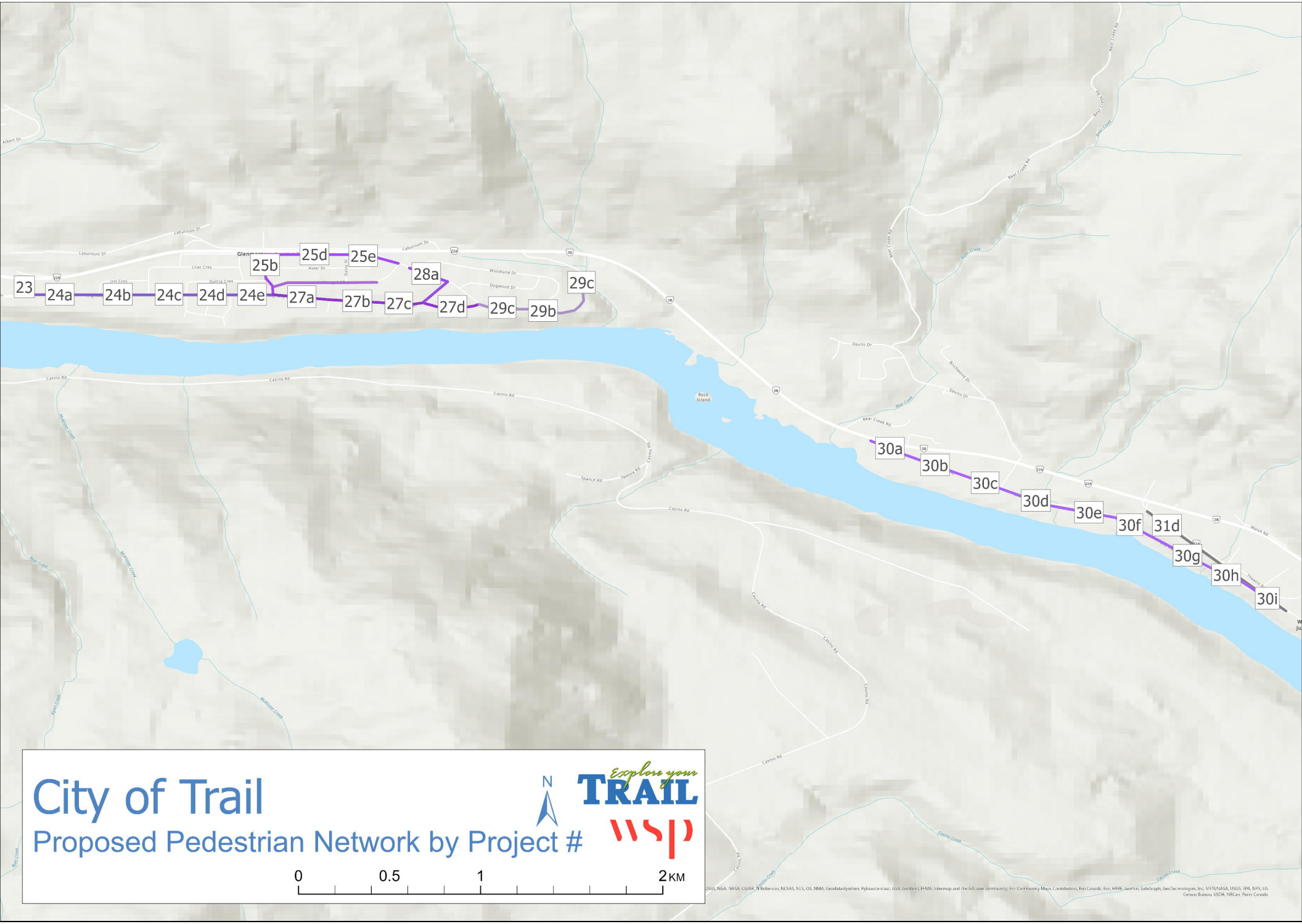
19e	Multi-Use Pathway	High	New Construction	Y	Y	$ 28,600
19f	Multi-Use Pathway	High	New Construction	Y	Y	$ 34,100
21a	Accessible Shoulder	Low	Quick Win	Y	Y	$ 4,900
21b	Accessible Shoulder	Low	Quick Win	N	N	$ 2,600
21c	Accessible Shoulder	Low	Quick Win	Y	Y	$ 5,700
21d	Accessible Shoulder	Low	Quick Win	Y	Y	$ 3,900
39a	Multi-Use Pathway	High	New Construction	Y	Y	$ 17,700
39b	Multi-Use Pathway	Low	New Construction	Y	Y	$ 30,900
39c	Multi-Use Pathway	Low	New Construction	Y	Y	$ 28,000
40a	Accessible Shoulder	Medium	Quick Win	Y	Y	$ 2,400
40b	Accessible Shoulder	Medium	Quick Win	Y	Y	$ 2,600
40c	Accessible Shoulder	Medium	Quick Win	Y	Y	$ 1,700
49a	Multi-Use Pathway	High	New Construction	Y	N	$ 32,900
49b	Multi-Use Pathway	High	New Construction	Y	N	$ 31,800
49c	Multi-Use Pathway	High	New Construction	Y	N	$ 31,900
49d	Multi-Use Pathway	High	New Construction	Y	N	$ 29,300
49e	Multi-Use Pathway	High	New Construction	Y	N	$ 35,200
49f	Multi-Use Pathway	High	New Construction	Y	N	$ 31,000
49g	Multi-Use Pathway	High	New Construction	Y	N	$ 31,300
49h	Multi-Use Pathway	High	New Construction	Y	N	$ 33,100
49i	Multi-Use Pathway	High	New Construction	Y	N	$ 14,400
9a	Painted Bike Lane	Medium	Quick Win	Y	Y	$ 2,300
9b	Painted Bike Lane	Medium	Quick Win	Y	Y	$ 2,200
			Medium Priority Study with MOTI			
17	Multi-Use Pathway	Medium	MOTI Facility	Y	N	$ -
24	Accessible Shoulder	Medium	MOTI Facility	N	N	$ -
32	Protected Bike Lane	Low	MOTI Facility	N	N	$ -
53	Accessible Shoulder	Medium	MOTI Facility	N	N	$ -
43a	Protected Bike Lane	Medium	MOTI Facility	N	N	$ -
43b	Protected Bike Lane	Medium	MOTI Facility	N	N	$ -
43c	Protected Bike Lane	Medium	MOTI Facility	N	N	$ -
			Low Priority			
28	Painted Bike Lane	High	Reconstruction	N	N	$ 17,400
30	Multi-Use Pathway	High	New Construction	N	Y	$ 36,400
22a	Multi-Use Pathway	Low	New Construction	N	N	$ 27,300
22b	Multi-Use Pathway	Low	New Construction	N	N	$ 22,900
23a	Multi-Use Pathway	Low	New Construction	N	Y	$ 26,300
23b	Multi-Use Pathway	Low	New Construction	N	Y	$ 28,300
23c	Multi-Use Pathway	Low	New Construction	N	Y	$ 33,800
27a	Multi-Use Pathway	High	New Construction	N	N	$ 32,300
27b	Multi-Use Pathway	High	New Construction	N	N	$ 31,700
27c	Multi-Use Pathway	High	New Construction	N	N	$ 30,200
29a	Painted Bike Lane	Medium	Reconstruction	N	Y	$ 42,800
29b	Painted Bike Lane	High	New Construction	N	Y	$ 53,400
29c	Painted Bike Lane	High	New Construction	N	Y	$ 38,500
31a	Multi-Use Pathway	High	New Construction	N	N	$ 30,700
31b	Multi-Use Pathway	High	New Construction	N	N	$ 19,700
			Quick Win			
11a	Buffered Bike Lane	Medium	Quick Win	N	Y	$ 9,200
11b	Buffered Bike Lane	Medium	Quick Win	N	Y	$ 4,700
25a	Neighbourhood Bikeway	Low	Quick Win	N	N	$ 16,600
25b	Neighbourhood Bikeway	Low	Quick Win	N	N	$ 11,400
26	Neighbourhood Bikeway	Low	Quick Win	N	Y	$ 24,000
33a	Painted Bike Lane	Medium	Quick Win	N	Y	$ 5,100
33b	Painted Bike Lane	Medium	Quick Win	N	Y	$ 5,400
34a	Neighbourhood Bikeway	Low	Quick Win	Y	Y	$ 16,200
34b	Neighbourhood Bikeway	Low	Quick Win	Y	Y	$ 10,800
41a	Neighbourhood Bikeway	Medium	Quick Win	N	Y	$ 17,400
41b	Neighbourhood Bikeway	Medium	Quick Win	N	Y	$ 16,000
41c	Neighbourhood Bikeway	Medium	Quick Win	N	Y	$ 4,700

42a	Painted Bike Lane	Medium	Quick Win	N	N	$ 1,600
42b	Painted Bike Lane	Medium	Quick Win	N	N	$ 4,900
44a	Neighbourhood Bikeway	Low	Quick Win	N	Y	$ 16,400
44b	Neighbourhood Bikeway	Low	Quick Win	N	Y	$ 16,000
44c	Neighbourhood Bikeway	Low	Quick Win	N	Y	$ 10,800
44d	Neighbourhood Bikeway	Low	Quick Win	N	Y	$ 17,200
44e	Neighbourhood Bikeway	Low	Quick Win	N	Y	$ 15,600
44f	Neighbourhood Bikeway	Low	Quick Win	N	Y	$ 15,700
46a	Neighbourhood Bikeway	Low	Quick Win	N	Y	$ 13,300
46b	Neighbourhood Bikeway	Low	Quick Win	N	Y	$ 20,400
46c	Neighbourhood Bikeway	Low	Quick Win	N	Y	$ 11,200

City of Trail

Proposed Pedestrian Network by Project





City of Trail

Proposed Pedestrian Network by Project

Project ID	Pedestrian FacilityType	Public Priority	Implementability	Spine	Planned Capital Project	Estimated Cost
			High Priority			
7	Sidewalk - Single	High	New Construction	Y	N	$ 28,100
27a	Sidewalk - Single	Medium	New Construction	Y	N	$ 71,900
27c	Sidewalk - Single	Medium	New Construction	Y	N	$ 49,100
27d	Sidewalk - Double	High	New Construction	Y	N	$ 143,300
29b	Sidewalk - Double	High	New Construction	Y	Y	$ 141,300
29c	Sidewalk - Double	High	New Construction	Y	Y	$ 144,000
29c	Sidewalk - Double	High	New Construction	Y	Y	$ 123,000
30a	Sidewalk - Single	High	New Construction	Y	Y	$ 57,900
30b	Sidewalk - Single	High	New Construction	Y	Y	$ 73,600
30c	Sidewalk - Single	High	New Construction	Y	Y	$ 71,400
30d	Sidewalk - Single	High	New Construction	Y	Y	$ 74,200
30e	Sidewalk - Single	High	New Construction	Y	Y	$ 69,600
30f	Sidewalk - Single	High	New Construction	Y	Y	$ 72,800
30g	Sidewalk - Single	High	New Construction	Y	Y	$ 71,400
30h	Sidewalk - Single	High	New Construction	Y	Y	$ 71,900
30i	Sidewalk - Single	High	New Construction	Y	Y	$ 67,300
6a	Sidewalk - Single	High	New Construction	Y	Y	$ 68,500
6b	Sidewalk - Single	High	New Construction	Y	Y	$ 71,400
9a	Sidewalk - Single	High	New Construction	Y	Y	$ 28,900
			High Priority Sudy with MOTI			
4	Sidewalk - Single	High	MOTI Facility	N	N	$ -
31a	Sidewalk - Double	High	MOTI Facility	N	N	$ -
31b	Sidewalk - Double	High	MOTI Facility	N	N	$ -
31c	Sidewalk - Double	High	MOTI Facility	N	N	$ -
31d	Sidewalk - Double	High	MOTI Facility	N	N	$ -
			Medium Priority			
1	Sidewalk - Single	Low	New Construction	Y	N	$ 19,500
2	Sidewalk - Single	Low	New Construction	Y	Y	$ 22,600
13	Sidewalk - Single	High	New Construction	N	Y	$ 46,000
17	Sidewalk - Double	Low	New Construction	Y	N	$ 91,400
18	Sidewalk - Double	Low	New Construction	Y	Y	$ 43,100
19	Sidewalk - Single	High	New Construction	N	Y	$ 21,600
20	Sidewalk - Double	High	New Construction	N	N	$ 168,600
12a	Sidewalk - Double	High	New Construction	N	Y	$ 142,800
12b	Sidewalk - Double	High	New Construction	N	Y	$ 133,900
15a	Sidewalk - Double	High	New Construction	N	Y	$ 117,000
15b	Sidewalk - Double	High	New Construction	N	Y	$ 81,400
24a	Sidewalk - Single	Medium	New Construction	Y	Y	$ 80,500
24b	Sidewalk - Single	Medium	New Construction	Y	Y	$ 66,800
24c	Sidewalk - Single	Medium	New Construction	Y	Y	$ 63,300
24d	Sidewalk - Single	Medium	New Construction	Y	Y	$ 71,700
24e	Sidewalk - Single	Medium	New Construction	Y	Y	$ 27,400
27b	Sidewalk - Single	Medium	New Construction	Y	N	$ 70,100
28a	Sidewalk - Double	Medium	New Construction	Y	Y	$ 110,900
28b	Sidewalk - Double	Medium	New Construction	Y	Y	$ 104,200
9b	Sidewalk - Single	High	New Construction	N	Y	$ 73,200
			Low Priority			
3	Sidewalk - Single	Low	New Construction	N	N	$ 2,600
5	Sidewalk - Single	Medium	New Construction	N	N	$ 12,100
8	Sidewalk - Single	Medium	New Construction	N	N	$ 6,800
14	Sidewalk - Single	Medium	New Construction	N	N	$ 63,700

16	Sidewalk - Double	Low	New Construction	N	Y	$ 164,300
23	Sidewalk - Single	Medium	New Construction	N	n/a	$ 28,600
10a	Sidewalk - Single	Medium	New Construction	N	Y	$ 39,000
10b	Sidewalk - Single	Medium	New Construction	N	Y	$ 49,000
11a	Sidewalk - Double	Low	New Construction	N	Y	$ 107,900
11b	Sidewalk - Double	Low	New Construction	N	Y	$ 137,200
11c	Sidewalk - Double	Low	New Construction	N	N	$ 39,200
21a	Sidewalk - Double	Low	New Construction	N	Y	$ 115,100
21b	Sidewalk - Double	Low	New Construction	N	Y	$ 58,600
21c	Sidewalk - Double	Low	New Construction	N	Y	$ 146,900
21d	Sidewalk - Double	Low	New Construction	N	Y	$ 140,900
21e	Sidewalk - Single	Low	New Construction	N	Y	$ 41,100
21f	Sidewalk - Double	Low	New Construction	N	Y	$ 39,700
21g	Sidewalk - Double	Low	New Construction	N	Y	$ 102,600
22a	Sidewalk - Double	Medium	New Construction	N	N	$ 48,700
22b	Sidewalk - Double	Medium	New Construction	N	N	$ 142,400
25a	Sidewalk - Double	Medium	New Construction	N	Y	$ 27,700
25b	Sidewalk - Double	Low	New Construction	N	Y	$ 124,100
25c	Sidewalk - Double	Low	New Construction	N	Y	$ 64,300
25d	Sidewalk - Double	Low	New Construction	N	Y	$ 143,500
25e	Sidewalk - Double	Low	New Construction	N	Y	$ 139,600
26a	Sidewalk - Double	Medium	New Construction	N	N	$ 143,700
26b	Sidewalk - Double	Medium	New Construction	N	N	$ 124,600