

Sproat Lake Active Transportation Network Plan – Phase 3

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Draft plan objectives:

- 1. Fill in the Gaps** - Create more connections for people to walk, roll, cycle, and mountain bike within the network, whether to access parks and nature or as part of a commute.
- 2. Address Road Safety** - Work toward providing active transportation conditions that are comfortable for people of all ages and abilities.
- 3. Take a Coordinated Approach** - Coordinate with local First Nations, the Ministry of Transportation and Infrastructure, and other regional partners to develop the active transportation network.

Facilities Overview:

The following facility types have been proposed based on their ability to achieve the objectives of the Active Transportation Network Plan, local context, and suitability. **Note, the specific active transportation facility for each corridor will be determined following the ATNP, through detailed design and further consultation with the community and other parties including First Nations, and the Ministry of Transportation and Infrastructure.**



Traffic Calming Examples

Traffic calming is proposed for some segments within the active transportation network to slow vehicle speeds. Some examples of traffic calming deemed suitable for Sprout Lake are shown below:

- Flex stakes** - they are narrow yellow signs and flexible plastic posts typically placed in the centre of a road. They help narrow the travel lanes and usually result in slower vehicle speeds. Considered a temporary traffic calming option, they are easy to install and remove.
- Traffic calming curbs:** they are yellow concrete slabs that are placed on the road to provide temporary traffic calming. They are typically yellow and have plastic reflective posts or signs installed on them to increase their visibility to people driving.

- **Speed hump:** a vertical traffic calming device that is intended to slow traffic speeds on low volume, low speed roads.
- **Speed feedback indicator:** they measure the speed of approaching vehicles and display the measured speed. They can be temporary or permanent installations, used at speed-sensitive locations to reduce vehicle speed.



Flex Stakes



Speed Humps



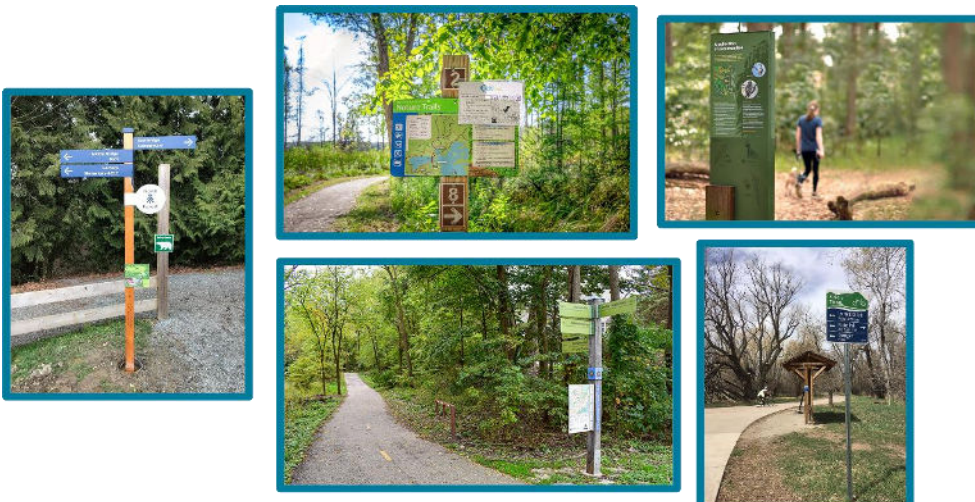
Traffic Calming Curbs



Speed Feedback Indicator

Wayfinding Examples

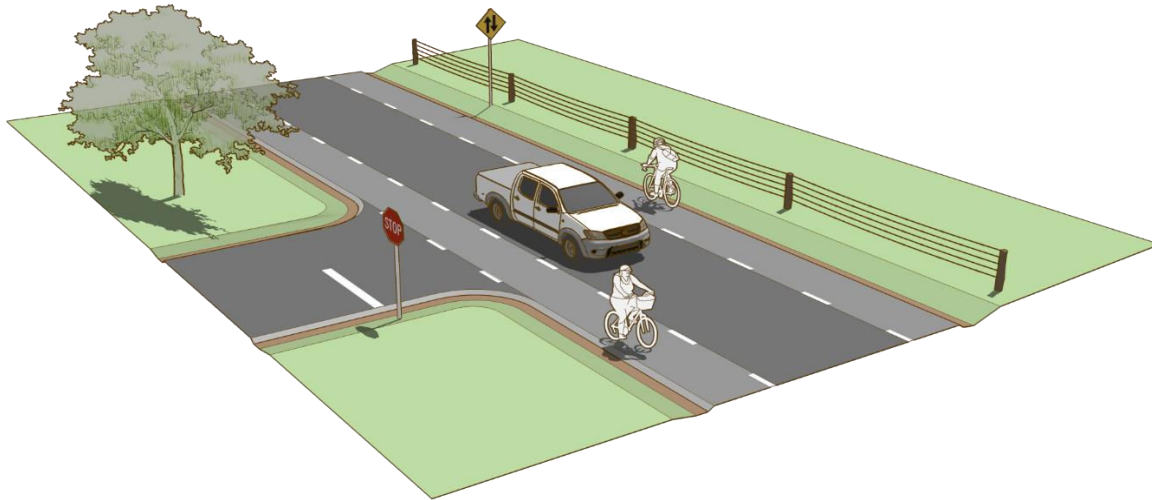
Wayfinding is also proposed for several segments within the active transportation network - wayfinding is used to improve navigability of the network by providing direction to key locations, and assuring users that they are on the right path. Wayfinding can also be interpretive, providing interesting local or historical information about the area to visitors. Some examples of wayfinding are shown below.



Advisory Lanes & Bicycle / Walkable Shoulder



Advisory bicycle lanes (also known as advisory shoulders) are bicycle-priority areas within a shared street environment. People cycling have priority within dedicated lanes, while motorists share the center lane. Motorists may legally enter the advisory bicycle lanes to pass oncoming motor vehicles, when safe to do so. In a rural context such as Sproat Lake, people walking or rolling could also use the dedicated lanes (shoulders). For more information on advisory bicycle lanes, please view the Rural Design Guide description [here](#).



Above image shows advisory lane operations in action.

Bicycle / walkable shoulders are a shared space for people walking and cycling placed on the shoulder of a roadway. Separation between active transportation users and motorists is provided via a buffer (if space permits), which is intended to increase comfort and safety for people walking, cycling and rolling. Due to the narrower roads in Sproat Lake, a bicycle / walkable shoulder would only fit on one side of the road.

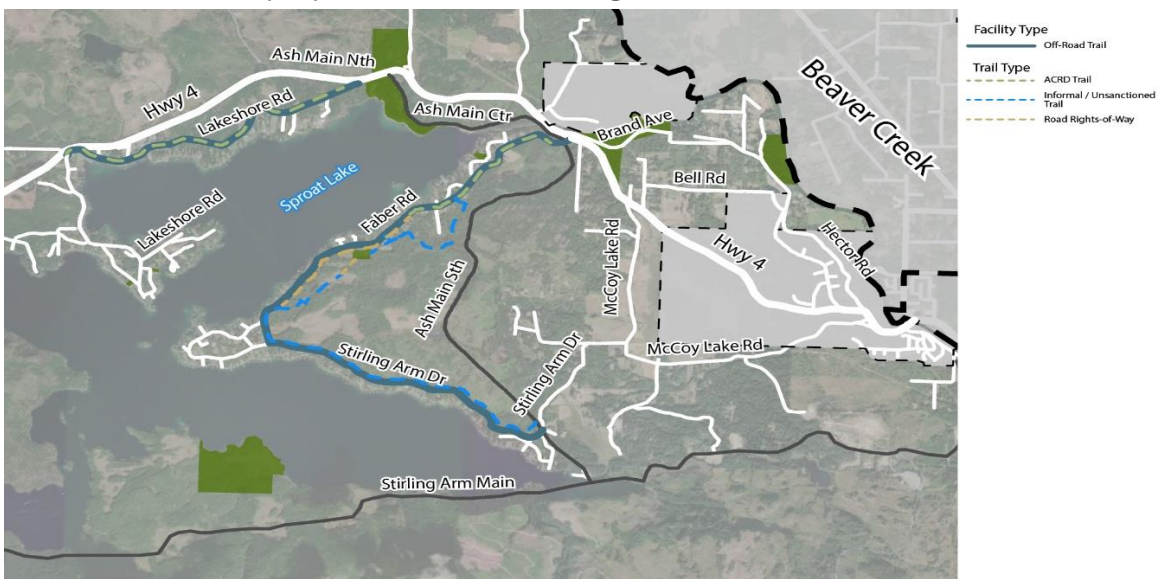
Enhanced Roadside Trail



This facility type refers to a multi-use trail built parallel to a roadway that is physically separated from vehicular traffic, such as those found on Lakeshore Road and Faber Road.

Proposed Locations

Roadside trails are proposed for the following locations:



Paved Multi-Use Pathway

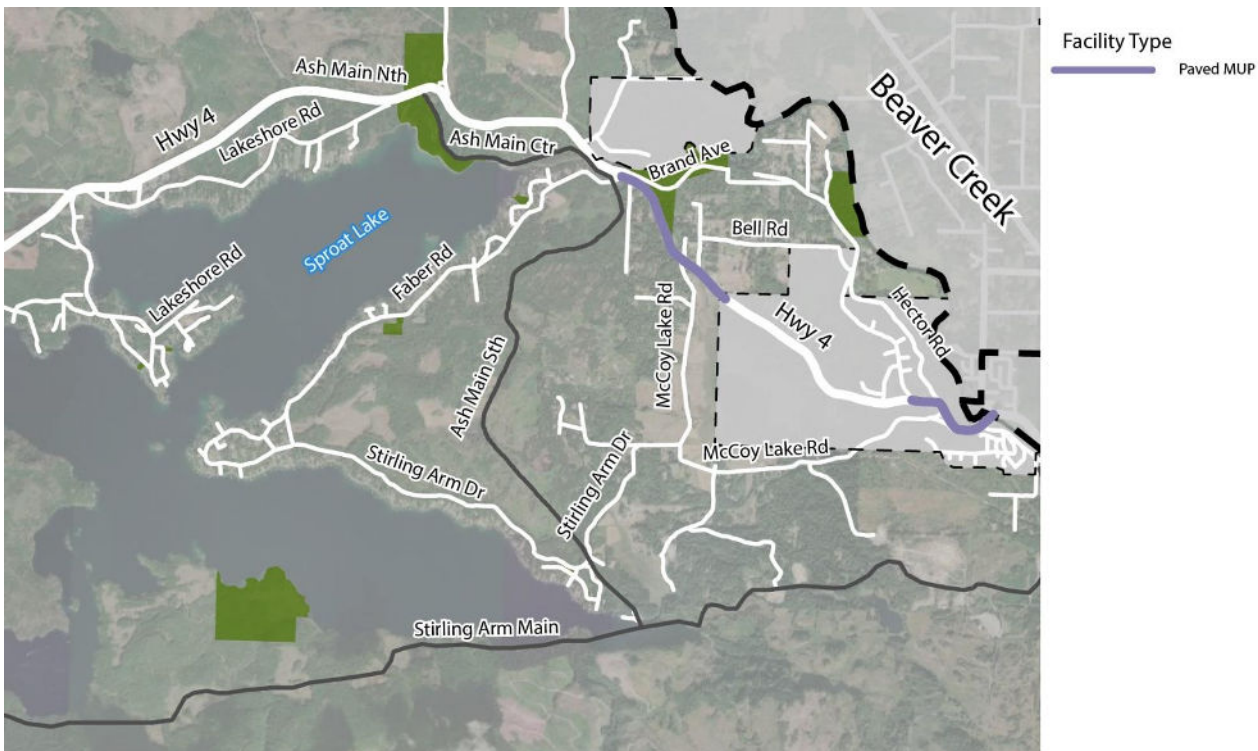


Multi-use pathways (MUPs) are typically off-street pathways that are separated from motor vehicle traffic and can be used by any active transportation user, including people walking, cycling, and rolling. MUPs typically accommodate bi-directional travel and are commonly shared spaces.

What makes a MUP "paved" is when it has an asphalt surface treatment, which provides a smooth continuous surface that is accessible for all user groups. As a result, they are more expensive to construct compared to an enhanced roadside trail.

Proposed Locations

A Paved Multi-Use Pathway is proposed for the following locations:



Unpaved Multi-Use Pathway

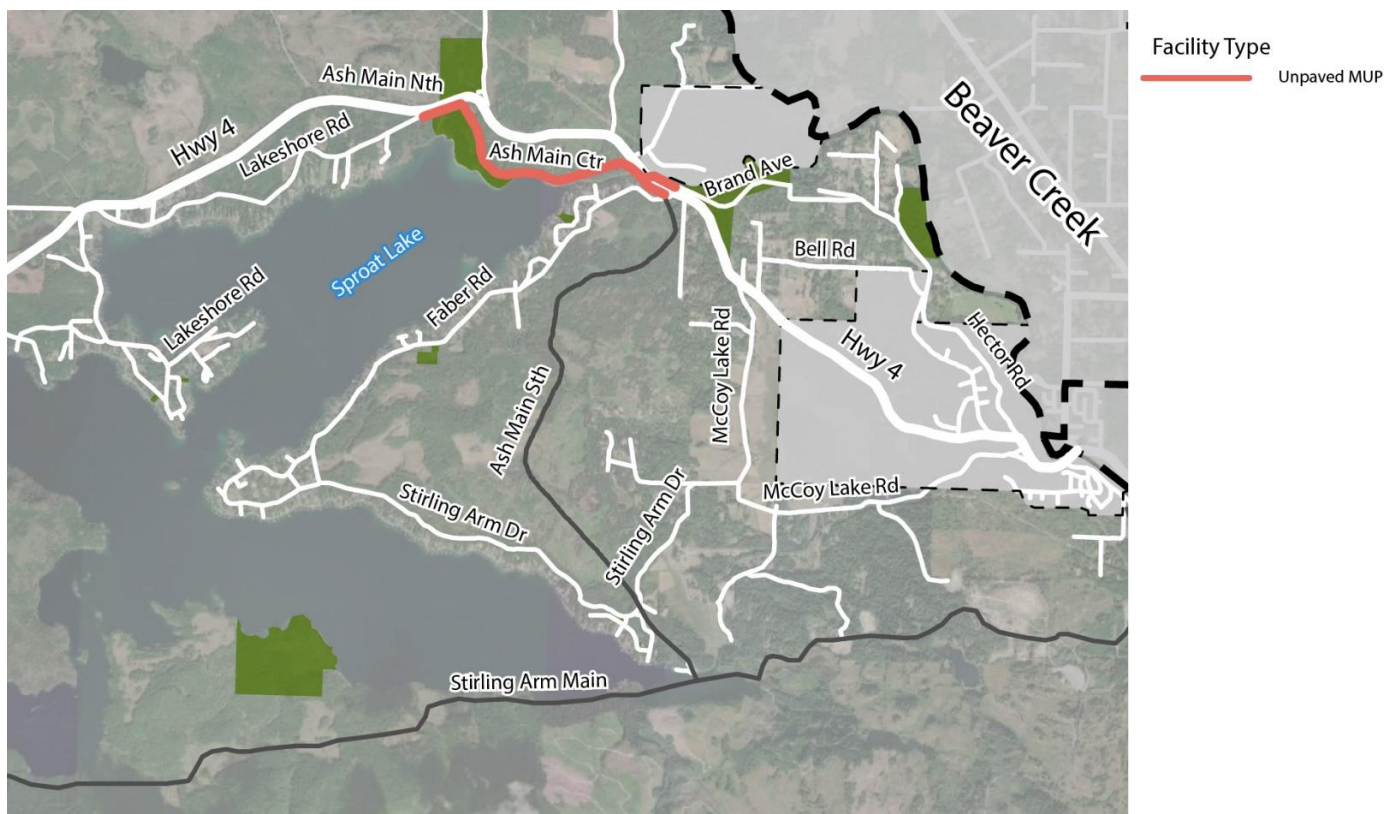


Multi-use pathways (MUPs) are typically off-street pathways that are separated from motor vehicle traffic and can be used by any active transportation user, including people walking, cycling, and rolling. MUPs typically accommodate bi-directional travel and are commonly shared spaces.

Unpaved MUPs, such as Ash Main Central shown in the photo, typically have gravel or compact aggregate treatments, for example.

Proposed Location

An Unpaved Multi-Use Pathway is proposed for the following location:



Lakeshore Road - What are the proposed changes?



The proposed changes for Lakeshore Road where 'Roadside Trail' has been identified as the facility type are:

- Provision of wayfinding and signage to improve navigability
- Closing gaps - several sections of the trail currently end abruptly, forcing users onto the roadway without sufficient warning or protection (pictured above)
- Overall enhancements to the condition of the trail including a smooth continuous gravel surface that would make the trail more accessible to a wider range of users
- Identification of suitable maintenance practices, which could include improved drainage, mitigating hazards caused by plant or tree roots, and appropriate cross slope

There are an additional **two separate options** proposed for this segment of Lakeshore Road:

1. An advisory lane is proposed for Lakeshore Road just south Sproat Lake Landing. An advisory lane design would help facilitate vehicles travelling at low speeds, which makes the experience more comfortable, safe, and enjoyable for people walking, rolling, and cycling.

- Vehicles using Lakeshore Road would yield to each other when trying to pass
- A shoulder would be provided on both sides, which would provide space for people walking and cycling to use the corridor and have some separation from motor vehicles
- Treatment would also include a reduced speed limit and traffic calming such as speed humps or speed feedback indicators

2. A bicycle / walkable shoulder is proposed for Lakeshore Road just south of Sproat Lake Landing. A bicycle / walkable shoulder would provide dedicated space for people walking, rolling or cycling, with an added buffer to provide space between active transportation users and vehicular traffic. Vehicle operations would remain much the same as they are today; however, traffic calming such as flex stakes or traffic calming curbs would be required to slow down vehicles.

Faber Road / Stirling Arm Drive - What are the proposed changes?



The proposed changes for Faber Road / Stirling Arm Drive where 'Roadside Trail' has been identified as the facility type are:

- Extending the existing trail to cover the full length of both Faber Road and Stirling Arm Drive (up to Ash Main) - this can either be achieved by using road rights-of-way to extend the trail along the roadside (similar to the existing section), or by securing an agreement to use existing unsanctioned / informal trails located further from the roadside
- Provision of wayfinding and signage to improve navigability
- Overall enhancements to the condition of the trail including a smooth continuous gravel surface that would make the trail more accessible to a wider range of users
- Identification of suitable maintenance practices, which could include improved drainage, mitigating hazards caused by plant or tree roots, and appropriate cross slope

Asher Road - What are the proposed changes?



There are **two separate options** proposed for Asher Road:

1. An advisory lane is proposed for Asher Road. An advisory lane design would help facilitate vehicles travelling at low speeds, which makes the experience more comfortable, safe, and enjoyable for people walking, rolling, and cycling.

- Vehicles using Asher Road would yield to each other when trying to pass
- A shoulder would be provided on both sides, which would provide space for people walking and cycling to use the corridor and have some separation from motor vehicles
- Treatment would also include a reduced speed limit and traffic calming such as speed humps or speed feedback indicators

2. A bicycle / walkable shoulder is proposed for Asher Road. A bicycle / walkable shoulder would provide dedicated space for people walking, rolling or cycling, with an added buffer to provide space between active transportation users and vehicular traffic. Vehicle operations would remain much the same as they are today; however, traffic calming such as flex stakes or traffic calming curbs would be required to slow down vehicles.

Taylor Arm Drive - What are the proposed changes?



There are **two separate options** proposed for Taylor Arm Drive:

1. An advisory lane is proposed for Taylor Arm Drive. An advisory lane design would help facilitate vehicles travelling at low speeds, which makes the experience more comfortable, safe, and enjoyable for people walking, rolling, and cycling.

- Vehicles using Taylor Arm Drive would yield to each other when trying to pass
- A shoulder would be provided on both sides, which would provide space for people walking and cycling to use the corridor and have some separation from motor vehicles
- Treatment would also include a reduced speed limit and traffic calming such as speed humps or speed feedback indicators

2. A bicycle / walkable shoulder is proposed for Taylor Arm Drive. A bicycle / walkable shoulder would provide dedicated space for people walking, rolling or cycling, with an added buffer to provide space between active transportation users and vehicular traffic. Vehicle operations would remain much the same as they are today; however, traffic calming such as flex stakes or traffic calming curbs would be required to slow down vehicles.

Stirling Arm Drive (East) - What are the proposed changes?



An advisory lane is proposed for Stirling Arm Drive, just east of Ash Main. An advisory lane design would help facilitate vehicles travelling at low speeds, which makes the experience more comfortable, safe, and enjoyable for people walking, rolling, and cycling.

- Vehicles using Stirling Arm Drive would yield to each other when trying to pass
- A shoulder would be provided on both sides, which would provide space for people walking and cycling to use the corridor and have some separation from motor vehicles
- Treatment would also include a reduced speed limit and traffic calming such as speed humps or speed feedback indicators

Stuart Avenue / Bell Road - What are the proposed changes?



An advisory lane is proposed for Stuart Avenue and Bell Road. An advisory lane design would help facilitate vehicles travelling at low speeds, which makes the experience more comfortable, safe, and enjoyable for people walking, rolling, and cycling.

- Vehicles using Stuart Avenue or Bell Road would yield to each other when trying to pass
- A shoulder would be provided on both sides, which would provide space for people walking and cycling to use the corridor and have some separation from motor vehicles
- Treatment would also include a reduced speed limit and traffic calming such as speed humps or speed feedback indicators

Hector Road - What are the proposed changes?



There are **two separate options** proposed for Hector Road:

1. An advisory lane is proposed for Hector Road. An advisory lane design would help facilitate vehicles travelling at low speeds, which makes the experience more comfortable, safe, and enjoyable for people walking, rolling, and cycling.

- Vehicles using Hector Road would yield to each other when trying to pass
- A shoulder would be provided on both sides, which would provide space for people walking and cycling to use the corridor and have some separation from motor vehicles
- Treatment would also include a reduced speed limit and traffic calming such as speed humps or speed feedback indicators

2. A bicycle / walkable shoulder is proposed for Hector Road. A bicycle / walkable shoulder would provide dedicated space for people walking, rolling or cycling, with an added buffer to provide space between active transportation users and vehicular traffic. Vehicle operations would remain much the same as they are today; however, traffic calming such as flex stakes or traffic calming curbs would be required to slow down vehicles.

Highway 4 (North) - What are the proposed changes?



A multi-use pathway (MUP) is proposed for the north side of Hwy 4 between Faber Road and the Tseshaht Market. This connection will provide residents of Sproat Lake with access to a commercial hub using active modes, as well as a link to the proposed advisory lanes on Stuart Ave / Bell Road, which connects users to Port Alberni via Hector Road.

Highway 4 (South) - What are the proposed changes?



A multi-use pathway (MUP) is proposed for Highway 4 between Saiyatchapis Road and the Orange Bridge, which provides a safe means to travel using active modes between the broader Sproat Lake community and Port Alberni, via Hector Road.

Ash Main (Central) - What are the proposed changes?



It is proposed that the central corridor of Ash Main (between Faber Road to the south and Lakeshore Road to the north) is formalized as part of the Sproat Lake active transportation network, providing a crucial link between residential areas on both sides of the lake, as well as to the Sproat Lake Provincial Park.

The proposed changes are:

- Provision of wayfinding and signage to improve navigability
- Overall enhancements to the condition of the trail including a smooth continuous gravel surface that would make the trail more accessible to a wider range of users
- Identification of suitable maintenance practices, which could include improved drainage, mitigating hazards caused by plant or tree roots, and appropriate cross slope

Support Programs / Policies / Amenities

In addition to the proposed infrastructure improvements outlined in the preceding sections of the survey, the ACRD will also need to consider “softer” solutions including education, programming, end-point facilities, and policy changes to support active transportation trips in Sproat Lake.

The following programs / policies / amenities are proposed to be included in the Active Transportation Network Plan, with more detailed recommendations to be included in the draft plan.

- **Wayfinding & Signage** - as indicated earlier in the survey, wayfinding and signage is used to improve navigability of the network by providing direction to key locations and assuring users that they are on the right path. The ATNP will include recommendations for developing a consistent brand for wayfinding and signage throughout Sproat Lake along with high-level recommendations on sign content and locations.
- **Lighting** - while lighting is less common in rural contexts such as Sproat Lake, insufficient lighting can be a deterrent to active transportation use particularly in winter months with extended dark hours. The ATNP will include general direction on the type of lighting that may be appropriate for Sproat Lake, particularly for future paved and unpaved multi-use pathways at conflict points, and areas presenting traffic safety and/or personal safety concerns.
- **Bicycle parking** - the lack of short-term bike parking such as racks results in people cycling having to leave their bikes on the ground, locked to trees, or left unattended. The ATNP will include general direction on how the ACRD could work with various community partners to install bike parking at common locations including the trails, Sproat Lake Landing, and commercial destinations.
- **Driver & Cyclist Etiquette** - in rural environments such as Sproat Lake, some vehicles tend to travel at higher speeds. Further, people cycling do not always use the roadways due to the lack of safe infrastructure or poor connections. As a result, people driving and cycling may not be as accustomed to sharing the roadway compared to an urban setting. The ATNP will include general direction on education and awareness initiatives that can help residents (and visitors) of Sproat Lake feel more safe and comfortable walking, cycling, and rolling in the community. For example, this could include events and supporting programs that teach safety focused skills and awareness of road safety for all users of common road-use etiquette.