



**VILLAGE OF BELCARRA
REGULAR COUNCIL MEETING AGENDA
Village Hall
July 7, 2025
7:00 PM**



*This meeting is live streamed and recorded by the Village of Belcarra
To view the meeting click: [Village of Belcarra - YouTube](#)*

Note: This agenda is also posted on the Village's website at www.belcarra.ca

The purpose of a Council meeting is to enact powers given to Council by using bylaws or resolutions. This is the venue for debate of issues before voting on a bylaw or resolution.

We wish to acknowledge that this meeting is taking place on the unceded territory of the Coast Salish Peoples. Tum-Tumay-Whueton, or Belcarra, is home to an ancestral village of the Tsleil-Waututh Nation. We are thankful to conduct our work within their territory.

COUNCIL

Mayor Jamie Ross
Councillor Carolina Clark
Councillor Joe Elworthy
Councillor Janet Ruzycki
Councillor Liisa Wilder

- 1. CALL TO ORDER**
- 2. APPROVAL OF THE AGENDA**
- 3. ADOPTION OF MINUTES**
- 3.1 Regular Council Meeting, June 23, 2025**

4. PUBLIC INPUT (15 minutes)

A period of fifteen (15) minutes will be made available on each Regular Council Meeting Agenda for members of the public to make submissions to Council. Any person wishing to speak during Public Input Period must so indicate by raising their hand. Each person will be permitted 2 minutes to comment on items presented on the agenda. A second opportunity to speak is permitted when all other interested parties have had an opportunity to provide their comments. Comments must be directed to the Chair of the meeting and not to individual members of Council. Public Input Period is a venue for submissions in the form of statements. Questions can be directed to Question Period at the end of the agenda.

5. DELEGATIONS

6. ITEMS ON CONSENT AGENDA

Council may adopt in one motion all recommendations appearing on the Consent Agenda, or prior to the question on the vote, any Council member may request that an item be removed from the Consent Agenda and placed in Section 7 for debate or discussion, voting in opposition to a recommendation, or declaring a conflict of interest with an item.

6.1 Correspondence**6.2 Reports****6.3 Recommendation to Receive Items on Consent****7. ITEMS REMOVED FROM THE CONSENT AGENDA****8. CORRESPONDENCE/PROCLAMATIONS (ACTION ITEMS)**

- 8.1** Coquitlam Search and Rescue, Tracy Crawford, Fundraising Manager, Grant-in-Aid Program Application dated June 18, 2025 requesting a grant in the amount of \$500.00.

9. UNFINISHED BUSINESS**10. STAFF REPORTS****10.1 Appointment of 2026 Chief Election Officer and Deputy Chief Election Officer**

Staff report by the Chief Administrative Officer dated July 7, 2025 recommending that Lisa Zwarn be appointed as Chief Election Officer and that Connie Esposito be appointed as Deputy Election Officer for the Village of Belcarra's 2026 general local election.

10.2 Active Transportation Network Plan – Engagement Results

Staff report by the Chief Administrative Officer dated July 7, 2025 recommending the receipt of the report titled "Active Transportation Network Plan – Engagement Results" into the record for information and that input provided by Council at the July 7, 2025 Regular Council meeting be considered in the drafting of the final report on the Active Transportation Network Plan.

11. BYLAWS**12. RELEASE OF ITEMS FROM CLOSED COUNCIL MEETINGS**

13. MAYOR AND COUNCILLOR REPORTS

Mayor Ross attended the following events:

- Thursday, June 26 – TransLink Mayors' Council Meeting
- Friday, June 27 – Metro Vancouver Board Meeting
- Friday, June 27 - Sasamat Volunteer Fire Department Service Review - Discussion of Proposed Approach
- Wednesday, July 2 – Metro Vancouver Regional Parks Committee Meeting
- Friday, July 4 – Metro Vancouver Air Quality and Climate Committee Meeting

13.1. CHIEF ADMINISTRATIVE OFFICER REPORT**14. OTHER MATTERS DEEMED EXPEDIENT****15. NOTICES OF MOTIONS AND MATTERS FOR INTRODUCTION AT FUTURE MEETINGS****16. PUBLIC QUESTION PERIOD**

The public is invited to ask questions of Council regarding any item pertaining to Village business. A person wishing to make a submission will be limited to two (2) minutes and the submission must be in the form of a question. A second opportunity to ask a follow up or new question is permitted if no one else is waiting to participate. Questions, including follow up questions, must be directed to the Chair of the meeting and not to individual members of Council or staff. If a question(s) to staff arises during Public Question Period, the question(s) must be addressed to the Chair and the Chair can request clarification from staff.

The total session is limited to 20 minutes and will be completed by 11:00 pm unless extended with approval of Council through an affirmative vote.

17. ADJOURNMENT



**VILLAGE OF BELCARRA
REGULAR COUNCIL MEETING MINUTES
June 23, 2025**



This meeting was held in Council Chambers and live streamed at
[Village of Belcarra - YouTube](https://www.youtube.com/watch?v=...)

Council in Attendance

Mayor Jamie Ross
Councillor Carolina Clark
Councillor Joe Elworthy
Councillor Janet Ruzycki – not in attendance
Councillor Liisa Wilder

Staff in Attendance

Melony Burton, Chief Administrative Officer
Stewart Novak, Manager, Municipal Services
Amanda Seibert, Corporate Officer/Recording Secretary
Jane Dreier, Clerk

Others in Attendance

Ken Bjorgaard, Financial Consultant

We wish to acknowledge that this meeting took place on the unceded territory of the Coast Salish peoples. Tum-Tumay-Whueton, or Belcarra, is home to an ancestral village of the Tsleil-Waututh Nation. We are thankful to conduct our work within their territory.

1. CALL TO ORDER

Mayor Ross called the meeting to order at 7:00 pm

2. APPROVAL OF THE AGENDA

2.1 Regular Council Meeting, June 23, 2025

Moved by: Councillor Elworthy
Seconded by: Councillor Clarke

That the agenda for the Regular Council Meeting of June 23, 2025 be approved as circulated.

CARRIED

3. ADOPTION OF MINUTES

3.1 Regular Council Meeting, June 9, 2025

Moved by: Councillor Clarke

Seconded by: Councillor Elworthy

That the minutes from the Regular Council Meeting held on June 9, 2025 be adopted.

CARRIED

4. PUBLIC INPUT

Mayor Ross outlined the procedure for Public Input.

No speakers were forthcoming.

5. DELEGATIONS AND PRESENTATIONS

5.1 UCI News Cooperative – introduction to a New Non-Profit News Co-op

- Janis Cleugh, UCI New Co-operative

Ms. Cleugh gave a presentation outlining the negative impacts of the closure of local news groups and provided information on the launching of the first non-profit news co-op in North America meant to provide news to local readers in written format accessible to all. She outlined the goal of the venture and spoke on fundraising efforts. She requested that the Village consider providing space in the municipal hall for the distribution of the newspapers. She responded to questions and comments from members of Council.

6. ITEMS ON CONSENT AGENDA

6.1 Correspondence

6.1.1 Village of Anmore Notice of Public Hearing

Notice provided by the Village of Anmore that Anmore Council will hold a Public Hearing to consider the proposed Village of Anmore Official Community Plan Bylaw Amendment No. 686-2023 in Council Chambers at the Anmore Community Hub, 2697 Sunnyside Road, Anmore on Monday, June 23, 2025, starting at 6:00 p.m.

6.2 Reports

No items

6.3 Recommendation to Receive Items on Consent

Moved by: Councillor Clarke

Seconded by: Councillor Wilder

That the items on the Consent Agenda of the June 23, 2025 Village of Belcarra Regular Council Meeting be received into the record.

CARRIED

7. ITEMS REMOVED FROM THE CONSENT AGENDA

No items

8. CORRESPONDENCE/PROCLAMATIONS (ACTION ITEMS)

No items

9. UNFINISHED BUSINESS

No items

10. STAFF REPORTS**10.1 2024 Statement of Financial Information (SOFI)**

Staff report by the Village Accounting Clerk, Connie Esposito, and Financial Consultant, Ken Bjorgaard Chief Administrative Officer dated June 23, 2025 recommending that the Village of Belcarra's 2024 Statement of Financial Information (SOFI) report be approved and that the Mayor and Chief Administrative Officer be authorized to sign off on the applicable statements within the SOFI report.

The Chief Administrative Officer presented the report. She advised that upon approval of the Statement of Financial Information by Council, the document will be forwarded to the Ministry of Municipal Affairs and will be added to the Village website. She advised that the Financial Consultant was in attendance via Zoom and available to answer questions.

Moved by: Councillor Clarke

Seconded by: Councillor Wilder

- 1. That the Village of Belcarra's 2024 Statement of Financial Information (SOFI) report be approved; and**
- 2. That the Mayor and Chief Administrative Officer be authorized to sign off on the applicable statements within the SOFI report.**

CARRIED

10.2 2024 Annual Report

Staff report by the Corporate Officer dated June 23, 2025 recommending that the 2024 Annual Report for the Village of Belcarra be received as required by the *Community Charter*.

The Corporate Officer presented the report. She reported that no public submissions or questions were received from the public as of the June 23, 2025 noon deadline.

Moved by: Councillor Clarke

Seconded by: Councillor Wilder

That the 2024 Annual Report be received as required by the Community Charter.

CARRIED

10.3 ISL Engineering Contract Renewal

Staff report by the Manager, Municipal Services dated June 23, 2025 recommending that the Village of Belcarra retains ISL Engineering and Land Services Ltd. (ISL) for a second five-year term of a Master Standing Offer Agreement for consulting engineering services.

The Manager, Municipal Services presented the report. He highlighted work done by ISL in the past and outlined reasons considered by staff prior to requesting approval of a contract extension.

Moved by: Councillor Elworthy

Seconded by: Councillor Clarke

That the Village of Belcarra retains ISL Engineering and Land Services Ltd. (ISL) for a second five-year term of a Master Standing Offer Agreement for consulting engineering services.

CARRIED

10.4 Marine Pipeline Inspection and Recommendation

Staff report by the Manager, Municipal Services dated June 23, 2025 recommending that Fraser Burrard Diving Ltd be retained to conduct an underwater marine pipeline inspection at the cost of \$25,295, that WSP Canada Ltd. be retained to make recommendations based on the inspection results at the cost of \$4,000, and that the Village of Belcarra 2025 to 2029 capital financial plan be amended by transferring the \$75,000 Municipal Hall septic field replacement budget from 2025 to 2026 and transferring the \$30,000 marine pipeline inspection budget from 2026 to 2025.

The Manager, Municipal Services presented the report. He advised on proposed amendments to the financial plan to allow for inspection of the underwater marine pipeline in 2025 rather than 2026 and reported on the recommendation by staff to hire Fraser Burrard Diving Ltd.

Moved by: Councillor Elworthy

Seconded by: Councillor Clarke

That Fraser Burrard Diving Ltd be retained to conduct an underwater marine pipeline inspection at the cost of \$25,295 and,

That WSP Canada Ltd. be retained to make recommendations based on the inspection results at the cost of \$4,000, and

That the Village of Belcarra 2025 to 2029 capital financial plan be amended by transferring the \$75,000 Municipal Hall septic field replacement budget from 2025 to 2026 and transferring the \$30,000 marine pipeline inspection budget from 2026 to 2025.

CARRIED

11. BYLAWS

No items

12. RELEASE OF ITEMS FROM CLOSED COUNCIL MEETINGS

No items

13. MAYOR AND COUNCILLOR REPORTS

Mayor Ross attended the following events:

- Tuesday, June 17: RCMP “E” Division’s Lower Mainland District Mayors’ Forum
- Thursday, June 19: TransLink Joint ECP Director Recruitment Committee Meeting
- Thursday, June 19: TransLink Mayors' Council Public Affairs Committee Meeting
- Thursday, June 19: Cops for Cancer “Cuffed for a Cure” Fundraiser

13.1 CHIEF ADMINISTRATIVE OFFICER’S REPORT

The Chief Administrative Officer provided the following information:

Operational & Administrative Updates

- Quarterly variance and strategic report preparation
- Records management: meetings with consultant and staff; file structure and process established and work underway
- Water main flushing is underway
- WARD review: signage and bin placement to optimize operations
- Chlorination system: WSP retained for contract administration and procurement support. A request for proposals document is being prepared for the system installation.

Notifications/Announcements

- WARD will be closed for a driveway entrance repair from June 24-27 and will re-open for regular business on Saturday June 28th, at 07:30 am. Notices have been sent out to public, and signs will be posted at the depot.
- Tax Notices - final notice that taxes are due July 2, and reminder if you are making payments online to pay -2-3 days in advance time to allow for bank processing

14. OTHER MATTERS DEEMED EXPEDIENT

No items

15. NOTICES OF MOTION AND MATTERS FOR INTRODUCTION AT FUTURE MEETINGS

No items

16. PUBLIC QUESTION PERIOD

Mayor Ross reviewed the procedure for Public Question Period.

Klaus Bever, Belcarra resident, queried when information and results on the active transportation survey will be available.

The Chief Administrative Officer advised that information on the active transportation network plan will be provided at a Council meeting in July.

Penny Moen, Belcarra resident, requested confirmation that property taxes submitted online should be paid 3 business days prior to the July 2 deadline.

The CAO provided confirmation. The Mayor advised that payments can also be dropped off at the Village Hall.

17. ADJOURNMENT

Moved by: Councillor Wilder

Seconded by: Councillor Clark

That the June 23, 2025 Regular Council Meeting be adjourned.

CARRIED

The meeting was adjourned at 7:33 pm

Certified Correct:

Jamie Ross
Mayor

Amanda Seibert
Corporate Officer

**VILLAGE OF BELCARRA****GRANTS-IN-AID PROGRAM APPLICATION FORM**

This application form is for non-profit organizations or groups who are applying for grant assistance under the Village's Grant-in-Aid Program. To ensure your application is given full consideration, please complete and return this application form when requesting funding assistance.

SECTION 1 - ORGANIZATION INFORMATION

Organization Name: Coquitlam Search and Rescue	CRA/Society Act Number (if applicable):
Contact Person: Tracy Crawford	Phone Number & Email Address: 604 999 2205, tracy.crawford@coquitlam-sar.bc.ca
Address of Organization: 1300 Pinetree Way, Coquitlam BC	
Mailing Address (if different than above):	

SECTION 2 - GRANT REQUEST

Total grant amount being requested: \$500.00

Cash funds being requested: \$500.00

Value of In-Kind Assistance being requested (if applicable): \$

SECTION 3 – DESCRIPTION OF GRANT REQUEST

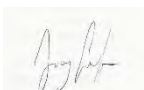
Please describe how your organization would utilize the grant funds and how this funding would benefit the Village of Belcarra and/or its residents (attach additional page(s) if necessary):

We would use the \$500 grant to purchase essential rope rescue equipment, including Petzl Sirocco helmets, Rock Exotica Penta Plates, 7mm accessory cord, webbing, Petzl AMD screw gate carabiners, and HMS carabiners. These tools are critical to the safety and effectiveness of our rope rescue operations. Helmets are mandatory for all rope rescue team members, and our current inventory needs to be replaced due to age and general wear. The Penta Plates we currently use are undersized for our needs, and upgraded plates will allow for safer and more efficient rigging systems in complex terrain. Rope rescue is one of the most technically demanding disciplines in Search and Rescue. It requires specialized training, equipment, and teamwork to access and safely extract individuals from steep, rugged, or vertical environments such as cliffs, ravines, or embankments. These types of rescues are often high-risk, time-sensitive situations where precision and preparedness can mean the difference between life and death.

Our team trains extensively throughout the year at Belcarra Quarry—a location that provides the technical challenges needed to develop and maintain advanced rope rescue skills. These regular training sessions allow us to simulate real-world scenarios, test new techniques, and ensure each team member is proficient in knot systems, anchor building, edge management, litter movement, and patient packaging.

Rope rescue plays a vital role in many of our actual deployments, including rescues of hikers, climbers, and injured individuals in otherwise inaccessible terrain. Having the proper equipment directly impacts our ability to operate safely and effectively. This grant would support our ongoing commitment to readiness and ensure that our rope rescue team can continue to respond to emergencies with confidence and care.

SECTION 4 - AUTHORIZED APPLICANT

Authorized Signature: 	Date: June 18, 2025
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Name (please print):

Tracy Crawford

Title:

Fundraising Manager





COUNCIL REPORT

Date: July 7, 2025
From: Melony Burton, Chief Administrative Officer
Subject: Appointment of 2026 Chief Election Officer and Deputy Chief Election Officer

Recommendation

That pursuant to Section 58 (1) of the *Local Government Act*, Lisa Zwarn be appointed Chief Election Officer for conducting the October 17, 2026, Village of Belcarra general election with power to appoint other election officials as required for the administration and conduct of the 2026 local general election; and further

That Connie Esposito be appointed Deputy Chief Election Officer for the October 17, 2026, Village of Belcarra general local election.

Purpose

To appoint the Chief Election Officer and the Deputy Chief Election Officers for the 2026 Local Government election and other voting.

Background

General Local Elections create an additional workload in the year of the election and require specialized experience. In small to medium sized municipalities, the services of coordinating and running an election may be contracted out to a Chief Election Officer (CEO). This arrangement offsets the additional workload and enables staff to continue supporting daily operational and administrative functions.

Discussion

The 2026 General Local election will be held on Saturday, October 17, 2026. The Local Government Act requires that elections be held every four years and that the local government appoints a CEO and a Deputy CEO for the election proceedings.

Staff recommend accepting a proposal received from Lisa Zwarn in the estimated amount of \$12,600 for CEO services in the 2026 election. Ms. Zwarn has significant experience as a CEO, responsible for conducting General Local Elections for local government. She was the CEO for Belcarra for the 2021 by-election and 2022 election. Staff are seeking approval early to secure her services, which are in high demand by other municipalities.

Financial Implications

The 2026 Financial Plan includes a budget of \$22,338 to conduct a General Local Election by voting for election which includes expenses such as materials, equipment, legal, advertising, office supplies, training, printing, postage and contracts.

The election budget is funded by the Financial Stabilization Reserve, which is used to fund one-off or non-reoccurring operating costs and thus to prevent spikes or variations in property taxation. The Financial Stabilization Reserve had a healthy balance of \$161,924 as of December 31, 2024.



Prepared by: Melony Burton
Chief Administrative Officer



COUNCIL REPORT

Date: July 7, 2025

From: Melony Burton, Chief Administrative Officer

Subject: **Active Transportation Network Plan – Engagement Results**

Recommendation

That the report dated July 7, 2025, titled “Active Transportation Network Plan – Engagement Results” be received into the record for information; and further

That input provided to staff at the July 7, 2025, Regular Council meeting regarding the Active Transportation Network Plan be considered in drafting the final report.

Purpose

This report provides a summary of the public input received from the engagement for the Active Transportation Network Plan (ATNP) which included two surveys and an open house.

Background

Staff engaged Bunt and Associates Engineering (Bunt) and sub-consulting firm Uplift Engagement Communications (Uplift) for support in developing the ATNP and have been working closely with them throughout the project. A kick off presentation on the ATNP was delivered to Council by Bunt on October 21, 2024 (Attachment 1). An Engagement and Communication Plan was developed by Uplift to gather input from the community, stakeholders, and elected officials throughout the planning process (Attachment 2). Engagement was a critical piece of the ATNP to ensure that it reflects local aspirations and community needs.

Various engagement methods and communication tools were used to share information, provide notification of engagement opportunities, and obtain feedback:

- Online Surveys (2): October 2024 and April 2025
- Project Board at Belcarra Municipal Hall
- Project Posters/One Pagers at Belcarra mailbox bulletin boards
- Project/engagement webpage
- Newsletters/email updates
- Presentations to Council (2): October 2024 and Draft ATNP (Q4, 2025)
- Community Open House: April 2025
- Meeting with highly impacted residents

Correspondence and/or meetings included the following interest groups: Tsleil-Waututh Nation, HUB Tri-Cities, BC Hydro, TransLink, BC Parks, Metro Vancouver, Village of Anmore, and City of Port Moody.

Discussion

Engagement included two surveys and an open house. An initial survey was conducted in the Fall of 2024. A second survey was conducted in Spring 2025. The public open house was held at the Municipal Hall on April 2, 2025. A summary of the results is provided in the following sections.

Survey 1 – Active Transportation Observations, Experiences and Expectations

The initial survey for the ATNP was open from October 30 to November 28, 2024, and received 143 responses. The survey focused on questions to solicit observations and experiences and to better understand active transportation expectations in Belcarra. A copy of the survey questions and the results report are provided in Attachment 3.

The open-ended comments featured the following themes:

Traffic Safety and Speed Control

Residents expressed concerns about speeding and suggested mitigation measures such as speed indicators, enforcement and road design. There was opposition to speed humps but support for safety measures such as crosswalk warning lights.

Signage and Traffic Diversion

Residents requested better signage to direct park visitors away from the Village onto designated roadways, as well as blind corner signage and guidance for cyclists to improve safety.

Path and Trail Improvements

Residents emphasized the importance of maintaining existing trails and paths, particularly those connecting Watson Road, Main Street, and Belcarra Park. Concerns also mentioned mountain bike safety and reckless behaviour on shared trails.

Road and Path Maintenance

Suggestions included widening or paving road shoulders for safer walking and biking, trimming hedges to improve visibility, and enhancing road markings for better night driving.

Perceptions of Safety

Some residents believe the village is already safe and requires no changes, while others highlighted specific areas needing improvement, particularly for pedestrians and cyclists.

Public Open House – Proposed Improvements and Design Concepts

An Open House was held at Municipal Hall on Wednesday, April 2, 2025, from 5:30 to 8:00 PM. Approximately 25 residents attended the event.

Some areas of support included:

- Creating packed gravel paths along road shoulders
- Rerouting cyclists from Bedwell Bay Road
- Addressing speeding and pedestrian safety along Bedwell Bay Road
- Safety improvements at the Main Avenue and Bedwell Bay Road intersection

Some areas of concern/opposition included:

- Cost of the proposed projects, emphasizing the importance of a more modest, realistic approach that aligns with Belcarra's small-scale context.
- Accuracy of foreshore access naming.
- Environmental sensitivities at D3 - Scuba Diver Trail foreshore access point, cautioning against development for kayak use.

Survey 2 – Proposed Improvements and Design Concepts

A second survey was open from March 21 to April 13, 2025, and received 166 responses. The purpose of the survey was to collect feedback from residents on the proposed active transportation design concepts and project segments identified for improvement. A copy of the survey questions and results report can be found in Attachment 4.

Previous transportation projects in the Village faced public opposition due to concerns about their scale and financial impacts. To address this, the ATNP tried to focus on practical, context-specific solutions. However, feedback revealed opposition to several of the design concepts and improvements. Neutral responses ranged from a general lack of full support to opposition, with some comments suggesting other options.

A summary of the individual survey areas and responses is provided below.

Bedwell Bay Road Improvements

Most survey respondents opposed sidewalks (69%) and shared pathways (69%). There was less than majority support (41%) for buffered lanes.

50 written comments were received. The comments revealed consensus concerning the feasibility of the proposed designs due to geotechnical challenges with widening the road, drainage issues, and potential encroachment on private property.

Opposing comments primarily questioned the need for improvements. Supporting comments expressed caution, often emphasizing the importance of selecting flexible, low-cost designs that require minimal maintenance. Survey respondents also suggested alternative approaches, such as gravel sidewalks.

Local Street Improvements

Most survey respondents (63%) opposed the use of advisory shoulders. There was moderate support (40%) with some expressing neutrality (17%) toward walkable shoulders.

32 written comments were received. The comments revealed consensus regarding people's safety and concerns with driver speed. Sightline and safety challenges due to overgrown vegetation on private property were also cited by respondents.

Individuals questioned the necessity for improvements on local roads, noting limited pedestrian-vehicle conflict and suggested that the highlighted routes and trails throughout Belcarra are already sufficiently walkable.

Recreational Trail Improvements

Survey results revealed that most respondents (72%) opposed paved trails. The majority (63%) expressed support or neutrality (14%) toward unpaved trail improvements, highlighting the clear preference for low-impact, natural trail treatments.

55 written responses were received. The comments revealed consensus that paved trails are not appropriate across all of Belcarra's trail network due to aesthetic and cost concerns. The importance of regular trail maintenance was emphasized. Some supporters suggested that selective paving could improve accessibility for more users.

Foreshore Access Improvements

Most respondents (69%) opposed paved trails for foreshore access. In contrast, unpaved trails received broader acceptance, with the majority (61%) supporting or feeling neutral to the option (11%).

37 written comments were received. The comments acknowledged that Belcarra's shoreline is currently not accessible to all. Respondents noted that improving the trails would not resolve accessibility challenges due to the inherently rocky shoreline.

Supporters highlighted that the steepness of existing trails and the presence of stairs limit accessibility, which could be addressed by this project. There were differing opinions on whether additional access points were needed. Some in favour of improvements noted that enhanced access would benefit upland residents using kayaks or canoes.

In contrast, others felt the existing network of access points—along with public entry at White Pine Beach and Belcarra Park—was already sufficient and well-known among residents. Several respondents were concerned that improvements would draw more non-residents to the foreshore and exacerbate non-resident parking issues in the Village

Crossing Improvements

A moderate number of respondents supported or felt neutral toward some form of crosswalk improvement. Pedestrian flashers received the highest level of overall support (50%), while raised crosswalks were supported by 40% of respondents and decorative sidewalks only received 32% support

47 written comments were received. There was consensus that crosswalk safety is important with limited sightlines and vehicle speed identified as major concerns.

Respondents who opposed the proposed crosswalk improvements often emphasized the need for complementary measures—such as stricter speed limit enforcement.

Those who supported pedestrian flashers emphasized their high visibility for drivers, while opponents viewed them as intrusive or unnecessary in low-traffic areas.

Supporters of raised crosswalks value their traffic-calming function as a visual and physical cue for drivers, while those opposed felt they lacked the impact needed to meaningfully slow speeding vehicles.

Bedwell Bay Speed Reduction

Respondents expressed moderate support for physical speed reduction measures on Bedwell Bay Road. 51% of respondents supported pavement markings, 50% supported speed radar signs, and 49% supported reduced speed limits.

39 written comments were received. Both supporters and opponents of the proposed measures requested more enforcement of the existing speed limits.

Supporters viewed enforcement as a complement to the physical speed-reduction measures.

Those opposed to the proposed interventions emphasized enforcement as the primary solution. Many respondents noted that current speed limits are frequently ignored, contributing to skepticism about the effectiveness and value of any of the interventions.

Supportive Amenities

Respondent support for supportive amenities was low. Wayfinding signage was only supported by 33%. There was majority opposition (52%) to benches and bike parking as well as pedestrian scaled lighting (61%).

33 written comments were received. There was consensus about the lack of necessity and cost of adding supportive amenities in residential areas, arguing that similar infrastructure already exists in higher-use locations such as White Pine Beach and Belcarra Park.

The majority expressed concern that lighting and additional signage could compromise the rural character of the village, and that the amenities only benefit non-residents.

Project Prioritization

93 respondents answered the question regarding which of the following potential improvements they would like to see prioritized.

The top priority identified by respondents, and the only one with majority support, was on-street improvements along Bedwell Bay Road, selected by 54% of respondents. This was followed by pedestrian safety and speed reduction on Bedwell Bay Road (47%).

The written comments expressed feedback consistent with previous responses about cost concerns, maintaining existing assets, prioritizing safety using low-cost measures, and improvements not being required.

General Comments

44 general written comments were received. The sentiment echoed much of what was heard in other comment fields, stating a general lack of value or need for improvements; maintaining the existing network; prioritizing spending on existing assets; and cost concerns, noting that grant funding for initial capital construction costs does not cover operational, maintenance or replacement costs. Some individuals relayed support for pedestrian safety improvements with low-cost measures, and concerns with speeding on Bedwell Bay Road.

Conclusion

Previous transportation projects in the village faced public opposition due to concerns about their scale and financial impacts. To address this, the ATNP tried to focus on practical, context-specific solutions. However, feedback revealed opposition to several of the design concepts and improvements. Neutral responses ranged from a general lack of full support to opposition, with some comments suggesting other options.

A summary of the survey response themes is provided below:

1. Fiscal Responsibility & Budget Concerns

- Prioritizing spending on maintenance and replacement of existing assets
- Concerns with cost of new projects
- Opposition to paying for ‘nice to have’ improvements

2. Traffic Safety & Speeding (Especially on Bedwell Bay Road)

- Speeding vehicles
- Dangerous blind spots and narrow shoulders
- Calls for more enforcement

3. Opposition to Urbanization & Tourism Growth

- Becoming a tourist destination
- Increased traffic, noise, litter, and safety issues
- Opposition to infrastructure that could encourage more visitors

4. Lack of Community Benefit from Active Transportation Projects

- Existing trails already serve local needs
- Non-residents would benefit more from upgrades
- Village should focus on services that directly support locals

5. Negative Views on Cyclist Infrastructure

- Narrow roads unsafe for bike-pedestrian sharing
- Cyclist numbers in Belcarra are low

Despite the opposition, there was some support for low-cost, minimal-impact solutions, including: widened shoulders and/or gravel walkways, trimming back encroached vegetation on road shoulders, maintaining existing trails, maintaining and making minor upgrades to foreshore trails, crosswalk safety improvements, transit shelter upgrades, and speed enforcement.

Next Steps

The input received from the public and Council will be considered in drafting the ATNP report and recommendations. The draft report will be brought back to Council prior to finalization.



Prepared by: Melony Burton
Chief Administrative Officer

Attachment 1: ATNP Kickoff Presentation to Council
Attachment 2: ATNP Engagement and Communication Plan
Attachment 3: ATNP Survey 1 Report
Attachment 4: ATNP Survey 2 and Open House Report



BELCARRA ACTIVE TRANSPORTATION NETWORK PLAN

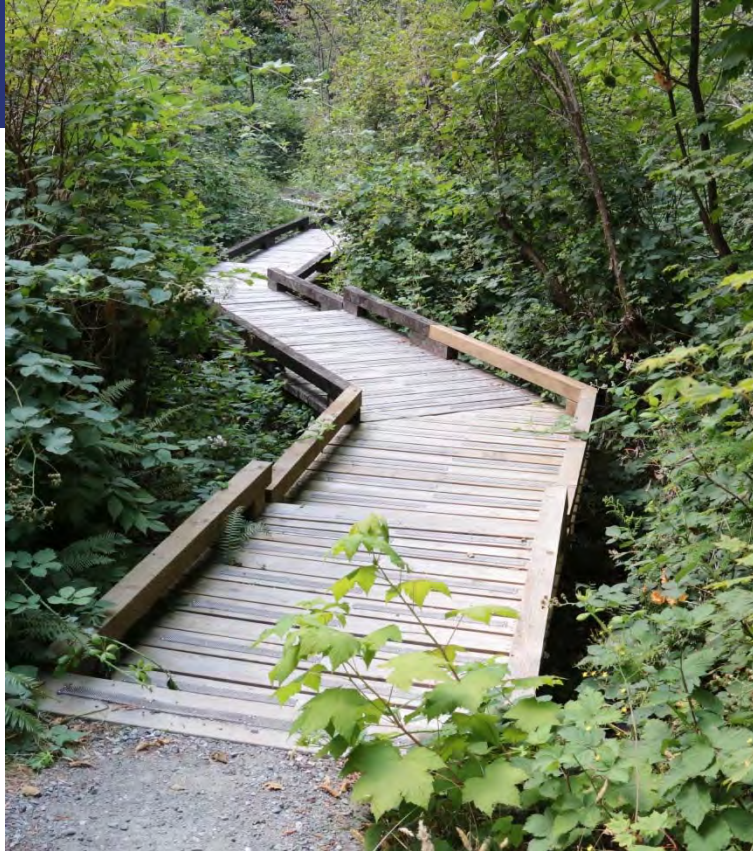
WELCOME!

Introductory Information Session, Belcarra Council, October 21, 2024

INTRODUCTIONS

Consulting Team

- **Jason Potter** | Project Manager | Bunt & Associates Engineering
- **Sophie Renard** | Transportation Analyst | Bunt & Associates Engineering
- **Yulia Liem** | Transportation Engineer | Bunt & Associates Engineering
- **Leanne Buck** | Engagement Lead | Uplift Engagement Communications
- **Christine Wong** | Engagement Coordinator | Uplift Engagement Communications
- **Jane Harrison** | Senior Communications Designer | Uplift Engagement Communications



AGENDA

1. Purpose + Objectives
2. What We Plan to Do
3. Engagement Process
4. Next Steps

WHAT IS ACTIVE TRANSPORTATION?



WALKING



CYCLING



SKATEBOARDING



MICRO-MOBILITY



... AND MORE!

An Active Transportation Network includes all routes, connections, and amenities that support these modes of travel, including:



PATHWAYS



CROSSINGS



TRAILS



BIKE ROUTES

Health

Physical Activity is widely documented to improve both physical and mental well-being. Active transportation is both an affordable and accessible way to add exercise to a daily routine and increase face-to-face social interaction.

Environment

Vehicle trips, traffic congestion, noise pollution, and greenhouse gas emissions are reduced, which can help protect the land and its resources for future generations.

Safety

Increasing awareness and visibility of active transportation users and facilities have shown to result in lower vehicle speeds, which leads directly to safety benefits for vulnerable road users (i.e. children, those with disabilities, Elders).

Society

Transportation options are increased leading to equitable methods of travel to include lower income individuals, youth, Elders, and others who may not have or desire access to a vehicle.

PURPOSE

The Active Transportation Network Plan will integrate existing and in-progress transportation plans, policies, and initiatives. The Plan will collaborate with the community to provide a prioritized list of potential active transportation enabling projects. This Plan will facilitate future funding opportunities. This process seeks to bring together all affected and interested groups in a collaborative process.



OBJECTIVES

- **Coordinate** with past and current work streams
- Provide an ATNP with **prioritized projects and actions**
- Conscious of **emerging technologies** and their opportunities
- Enable **equitable, accessible and inclusive** mobility options
- Increase **public health and safety** by creating safe and comfortable spaces for walking and rolling
- Fiscally responsible, **strategic investments** in active transportation
- **Strengthen relationships and collaboration** with all residents, First Nations and community stakeholders
- Find **strategic opportunities** to advance projects

WHAT WE PLAN TO DO

Design Priorities

- Accessibility / Safety
- Consistency
- Context Driven Options

Scoring Matrix Methods

- Connectivity to/from key destinations
- Public engagement feedback
- Cost/benefit analysis
- Alignment with other capital projects
- Asset deficiencies and areas of safety concern

Deliverables

- Conceptual Project Priority List
- GIS Referenced Project Recommendations
- Implementation Plan

WHAT WE'VE LEARNED SO FAR

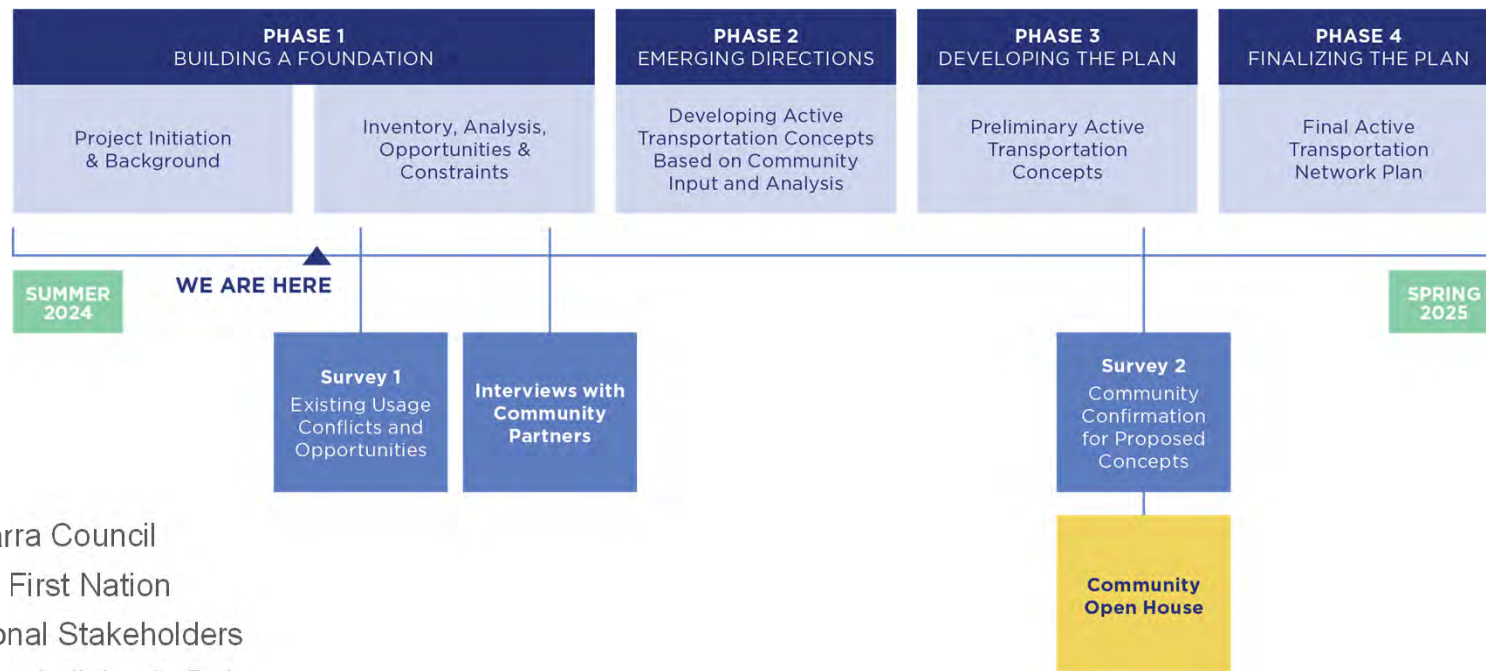
Opportunities

- Robust trail system to leverage
- Village area traffic calmed by waterfront
Picnic area vehicle parking being accessed from
Tum Tumay Whueton Drive
- Funding opportunities through TransLink's
bike and pedestrian infrastructure programs
(BICCS and WITT)

Challenges

- Preserving rural character
of Belcarra Village
- Narrow Bedwell Bay Road, desire
not to impact neighbouring properties
- Funding streams

ENGAGEMENT PROCESS



- Belcarra Council
- Local First Nation
- Regional Stakeholders
- All people living in Belcarra
(broadest demographic reach possible)

PUBLIC ENGAGEMENT

Phase One

- Information Out (what, why, how)
- Current Use
- Opportunities and Concerns
- Specific Locations for Improvement



STAY CONNECTED

Please follow,
share, spread
the word!

- Project Website
- Newsletter
- Project Posters at Mailbox Areas

Opportunity to
Engage now

- Complete the Survey

NEXT STEPS

1. Public Engagement Round 1
2. Compile List of Potential Projects/Initiatives
3. Analyze Options Using Scoring Matrix Tool
4. Engagement Round 2 - Priority Projects / Options
5. Active Transportation Network Plan – Spring 2025





THANK YOU!

Please direct interest to our survey
launching October 28, 2024



Belcarra Active Transportation Network Plan Engagement and Communication Plan

OCTOBER 2024

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ENGAGEMENT PURPOSE

The Engagement and Communication Plan serves as a foundational component in the development of the Village of Belcarra's Active Transportation Network Plan (ATNP).

This plan ensures effective input from the community, stakeholders, and elected officials throughout the planning process. By embedding engagement at the heart of the ATNP, the Village of Belcarra ensures that its active transportation future reflects local aspirations, making it feasible and responsive to the community's needs.

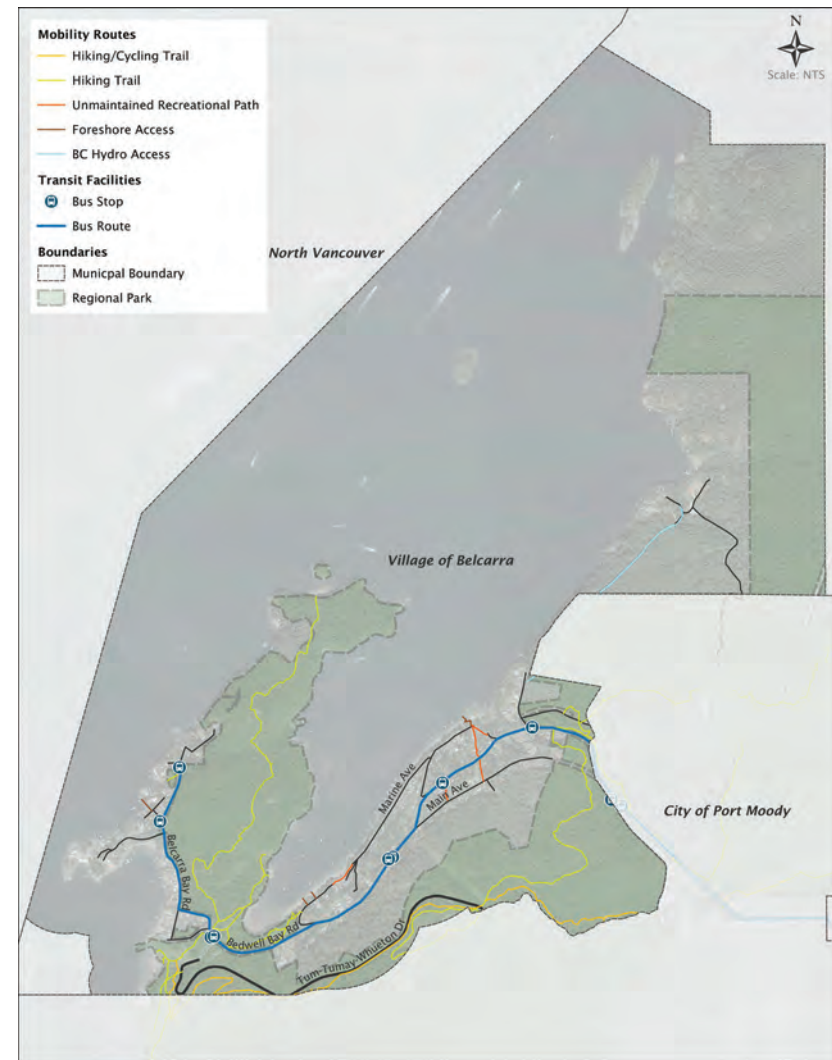


PROJECT BACKGROUND

Active transportation promotes sustainability and livability by offering affordable, healthy, and eco-friendly ways to move around. Enhancing active transportation infrastructure aligns with Belcarra's commitment to preserving its natural beauty and ensuring residents' high quality of life.

While Belcarra boasts a network of trails and pathways, its local roads lack the necessary infrastructure to safely connect people to key destinations by walking, cycling, or rolling. The village has approximately 15-20 roads and maintains several unofficial trails. To address this, the ATNP will focus on practical, context-specific solutions like adaptable sidewalks, bike lanes, traffic calming, intersection controls, trail improvements, enhanced lighting, multi-modal wayfinding signage, and community education and events. This approach will help create a safe, accessible, and inclusive active transportation network.

Previous transportation projects in the village faced public opposition due to concerns about their scale and financial impacts. As a result, the term "multi-use path" carries a negative connotation for many residents. Belcarra's preferred term is Multi-use Path, Trail, and Road Shoulder (MTRS) network. Residents along Bedwell Bay Road have raised safety concerns, particularly about the proximity of multi-use paths to their front yards, which the ATNP will address with more sensitive and adaptable solutions.



PROJECT GOALS

In Belcarra Council's Strategic Plan, one of the key priorities is to "incrementally build out and maintain a multi-use path, trail, and road shoulder (MTRS) network." The Village of Belcarra's Active Transportation Network Plan also supports several priorities identified in Belcarra's Official Community Plan (OCP), such as the need to develop an Active Transportation Plan and other OCP policies related to active transportation, such as the build-out of a more inclusive and complete active transportation network to make active transportation a more attractive choice for short trips within the community and to access nature.

The ATNP for the Village of Belcarra is designed to enhance accessibility, safety, and sustainability within the community while aligning with broader objectives in the OCP. Key goals include:

1. Enhance Active Transportation Safety

The ATNP will address safety concerns related to active transportation, ensuring that infrastructure improvements offer secure and reliable options for residents and visitors.

2. Close Active Transportation Network Gaps

The ATNP will identify and address gaps in the current active transportation network. By addressing these gaps, the ATNP will improve access to local destinations for users with diverse accessibility needs.

3. Increase Transportation Options

The ATNP will make it easier for residents to choose alternative transportation options, which will help some residents access public transit more easily and reduce reliance on personal vehicles.

4. Improve Access to Parks and Beaches

The ATNP will provide active transportation infrastructure to support access to local area parks and beaches. This includes, but is not limited to, təmtəx'wətən (Belcarra Regional Park) and Say Nuth Khaw Yum (Indian Arm) Provincial Park, and Sasamat Lake and White Pine Beach - both of which experience parking challenges during the busy summer months.

5. Improve Access to Existing Trail Systems

The ATNP will improve connections to existing trail systems, such as Cosy Cove, Jug Island Beach, and those on the west side of Buntzen Lake (including the Diez Vistas Trail), as well as access to the Belcarra Paddling Centre. This will benefit residents who use the trails recreationally for walking.



Beyond specific project goals, the ATNP will provide broader benefits by contributing to climate change mitigation and improving health outcomes through increased physical activity.

PROJECT OBJECTIVES

The following objectives guide the ATNP for Belcarra:

Address Issues in the Draft OCP

The ATNP seeks to resolve issues highlighted in the Draft OCP, with a focus on improving:

- Pedestrian safety, particularly through enhanced infrastructure and safer walking environments.
- Transit amenities, including additional transit shelters, for better rider comfort and accessibility.
- Vehicle speed management, especially along Bedwell Bay Road, to ensure safer conditions for all road users.

Identify Implementation Strategies

The ATNP will lay out actionable steps for the realization of its goals:

- Explore funding opportunities from various sources, ensuring the plan's financial viability.
- Coordinate with roadway projects to integrate active transportation improvements seamlessly.
- Establish monitoring and maintenance plans to ensure the long-term success and upkeep of the transportation network.

Collaborate with Neighbouring Jurisdictions and Governing Agencies

The ATNP emphasizes working with neighbouring communities and agencies such as TransLink, Metro Vancouver, and BC Hydro. This collaborative approach aims to:

- Ensure Belcarra's active transportation improvements complement regional efforts.
- Facilitate the creation of a continuous and integrated transportation network that connects Belcarra with the broader region.

These objectives position the ATNP as a comprehensive and cooperative effort to enhance safety, connectivity, and sustainability, benefiting both Belcarra residents and visitors.

ENGAGEMENT OBJECTIVES

The intent of stakeholder and public engagement is to “inform” and “confirm” understanding of the information gathered on existing conditions, issues and opportunities. The Project Team will also “consult” which will allow the community to provide feedback on the proposed facility options. Together, this approach will help foster understanding and ownership helping to ensure an inclusive and successful delivery of the ATNP.

The goal of the “consult” level of engagement is to obtain public feedback on analysis, alternatives, and/or decisions. The promise to the public is that we will keep them informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the project decisions.

Inform the community of the decision to develop the ATNP and why. Provide information about:

- The existing active transportation network (focus on gaps, safety, and regional connections)
- The potential active transportation network (project opportunities)
- The opportunities for funding and collaboration in neighbouring jurisdictions

Consult with the stakeholders and the community on the following key questions:

- What are your observations, experiences, and desires related to active transportation safety, functionality, and aesthetics in Belcarra?
- Based on available funding, what projects would you like to see prioritized in the short-, mid-, and long-term?

Educate the community about the benefits of active transportation and alignment with Belcarra’s strategic goals and approved plans from Belcarra and other jurisdictions.

- Draft 2024 Official Community Plan
- Belcarra Council Strategic Priorities 2023
- Metro 2050 Regional Growth Strategy
- Metro Vancouver Regional Greenways 2050
- Metro Vancouver Climate 2050 Strategic Framework
- TransLink Transport 2050 Regional Transportation Strategy
- TransLink Northeast Sector Area Transit Plan
- TransLink 2022 Bicycle Infrastructure Capital Cost Sharing (BICCS) Guidelines
- TransLink Regional Walking Investments Walking Infrastructure to Transit (WITT) 2023 Guidelines



AUDIENCE AND IMPACTS

Internal Stakeholders:

- Belcarra Council

External Stakeholders:

- HUB Tri-Cities
- BC Hydro
- TransLink
- BC Parks
- Village of Anmore
- City of Port Moody
- Metro Vancouver
- Residents of Belcarra
- Visitors to Belcarra parks

First Nations:

- Tsleil-Waututh Nation

AUDIENCE AND IMPACTS

AUDIENCE	IMPACT LEVEL	
Homeowners and residents living along proposed AT routes	High	<p>Residents, particularly those along Bedwell Bay Road, have expressed concerns about the proximity of multi-use paths to their homes. They worry that active transportation infrastructure like sidewalks or bike paths may encroach on their front yards, leading to a loss of privacy, increased foot traffic, and unwanted noise.</p> <p>Residents worry that new or improved infrastructure will lead to increased foot and bicycle traffic near their homes, potentially creating safety risks or reducing the quiet nature of the community. Additionally, concerns about pedestrian and cyclist safety on narrow roads with increased traffic volumes are prominent.</p>
Homeowners and residents living in Belcarra but not along the proposed routes	Medium-High	<p>Past transportation projects were halted due to public concern over their size and scope. Many residents fear that large, invasive infrastructure projects will change the village's rural, peaceful character and disrupt its natural landscape.</p> <p>Belcarra is known for its quiet, remote atmosphere, and residents may fear that increased infrastructure and promotion of active transportation could lead to urbanization, higher population density, or a loss of the peaceful character of the village.</p>
Tsleil-Waututh Nation	Medium	<p>The Village of Belcarra is situated in an area that is traditionally inhabited and culturally significant to the Tsleil-Wautuh Nation. It is important to engage local First Nations early in the planning process of a project.</p>
HUB Tri-Cities	Medium	<p>HUB Cycling recently conducted a cycling accessibility review in Belcarra that identified areas needing significant upgrades for improved active transportation infrastructure.</p>

AUDIENCE AND IMPACTS

AUDIENCE	IMPACT LEVEL	
BC Hydro	Medium	BC Hydro operates a service route into the Farrer Cove area which is the only connection to the area from the Village of Belcarra. ATNP's focus includes network improvement opportunities with BC Hydro rights-of-way.
TransLink	Medium	Translink provides transit access into Belcarra Village Centre with connections out to Moody Centre. There are bus stops along Bedwell Bay Road and Belcarra Bay Road. Bedwell Bay Road in the Village forms part of Translink's Major Road Network. Translink's WITT (Walking Infrastructure to Transit) and BICCS (Bicycle Infrastructure Capital Cost Share) are some of the funding mechanisms to aid in the implementation of the ATNP.
BC Parks	Medium	BC Parks maintains and operates Say Nuth Khaw Yum (Indian Arm) Provincial Park.
Village of Anmore	Medium	The Village of Anmore is located next to the Belcarra and can help collaborate on the ATNP.
City of Port Moody	Medium	Belcarra does not have any retail or businesses, many residents travel to nearby Port Moody to use the services in the city.
Metro Vancouver	Medium	Metro Vancouver maintains and operates təmtəmix̓'tən (Belcarra Regional Park), a major regional destination. The Springboard Trail offers walking and biking connections along Belcarra's southern border, forming part of Metro Vancouver's Regional Greenway Network.
Park/Area Visitors	Low	During the summer, Belcarra's parks see many recreational visitors.

ISSUES AND RISK MITIGATION

POTENTIAL QUESTIONS	OPPORTUNITIES / ANSWERS
How close will the potential new sidewalks or bike paths be to our homes, especially along Bedwell Bay Road? I'm worried about losing privacy and the impact of having more people walking or cycling so close to my front yard.	At this early stage, we are considering a variety of design recommendations. Any improvements to the active transportation network will be tailored to the local context, and community input will be crucial in shaping these decisions. We're aiming to ensure any changes respect privacy while also enhancing safety and accessibility. There are options such as buffered paths and shared streets that will be evaluated.
What will be done to address the potential increase in noise and foot traffic near residential areas? How can we be assured that our peace and quiet won't be disturbed?	We understand concerns about noise and increased traffic. As part of the plan, we are looking into traffic calming measures and the design of paths that fit the village's quiet nature. At this point, all options are being considered, and we'll aim to keep the community atmosphere intact.
In the past, large infrastructure projects have been stopped because they didn't fit the scale of our village. How can we trust that this project won't turn into something too big or invasive, changing the character of our community?	The goal of this plan is to develop context-specific solutions that align with Belcarra's rural character. We will be identifying near-term, easy-to-implement improvements and longer-term projects that address gaps in the current network. The scale of any infrastructure will be carefully considered to match the needs of the village, and nothing is finalized yet.
What guarantees do we have that the village's natural landscape won't be disrupted by these new developments?	Preserving Belcarra's natural beauty is a key priority. The plan will explore low-impact infrastructure like walkable and bike-accessible shoulders or trail access improvements. Every proposed improvement will be designed with the aim of minimizing disruption to the landscape, and we'll be seeking community feedback throughout the process.

ISSUES AND RISK MITIGATION

POTENTIAL QUESTIONS	OPPORTUNITIES / ANSWERS
I'm concerned that adding new infrastructure will bring more people—both pedestrians and cyclists—through our quiet streets. How will this affect our safety and the atmosphere of the neighborhood?	Safety is a core component of the plan. We're evaluating options like advisory bike lanes, crossing improvements, and speed humps to ensure that any increased activity is managed in a way that keeps everyone safe and maintains the village's peaceful character. We are still gathering information and considering all possibilities at this stage.
With narrow roads already in place, what specific measures will be implemented to prevent accidents or unsafe conditions as more people start using these new paths?	We're aware of the challenges presented by narrow roads, and the plan will include strategies like spot treatments for safety, pedestrian flashers, and road shoulder improvements. However, the specifics are still being worked out, and we will continue to engage with residents to determine the best approaches.
Belcarra is known for its quiet, rural atmosphere, and I'm worried that this project might lead to urbanization or higher population density. How can we be sure that these changes won't transform our village into something we don't recognize?	The plan is focused on enhancing connectivity and safety while preserving the village's rural character. Any infrastructure improvements will be designed to fit within the existing environment and serve the needs of the current community, not to increase density or urbanize the area. We are considering all options and will work closely with residents to maintain Belcarra's charm.
Will this infrastructure push us toward becoming more urban, losing the peaceful, remote charm that many of us moved here for?	The intent of the plan is to improve active transportation options without compromising the peaceful, rural nature of the village. We are in the early stages, and we will ensure that any decisions made reflect the values of the community and the desire to maintain Belcarra's unique atmosphere.

ISSUES AND RISK MITIGATION

POTENTIAL QUESTIONS	OPPORTUNITIES / ANSWERS
How will this project be funded? Will we as residents see an increase in taxes to cover the costs, and if so, how much should we expect?	We are exploring a variety of funding opportunities, including provincial and federal grants. At this point, no decisions have been made regarding costs, and we'll continue to provide updates as we identify potential funding sources.
What plans are in place to cover the long-term maintenance of this infrastructure? I'm worried that this could lead to higher costs down the line, which could burden the community financially.	Maintenance is an important part of the plan, and we are considering options like regularly scheduled inspection and maintenance programs for pathways. The specifics of funding and maintenance responsibilities are still being developed, and we are considering all options to minimize long-term financial impacts.

ENGAGEMENT TOOLS/TECHNIQUES

Various engagement methods and communication tools will be used to share information, notify of engagement opportunities, and obtain feedback.

- Online Surveys (2)
- Project Board at Belcarra Municipal Hall
- Project Posters/One Pagers at Belcarra mailbox bulletin boards
- Project/engagement webpage
- Newsletters/email updates
- Online presentations to the Village Council to provide project overview, processes, and updates (2)
- Correspondence and/or meetings with the following interest groups
 - Tsleil-Waututh Nation
 - HUB Tri-Cities
 - BC Hydro
 - TransLink
 - BC Parks
 - Village of Anmore
 - City of Port Moody
 - Metro Vancouver
- Community Open House
- Meeting with highly impacted residents



Belcarra Active Transportation Network Plan What We Heard - Survey 1

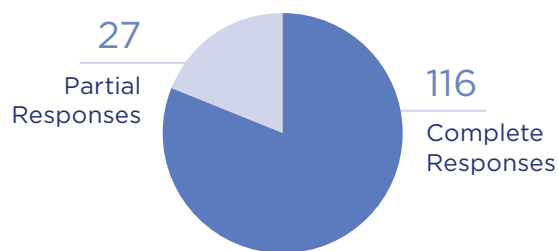
DECEMBER 13, 2024

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1 SURVEY SUMMARY

143 responses (116 complete and 27 partial) were received for the Village of Belcarra's Active Transportation Network Plan (ATNP) survey that was open from October 30th to November 28th, 2024. The purpose of the survey was to capture active travel observations and experiences in Belcarra.



Most Frequently Used Active Travel Modes



Respondents cited **walking is the most frequently used active travel mode**, with 117 respondents ranking it among their top three choices. Cycling and running/jogging were the second most popular modes, each mode selected by 38 respondents.

Eleven open-ended comments were received regarding active travel methods. These comments highlighted safety concerns about walking on roads and expressed a desire for safer conditions to encourage more biking and walking.

Most Common Reasons for Active Travel

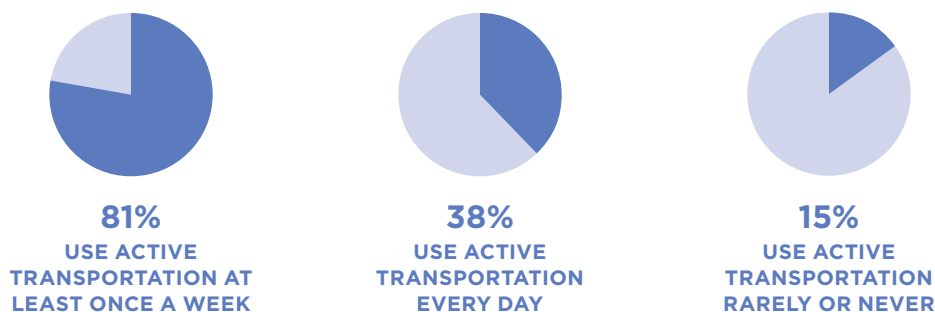


Health and fitness is the most common reason for active travel, cited by 103 respondents, followed by recreation and leisure (82 respondents) and visiting parks and trails (75 respondents).

Eighteen open-ended comments noted the use of active transportation for daily activities, such as collecting mail, dog walking, and visiting friends. There were also comments that emphasized concerns about safety due to the lack of sidewalks and called for improved cycling access on existing trails, along with recognition of the time and cost benefits of active travel.

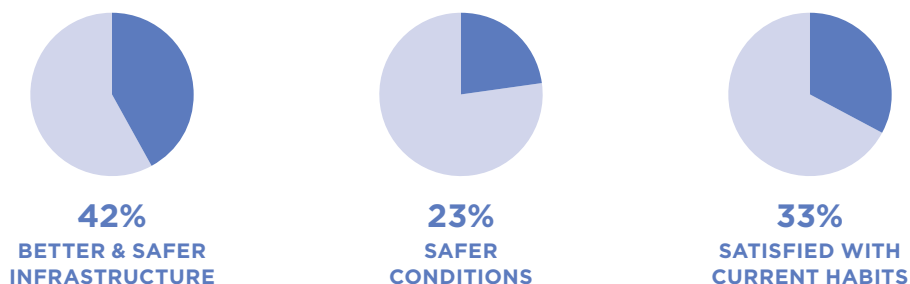
1 SURVEY SUMMARY

Frequency of Using Active Travel



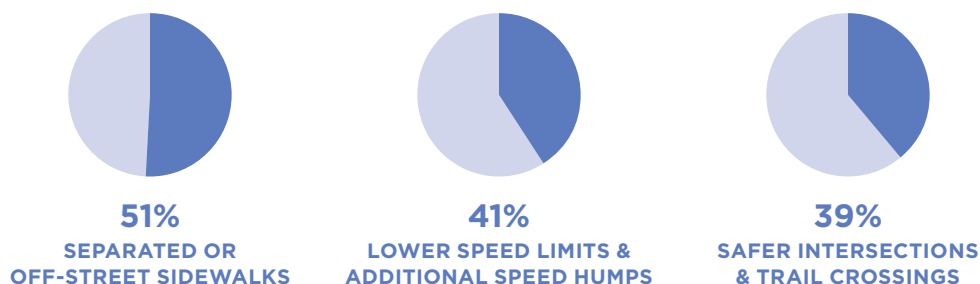
A significant majority of survey respondents (81%) reported using active travel once a week or more (38% daily), (20% four to six days a week), (23% one to three days a week). 15% of respondents cited they use active travel rarely (7%) or never (8%).

What Would Encourage More Active Travel



65% of respondents cited that better and safer infrastructure and safer conditions would inspire more frequent active travel. 33% of respondents were satisfied with their current active travel habits.

Desired Safety Measures



Over half of respondents (51%) identified separated or off-street sidewalks, pathways, or bike lanes as one of their top three desired safety measures. Other popular measures included lower vehicle speed limits and additional speed humps (41%) along with safer intersections and trail crossings (39%).

1 SURVEY SUMMARY

There were 37 open-ended comments about the importance of safety measures for the Village. The comments centred on the following key themes:



Traffic Safety and Speed Control

Many people expressed concerns about chronic speeding, particularly in the early morning, and suggested measures such as speed indicators, selective enforcement for speeders, and redesigning roads to naturally slow traffic. There was opposition to speed humps but support for alternative calming measures, including crosswalk warning lights.



Signage and Traffic Diversion

There is a call for better signage to direct park visitors away from the village onto designated roadways, along with calls for blind corner signage and guidance for cyclists to improve safety.



Path and Trail Improvements

Residents emphasized the importance of improving existing trails and forest paths, particularly those connecting Watson Road, Main Street, and Belcarra Park. Concerns were also raised about mountain bike safety and reckless behaviour on shared trails.



Road and Path Maintenance

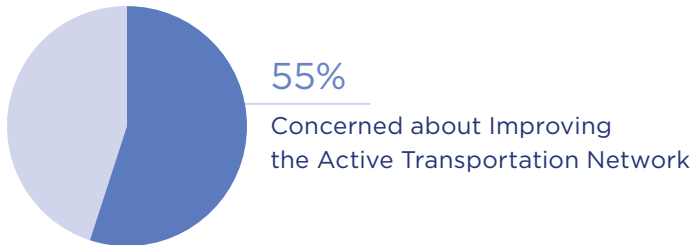
Suggestions included widening or paving road shoulders for safer walking and biking, trimming hedges to improve visibility, and enhancing road markings for better night driving.



Perceptions of Safety

While some residents believe the village is already safe and requires no changes, others highlighted specific areas needing improvement, particularly for pedestrians and cyclists.

1 SURVEY SUMMARY

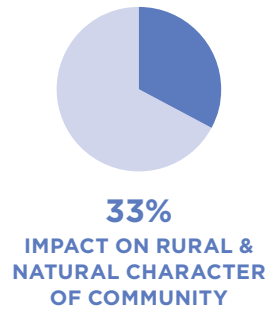
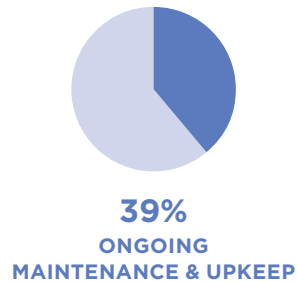
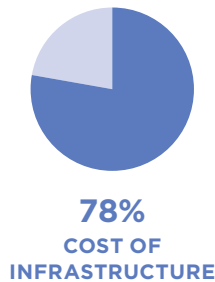


Over half of respondents are concerned about the Village of Belcarra improving the Active Transportation Network (55%). 67 comments expanded on the concerns, and are summarized below:

1. **Financial Concerns:** Many residents are worried about the high costs of proposed projects and the potential for increased taxes in an already financially strained village.
2. **Topographical and Practical Challenges:** The village's steep terrain and limited space make implementing new pathways difficult and expensive.
3. **Limited Perceived Need:** Some feel that the existing infrastructure and trails are sufficient for walking and biking, with no significant safety concerns.
4. **Desire for Minimal Impact Solutions:** There is interest in low-cost, minimally disruptive improvements like maintaining existing trails, reducing traffic speeds, or adding basic sidewalks.
5. **Safety Concerns:** Safety is a concern, especially along Bedwell Bay Road, with calls for safer walking and biking options and better signage.
6. **General Support with Reservations:** While there is support for improvements, many emphasize the need for careful planning, financial prudence, and phased implementation.
7. **Priority on Fire Hall and Basic Infrastructure:** Many residents feel that resources should be focused on urgent needs like a new fire hall and improving essential services rather than on non-essential projects.

1 SURVEY SUMMARY

Concerns About Improvements



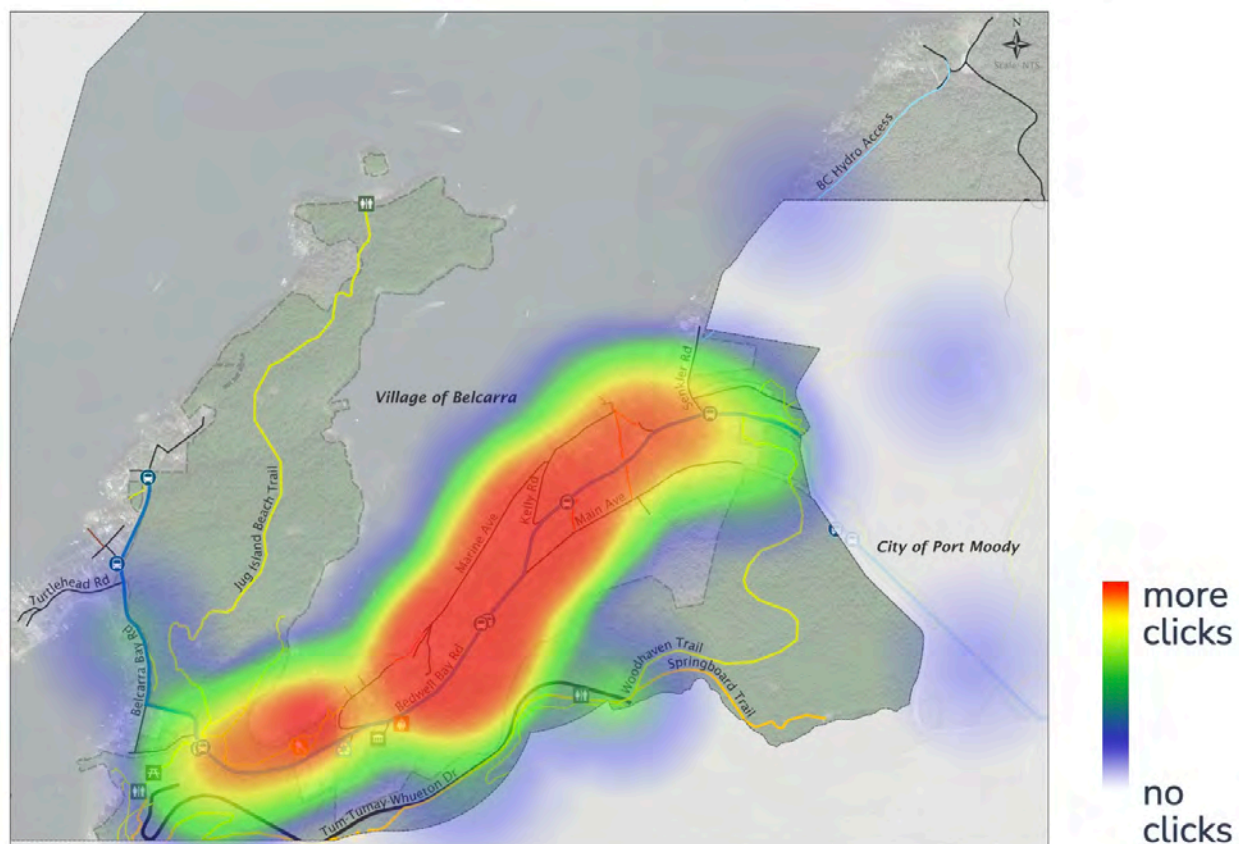
Of the 55% of respondents concerned about improvements to the active transportation network, 78% of respondents cited the cost of infrastructure as a key issue. Additionally, 39% were worried about ongoing maintenance and upkeep, while 33% expressed concerns about the potential impact on the rural and natural character of the community.

Fifteen comments provided further insights into these concerns, which can be summarized into the following themes:

1. **Safety and Practicality Concerns:** There are concerns that bike lane improvements in other communities have made cycling less safe and that the proposed changes may not be practical or suitable for Belcarra.
2. **Cost and Financial Feasibility:** A significant number of respondents believe the costs of implementing the improvements are too high and not justified for a small village like Belcarra.
3. **Benefits for Non-Residents:** Some believe the proposed improvements will mainly benefit visitors who do not contribute to Belcarra's tax base, rather than the residents themselves.

2 HEAT MAP RESPONSES

Respondents identified areas on a heat map for where they wish to see active transportation improvements. The comments on the following pages are categorized based on location and have not been edited.



2 HEAT MAP RESPONSES

2.1 MARINE AVENUE

Marine Avenue (General)

- Improve access and safety for children, pedestrians and cyclists between Watson Road and Village Hall
- Lower speed limit would be nice. In general, the shoulder maintenance could be improved.
- Sidewalks and bike lanes along marine ave. Where more room is available. If appropriate grant funds are available.

Marine Avenue Unmaintained Trail

- Pave this gravel path to make it suitable for road bikes and wheelchairs to use.

Marine Avenue and Young Road

- Trail connection
- Improve or maintain all weather surface for bikes.

Marine Avenue and Kelly Road

- Route cyclist off Bedwell Bay Rd to Marine Ave by paving patches at either end.
- Crosswalk @ Kelly needs take-off and landing spots for walkers.
- bike lane and/or dedicated sidewalk
- Move route to Marine (waterfront) top of foreshore safety first!!!

2 HEAT MAP RESPONSES

2.2 BEDWELL BAY ROAD

Bedwell Bay Road (General)

- All of Bedwell Bay Road could benefit from a bike lane/sidewalk for safer commuting in traffic. The other roads are not as busy so it's not necessary, but being the main thoroughfare through the whole village, at the very least Bedwell Bay Road should have better infrastructure. Speed bumps as well, as some people drive way too fast.
- Bedwell Bay Road ... lower speed limit, speed activated warning signs.
- Bedwell Bay Road from boundary to the park (previous comment "Bedwell Bay Road ... lower speed limit, speed activated warning signs.")
- I would like to see a safe place to walk on Bedwell Bay Road from Village entrance to Belcarra Park
- All is good. NO CHANGE NEEDED
- Also somewhere along Bedwell up to Tum Tum (connection)
- Bedwell Bay Road is not safe because shoulders are narrow or have become completely unsafe with guardrails recently installed.
- Most of Bedwell Bay Rd (especially between Watson and West Rd) needs a separated path for pedestrians (not a MUP - a MUP or shared active path should go along Marine, sections of this road are too steep for most casual cyclists that aren't riding e-bikes).
- I would like to see either a proper bike trail through the village or dedicated bike lane.
- Reduce speed limit & traffic noise on Bedwell Bay Rd. Improvements should find way to stop/eliminate car & motorcycle "race track" which occurs overnight on weekends.
- Sidewalk along Bedwell Bay Road from Senkler to Park
- To the best of my knowledge, residing in Belcarra for 25+ years, there have been no injuries/deaths to residents related to the status quo. How many people actually need sidewalks for strollers. Preserve Belcarra. Sidewalks commence at loco Road if that's what people need. Thank you.
- Bedwell Bay road has VERY poor walking support... narrow to non existent pathway next to very busy and fast street.
- Belcarra Bay Road, from Minden to the entry/exit of Belcarra.
- wider shoulder on Bedwell Bay Road

Bedwell Bay Road and Senkler Road

- bike lane and/or dedicated sidewalk

Bedwell Bay Road 3900 Block Bus Stop

- Trail connection
- Trail upgrade on Taylor Road allowance connecting to the Bus Stop and mail boxes on Bedwell Bay Road
- Will take away much needed parking

2 HEAT MAP RESPONSES

Bedwell Bay Road and Marine Avenue

- Allow bikes on gravel trail between Marine Ave. and the park on Bedwell Bay Road.
- Trail connection
- Pave or improve trail from Marine Ave to Bedwell Bay Road ... 200 m stretch

Bedwell Bay Road Near Young Road

- This is a very narrow section, very dark at night.
- The edge of the road along Bedwell Bay road is very narrow and I have to step off the road and stop every time I hear a car. It is not safe, particularly since I walk with a cane and am not nimble on my feet.
- Sidewalks
- Pedestrian safety.
- No more lights or lighted crosswalks
- Improve walking areas on side of road.
- Integrate a sidewalk with storm drain improvements on N bound side of Bedwell Bay Rd from 4100 Marine Ave to mailboxes.
- bike lane and/or dedicated sidewalk

Bedwell Bay Road and Kelly Road

- Sight lines are poor
- Better trail maintenance
- Bedwell Bay road is narrow from the Village Hall to Senkler Road. A separate space or sidewalk for walking/biking would help me feel safer walking along that stretch.
- Improve road shoulder on main road
- low visibility, high vehicle speeds and no pathway or crossing
- sidewalk from Mai to Village Hall
- Trail upgrade on Taylor Road allowance connecting to the Bus Stop and mail boxes on Bedwell Bay Road
- Improvements to Taylor road trail to be prioritized to provide safe access to bus stop & postal boxes in addition to being a key path between Bedwell Bay and Main St.
- The uphill, blind bend on Bedwell Bay Rd, west of Kelly Rd, as cars round the bend travelling westbound creates a particularly dangerous intersection at Bedwell/Main/Bostock for both passengers and cars. How can this be made safer for cars and pedestrians without installing a light controlled intersection?
- Bedwell bay rd between main and Kelly. The speed with which cars come over the hill is frightening. We live at 3789 Bedwell bay and have had a vehicle loose control and come into our property. Lucky no one was hurt. There was property damage. Walking on bedwell bay road I have almost been hit twice by a car coming from behind. And I was walking on the correct side. To go to the lake I will often drive to Senkler for fear of the traffic.

2 HEAT MAP RESPONSES

Sport Court Near Bedwell Bay Road

- This court area has been talked about for last 20 yrs (surveys like this fone)with no effect. Would like a useable area(tennis,pickleball courrs)
- A paved bath through this part of the park connecting Bedwell Bay Rd (near the tennis courts) to Marine Ave would be a very good addition to make a usabe active route through Belcarra - with an additional paved connector from Tatlow Trail to Watson Rd.

Bedwell Bay Road and Jug Island Trail

- Or take ATPN from park to tennis courts via Metro Parks on trail-connect Marine, along Marine to Watson the Senkler alongside camp road then to White Pine. A more scenic park route like Seymour Network.
- Get Metro Parks to actually do some maintenance on multi use trails that actually go from Parking lot to Sasamat Lake. They have done zero maintenance in 20 years to what was a good multi use path. Cyclist are not encouraged or guided to use this path in/out of Belcarra.
- Open the existing gravel trail between Bedwell Bay Road (across from Park entrance) to Marine Avenue to bikes as well as pedestrians. This would create safe, off-main-road travel between the west edge of Belcarra to the Park and from the Park all the way to Watson Road (near the entrance to the Village).
- bike lane and/or dedicated sidewalk
- Since the Jug Island trail has a set of stairs, a dedicated bike lane from the end of the Village to at least Marine Avenue would be great. Marine is a quiet enough street to bike on.
- off road bike path

Bedwell Bay Road and Midden Road

- Trail connection
- Pedestrian controlled flashing light for the crosswalk at the park.
- Speed bump before the parking lot (when westbound) to slow traffic to 30 km/h. Very few cars traveeling westbound on Bedwell Bay Rd slow down at all (usually going 60+ km/h) unless there are pedestrians crossing at the crosswalk.

Bedwell Bay Road and Turtlehead Road

- Sidewalk or separation for pedestrians along Belcarra Bay Rd. Many people walk along here, many with their dogs, and there are parts where there is very little space on the side of the road, and most vehicles travel well above the 30 km/h limit. It's really bad when vehicles are passing in opposite directions and there are pedestrians present.

2 HEAT MAP RESPONSES

2.3 OTHER ROADS

Senkler Road and Bowser Avenue

- The road is wider than necessary between Watson and the Village entrance for traffic leaving the community likely due to a mistake with white line markings on the shoulder. A wider path for pedestrians and bikes could be created by simply moving the white line over a couple of feet.

Main Avenue Unmaintained Recreational Path

- Trailhead signs and guidance
- Explore Main Ave trail extension via ROW
- Trail upgrade at the eastern end of Main Avenue

Tum Tumway Whueton Drive

- to loco & Alderside through BC Hydro Connect to Tum Tumay Wheuton then BC Hydro to loco & Alderside
- Put trail in from Woodhsven swamp to Belcarra park.

Woodhaven Trail and Main Avenue

- Put trail from Main Street to Woodhaven trail .

Bc Hydro Access [Map Top Right]

- Improve ROW trail for Mtn Bikes, etc

Tatlow Trail Near Watson Road

- This is a horrible dangerous trail.should be removed
- Pave trail from Watson Rd to Marine Ave
- The trail between Watson rd and marine. Can you put back the mountain biking calming on the trail.
- A paved connector from Watson Rd to Tatlow Trail to allow active transport to take the much safer and flatter route through Belcarra rather than dealing with the traffic along Bedwell Bay Rd.
- Add a crosswalk with an on-demand flashing light for cyclists and pedestrians to cross here (after using the Marine Ave active path)
- People come over the hill and can't see if someone is crossing in time

3 ALL COMMENTS

Comments were provided in response to the following questions.
The comments are unedited.

3.1 WHAT ARE YOUR PRIMARY REASONS FOR TRAVELLING BY ACTIVE MODES?

- Collecting Mail.
- We have a young child and we love to visit the beach, check the mail or walk to white pine beach. He is learning to ride his bike but without sidewalks we don't feel comfortable letting him ride his bike to the beach or park,
- walking to mail box
- Health and fitness
- Dog walking
- Dog walking
- Pet responsibilities
- Walking my dogs
- going to the mall or seeing my friends
- Run/jog
- Other = shopping
- Other = mailbox and electric bicycle and walking
- Mountain bike trails have been proposed between houses on Bedwell Bay Road and To be Access Road. The existing road from the swamp to b Bedwell Bay Road does not allow cycling which is unfair when it is rare to see another person on this trail
- Cheaper and faster, compared to driving in/around a city.
- work
- Walking dog
- Visiting other village residents
- Saves time

3.2 WOULD ROAD, PATH, AND TRAIL (INFRASTRUCTURE) IMPROVEMENTS INSPIRE YOU TO TRAVEL BY ACTIVE MODES MORE OFTEN?

- I'm satisfied with the road for driving a car on Bedwell Bay Road but do not use the road for walking because of the drop off on one side and then narrow shoulders but do not feel safe on walking on the road
- No (because I'm already near 100%), but I'm not satisfied with the current infrastructure
- Selected No, I am satisfied with my current efforts and yes the current infrastructure is not a barrier for me. Comment for other: "Unless it was fully along Marina or Tum Tum Wheuton NOT along Bedwell Bay at all"

3.3 WHAT BARRIERS PREVENT YOU FROM USING ACTIVE MODES (WALKING, CYCLING, ROLLING/SCOOTING)?

- do not chase grants which require bicycle and walking paths in order to qualify
How many times to Villagers need to say NO
- Nothing prevents me.
- It just feels too risky ... everyone is in a hurry and more EV vehicles are great but too quiet to hear coming.

3.4 WHICH SAFETY MEASURES AND IMPROVEMENTS DO YOU FEEL ARE MOST IMPORTANT FOR THE BELCARRA COMMUNITY?

- All are okay
- Being forced to choose a min of 3 options... I chose the one I agree with and using this as the third. Speed bumps and limits sho Feels leading in a survey to have to choose 3.
- Better signage to divert the park traffic to the designated roadways for the park which would in turn have fewer vehicles travelling through the village.
- Blind corner signage on narrow roads
- Clear shoulders
- Divert park visitors away from the village
- Enforcement of speed limits
- For me, the trail between Watson road and marine needs calming for mountain bikes that recklessly fly down to Marine
- Have all active trans lanes directed to marine off of Bedwell Bay road much safer
- Having crosswalk warning light further up the road. So vehicles coming over the hill can prepare to stop
- I am very happy with the Watson Road connector to get from one end of the village to the other. It is nice and flat, quiet and easy. Bedwell Bay Road is too steep in places.
- I dont believe anything needs to be done. I selected lights by force of the survey This survey is misleading because 3 must be selected
- I feel the biggest safety problem is chronic speeders. It seems like these individuals travel at 70 km/hr., especially when my wife and I go for a walk at 5:45am. It seems like people are in a big hurry to get somewhere (likely to work) and may not think people will be walking on or beside roads at that time. Having an speed indicator (indicating your speed of travel) may be a deterrent. If we could record and follow up with chronic speeders, that would be ideal (i.e. punish the offenders, not the community in whole, while keeping costs minimizes). This entry box doesn't allow me to review what I wrote, so sorry for typos.... . .
- Improve existing forest paths
- Improve the trails we have

3 ALL COMMENTS

- Improve trail from Main St to woodhaven swamp trail. And from Woodhaven swamp to Belcarra park.
- It is safe right now
- It's safe already
- Leave well enough alone
- More cat eyes on road lines for better night visibility. / more light where appropriate but it seems pretty good.
- NOT speed humps!
- None of the above, the village is very safe right now!
- People shouldn't walk dog off leash anywhere especially on roads
- Perhaps odd speed bumps
- Safer biking between Sasamat Lake and Ioco Road
- Signs for cyclists, to remain one behind the other.
- Speed bumps without lower vehicle speed
- Speed is by far the most troubling aspect. I do NOT want more lighting!
- The pathway should be along Marine and the forest trails away from Bedwell Bay traffic
- Trim back hedges to widen the walking paths. The question asked for UP to 3 yet cannot go forward as it is mandatory to choose 3
- Trim hedges back. Maintenance.
- You need to redesign streets so that people naturally drive slower, rather than just put up lower speed limits on existing roads
- better road maintenance and hedge / tree pruning
- checked only because the webform required checking 3 boxes
- possibly bike lock stands, also entered Excessive vehicle speeds and/or traffic volumes as barriers
- use the roads we have
- widen roads and/or pave shoulders

3.5 DO YOU HAVE CONCERNS ABOUT THE VILLAGE OF BELCARRA IMPROVING THE ACTIVE TRANSPORTATION NETWORK?

- Adding concrete into the forest without thought to drainage, not just culverts, but actually maintaining moisture within the ground itself.
- Too much cost and not needed We have not hit any pedestrians in all my years here There are other priorities that need this money
- Topography not conducive without large expenditures
- This is the smallest Village in the lower mainland - leave it alone, we manage just fine!!!! We certainly don't need outside interference.

3 ALL COMMENTS

- I am all for improvements. As long as we are not adding more of a tax burden onto the villagers. Sidewalks would be amazing for our community but not at the expense of higher taxes.
- Cost. Taxes are awfully high already.
- I think there are more important issues, such as firehall, water, current infrastructure. We a village of 700 persons focus on the basics.
- We live in a steep environment and changes to Bedwell Bay Road would be disruptive to property owners and unaffordable to Belcarra. There are lots of existing trails which can support movement around Belcarra by foot or bike.
- We do not need to do anything.
- We have a park with a parking lot within our community. If people are worried about being active they can go to park.
- Impacts on ALL neighborhoods within Belcarra must be considered. A simple improvement would be to allow the trail between Marine Avenue and Bedwell Bay Road to accommodate bikes as well as pedestrians. This would provide safe, off-the-main road active travel for most of the Village. Metro has turned down this opportunity once, stating that the Ray Creek bridge is “too narrow”. Seems to be a simple fix.
- Yes it seems to be taking a very long time. Lots of talk. Very little action.
- Don't want natural path/trail corridors changed to asphalt
- A 12-foot wide paved path, such as suggested in the past, is NOT necessary, as walkers can step out of the way of cyclists. Widening the entire road system is not needed, and much too expensive. A separate, unpaved, but cleared of undergrowth, path would be very welcome!
- Financial concerns on building and maintaining infrastructure necessary
- Any Bedwell Bay Road multi use path design is cost prohibitive due to engineering and driveway grade incompatibilities. Potential standardized multiuse path designs would require imminent domain property improvements at driveways as well as substantial slope retaining structures on portions of Bedwell Bay Road (4100-3200 blocks). There may be room for a standard sidewalk on Bedwell Bay Road but a 3.0 m wide path is cost prohibitive.
- Belcarra has done ABSOLUTELY NOTHING regarding active transportation. NOTHING, ever!. It is the only town on the lower mainland that has NO SIDEWALKS or BIKE LANES. When walking or cycling I feel unsafe due to the proximity to speeding vehicles. It is time to get going on this and get the available grants to start this needed infrastructure. Please do not sit on your hands - do something!
- people can use Marine for exercise walking
- Off road pathways
- The survey is biased. #5 does not ask my opinion rather it forces the selection of some form of improvement. This leaves a respondent no choice to select upgrades they may not feel are needed nor as a tax payer do they want. If this council uses this survey to drive spending they will be misled by using the data collected.
- The cost to maneuver around bedrock that is at surface. NO SPEED BUMPS!! They create more noise (revving up) and carbon emissions at location.

3 ALL COMMENTS

- The length of time it takes to make improvements. Signage is good, but there are still many drivers coming into our village that do not read the current signs and ask us where to park.
- While I want improvements made, I'm concerned about the Village spending money it doesn't have. With limited money, I'd like to see the Village priority our fire water system. I'd also like to see us generate revenue by selling some road ends.
- Costs to taxpayers
- Yes, I have major concerns about what the costs would be to tax payers of the village. I also believe we as a village have far greater needs such as a new fire hall and other village infrastructure.
- Need to reduce speed limits & traffic noise in priority. 2. Improvements need to remain within our financial limitations.
- The previous question is biased by forcing you to pick a capital project to advance. No expensive capital projects are required. Just require hedges on BBR to be trimmed back and change speed limit to 30.
- A light was put in supposedly across from the first Bedwell Bay transit stop without consultation with those who would be affected. It is very unpleasant and in the wrong place to light up getting one's mail. I don't want more lighting in my neighborhood, especially lights that stay on 24 hours a day.
- We can do non-vital projects only once we started having positive budget balance, without increasing the taxes.
- This question is not phrased clearly enough. You mean concerns that you're trying to improve it at all? Or concerns about how it is done? Poorly worded question, I suggest you don't use it in your analysis as folks will interpret it differently.
- This question is hard for me to answer...It's a yes and no answer... No — I do not have concerns about improving active transportation. This is something I very much hope we will take on with a focus on long term goals. Yes —I do have concerns about the focus always being finances. Misunderstanding and Misinformation about money grinds projects to a halt in our Village. I want us to take advantage of grant funding. Build the paths as funds allow. Let's at least have a plan. A vision of where we are going. An inclusive community where residents and visitors can leave the car at home and access trails, sidewalks, beaches and bus stops safely.
- There are other priorities that should be the focus of the village. This is not one of them.
- The village is already severely financially challenged. It cannot bear additional costs.
- Install speed bumps and flashers at all crossings on Bedwell and direct foot and bicycle traffic etc to a route along the foreshore on Marine Get pedestrian traffic off of bedwell it is not safe
- We can't afford to spend the money. Much more important things (new firehall) for example
- Cost/financing!?!; Tourism to an area already overrun with tourists (i.e., the volume of people already exceeds park infrastructure and recreational capacity); Parking inevitably becomes an issue
- Would love to see it

3 ALL COMMENTS

- I think there are other priorities that the village should focus our money on.
- Mayor & council need to do a better job In my opinion they have no clue on what to do They need to be open to the tax payers
- Costs. Village staff capacity to complete on projects.
- The village definitely should NOT reduce the village speed to 30. For one, people rarely go 30 in the already designated 30 zones which is frustrating enough. But also trying to get out of the village at 30 would be like tourist season year round. No thank you. Anmore has some speed humps in 50 zones in appropriately placed areas and those seem to do sufficient work. We are almost 4km from the 3 way to the end and you would just end up irritating more villagers than not with a reduced speed limit! In terms of trying to incorporate bike lanes or sidewalks, where is the room? We have none, or if we do it's likely taking away much needed embankments for the surrounding nature that grows. Does the cost justify the means? I think the money needs to go to our firehall and services for the Village. Unless metro van can put in more trails that connect marine dr to sasamat lake where you could be almost totally off road - that would be the ideal.
- Costs, increased taxes; the current infrastructure is fine; I'm a cyclist and have not felt unsafe; walking through the village is easy with alternate routes
- All we need is a 4-5 foot sidewalk along the main roads so residents can walk safely without interfering with traffic. This would also reduce the need for some residents to act like traffic patrol, which has recently increased and is making drivers feel uncomfortable.
- added cost to a broke village
- The issues have been recognized and discussed for years, but there has been little/no action.
- Funds should be allocated to more important projects.
- A MUP on Bedwell Bay Road will be dangerous with the steep hills, bad sightlines and its camber. You cannot put a path in that goes in both directions without inviting dangerous situations between cyclists among themselves and then also adding pedestrians into that mix. We already have the solution. Marine Avenue and the Watson connector are great to get from one end of the village to the other. And honestly, only a handful of people are pushing this, seemingly without regard for the public purse...which is beyond empty.
- Our village finances are in a deplorable state. Other major costs are coming up, such as a new fire hall that we do not have the money to build. Where will the money come from? Taxes have already been increased to cover basic services provided by the village like the WARD. We are still paying off the water debt. Voluntarily undertaking a useless project when we are strapped for cash is a terrible idea. There are still many access areas to trails in the village. Villagers could consider walking along Marine Avenue where there is less traffic. Barring that, every villager can park along the roads in Belcarra without fear of incurring a parking ticket due to the residency stickers. Villagers could drive for 2 minutes to the park and walk among the many trails that are available along there. All in all, we simply do not have the funds available to allocate to a project such as this. Moreover, it is not of an essential nature which means that whoever is advocating for this idea is not someo
- Cost concerns

3 ALL COMMENTS

- We do not have the money to throw around at pet projects like this
- Cost.
- Yes, I don't think it's necessary. I'm very concerned about the cost. I find the current infrastructure perfectly good.
- Costs for a small village could be prohibitive. Important we stay within our means
- We very much support improving the ATN in Belcarra. As grandparents, we would very much like to be able to bike safely with our grandchild. Right now, it does not feel safe for us to bike on Belcarra's roads.
- I like the idea of more biking in the village, but the problem is if it results in more bike traffic along loco in Port Moody. Port Moody should channel the riders off loco and to Inlet park bike paths and Alderside.
- Lack of separation between pedestrians, cyclists, and vehicles was identified as a barrier for active transportation
- Gentrification
- COSTS and disruption
- The devil is always in the details, but Shared sidewalk walking And bike path along Bedwell Bay Road would be wonderful, but technically difficult because of the hillside and drop off on the other side of the road.(and very expensive)
- The costs involved for improvements and maintenance would be a financial burden for residents.
- I am concerned that the process will be too slow. I feel we need safe places to walk on Bedwell Bay Road now.
- Currently nothing is required. If you are going for a walk you can easily use Marine Avenue, less pollution in your lungs & lovely water views & head up Watson Trail to Sasamat Lake & beyond.
- My concern is that a small handful of people might ignore data and push back against the the network.
- No, I support those who wish improvements, even though I am basically a driver only. I value their safety, which will always be a challenge, especially along Bedwell Bay Road. A lower speed limit would be welcome, but difficult to monitor ... perhaps the illuminated signs that tell you you're going too fast would help... no idea of the cost... there are several along Gatensbury by Como Lake Park.
- Cost over runs.this survey could easily have been facilitated thru survey lonkey.not hiring exoensive company you get no results
- It needs to be done!
- small number of aggressive people pushing for major changes

3.6 WHAT ARE YOUR PRIMARY CONCERNS ABOUT ACTIVE TRANSPORTATION IMPROVEMENTS IN BELCARRA?

- Are there more important projects we should be focusing on?
- Concrete/Asphalt and runoff
- Don't need it
- I see the benefits far outweigh any concerns
- It is unnecessary. We have Marine Avenue and we have beautiful walking and hiking trails in our own park.
- Most "improvements" I've seen for bike lanes in other communities I feel have made it less safe for me as a cyclist by creating separated paths that are not suitable to be ridden at 30-40 km/h and also reducing space on the road where I would normally ride.
- My concern is that it needs to be done sooner and faster and that this might not happen.
- My primary concerns is the lack of safe separated bike lanes and walking path along the roads.
- NOT PRACTICAL. We have lived in Belcarra over 35 years & never experienced any issues.
- Net benefit of a multiuse path would be for non residents of Belcarra
- No more bikes!
- No need for residents. Visitors do not pay taxes with no means of supporting Belcarra via business
- Practicality of active transportation improvements
- Too costly & not needed





Belcarra ATNP Survey 1

Welcome!

The Village of Belcarra is in the early phase of developing an Active Transportation Network Plan (ATNP).

While Belcarra boasts a beautiful network of trails and pathways, our local roads lack the necessary infrastructure to safely connect people to key destinations by walking, cycling, or rolling. The ATNP will help the Village of Belcarra access funding opportunities for active transportation improvements.

Our aim is to enhance active travel accessibility and safety in a fiscal, social, and environmentally responsible way.

Your Input is Important!

Please complete this short survey to share your experiences and ideas with us. Your feedback will help us better understand active travel observations and experiences in Belcarra.

The survey will take approximately five to 10 minutes to complete. The information collected is anonymous, and no personal information is requested or required.

Please begin!

Current Activity

1) How often do you travel by active modes (walking, cycling, rolling/scooting) within your community? (Select one)

- ☐ Daily
- ☐ 4 - 6 days a week
- ☐ 1 - 3 days a week
- ☐ 1 - 3 days a month
- ☐ Less than once a month
- ☐ I do not travel by active modes *(If selected, skip to question 5)*

2) What methods of active travel do you use most often? (Select and rank up to three methods)

- _____ Walk
- _____ Run/Jog
- _____ Bicycle
- _____ Electric Bicycle
- _____ Wheelchair, motorized scooter, or another assistive device
- _____ Other (please specify in comments)

Comments:

3) What are your primary reasons for travelling by active modes? (Select and rank up to three reasons)

- _____ Health and fitness
- _____ Run/Jog
- _____ Recreation and leisure
- _____ Electric Bicycle
- _____ Going to bus stops
- _____ Visiting parks and trails
- _____ Travelling to other communities
- _____ Other (please specify in comments)

Comments:

4) Would road, path, and trail (infrastructure) improvements inspire you to travel by active modes more often? (Select one)

- () Yes, having better and safer infrastructure would help
- () Yes, but the current infrastructure is not a barrier for me
- () No, I am satisfied with my current efforts of active mode travel
- () Other (please specify): _____

Challenges and Opportunities

5) What barriers prevent you from using active modes (walking, cycling, rolling/scooting)? (Select and rank up to three barriers)

- ☐ Excessive vehicle speeds and/or traffic volumes
- ☐ Lack of separation between pedestrians, cyclists, and vehicles
- ☐ Poor lighting and/or visibility around corners and driveways
- ☐ Missing connections to key destinations (e.g., bus stops, parks, trails, etc.)
- ☐ Personal health and/or mobility constraints
- ☐ Other (please specify in comments)

Comments:

6) Which safety measures and improvements do you feel are most important for the Belcarra community? (Select up to three)

- ☐ Lower vehicle speed limits and/or more speed humps
- ☐ Separated and/or off-street sidewalks, pathways, or bike lanes
- ☐ Safer intersection and trail crossings
- ☐ Improved street lighting and visibility
- ☐ More direct connections to transit
- ☐ Other (please specify): _____
- ☐ None of the above

7) Do you have concerns about the Village of Belcarra improving the active transportation network?

☐ Yes

☐ No

☐ Unsure

Comments:

8) What are your primary concerns about active transportation improvements in Belcarra? (Select up to three)

☐ Increased visitor traffic and/or tourism

☐ Increased maintenance and upkeep

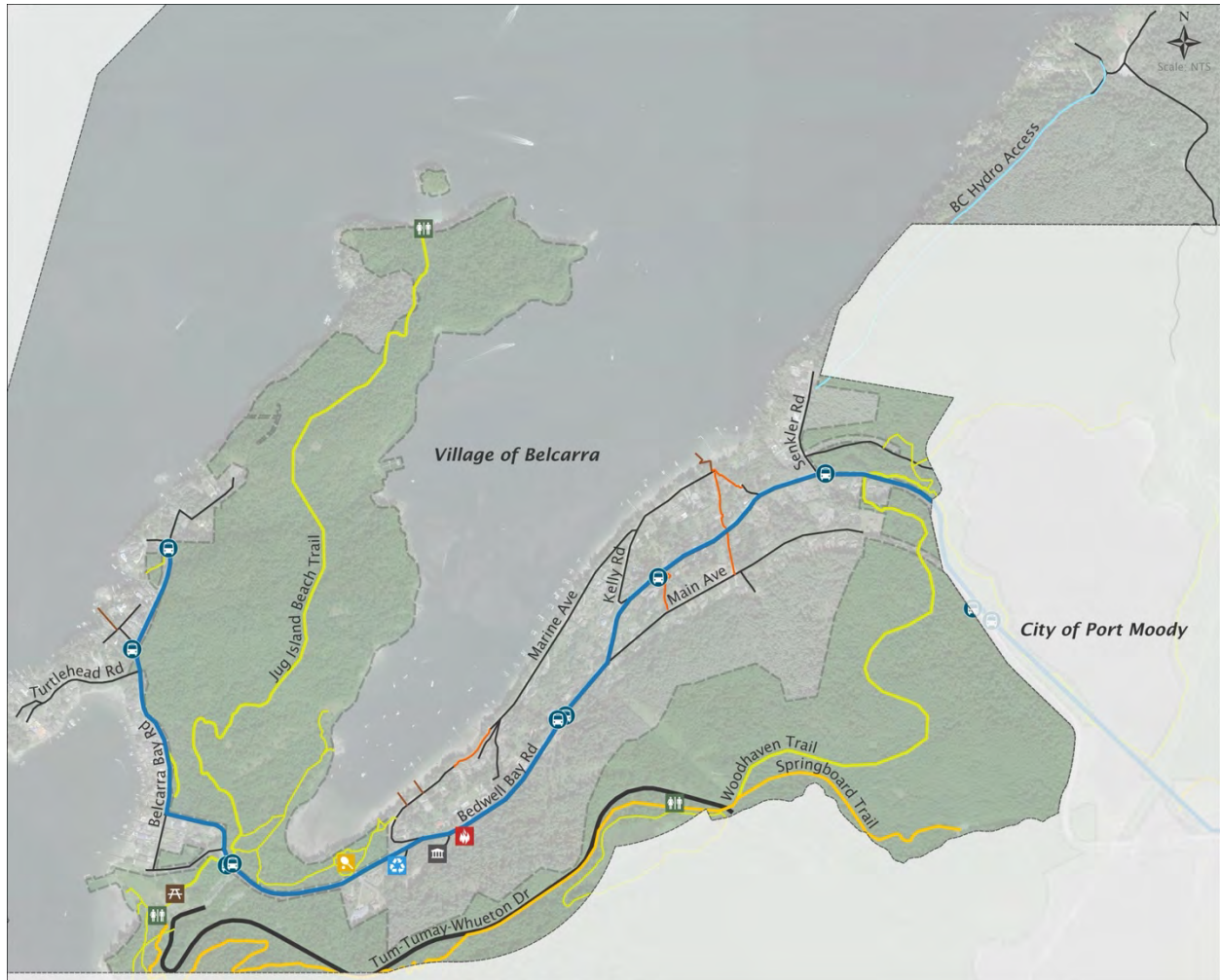
☐ Cost of infrastructure improvements

☐ Impacts to parking and/or drivability

☐ Impact on rural/natural character of the community

☐ Other (please specify): _____

Do you have ideas about where and how active transportation can be improved in Belcarra? If yes, please number the specific location(s) on the map below where you would like to see active transportation improvements (e.g., safety features, sidewalks, crosswalks, bike lanes, street lighting, bike parking, trail connections, etc.). Provide details in the corresponding space below the map.



1.

2.

3.

4.

Thank You!

Thank you for taking this survey!

Visit Belcarra.ca/ATNP for project information and updates.



Belcarra Active Transportation Network Plan

What We Heard

Public Open House & Survey 2

JUNE 12, 2025

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APPENDIX A: Full Survey Report

1 OVERVIEW



BELCARRA'S ACTIVE TRANSPORTATION NETWORK PLAN

The Village of Belcarra boasts a beautiful network of trails and pathways. However, local roads lack the infrastructure to safely connect people to key destinations by walking, cycling, or rolling. Developing an Active Transportation Network Plan (ATNP) can help the Village of Belcarra access funding opportunities for active transportation improvements.

The ATNP aims to enhance active travel accessibility and safety in a fiscal, social, and environmentally responsible way. It will focus on closing network gaps, improving connections to parks, beaches, and trail systems, and expanding transportation options. The project looks at ways to make active travel safer, more convenient, and more accessible.

Community Engagement



Round 2 engagement for the ATNP included both a survey and an Open House held at Municipal Hall.

The Village updated the project page on its website with new details about the plan and upcoming opportunities for community input. The Village also promoted engagement activities through posters near the community mailbox and Municipal Hall, along with a direct mailout to residents. Promotional materials included the date, time, and location of the Open House and a QR code linking to the survey. Printed copies of the survey were also available at Municipal Hall.

Open House Summary

An Open House was held at Municipal Hall on Wednesday, April 2, 2025 from 5:30 to 8:00 PM. Approximately 25 residents attended the event.

Feedback from residents at the Open House revealed several recurring themes, with both supportive and opposing feedback to the preliminary design options presented.

Areas of support included:

- Creating packed gravel paths along road shoulders.
- Re-routing cyclists from Bedwell Bay Road to Marine Avenue where traffic is lighter.
- Adding speed humps and raised crosswalks provided that the designs can effectively accommodate emergency vehicle access.
- Improving safety along Bedwell Bay Road by increasing enforcement and implementing traffic calming measures, such as signage, radar signs, and pavement markings.
- Improving safety at the Main Avenue and Bedwell Bay Road intersection.

Areas of concern/opposition included:

- Cost of the proposed projects, emphasizing the importance of a more modest, realistic approach that aligns with Belcarra's small-scale context.
- Accuracy of foreshore access naming.
- Environmental sensitivities at D3 - Scuba Diver Trail foreshore access point, cautioning against development for kayak use.



Survey Summary

166 responses (98 complete and 68 partial) were received for the survey that was open from March 21 to April 13, 2025.

The purpose of the survey was to collect feedback from residents about the preliminary active transportation design concepts and project segments identified for improvement.

Feedback revealed majority opposition to several of the design concepts and improvements. However, there was majority support for low-cost, minimal-impact solutions, including: unpaved trails to improve off-street recreational trails and foreshore accesses, and pavement marking to help reduce speeding along Bedwell Bay Road. The majority of respondents also selected Bedwell Bay Road as the priority segment for on-street improvements. Neutral responses indicate a general lack of full support or opposition, with comments suggesting that another option presented would be preferred or factors, such as cost, are a concern.

Themes that emerged from the comments:



1. Fiscal Responsibility & Budget Concerns

- Existing debt (firehall, water, road maintenance)
- Lack of funding for new projects
- Opposition to raising taxes for “nice-to-have” improvements



2. Traffic Safety & Speeding (Especially on Bedwell Bay Road)

- Speeding vehicles (especially. motorbikes)
- Dangerous blind spots and narrow shoulders
- Calls for speed bumps, photo radar, and better signage



3. Opposition to Urbanization & Tourism Growth

- Becoming a tourist destination
- Increased traffic, noise, litter, and safety issues
- Opposition to infrastructure that could encourage more visitors



4. Lack of Community Benefit from Active Transportation Projects

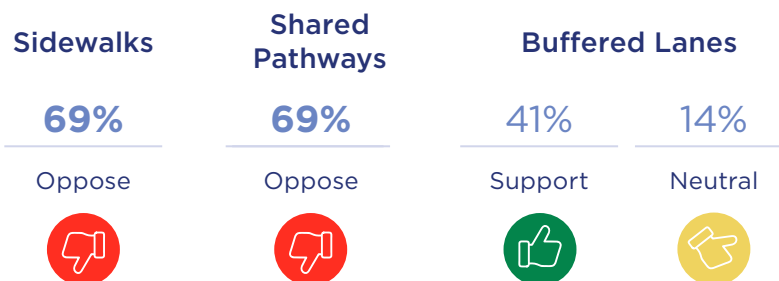
- Existing trails already serve local needs
- Non-residents would benefit more from upgrades
- Village should focus on services that directly support locals



5. Mixed-to-Negative Views on Cyclist Infrastructure

- Narrow roads unsafe for bike-pedestrian sharing
- Cyclist numbers in Belcarra are low

2 ON-STREET IMPROVEMENTS BEDWELL BAY ROAD



The majority of survey respondents opposed sidewalks (69%) and shared pathways (69%). There was marginal support (41%) with some expressing neutrality (14%) for buffered lanes.

Sentiment

50 open-ended responses were received.

The comments revealed **consensus concerning the feasibility of the proposed designs due to geotechnical challenges with widening the road, drainage issues, and potential encroachment on private property.** Survey respondents suggested alternative approaches, such as gravel sidewalks.

Opposing comments primarily questioned the need for the improvements on Bedwell Bay Road.

Supporting comments expressed caution, often emphasizing the importance of selecting flexible, low-cost designs that require minimal maintenance.

Segment Priorities

73 respondents provided feedback on the segments they would like to see prioritized, and 44 respondents skipped the question.

The top three segments that the respondents would like to see prioritized for improvement were:

- Marine Avenue – Main Avenue (48%)
- Main Avenue – Kelly Road (47%)
- Kelly Road – Watson Road (38%)

3 ON-STREET IMPROVEMENTS LOCAL STREETS



A majority of survey respondents (63%) opposed the use of advisory shoulders. There was marginal support (40%) with some expressing neutrality (17%) toward walkable shoulders.

Sentiment

32 open-ended comments were received.

The comments revealed **consensus regarding the concern for people's safety.**

Many felt the proposed designs do not adequately address the core issue—driver speed—and offer insufficient protection for people walking, biking, or rolling, particularly given that users would face one direction of traffic with their backs to the other. Sightline challenges due to overgrown vegetation on private property were also cited by respondents.

Some individuals questioned the necessity for improvements, noting limited pedestrian-vehicle conflict and suggested that the highlighted routes and trails throughout Belcarra are already sufficiently walkable.

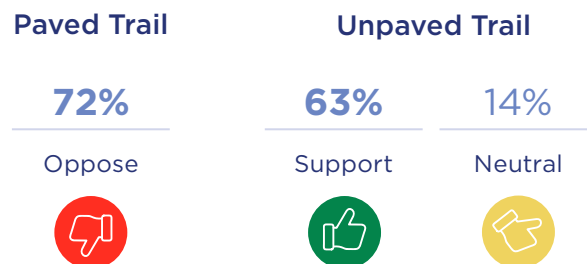
Segment Priorities

When asked to prioritize future improvement segments, 56 respondents selected their top three routes, while 59 skipped the question.

The top three segments that the respondents would like to see prioritized for improvement were:

- Belcarra Bay Road (57%)
- Marine Avenue East (41%)
- Marine Avenue West (30%)

4 OFF-STREET IMPROVEMENTS RECREATIONAL TRAILS



Survey results revealed that the majority of respondents (72%) opposed paved trails. A good majority (63%) expressed support or neutrality (14%) toward unpaved trail improvements, highlighting the clear preference for low-impact, natural trail treatments.

Sentiment

55 open-ended responses were received.

The comments revealed **consensus that paved trails are not appropriate across all of Belcarra's trail network due to aesthetic and cost concerns. The importance of regular trail maintenance was emphasized.**

Some supporters suggested that selective paving, particularly along routes C1, C2, C3, and C4, could improve accessibility for more users. Respondents differed on their views on the current state of trail maintenance. Some respondents believed that trail maintenance is insufficient and are concerned that the trail improvements proposed would not be properly maintained without additional staff. Alternately, many respondents are satisfied with the current state of trail maintenance.

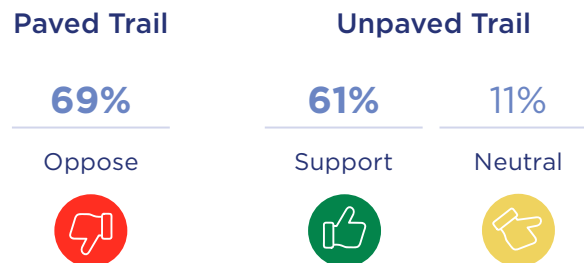
Segment Priorities

When asked to prioritize trail improvements, 85 respondents participated while 30 skipped the question. **Of those who responded, 45% selected "None of the Above," preferring not to prioritize any trails for improvement.**

The top three trails identified for improvement were:

- Tatlow Trail (27%)
- Marine Trail (26%)
- Watson Trail (26%)

5 OFF-STREET IMPROVEMENTS FORESHORE ACCESSES



The majority of respondents (69%) opposed paved trails for foreshore access. In contrast, unpaved trails received broader acceptance, with the majority of respondents (61%) supporting or feeling neutral to the option (11%).

Sentiment

37 open-ended comments were received.

The comments revealed **consensus that Belcarra's shoreline is currently not accessible to all.**

Some respondents acknowledged the instability of the rocks between the trail and the water as a significant barrier and argued that improving the trail would not resolve accessibility challenges due to the inherently rocky shoreline.

Supporters highlighted that the steepness of existing trails and the presence of stairs limit accessibility, which could be addressed by this project.

There were differing opinions on whether additional access points were needed. Some in favour of improvements noted that enhanced access would benefit upland residents using kayaks or canoes. In contrast, others felt the existing network of access points—along with public entry at White Pine Beach and Belcarra Park—was already sufficient and well-known among residents. Several respondents were concerned that improvements would draw more non-residents to the foreshore and exacerbate non-resident parking issues in the Village.

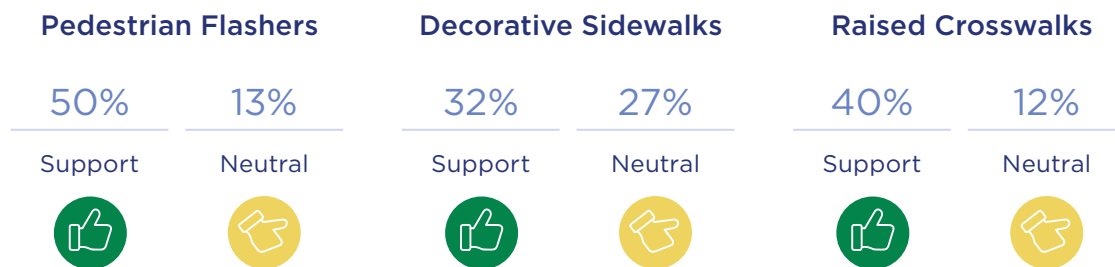
Segment Priorities

A total of 86 respondents provided input on where they would like to see foreshore access improvements prioritized, while 25 skipped the question. **Of those who responded, 42% selected "None of the Above," indicating no preference for further access improvements.**

The top three priority locations for improvement were:

- Marine Avenue West (38%)
- Marine Avenue East (33%)
- Scuba Divers Trail (29%)

6 CROSSING IMPROVEMENTS



The moderate number of respondents supported or felt neutral toward some form of crosswalk improvement, with pedestrian flashers receiving the highest level of overall support (50%).

Sentiment

47 open-ended comments were received.

There was **consensus that crosswalk safety is important with limited sightlines and vehicle speed identified as major concerns.**

The divergence in opinion stemmed less from whether crosswalks should be improved and more from preferences about which solutions are best suited to Belcarra's context.

Respondents who opposed the proposed crosswalk improvements often emphasized the need for complementary measures—such as stricter speed limit enforcement or the installation of speed humps to effectively address these safety issues.

Those who supported pedestrian flashers emphasized their high visibility for drivers, while opponents viewed them as intrusive or unnecessary in low-traffic areas. Supporters of raised crosswalks valued their traffic-calming function as a visual and physical cue for drivers, while those opposed felt they lacked the impact needed to meaningfully slow speeding vehicles.

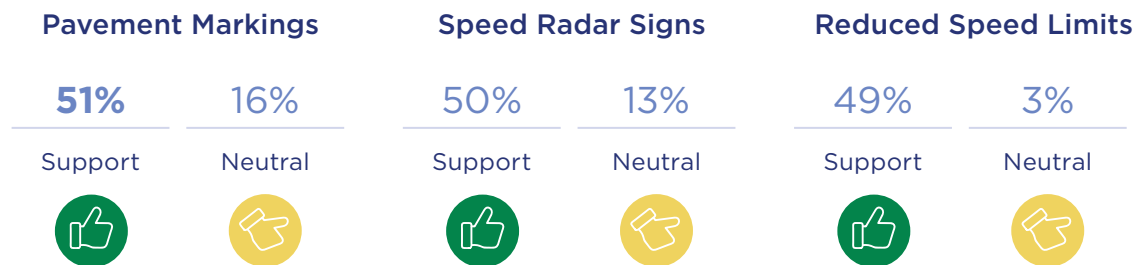
Improvement Priorities

A total of 88 respondents provided input on where they would like to see crosswalk improvements prioritized, while 21 skipped the question.

The top locations prioritized for improvement were:

- Intersection of Bedwell Bay Road and Kelly Road (44%)
- Bedwell Bay Road and Jug Island Beach Trail (33%)

7 BEDWELL BAY ROAD SPEED REDUCTION



Respondents expressed moderate support for speed reduction measures on Bedwell Bay Road.

Sentiment

39 open-ended comments were received.

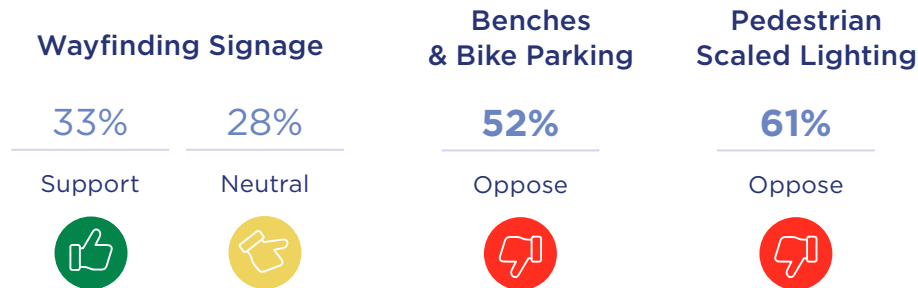
There was **consensus that speeding occurs within the village**. Both supporters and opponents of the proposed measures agreed that greater enforcement of existing speed limits is necessary.

Those opposed to the proposed interventions emphasized enforcement as the primary solution, while supporters viewed enforcement as a key complement to the physical speed-reduction measures.

Many respondents noted that current speed limits are frequently ignored, contributing to skepticism about the effectiveness and value of any of the interventions.



SUPPORTIVE AMENITIES



Respondent support for supportive amenities was low. Wayfinding signage was accepted by a third (33%) with a fair amount feeling neutral (28%).

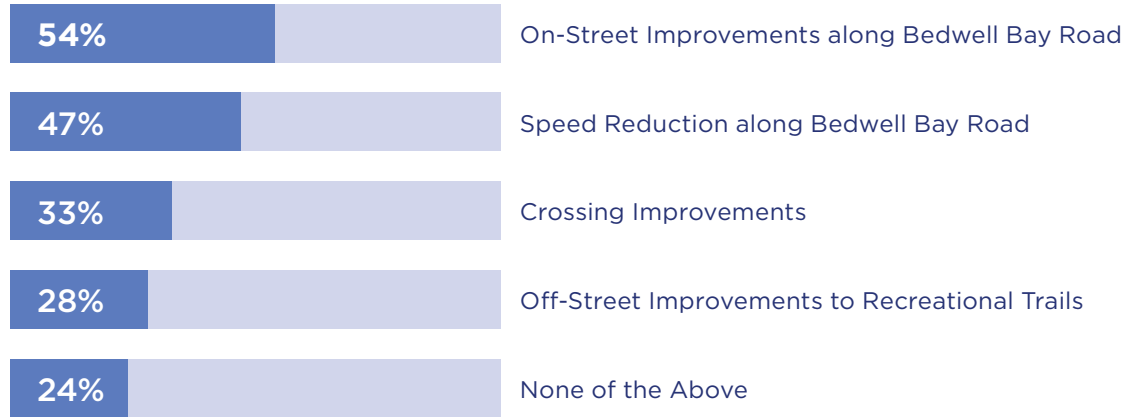
Sentiment

33 comments were received.

There was **consensus about the lack of necessity and the concern about cost with adding supportive amenities in residential areas, arguing that similar infrastructure already exists in higher-use locations such as White Pine Beach, Belcarra Park, and Jug Island Trail.**

While some comments support pedestrian scaled lighting and improving signage to trails, some also expressed concern that lighting and additional signage could compromise the rural character of the village, and that the amenities only benefit non-residents.

9 PROJECT PRIORITIZATION



93 respondents answered the question regarding which potential improvements they would like to see prioritized, while seven skipped the question.

The top priority identified by respondents was on-street improvements along Bedwell Bay Road, selected by 54% of respondents. This was followed by safety and traffic calming measures focused on speed reduction on Bedwell Bay Road (47%), crossing improvements (33%), and off-street improvements to recreational trails (28%). Notably, 24% of respondents selected “None of the Above.”

23 comments were received.

The comments expressed similar feedback provided in previous questions, including cost concerns, maintain what exists, and that amenities, such as bike parking already exists in neighbouring parks. Safety should be prioritized using low-cost measures.

10 ADDITIONAL FEEDBACK

Belcarra residents were provided an opportunity to convey additional thoughts to the project team. 44 comments were received. The sentiment echoed much of what was heard in other comment fields, stating a general lack of value or need for improvements. Some individuals relayed support for increasing safety for pedestrians and the need to address speeding along Bedwell Bay Road.

“Thank you for the great information and options your team is suggesting for Belcarra. It’s my hope that all of these improvements will greatly enhance the safety of people walking, cycling, and rolling in our village.”

“I love where I live and part of the reason I enjoy living in Belcarra is because it is decidedly different from other urban areas. Upgrades are necessary especially where safety is concerned. But I don’t want to see Belcarra morph into a mini metropolis.”

“We are a small community of 250ish households. We are having issues paying for our existing infrastructure as it stands now. There is no need to add these features especially when we already have several perfectly safe low traffic walking corridors (i.e., Marine and Maine). Council’s priorities should be focused on revenue raising activities like selling surplus land instead of spending dollars we don’t have.”

Appendix A: Full Survey Report

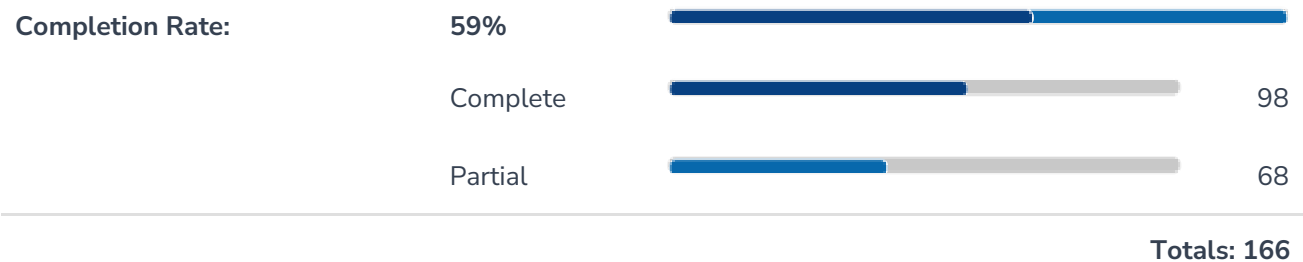
Belcarra Active Transportation Network Plan

What We Heard

Public Open House & Survey 2

Report for Belcarra ATNP Survey 2

Response Counts



1. What is your level of support for the potential conceptual designs for improving Bedwell Bay Road?

	Strongly Support	Support	Neutral	Oppose	Responses
Sidewalks					
Count	12	9	9	66	96
Row %	12.5%	9.4%	9.4%	68.8%	
Shared Pathways					
Count	14	7	8	63	92
Row %	15.2%	7.6%	8.7%	68.5%	
Buffered Lanes					
Count	21	17	13	42	93
Row %	22.6%	18.3%	14.0%	45.2%	
Totals					
Total Responses					96

2. What is your level of support for the potential conceptual designs for improving Bedwell Bay Road? - comments

ResponseID Response

Very supportive, of improvements as long as private property hillsides are destabilized as a result of road widening. Anywhere widening happens there needs to be accommodation for possible retaining walls and proper drainage. Also Belcarra planning should take a very good look at the shared pathway around Central Park in Burnaby.

Road repairs amazing in front of our 3944 location. Like more parking: such as a couple of doors east of the location have large shoulders where fire hydrant is. Easier for shoulder pressure and future costs. Gravel there, clean.

For the few people that use these road ways I don't see anything wrong with the status-quo. And yes I walk Bedwell bay road with no concerns.

Bedwell Rd is cracking due to subsidence in several places. This was mainly caused by filling the drainage ditch many years ago, causing seepage under the road, and slow erosion. Before any paths are done the drainage problem needs to be fixed, then the road. All this is obviously very expensive.

Bedwell Bay ROW will not support shared path width due to geotechnical improvements needed, waterline improvements needed and current encroachments. Too expensive and disruptive to actually construct. The addition of more VoB storm drainage infrastructure is a future maintenance challenge. The current stormwater infrastructure maintenance schedule is challenge enough.

The village cannot afford this project. The net benefits would be for people who do not live here. Five or six cyclists who live in the village seem to be pushing this idea. Vehicle traffic would be impeded.

This plan appears to benefit people who do not live in our Village. We have far greater pressing improvements that need to be completed (ie: a new fire hall) prior to any of this being considered.

The cyclists that use the village have no regard for road markings and can take their chances sharing the road with vehicles. Our villagers are the pedestrians that need protection from anything with wheels.

All 3 options are severely challenged because lateral space is highly constrained especially for segments A3 & A4 where current provisions for pedestrians is unsafe.

Buffered lanes would be best option if financially sustainable for the limited size of our community.

The least expensive solution has more chance to be built and there is more pathway for our budget. There is not enough usage for sidewalks or shared pathways - buffered lanes work fine for the amount of pedestrian & bike traffic. Anything to get the bikes and pedestrians off Bedwell Bay Road.

ResponseID Response

Sidewalks will increase run off and cover ditches. The most economical and eco friendly choice is compacted gravel for walking.

We do not have the money to ANYTHING in Belcarra. Who is this "network" for? Is it to increase traffic into our very small, non-commercial community - at MY expense!?

Far more important issues for the Village to attend to with this level of estimated cost

We have no money for this. We need roads repaired. We need a firehall and we need to pay down debt. Additionally, I see zero advantage to taxpayers and residents in adding traffic, fire and safety concerns and additional usage to our residential neighborhoods. And we have a volunteer fire department that cannot be expected to attend the additional issues created by multi paths. Vehicle, bike and pedestrian interactions/incidents will increase as they always do when these users are put together. e.g.. Stanley Park. The initial capital cost is only one consideration. Then there are the ongoing operational costs that particularly concern me, especially since we seem to have quite a hard time staying on top of drainage along Bedwell Bay Rd. as it is. Ultimately, I honestly do not see how we need these kinds of "improvements". Most residents already know how they can cut down to Marine Ave to by-pass the narrower shoulder from Marine Ave. to Watson Rd. I struggle to see what the

We need to stop wasting money with useless consultants that do not live here. Cut out expensive consulting costs and lower property taxes to keep people wanting to live in this beautiful place. I agree with traffic calming and a safe walking path along roads. Spend our budget wiser. Fix our tennis court! Make that a multipurpose space for locals.

There are certain sections between Main and Marine where there is very little verge, but I do not support widening the pathway between Kelly and Main. The real issue in Belcarra is speed, and unless traffic calming is in place, the road is not safe. The speed limit between Main and Kelly is 30 km, most vehicles are doing 70 or 80km. That is the problem.

We have a funding gap. How are we taking on a project we cannot afford? Moreover, the village will have to pay for firehalls in the near future. We already lack the necessary funds to pay for that. We should be focusing on essentials, not luxuries. There are plenty of walking paths in Belcarra park and along marine avenue.

Not necessary. We cannot afford to throw money around on vanity projects right now

It's too narrow as it is!

Sounds very expensive; buffered lanes that are wider is preferable

Would favour flexible approach. Implementing whichever infrastructure improvement fits specific area

Get it done! Belcarra is the only city with no sidewalks in lower mainland

ResponseID Response

I will ride my bike on a sidewalk, but would prefer a shared option.

Hard NO

The main reason we love Belcarra is the rural aspect and unencumbered movement throughout the village..it is not like we have had some huge population increase that would necessitate these kind of upgrades...we would live Port Moody if we wanted street lights, bike paths etc..the whole beauty of Belcarra is the basic rural aspect of it...People that live here that are asking for this should move to an area that already has this type of city development. Please don't make the residents of Belcarra succumb to this type of urban development. It will ruin the natural state that Belcarra has always offered to residents.

We do not have room for any substantial type of sidewalks.

Financial limitations and requirements suggest that low cost options which improve walking access should be favoured.

We walk regularly on the existing shoulders just fine. Maybe trim the hedges back a foot or two. Note- Question 2 is biased as it presupposes approval.

there are other priorities to spend money on

We should have a gravel sidewalk along Bedwell Bay Road... we do not need it to be paved with a curb. regarding shared pathways and buffered lanes, these would be nice to have but not necessary. If we had a gravel sidewalk that is all we need. there is not enough traffic to justify these other improvements.

Cost and tax

Remove all footpath traffic from bed Bay Road, which will be if the village is interested in safety the safest approach

Need to keep within an accepted budget

This infrastructure will incentivize more people coming in and it's already jam packed in the spring and summer. People dump their garbage everywhere and overflow and it's honestly a fire hazard. Had some drunk teenagers come into the neighborhood last summer and they vandalized the little take a book leave a book thing and started burning the books. Don't want more people like this coming into the area. It's also really expensive and we should focus more on protecting the environment... not bringing in people who destroy it and have zero respect.

Sidewalks and shared pathway require too much space and road widths too limited. Buffered lanes would be supported BUT without bollards or concrete curbs as winter maintenance becomes costly. Best is to just paint lines for pedestrians on the shoulder. Least costly, easy to maintain.

ResponseID Response

Not needed!

Your focus on costs is distracting as the bulk of the costs are likely available from grants and other levels of government. The survey will likely skew the results.

Ensure there is only one response per household on this survey. We want to preserve the rural nature of Belcarra and the trails through Belcarra provide existing recreational opportunities for pedestrians and cyclists

I don't oppose Sidewalks and Buffered Lanes. I strongly oppose cycling with vehicles. I think that would be too scary for me as a cyclist and a driver.

Village cannot afford these expenses. We are rural village not a city. Maintain existing trails in better condition. Add gravel along shoulders of roadways where possible to make it possible to walk along without mud and water pools.

Could the Village consider a combination of shared pathways and buffered lanes?

Concern re loss of hedges, garden, sound buffering and privacy on properties abutting proposed segment A4. Concern re cost to village of these improvements. Do not want a concrete path.

Village can't afford and is a rural Village with limited resident use requirement. None of the street segments for improvement.

We are a village not a metropolis. Safety is important but maintaining high cost somewhat Imposing road additions(that take away from our wooded tranquility) to our current "country-like " rural "roads" will alter the natural, wooded ambiance we currently enjoy. The more infrastructure and concrete additions the more we become urban and lose our rural status. Safety yes, "concrete jungle-no) We are 80 plus seniors who can maneuver walkways that are not sidewalk perfect--but perhaps we are in the minority. Having said that the actual roads need to be kept in good condition--which in itself is expensive but necessary. The recent resurfacing of Parts of Marine Avenue were done expertly. No so of the repairs made to Bedwell Bay road over the last several years. With costs rising in every aspect of community living, at some point, thought must be given to ways of reducing them. Or a time will come when ordinary citizens will not be able to afford living in any community. Our

There are very few areas where formal sidewalks or pathways could be created without encroachment on private property

Very few areas where sidewalks can be created without encroaching on private property.

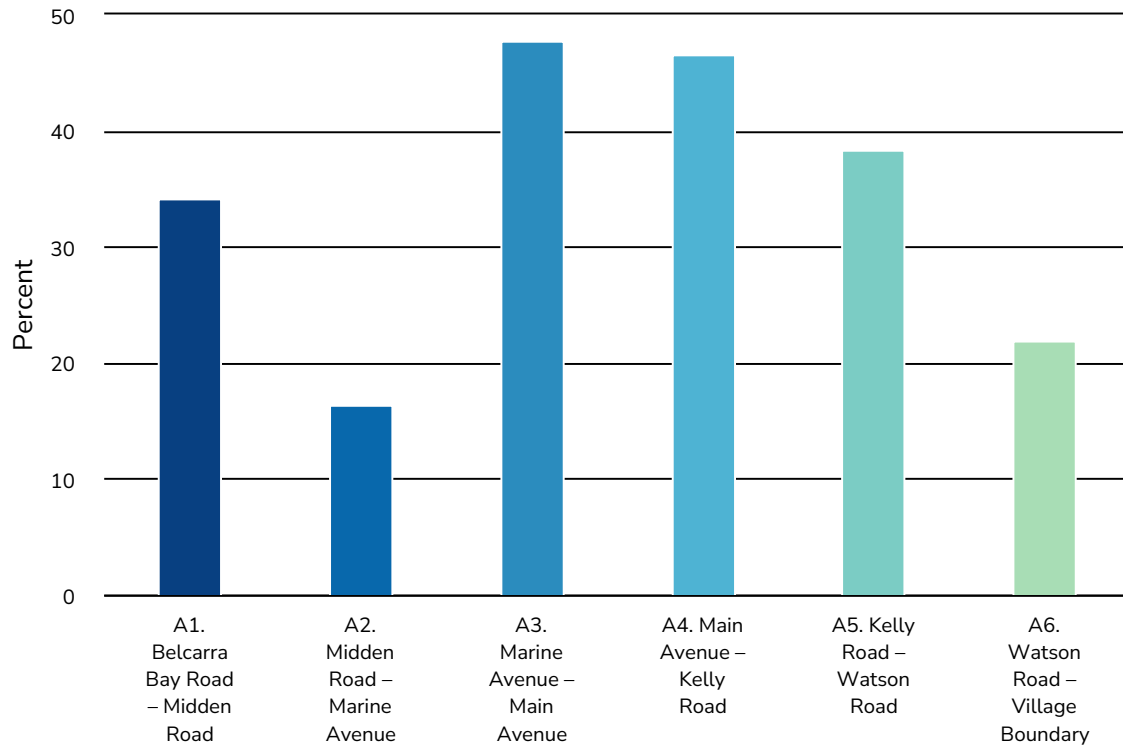
Pragmatically, with granite rock intrusions do not easily make space for cost effective widening.

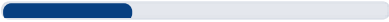
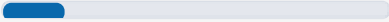

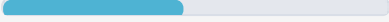

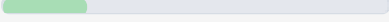
ResponseID Response

None of the options overall would protect pedestrians from vehicles that lose control around that bend. I believe buffered lanes offer the best option to keep pedestrians and dog walkers from conflicting with cyclists while also enabling the cyclists to use this lane when no pedestrians are around to create more distance with vehicles.

I am an elderly person who walks along Bedwell Bay Road daily without any issues. The only upgrade to consider is to require property owners to trim their hedges. Some folks may feel safer using other routes.

3. Which segments would you like to see prioritized for improvement? Please select up to three



Value	Percent	Responses
A1. Belcarra Bay Road – Midden Road	34.2% 	25
A2. Midden Road – Marine Avenue	16.4% 	12
A3. Marine Avenue – Main Avenue	47.9% 	35
A4. Main Avenue – Kelly Road	46.6% 	34
A5. Kelly Road – Watson Road	38.4% 	28
A6. Watson Road – Village Boundary	21.9% 	16

Statistics

Skipped

44

Total Responses

73

4. What is your level of support for the potential conceptual designs for improving local streets?

	Strongly Support	Support	Neutral	Oppose	Responses
Advisory Shoulders					
Count	7	13	14	59	93
Row %	7.5%	14.0%	15.1%	63.4%	
Walkable Shoulders					
Count	26	12	17	41	96
Row %	27.1%	12.5%	17.7%	42.7%	
Totals					
Total Responses					96

5. What is your level of support for the potential conceptual designs for improving local streets? - comments

ResponseID Response

We need speed bumps to slow vehicles, cars, some buses and trucks going over the speed limits by quite an amount.

Off street parking will have to be eliminated for these concepts

Paved or unpaved shoulders are necessary for vehicle breakdowns or accidents.

Shoulders are necessary for cars to pull off we have many trails for bikes or walking so we do not need shoulders for that purpose.

Many of our villagers ignore or can't understand road signs and markings. To add more to be ignored would be a waste. Case in point...many residents on Marine still turn right against a no right turn sign.

Advisory & buffered shoulders are unsafe because hilly terrain obstructs vision for car/bus/truck. On cresting a hill when the shoulder is occupied there will not be sufficient time to correct vehicle path and, when an oncoming vehicle occupies the road, no opportunity to correct vehicle path.

There are speeders presently living in Belcarra which will make Walkable Shoulders a very dangerous option. Single lane and pullout into pedestrian and lanes is a bad idea!

Can not afford Cyclists use road regardless Cycle traffic should be diverted to Tum Tum or Marine.

There is already a pathway (trail) from Belcarra Regional Park to Marine Avenue - Marine Avenue goes all the way to Watson Road. It is relatively safe and flat. All that needs to be done is for Metro Van to approve bicycles on the trail segment between Marine Ave and the park. This request was formally made several years ago. Metro Van denied the request because they said the bridge over Ray Creek was not wide enough. This is simply untrue. North Van., Squamish, Whistler, etc. ALL have multi-use trails with bridges that are more narrow than Ray Creek. This connection between the west side of Belcarra and Watson Road would be FREE - and would provide an "active transportation network". Belcarra doesn't have the funds to properly attend to basic road maintenance issues (cleaning up debris in drainage swales, shoring up erosion on road shoulders, etc.), where would the money come from!? We do not have one nickel to spare for a project of this nature in Belcarra. You are already raising re

Not needed. We can already walk along the wide shoulder or trail network from Marine Ave. to Midden. There is absolutely no need for separation on Marine Ave. and the segment from Marine Ave to Main Ave. is safe to walk along the drainage area on the upper side of the road.

Again, the real issue is speed.

ResponseID Response

If walkable shoulders can only be walked on one side of the road, it seems unsafe because in one direction your back will be to oncoming traffic

Advisory shoulder seem less safe, because in one of the two directions that you walk, your back will be towards traffic

I feel that the traffic is too fast and heavy for advisory shoulders. These may work on a quiet country road with little traffic. A walkable shoulder on one side of the road would be preferred, but at this point I feel that both options would not be safe for a person walking, rolling or biking.

Another HARD NO

Hopefully common sense still rules in Belcarra...if people are concerned about their safety when walking about the Village, especially at night they should wear reflective clothing and look both ways before crossing the road...the problem these days is common sense is not all that common...

Improvements at reasonable costs. The volume of traffic on the suggested routes is so limited that significant expenditures here are not likely to be a priority

Not warranted for these streets

We don't need a capital project. Just trimming some hedges would suffice and could be done under operations. Note - 4 is a biased survey question.

I am sticking with my gravel shoulders wide enough for two people to comfortably walk beside each other and having space from traffic... suggest 5' wide.

Safest alternative would be to have all foot traffic Traverse to Marine Avenue only local traffic exists

Keep within an acceptable budget

I don't want to incentivize people walking there. They shouldn't be. It makes it hard to drive through and the people who come into these neighborhoods have zero respect, throw their trash everywhere, drop their cigs on the ground, and blast their music so nobody else can enjoy the peace.

advisory shoulders take up too much room from cars and will create their own safety risk. A single walkable shoulder is easily shared by pedestrians and cyclists and is a big improvement over today

Which small minority group wants to take away the rural Belcarra that attracted us to come here in the first place?

ResponseID Response

Cost estimates here are likely not helpful. On non-MRN roads, the costs may have to be entirely borne by the 260 Belcarra households. This could amount to approx.\$1000 per household based, on your estimates. Not reasonable.

There are sufficient areas for pedestrians to walk now. There have been no accidents involving pedestrians and cyclists in this area that we are aware of in over 50 years living in Belcarra

Not necessary.

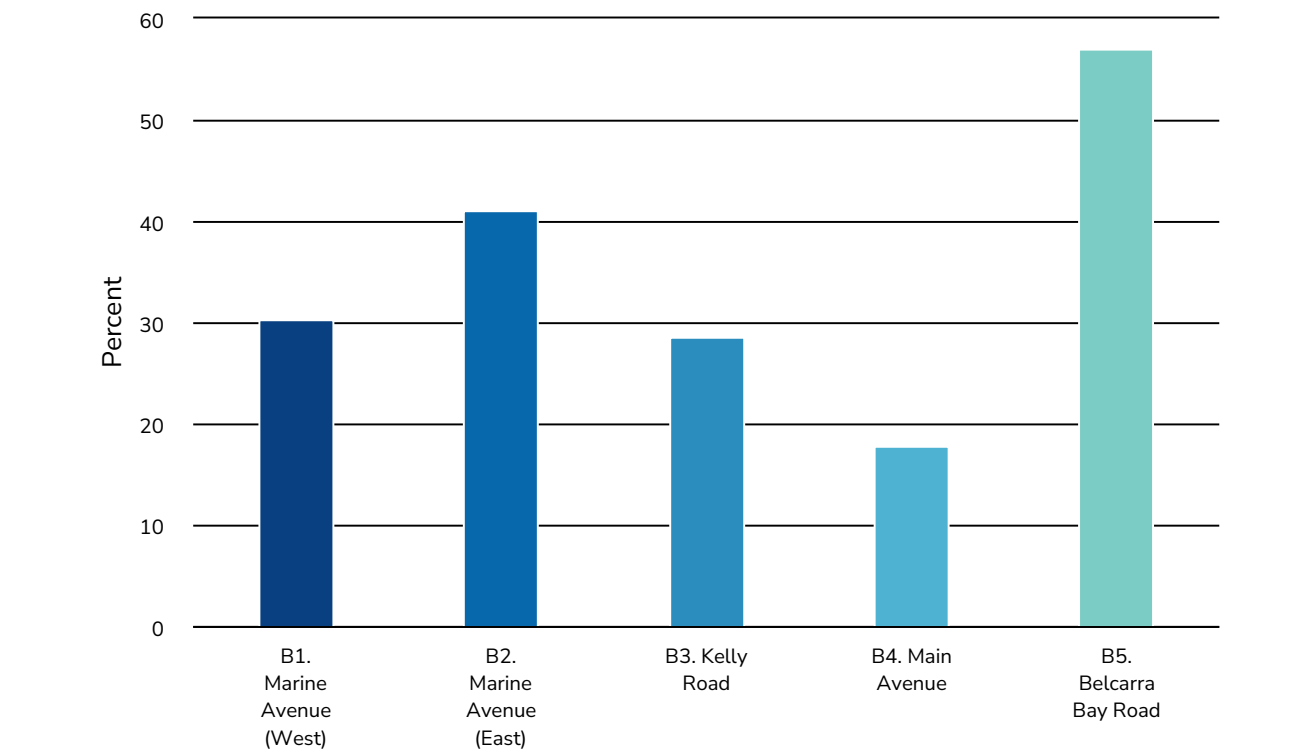
Not necessary. No support. This is a Village not a City.

Walkable shoulders are less visually overbearing--Fit in better with a rural environment. Advisory shoulders are not visually appealing and I agree would potentially cause conflict with oncoming traffic. I have lived in Belcarra for 45 years, commuting to work for almost 40 years. Other than summer congestion at White Pine Beach, I have not been made aware of problems with vehicle traffic and individuals who walk the roadway. Our population is small and although "tourists" do inhabit our roads for hiking etc, I have always found them to be careful and observant of oncoming traffic and drivers are also careful and drive in a safe manner.

The current roads already offer these features with those who understand the laws of the road here and through observation of others in the community.

All of the following routes are walkable to develop roads for traffic will then require speed bumps. Leave well enough alone.

6. Which local streets would you like to see prioritized for improvement?
Please select up to three.



Value	Percent	Responses
B1. Marine Avenue (West)	30.4%	17
B2. Marine Avenue (East)	41.1%	23
B3. Kelly Road	28.6%	16
B4. Main Avenue	17.9%	10
B5. Belcarra Bay Road	57.1%	32

Statistics	
Skipped	59
Total Responses	56

7. What is your level of support for the potential designs to improve recreational trails?

	Strongly Support	Support	Neutral	Oppose	Responses
Paved Trail					
Count	6	9	11	69	95
Row %	6.3%	9.5%	11.6%	72.6%	
Unpaved Trail					
Count	34	28	13	23	98
Row %	34.7%	28.6%	13.3%	23.5%	
Totals					
Total Responses					98

8. What is your level of support for the potential designs to improve recreational trails? - comments

ResponseID Response

where is trail on map from C4 to marine.use this trail but no mention of it on map

Both are good.Unpaved easier for seniors.Paved for park setting.

We should have the trail from Belcarra park past Ray Creek around the tennis court, down onto Marine end, and through to Bedwell bay to Senkler, onto Sassamat Lake This should be made for bikes and pedestrians, Bedwell Bay Rd is not safe, plus is far to costly to install paths on. The village has more important needs.

Very important to link Marine Ave. Why is the old Tatlow Trail to Marine not included. The old Tatlow should not be taken out of the trail network. This an existing BCH RoW that should not be utilized for walking.

The trail system must be complimentary to the Metro Parks trails. Not paved for the benefit of a few cyclists.

Trails are mainly part of Metro and paving is not necessary.

I regularly (4-5 times/week) walk gravel/limestone trails between Sasamat Lake & Belcarra Park. These are 99/100 times easy to walk & require hardly any maintenance except for fallen trees/large branches.

Physical improvements & signage on Marine and Main Ave and to C1 to C5 should be considered as a viable alternative to extensive and expensive work on Bedwell Bay Rd.

Widen unpaved trails and allow bikes on them with rules - bell mandatory when approaching pedestrians - ride single file - rules of the road followed always on the right.

Again costs. Our trails are ok.

As already stated, we have a complete, safe continuous network of side streets and gravel trails that extend all the way from Coombe and Turtlehead through to Watson Road via the park gravel trails and Marine Avenue. Any additional funds spent on an "active transportation network" is wasteful and unnecessary. Belcarra is a very small community with a very small tax base - including ZERO commercial tax opportunities. I do not believe it is in the interest of Belcarra residents to attract additional visitors into our community beyond what we already do. There is a large regional park with a beautiful new access road with bike and walking trails that extend all the way to Sasamat and Port Moody. It has as much parking as the park size and infrastructure will support. Attracting more people into this community is a recipe for problems - traffic, general summer rowdyism (see problems at White Pine Beach that the Port Moody Police cannot even keep up with - and we have an almost-zero police

ensure existing unpaved trails remain clear but could do this with a call for resident volunteer committees

ResponseID Response

Paving the trails is a waste of money. Smarten up!

Pavement would be better for steep slopes (C3 & C4)

Unpaved works now

I agree that some trails would be more accessible if paved C2 would be my first choice as we have found that the village has not been able to keep up with the constant erosion on the gravel surface. A person in a wheelchair or adaptive bike would not be able to use this trail at the current time. I would like to see C5 built as an emergency egress and paving would be preferred for vehicular use in an emergency. C1 has been used for emergency egress and paving would be a good plan as the path has narrowed due to vegetation encroachment.

NO

Providing trails for larger public access is beyond our financial capabilities and not in the interests of a small quiet neighbourhood.

Paved trails will divert significant park traffic through our village. Adding more maintained trails in general will increase park visitor foot traffic through our village. We need to be very careful.

The more we can get walking, jogging, biking off the shoulders of the main road... Bedwell Bay Road... the better!

Leave it natural

As all trails are unmaintained, why would we want to add when only the villagers would be using? There is no economic gain to anyone from outside, using at the cost of the village.

There's nothing wrong with the current trails. We don't need to spend that much money fixing something that's not broken. I don't think the local wildlife will appreciate all the construction either. The whole point of going outside is to enjoy nature and get away from grey industrial eye sores.

paved trails too costly to create and maintain everywhere.

Why are bikes highlighted in all of these categories???

Current trails are likely adequate for local users. Trail improvements for supporting more non-local users requires funding support from regional program providers.

Why would we pave trails in our natural setting when the trails now are very useable

ResponseID Response

Maintain the existing trails in much better condition than their current conditions.. Pave C1 and C2 Watson trail to allow bicycle travel down to Marine Ave. corridor to access Belcarra Regional Park

Many of the trails around Belcarra are currently unpaved. They fit better into the natural feel of the environment in the Village and most are quite accessible.

We are a rural community and we are not growing. We like Belcarra rural aspects including its natural trails.

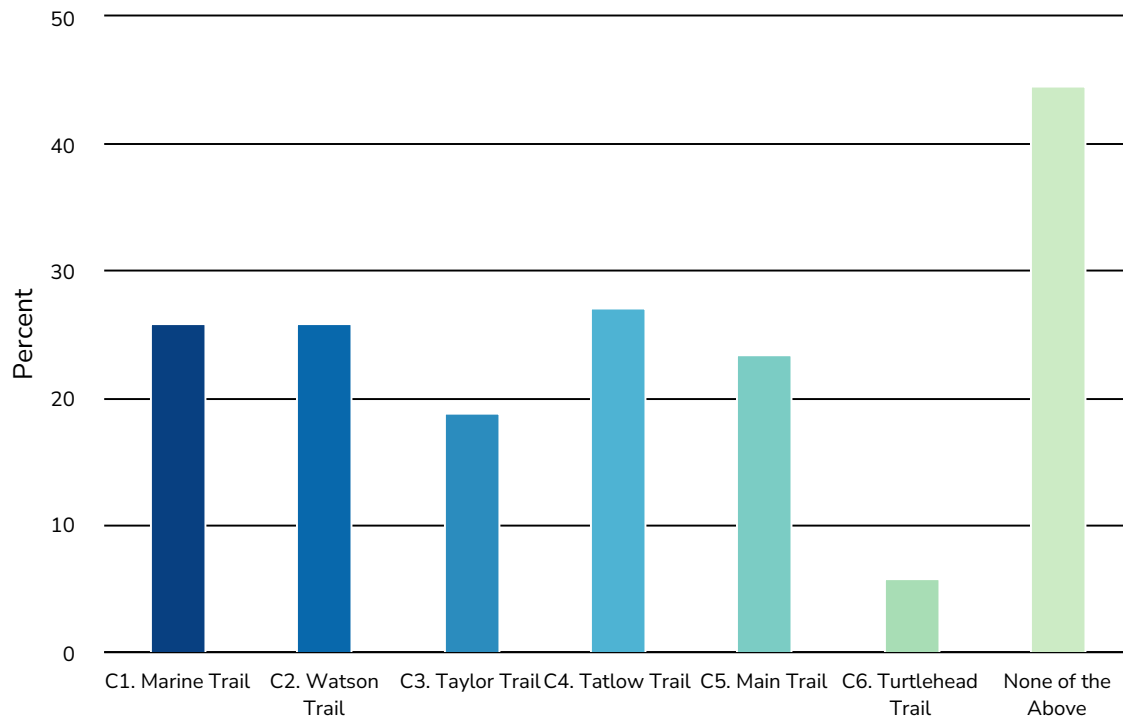
Maintain existing trails in much better condition. Why is the Tatlow lower Trail Site 6 between Marine Ave. & Belcarra Bay Road not listed? "Current public use reported in Road Ends 2014 "Public access to the water ". Follow through with the upper Tatlow (C4)Trail.

Again, I admit I am not a frequent Hiker, but I have hiked most of the trails surrounding my area, and I have never found them to be overcrowded or difficult to do. In fact, very rarely do I encounter other hikers on my journey. I think folks only hike areas they feel comfortable with. Too much pavement destroys the natural ambience.

Undeveloped trails are important to our natural environment for walking.

Unpaved trails offer the best option for pet owners and pedestrians in the area. I don't think people with extreme accessibility issues would find Belcarra to be very accessible due to the terrain so constructing pathways for a handful of people in an area where the very terrain is inaccessible sounds like a huge waste of money.

9. Which trails would you like to see prioritized for improvement? Please select up to three.



Value	Percent	Responses
C1. Marine Trail	25.9% 	22
C2. Watson Trail	25.9% 	22
C3. Taylor Trail	18.8% 	16
C4. Tatlow Trail	27.1% 	23
C5. Main Trail	23.5% 	20
C6. Turtlehead Trail	5.9% 	5
None of the Above	44.7% 	38

Statistics

Skipped

30

Total Responses

85

10. Which trails would you like to see prioritized for improvement? Please select up to three. - comments

ResponseID Response

I would like the C5 trail extended and paved all the way to the Sasamat Lake side of Bedwell Bay Road. Work with Metro Parks. This would safe out half the dangerous Bedwell Bay Road sections by having a multi use path direct cyclists onto Main Ave to bypass the A4, A5, and A6 sections

The village trails need improvements and need to be taken back from private homeowners.

We as a village need to take back trails that are being used by personal homes.

I regularly (3-4 times/week) walk all trails except C6. Trail C3 is frequently used by Main Ave residents, especially school aged children, to access the bus stop. Trail C4 would require minimal improvement. Improving trail C5 would provide much safer access to Woodhaven trail for a wide array of residents.

Spend the \$ on widening Bedwell Bay road for pedestrians and bike traffic. Maybe start with bike lane for steep grades only.

As already stated, we have a complete, safe continuous network of side streets and gravel trails that extend all the way from Coombe and Turtlehead through to Watson Road via the park gravel trails and Marine Avenue. Any additional funds spent on an "active transportation network" is wasteful and unnecessary. Belcarra is a very small community with a very small tax base - including ZERO commercial tax opportunities. I do not believe it is in the interest of Belcarra residents to attract additional visitors into our community beyond what we already do. There is a large regional park with a beautiful new access road with bike and walking trails that extend all the way to Sasamat and Port Moody. It has as much parking as the park size and infrastructure will support. Attracting more people into this community is a recipe for problems - traffic, general summer rowdyism (see problems at White Pine Beach that the Port Moody Police cannot even keep up with - and we have an almost-zero police

This makes no sense. These are already unpaved areas that are functioning very well in terms of allowing people to move through the paths without going so fast that they create accident hazards.

Not necessary trails are in good shape as is.

We need speed, bumps or speed humps between midden road and Bedwell bay Road and the Firehall. This has become a race course in the summer and in the evenings. The same could be said for the stretch of Belcarra Bay Road between whiskey Cove and the park

C4 could be used as a primary route for bikes if Bedwell Bay Road hill next to Kelly is too problematic to widen. Main Avenue is a good biking route already.

ResponseID Response

In order of priority, C2, C5, C1 This is a great idea, especially for emergency egress, something we need to be aware of for wildfire safety.

these trails are all fine and are kept in good condition

Any improvement would be a waste of money without continued maintenance

Trails are great the way they are. It's getting harder and harder to find anything that actually feels like nature anymore. Will be so sad if this ends up industrial looking too.

Upkeep on these trails by village staff is suboptimal and, in places, unsafe (see washouts on Watson). Consistent maintenance needs commitment from the Village. Without additional staff commitments, expansion seems unreasonable.

Add gravel to all other existing trails so they are good in our wet weather.

I find the trails in quite good shape and quite accessible.

Where is the Lower Tatlow trail? Why not listed in this Survey as it was in the Road End report of 2014. Upper Tatlow trail residents would cross Bedwell Bay Road and travel down Lower Tatlow trail to access the water. Please provide an answer.

As I am not an ardent hiker, I almost feel I should be leaving this decision to the folks who are hikers and know which trails are used most. But also considering cost .

Natural trails are more desirable than developed trails.

Not all of the trails need to be equal. These paths are walkable to most folks. Rural areas are not expected to be wheelchair accessible.

11. What is your level of support for the potential designs to improve foreshore access points?

	Strongly Support	Support	Neutral	Oppose	Responses
Paved Trail					
Count	2	9	17	63	91
Row %	2.2%	9.9%	18.7%	69.2%	
Unpaved Trail					
Count	28	31	11	27	97
Row %	28.9%	32.0%	11.3%	27.8%	
Totals					
Total Responses					97

12. What is your level of support for the potential designs to improve foreshore access points? - comments

ResponseID Response

No brainer. Take down the idiotic signs that say "No Shore Access"

This access does improve water access for upland homeowners with kayaks and canoes.

Unpaved trails are entirely sufficient.

Unpaved trails with stairs as shown in pictures.

Costs How much is this survey costing. We need to be generating revenue

To whom are we providing "foreshore access" to!? There is already access that residents of Belcarra can and do utilize. Are we inviting the general public to come into Belcarra and party on the foreshore!? We saw a measure of this during COVID - replete with the garbage (diapers, COVID masks, picnic debris, cigarette butts, abandoned BBQs, etc.). This is, quite simply a bad idea that I do not consent to as a resident with a huge annual tax bill! The "D1" is zoned as "environmentally sensitive". Ports Canada is working to have it designated as a Vessel Operating Restricted Area or "VORA" - a no-go area. Inviting people into this area simply doesn't make sense. We have had "NO SHORE ACCESS" signs up in this area for longer than I have lived here.

We are finally resolving the parking issues that resulted from folks wanting to access the foreshore and avoid the paid Park parking. This does not seem to be a pressing issue for most residents I have met with.

Absolutely against this. We already deal with so much garbage and fire risk associated with outside users coming to these foreshore access points. Residents know how to access these points, so why would we pay to increase traffic, garbage and safety problems for non residents. For whose benefit? All I see is more disturbance to local residents, more fire risk, more garbage and more operational costs to service this. Again, this makes absolutely no sense, especially at the south end of Bedwell Bay which is a Marine Protected Area that has recently been closed to anchoring. This is an extremely sensitive habitat that we have fought for decades to protect. It is already receiving massive spillover from park areas and DFO is routinely called out to arrest clam and crab poachers. Please do not open this area up when it has only just received the protection it deserves. All of these foreshore "improvements" would be massively disruptive to the taxpayers and residents who live in the

This will bring too many non residents to the foreshore. Again smarten up

Most of these trails are steep and have stairs. I am not sure how accessible they could be, but by all means let's look at making them accessible if at all possible.

NO, NO, NO

ResponseID Response

Providing trails for larger public access is beyond our financial capabilities and not in the interests of a small quiet neighbourhood.

Where would residents or visitors park their vehicles to take advantage of foreshore access?

This would encourage and support non village residents but not improve anything for people who live here.

There is enough foreshore access in place now. If users are concerned about any one access, there is always access at the park.

Please just leave them alone.

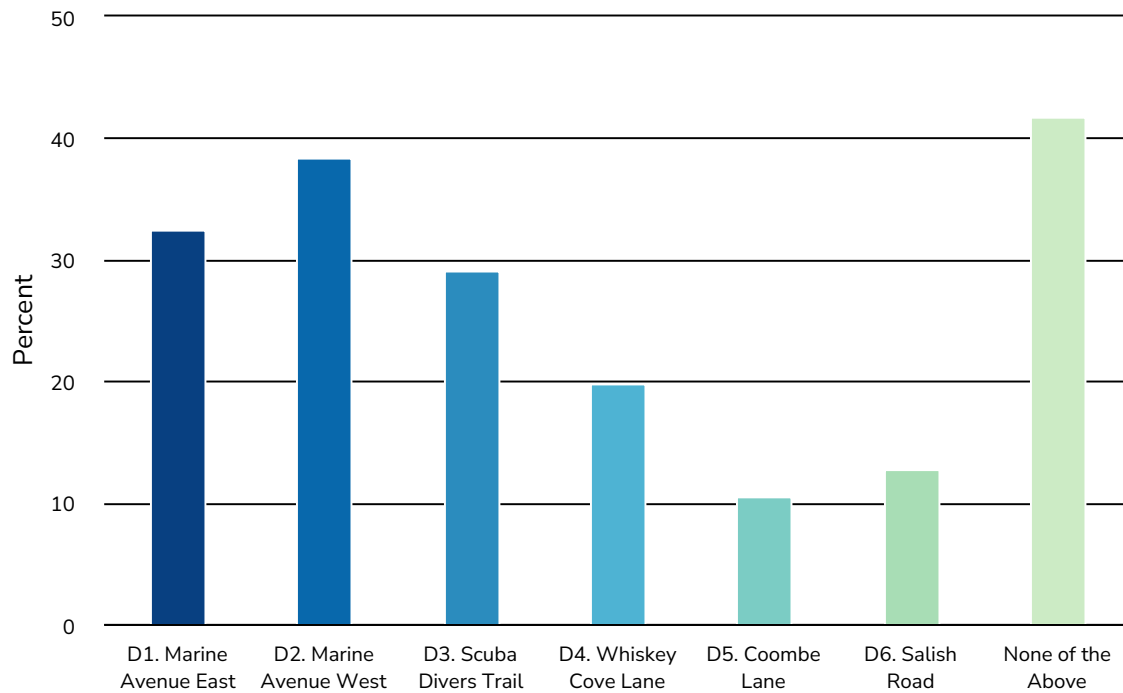
Again, how secure are your costings ? Will this be work completed by village staff?

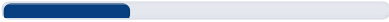
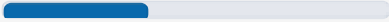
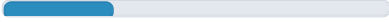
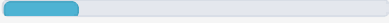

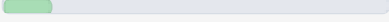
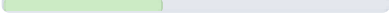
Maintain existing waterfront trail access and improve with gravel and basic stairs if necessary

As a person with mobility I do understand that folks who are not mobile deserve to enjoy our natural settings. However, I understand that there are areas of forest, etc in the lower mainland, that have made allowances for folks in wheelchairs, etc. We are a small village and as such, our financial base is also limited. The trails that I have used in Belcarra are not particularly wheelchair accessible and I think would be very costly to install. Perhaps I am wrong but I wonder if we did install such trails, how much actual use would they get--and should our Village be covering the expense incurred or should the government be paying for the improvements that would benefit those who need them?

Paved trails are a waste since the shore is so rocky that accessibility would cause more risk and damage for those who can access the slippery and rocky shore.

13. Which foreshore access points do you want to see prioritized for improvement? Please select up to three.



Value	Percent	Responses
D1. Marine Avenue East	32.6% 	28
D2. Marine Avenue West	38.4% 	33
D3. Scuba Divers Trail	29.1% 	25
D4. Whiskey Cove Lane	19.8% 	17
D5. Coombe Lane	10.5% 	9
D6. Salish Road	12.8% 	11
None of the Above	41.9% 	36

Statistics

Skipped

25

Total Responses

86

14. Which foreshore access points do you want to see prioritized for improvement? Please select up to three. - comments

ResponseID Response

All of them. Best bang for our buck. Am opposed to making these ramped accesses. Limit access to stair improvements and signage adjustments.

Access points D1, D2 & D3 are more accessible to a majority of village residents so these should receive primary attention. Improving D4-D6 is desirable and affordable after remediating D1-D3.

Costs Neighbours directly affected should get first voice. Whiskey Cove Lane is Metros responsibility. Not Village

Again... To whom are we providing "foreshore access" to!? There is already access that residents of Belcarra can and do utilize. Are we inviting the general public to come into Belcarra and party on the foreshore!? We saw a measure of this during COVID - replete with the garbage (diapers, COVID masks, picnic debris, cigarette butts, abandoned BBQs, etc.). This is, quite simply a bad idea that I do not consent to as a resident with a huge annual tax bill! The "D1" is zoned as "environmentally sensitive". Ports Canada is working to have it designated as a Vessel Operating Restricted Area or "VORA" - a no-go area. Inviting people into this area simply doesn't make sense. We have had "NO SHORE ACCESS" signs up in this area for longer than I have lived here.

As above. Do not create problems where we least need them. There is absolutely no need to improve access points. You are only inviting more problems both during the day and after hours that have material consequences for our residents, our firefighters and the safety of the Village. Even the RCMP is loath to access these dark and remote areas. So why expect residents to shoulder increased traffic with no support?

I think your numbering is off. D4 is Salish Road, D6 is either Whiskey Cove or Coombe Lane? All 3 made more accessible would be great.

Providing trails for larger public access is beyond our financial capabilities and not in the interests of a small quiet neighbourhood.

As all access points are designated environmentally sensitive there should be no access

Please just leave them alone.

There is already enough foreshore access in the area, these additional costs are unnecessary and will create unwanted traffic and interfere in peoples quiet enjoyment of the area

Combo solution of either methods most suitable for the spots that best save and serve the public use of spaces.

ResponseID Response

D2 is usually the scuba access point and not used by local residents. The D3 label is the furthest east drivable point on Marine. The foreshore at that point is at the confluence of 3 village properties and a good site for a small local park with parking sites. Planning for a future maintained little park is enthusiastically supported.

Whitepine Beach and Belcarra Park provide access to the water in a controlled park setting. This is adequate as water access from the streets of Belcarra are in residential areas.

Strong support for public access points to the foreshore that at present are not evident and appear to be private.

Again, I do not personally know some of these areas. I need clarification. I know access to foreshore is limited to certain areas. I also know that non Villagers do access foreshore areas that are supposedly restricted to local villagers. Would improvement be restricted to foreshore areas that allow non residents to access? If not I see a serious problem developing where the improvements might encourage many non residents to access areas that traditionally are not available to folks who do not live or pay taxes in the village. Can we assume that all foreshore access points up for improvement are for all citizens' use and therefore are not contravening any rules about private access to foreshore??

Primarily at the very least making the rocks that are used to get from the path to the shore as they can be unstable. The current paths do provide a pleasant, natural way to access the shore so keeping the access points as natural as possible would be ideal.

Development of these areas would enhance access to shoreline for upland residents.

15. What is your level of support for the potential crossing designs?

	Strongly Support	Support	Neutral	Oppose	Responses
Raised Crosswalks Count Row %	29 31.2%	8 8.6%	11 11.8%	45 48.4%	93
Pedestrian Flashers Count Row %	23 25.0%	23 25.0%	12 13.0%	34 37.0%	92
Decorative Crosswalks Count Row %	14 15.6%	15 16.7%	24 26.7%	37 41.1%	90
Totals Total Responses					93

16. What is your level of support for the potential crossing designs? - comments

ResponseID	Response
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	Raised crosswalks needed since there is zero speed enforcement in the Village
--	---

	This is an important safety issue.
--	------------------------------------

	Improve safety for all
--	------------------------

	Flashers are sufficient to alert drivers if well placed and much less bothersome to drivers. Experience with the flashers on loco Road, especially at Old Orchard Hall and the Rec Centre are proof to me drivers honor the signal.
--	---

	Methods to slow vehicle speed (with or without the presence of pedestrians) should be considered as highest priority.
--	---

	Pedestrian flashers only at blind corner crossings or high # of pedestrians.
--	--

	We should have speedometer readers. You know with sad face or slow down if speeding.
--	--

	I would support raised crosswalks in order to support road crossings at Kelly Rd., Tatlow Trail and other locations along Bedwell Bay Rd. I would even encourage additional crosswalks at the straight away on Bedwell Bay Rd. at the tennis courts. We have suffered for too long with street racers along Bedwell Bay Rd. and raised sidewalks would provide a dual remedy in terms of pedestrian and road safety. Re. road flashers, I only support them at low visibility areas like Kelly Rd. and I absolutely do not support them anywhere that they will be flashing in someone's house.
--	---

	Flashers make more sense from a pedestrian safety standpoint.
--	---

	Neither decorative crosswalks or flashers will slow down traffic.
--	---

	Vanity project
--	----------------

	Anything that slows traffic in this village is a positive enhancement
--	---

	Any of these improvements would be beneficial. I like the idea of raised crosswalks which also add as speed humps. This is an effective means of slowing down traffic.
--	--

	NO
--	----

	No, No, and heck No!!
--	-----------------------

	I support gently raised crosswalks which would have a minimal impact on vehicles travelling at the speed limit. These mild impacts will remind drivers they have entered the village and neighbours are likely to be walking in the area
--	--

ResponseID Response

Trimming back south side hedges to improve driver line of sight between main and Kelly would help. Crosswalks kill people if not paired with sight lines and calming before the actual crossing.

the crossings we have in place work as they are. the one by the park can be a little sketchy because of the curve in the road.

There is not enough foot traffic to justify any cost other than painting on the roadway

Flashing lights are great because I don't want to hit any pedestrians, but I don't want a decorative crosswalk. So unnecessary and ruins the natural and outdoorsy experience with yucky paint.

the only real issue is how fast some people are driving in the area and risk to peds and cyclists. A few speed humps wouldnt hurt but how to manage that with a snow plow needs to be understood. Flashers to go along with a speed hump (if feasible for winter maintenance) are a good visual tool at the worst sites. mostly decorative crosswalks should be used otherwise.

Costing estimates on this item is questionable. On-line costs for available pedestrian flasher units are much lower. Costs to the village, when items are installed on the MRN, are likely much, much lower.

Pedestrian flashers are accepted safety enhancements

Mechanisms to slow traffic on Bedwell Bay Road must be a priority. Slightly raised crossings on East Road in Anmore are highly effective in slowing traffic and making crossing safer.

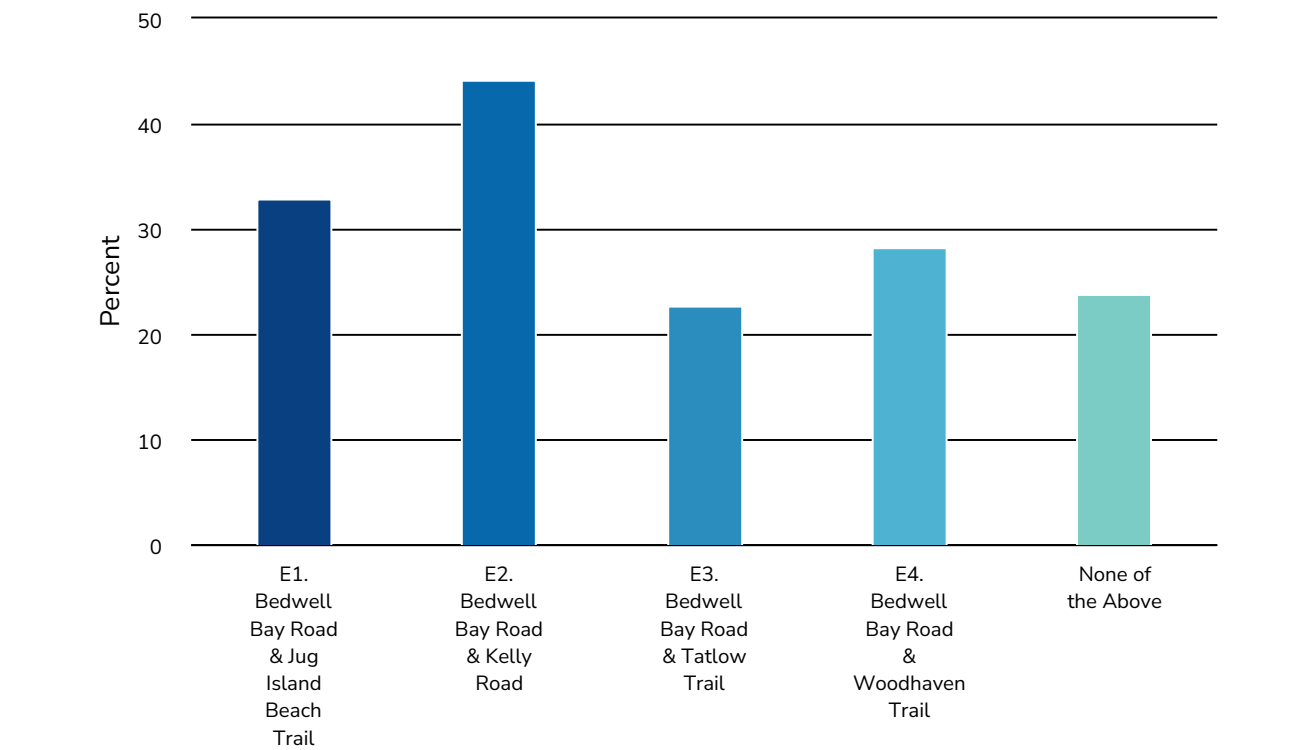
Raised crosswalks are safe, Pedestrian flashers are somewhat of an eyesore and not always effective. Decorative crosswalks often are not esthetically pleasing to everyone and sometimes are vandalized.

If raised crosswalks slow traffic on Bedwell Bay Rd. - This would be an important benefit.

I strongly oppose to decorated crosswalks for any sort of branding, political or societal messages. Keep these crosswalks functional only.

Raised sidewalks and decorative crosswalks are too [] for a speeding driver to slow down. A flashing light is a warning seen from a distance.

17. Which crossings do you want to see prioritized for improvement?
Please select up to two.



Value	Percent	Responses
E1. Bedwell Bay Road & Jug Island Beach Trail	33.0% <div><div></div></div>	29
E2. Bedwell Bay Road & Kelly Road	44.3% <div><div></div></div>	39
E3. Bedwell Bay Road & Tatlow Trail	22.7% <div><div></div></div>	20
E4. Bedwell Bay Road & Woodhaven Trail	28.4% <div><div></div></div>	25
None of the Above	23.9% <div><div></div></div>	21

Statistics	
Skipped	21
Total Responses	88

18. Which crossings do you want to see prioritized for improvement?

Please select up to two. - comments

ResponseID	Response
	This crossing needs to be moved further along Bedwell Road to the mail boxes. Even though if people follow the 30KM sign, and that's a big if, that hill gets black ice on it quite often, even at 30KM it is hard to stop in those conditions, accident waiting to happen.
	More safety for pedestrians
	E2 is already installed. E1 has good visibility for traffic. Visibility for E1 would be even better if moved to the exit for the park's parking lot.
	Please ease traffic speed on Bedwell Bay Rd.
	Costs
	Painted & signed crosswalks for safety at these locations (don't they already exist?).
	Please also put one along Bedwell Bay Rd. by the tennis courts.
	Main and Bedwell bay should also be prioritized to slow traffic down before the hill.
	Again cannot afford these vanity projects. Should prioritize eliminating water debt and building new firehall
	All four deserve to be prioritized.
	Visibility and speeds here are a risk
	I would not prioritize any location unless the design was decided upon.
	Safety at what cost the village does not have any portion of funds without 100%
	Speed control urgently needed
	Sight lines at Kelly are problematic for pedestrian/motor vehicle conflicts. This crosswalk may be best moved to a better location. All crosswalks on an MRN road are ideally lit and marked with flashers. Consider cost sharing with Translink et al.
	We only support the flashing light safety enhancement
	I feel the crossings are already adequate. There is no need to spend money on these.
	As a long time resident, I realize that this intersection is often used to get to the other side of the road, and has no official markings. A potential hazardous situation . A formal crossing might avoid problems.

ResponseID	Response
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	<p>With the slope at the E3 location I believe that having pedestrians yield more to vehicles as a courtesy would be better since manual vehicles and trucks with heavy loads will likely have a harder time starting up again and potentially rolling back.</p>
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19. What is your level of support for the potential designs to reduce speed on Bedwell Bay Road?

	Strongly Support	Support	Neutral	Oppose	Responses
Reduced Speed Limits					
Count	23	23	10	34	90
Row %	25.6%	25.6%	11.1%	37.8%	
Speed Radar Signs					
Count	28	16	12	33	89
Row %	31.5%	18.0%	13.5%	37.1%	
Pavement Markings					
Count	21	23	16	29	89
Row %	23.6%	25.8%	18.0%	32.6%	
Totals					
Total Responses					90

20. What is your level of support for the potential designs to reduce speed on Bedwell Bay Road? - comments

ResponseID Response

Who will enforce these rules?

Speed bumps work, and are cost effective to install. Works well in many lower mainland places.

Will be a failure without an enforcement component.

Speed bumps should be installed

Enforcement is necessary

I estimate drivers will drive their chosen speed limit regardless of speed limit signs UNLESS traffic enforcement is obvious and regular. Radar signs, in my judgment, are just glorified speed limit signs – same effect, i.e., none. Markings help frequent travelers and possibly infrequent travelers (should be researched) to know where crossings are but do nothing to improve behavior.

Speed radar sign should be on Bedwell Bay Road at top of hill before Kelly Ave. Pulling off Kelly onto Bedwell Bay very dangerous with speeders coming down hill on Bedwell.

Speed limit is already posted at 30km just before Midden. Has been that way for a long time. Still most people do 50km

Should be a reduced speed limit in many areas. BUT, these are only good if there is enforcement action associated with the signage. "Laws without an enforcement mechanism are impotent". We have an almost-zero police presence in Belcarra. Speeding is a HUGE issue - particularly along the stretch from Main Avenue to the curve towards the park. We're talking excessive speeding by cars and motorcycles. We have had 3 rollover crashes in front of Marine Avenue and there have been other over-the-embankment crashes along Bedwell Bay Road (cars and motorcycles). This is another reason that I oppose inviting greater public access into the community. It adds dangers that we cannot/do not police and we cannot afford. This is why Tum-Tumay-Whueton was put in - to keep excessive, non-resident traffic out of the small Village roads - it adds significant danger to the people who foot the bill for this community.

The speeders will not be deterred by more signage. They speed because they can without getting ticketed, not because they don't know the speed limit (which most vehicles now remind you of anyway). This is the wrong solution to the problem. Sadly the persistent speeders will continue until there are direct repercussions for them regarding their speeding.

ResponseID Response

And how about some policing and enforcement? None of these things is going to stop the street racers who love Bedwell Bay Rd. in the evenings. It is only a matter of time before someone dies in a fiery crash on Bedwell Bay Rd. because of street racers. Put in some raised sidewalks or speed bumps or put some policing in place. But all of these things designed to "encourage" drivers to slow down are not even deterrents to the street racers.

If there is no enforcement than what is the use of speed limits

This is a must. I have been almost hit several times with speeders. This is a must on Bedwell bay.

Photo radar would be excellent. While I support radar signs, is there any evidence that they reduce speed? We already have lowered speed signs, yet very few pay attention.

Ridiculous. Current speed limits are sufficient

No one will pay attention to the reduced speed limit don't waste \$ on new signs or markings.

None of the offerings above will slow traffic. Speed bumps will!

Would advocate for moderate speed bumps that affect traffic above speed limit.

All of these improvements will greatly help communicate the need for traffic awareness and speed calming.

What part of NO DO YOU NOT UNDERSTAND

This would be a total waste of our tax dollars!

I believe raised crosswalks would most improve safety.

+ introduce photo radar & fines for speeding.

People drive too fast in the village!

No more signs too many already

I think that more is needed to slow traffic. The corridor from Main to Kelly, although signs are posted and the crosswalk has flashing lights, is still a speed zone. My experience is that people more often swerve, rather than slow, to avoid pedestrians. Please consider stop signs installed at the Main Ave / Bedwell Bay corner. Bring everyone to a stop... slow them down.

Markings are less effective than other potential designs

ResponseID Response

No. It's already slow enough. Some people don't even drive the current speed limit (slower) and then it makes people angry and they unsafely and illegally pass over the double yellow. It already takes forever to get out of the neighborhood if you live out here. Nobody actually cares about those signs and will still either speed, or go way too slow if that's what they want to do. It would be great to enforce the laws though, but people already know the speed limit and no amount of signs will make people care to follow to rules. It would be a waste of money and an eyesore.

I worry that the people who speed regardless of signs will use the radar sign as encouragement to speed. Alternative is occasional temporary radar sign rental

There are many more options for traffic calming. Consider also intersection narrowing, mid-road bollards (especially on corners), stop signs where there are congestion and pedestrian risks (Main and Bedwell Bay Road, Kelly and Bedwell Bay Road), traffic circles, raised speed "humps", etc. This is a very important subject for pedestrian and cycle safety and needs elevation to a much higher level of priority at the planning and Council levels.

No speed bumps or similar traffic calming changes and pavement markings ruin the natural aesthetic values that Belcarra represents

Too expensive. not required

All of these suggestions should be implemented. However, not certain of the effectiveness since there does not appear to be anyone who enforces these rules. Residents are good, it's the visitors to our Village that create the problem and they receive no consequences for their actions.

Plus more enforcement - even a cardboard RCMP officer holding a radar gun - random in time and date. Photo radar should be considered.

I believe the current speed limits are viable. The problem is many drivers ignore the speed limit. And my experience is most drivers absolutely ignore speed radar signs-- unless law enforcement is there. So basically an expensive "ornament". Belcarra roads are not on the whole, "congested", in fact we are lucky to live in an area that in my opinion has for the most part very light traffic.

Flashing speeds on signs showing actual speeds supported by regular visits by police could do something for speeding by residents leaving or returning to their homes and passing through neighbourhoods where they do not live or walk their dogs and kids!!

People become desensitized to signs if reinforcement with speeding tickets is not in place frequently.

Reduced to 40-45kph would provide better inclination to slow down and drive safely without the nuisance of the speed radar sign for residents.

ResponseID Response

Although I appreciate the opportunity for democratic feedback from residents, it is disappointing the consultants propose topics that would alter if not destroy the culture of our quaint village. There are alternate routes through the village that include paths and paved roads. Marine Ave is the grand expanse of Belcarra with the most scenic route in the village. The tennis courts is a more rustic trail. Not all paths in a rural rainforest should be expected to be wheelchair or baby-buggy accessible.

21. What is your level of support for the supporting amenities?

	Strongly Support	Support	Neutral	Oppose	Responses
Wayfinding Signage					
Count	18	13	26	36	93
Row %	19.4%	14.0%	28.0%	38.7%	
Benches & Bike Parking					
Count	8	16	21	49	94
Row %	8.5%	17.0%	22.3%	52.1%	
Pedestrian Scaled Lighting					
Count	7	8	22	58	95
Row %	7.4%	8.4%	23.2%	61.1%	
Totals					
Total Responses					95

22. What is your level of support for the supporting amenities? - comments

ResponseID Response

How many people are lost annually that we need to spend money on this?

I assume the Parks would pay for this, not Belcarra

Is this necessary for residents? Or are we doing this for visitors transiting the Village while they are using Belcarra Park?

Safety as opposed to comfort for a few cyclists

Better signage from Metro for directions to get to the parking lot for Belcarra park parking is extremely necessary. The signage at the 3 way stop needs to include Belcarra Park/Picnic parking and the park gate at Bedwell Bay Rd and Midden needs direction signage to get to the park parking lot. A sign is also needed to direct traffic right at the three way stop after park visitors have found they cannot get into the park parking.

None of these are necessary. Funding for safety is the first concern.

Already good signage however some trails not marked, no need for lights and couple of strategic benches ok however not need for bike parking.

Yeesh. Who is trying to break us???

All unnecessary and an unacceptable expense. Wayfinding!? with the ubiquitous cell phone and the hundreds of GPS, trail & map APPs available this is completely unnecessary.

Pedestrian lighting would be great but again the associated projected costs are prohibitive given the financial situation Belcarra is in and the many more core safety issues (e.g. ensuring support for shared fire services) that need to be addressed. Unless 100% of the funding for any of these proposed enhancements can be obtained through outside of tax funds, these enhancements become nice to have but not required to have. Water and fire safety are requirements.

I keep looking up to see if this survey is for Belcarra or for Metro Parks? This boggles the mind. We are not in the business of creating a park. We are a tiny, economically-stretched municipality that has no commercial base. None of these items do anything for residents who already know their way around. So why would we pay for these non-essential things for outsiders? Throughout this survey, I keep asking myself who would benefit from this? Certainly not Belcarra residents who live here specifically for a quiet life. It's just so weird. None of these items is needed or suitable for a rural area with no commercial base.

A few benches would be nice. Especially at some of the view points

ResponseID Response

Waste of money.

No more lighting!! Light pollution is a terrible problem in most urban areas. We like the dark!

Vanity project nonsense

There are already too many signs in the village. We don't need more.

All great ideas. Strongly support signage and support the others.

NO

Not necessary outside the parks

Again NO! NO! NO!

Providing amenities for larger public access is beyond our financial capabilities and not in the interests of a small quiet neighbourhood.

These would extend the park into our village.

the park trails are well marked by the parks people already. I would like to see some more lighting around the village but sadly it comes under the heading of it would be nice to have.

Frivolous expenditure

costs of installing and maintaining lighting too much. A bench or bike rack at destination locations ok, but limit these to higher volume sites.

This needs context. If the plans are on MRN roads, enjoin Metro and Translink. If the plans are about trails, talk to Metro Parks. This item seems a distraction from the village safety needs, at this time.

This exists at White Pine Beach and Belcarra Park and is not wanted in the village residential areas. Any improvements should be in these areas.

Belcarra Regional Park should have bicycle parking racks in both of the Belcarra area parks.

In my opinion, these would be cosmetic upgrades and not essential to safety.

ResponseID Response

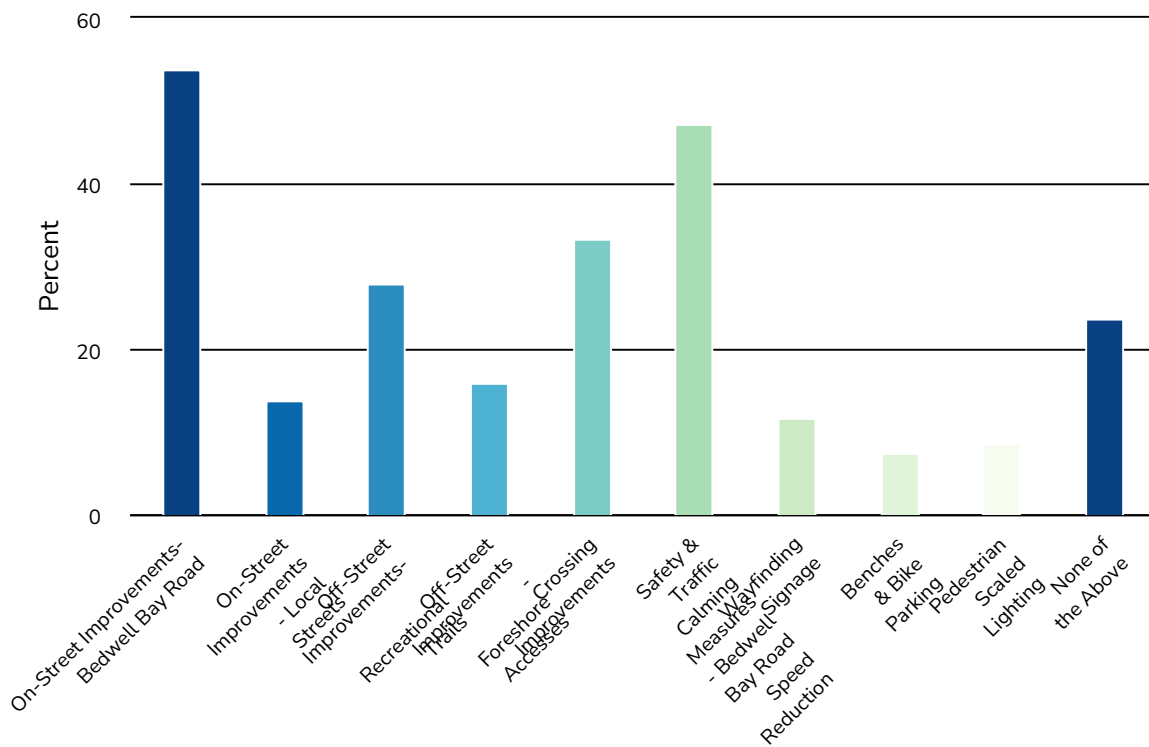
None of this is necessary in our small rural community. Save us the expense. Opposed to any and all street lighting. Lighting already installed should be removed or at the very least minimized in height and scope of beam. The light on Bedwell Bay Road at the community mail boxes and bus stop near Kelly should be moved to the other side of the road to serve only the bus stop and not cast such a wide, high beam. The light that was installed on the bend of Kelly Avenue should be removed (as promised) and never replaced with any light. It is not needed and is disturbingly visible to nearby homes at night.


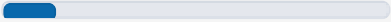
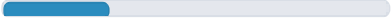
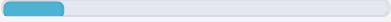
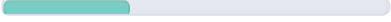
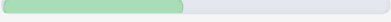
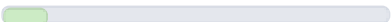
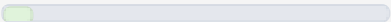
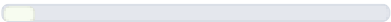
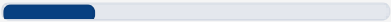
Belcarra Regional Park next to the Village provides these amenities.

I'm sure I'm beginning to sound like a Neanderthal , fighting progress at every turn. We are a beautiful Village--Between Land and Sea. We I believe have about 800 inhabitants. Most folks came to Belcarra for it's natural beauty, its distinctiveness from most urban settings. Amenities can be useful for larger areas that support much larger populations. Our uniqueness is our natural setting. The more amenities we add to our setting the less unique we become. I think some wayfinding signage might be helpful but not at "every corner"!!

Belcarra Regional Park and Jug island trail already have all of the benches, bike parking, and signage required to access them for residents and visitors from outside Belcarra. The only place I would recommend lighting is the pier to deter people from crabbing after dark as I have seen some people there outside of park hours and after dark to do so. Unfortunately this would also look inviting so I'm not sure if there is a way to accomplish that.

23. From the potential improvements identified in the proceeding questions, what are your top active transportation improvement priorities? Please select up to five.



Value	Percent	Responses
On-Street Improvements- Bedwell Bay Road	53.8% 	50
On-Street Improvements - Local Streets	14.0% 	13
Off-Street Improvements- Recreational Trails	28.0% 	26
Off-Street Improvements - Foreshore Accesses	16.1% 	15
Crossing Improvements	33.3% 	31
Safety & Traffic Calming Measures - Bedwell Bay Road Speed Reduction	47.3% 	44
Wayfinding Signage	11.8% 	11
Benches & Bike Parking	7.5% 	7
Pedestrian Scaled Lighting	8.6% 	8
None of the Above	23.7% 	22

Statistics

Skipped	7
Total Responses	93

24. From the potential improvements identified in the proceeding questions, what are your top active transportation improvement priorities? Please select up to five. - comments

ResponseID	Response
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	Again speed bumps, cost effective.
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	Do you not realize that these bike paths / shared use paths will attract powered cyclists, powered skateboards, and wheelies from all over the region. Those wanting a safe walk, away from cars should use one of the two metro Vancouver maintained trails that are provided at no direct cost to the village. We are not Anmore or Lions Bay. Keep Belcarra the way it is. Use this money for fire protection and the so called debt crisis that some people are obsessed with. Gordon Sadler, 4950 Robson Road.
--	---

	Prioritize safety.
--	--------------------

	Rationales are provided in my comments on each previous section.
--	--

	Only make compact gravel walking paths along road.
--	--

	We have an easy all-Belcarra safe, fairly flat access network (side streets and park trail - from Coombe to Watson. Additional spending is not something we need or can afford.
--	---

	Belcarra needs to focus on how to support the critical infrastructure issues we have such as those related to fire and water security and how to develop a sustainable financial plan that does not rely solely on increasing taxes in perpetuity. All of the estimated costs for the above projects will of course be higher than stated once realized and unless someone can ensure 100% external funding for them I do not think our Village employees should spend much more time exploring this any further (at this juncture).
--	--

	The only thing we need -- and the only thing we can afford -- is raised side walks or speed bumps to slow down drivers and deter street racers. I am so philosophically and practically opposed to all of the other suggested "improvements." With the exception of the traffic calming measures, I see all of the above as serious detriments to residents' quiet enjoyment of their homes and neighborhoods. Furthermore, I see serious concerns for fire and safety hazards. And, finally, we can't afford this. I don't care if we got a 99% grant. We still can't afford this on an ongoing maintenance and operations basis. What are we going to do, add more staff to maintain these improvements? Not realistic. Let's be prudent in a very unstable time. Let's take care of basics and let residents live their lives in peace.
--	--

	We have no money and a sizeable debt. And on top of this scenario we need to finance a new fire hall for which we have saved very, very little. It is galling that we don't seem to have our priorities straight. There are needs and wants. A fire hall is a need and we don't even have money for that. Why on earth are we thinking that the ATNP is not just a want (for which we have no money) when we have millions in debt and many more millions in principal and interest payments coming on a fire hall debt? With 322 households to pay for it. This is just asinine!
--	---

ResponseID Response

Everything is fine in Belcarra except for the excessive speed problem, and it is huge.

One of the things that hasn't been mentioned is narrowing traffic lanes to help with traffic calming. There are a variety of traffic lane widths in the village from 9.5' to 14' and it is my experience that speeding occurs when a lane is flat and wide.

Widen the narrow roads on Belcarra Bay rd. and Turtlehead to street standards

Providing amenities for larger public access is beyond our financial capabilities and not in the interests of a small quiet neighbourhood.

Hedge trimming is not offered as an option to widen existing shoulders

We are rural as the argument is used for many other topics. Why all of a sudden are we looking at these frivolous expenditures?

Taylor Rd trail should be prioritized to provide safe access to bus stop and postal boxes on Bedwell Bay Rd.

Start where there are needs for identified safety improvements. See the 2022 report from the ICBC to the Village of Belcarra. Implementation of the ICBC recommendations has been delayed without clear justifications. Further distractions, additional study and survey will not satisfy alter those recommendations.

We think the residential areas of Belcarra should remain as they are with improvements only in public access areas like White Pine Beach and Belcarra Regional Park

Bike parking in Belcarra Regional Parks nearby.

Maintain the trails on a regular basis. Provide gravel, clean off leaves and provide safe wood stairs and rails.

As a 45 year resident, I would like to see our main and side roads paved in a safe and consistent manner when necessary. For many years, our winter conditions have been hard on the roads. Paving companies do repairs, redo the repairs that were poorly done and most of our roadways still have potholes,- bumps and our roads are probably not that safe and are certainly unsightly. Having said that, portions of Marine Avenue were repaved recently and the work was excellent-to the point where I sent a letter to the paving company thanking them for a job well done. Snow clearing the last several years has been excellent in our area. To summarize, In my opinion our village needs safe roads for driving, and walking, but needs to be cognizant of the costs involved. We taxpayers must pay those costs. and if they become too exorbitant , many folks will be unable to pay the increased taxes etc. Again we are a beautiful small village, with some amenities, we are not a city nor do we want t

ResponseID Response

Changes that will actually lower speeds through the Village on Bedwell Bay Rd by both residents leaving and returning to the Village, and visitors testing their motorcycles and loud cars, should be the priority for increasing safety and lowering impacts on roadside residents!

I would like Belcarra to prioritize maintaining the natural and secluded aspects of the village, avoiding pavement and lights outside of the main and local roads as much as possible.

25. Please use the comment box to share any further questions or thoughts about Belcarra's Active Transportation Network Plan with the project team.

ResponseID	Response
33	In my view money and effort should be invested in maintain the current infrastructure that we have today like water system, road maintenance.
37	We have things that have more priorities, that require our tax money. New Fire Hall, More fire fighting water capacity.
39	The costs of improving sections A3, A4, A5 and A6 will be extremely high for many reasons. I think routing Village recreational traffic up/down to Marine Ave and up/down to Main Ave should be priorities. We will have an extremely high cost associated with potential safety improvements for non-Villagers that transit Bedwell Bay Road in the above mentioned segments.
42	Given the limitations on funds, risk management should be a priority, not the needs of a half dozen cyclists.
43	We should just be considering is safety and directional signage to reduce traffic coming into the village.
44	Where is the money coming from?
46	Pedestrian safety is primary. A survey might be conducted to determine village residents' interest in recreational cycling. My choices and rationales for them prioritize safety for pedestrians. I recommend large & clear signage (maybe at the 3-stop sign corner, south end of Sasamat Lake) alerting "road racing" cyclists about highly unsafe conditions beyond that point. Cyclists' speed, sometimes difficult to distinguish jersey colors plus narrow roadways make their use of roadways VERY unsafe for pedestrians, them, and vehicles. If pathways for pedestrians are shared with "racers" that creates unsafe conditions for both groups.
51	Physical improvements & signage on Marine and Main Ave and to C1 to C5 should be considered as viable alternatives for extensive work on Bedwell Bay Rd. Speed and noise control on Bedwell Bay Rd are urgently needed.
54	All the funding should go to widening as much of Bedwell Bay Rd as possible for bike and pedestrians. Secondary widen well used paths for bike access, third speed reduction on hill on Bedwell Bay Rd at Kelly access.
58	Please curb fast and loud motorbikes screaming down bedwell bay road doing a loop around midden rd then screaming back up. Dangerous and disturbing!

ResponseID Response

60 Residents already spoke up. Too bad we are having to respond to even glossier presentation. Hope sound minds prevail. We have potable and fire fighting water issues We have new firehalls to pay for We have expensive staff and sadly no means to continually generate revenue so... Please be wise Do right and smart things Allow subdivision smaller lots Allow small commercial Listen to smart residents. Very disappointing when we already said NO we are doing another survey.

62 Perhaps I should know more about how this is to be funded? If even one nickel is required from the Village of Belcarra residents (even Council and Admin time on this "project" means we are spending money that we do not have!), I cannot understate how opposed I am to this. We have a firehall in need of replacement, we have water infrastructure problems, we cannot get basic road maintenance taken care of without significant pressure. We have virtually no services (other than self-serve garbage and snow removal) for our tax money. We have NO MONEY available for this type of thing - save perhaps for critical safety issues like speed limits and crosswalks). We also do not have a CRITICAL NEED for any of this. We have a viable, safe, flat connection of trails and side roads that get you through and around all of Belcarra (park trails - Springboard goes all the way to Port Moody/Sasamat; Marine Ave. trails go all the way from the park to Watson). To suggest we need paved, marked, signed, lit pathways in and around the Village is not consistent with our ability to pay, or our needs (and wants). Inviting additional traffic into Belcarra to access the foreshore is astonishing. These are sensitive areas adjacent to quiet residential neighbourhoods. NO ONE wants this in their neighbourhood. There may be folks who muse about this philosophically - "wouldn't it be nice" - usually they do not live in the affected areas. The costs to the community would range from nuisance (noise, trash, confrontations) to serious issues around safety, crime, fires, etc. We are not Venice Beach, California. We are a modest, non-commercial, very small Village, absent the means to support tourism beyond what is already generously offered with the park and the hiking trails - for which there is already great access and available parking beyond what our little section of nature will support.

64 Thank you for looking into this and presenting various possible options. It is abundantly clear to me that there may be some good ideas for consideration at a later time, once the more critical items of concern for Village residents are fully addressed. Even with external funding, such projects will take up staff time and in many cases create both anticipated and unanticipated downstream problems that will also draw on staff and other resources. Appreciate the thinking, just not the time for most of the proposals brought forth.

ResponseID Response

66 It's pretty easy to see how absolutely opposed I am to almost all of these "improvements." Why does this issue keep coming back when it is repeatedly voted down? I keep looking up to see if this survey is for Metro Parks or Belcarra residents? I keep going back to the question of whom would these "improvements" be serving? They certainly would not serve me or my family. From my point of view, the traffic calming measures are the only viable option at this time. I hope the VOB will pursue those measures and leave the rest on the cutting room floor. All of these other options would be destructive to our family's experience of the Village. Our greatest pain points in the Village are street racers on Bedwell Bay Rd. and noise, garbage and fire issues associated with non-residents accessing the foreshore. We feel under threat by daylight and after hours visitors to the foreshore access points. We feel underprotected by the RCMP who are loath to come out this far for noise complaints and even more hesitant to enter paths to the foreshore in the dark without backup. We feel the Bedwell Bay Marine Protected Area is only just now getting the protection it deserves with a no anchor zone, so why would anyone reimpose threats to this fragile area? And we feel our current walking routes are perfectly safe and in keeping with a simple Village with no commercial base. It is our strong sentiment that almost all of these "improvements" would be destructive to residents' quiet enjoyment of their homes and neighborhoods and invite usage for which we have a) no ability to police or maintain and b) have no money to support. Put in the raised cross walks and other traffic calming measures. Then stop.

73 Comments have been made.

82 Photo radar would make our streets safe and could provide needed funds to the village. There are a few areas along Bedwell Bay where the verges are very narrow particularly between Main and Marine and an improvement there might be helpful. But speed is the issue!!

86 We are a small community of 250ish households. We are having issues paying for our existing infrastructure as it stands now. There is no need to add these features especially when we already have several perfectly safe low traffic walking corridors (ie Marine and Maine). Council's priorities should be focused on revenue raising activities like selling surplus land instead of spending dollars we don't have

87 Re surface Bedwell Bay Road and save the rest of the \$ for tax future tax reduction and pay down village debt. It's like the village has \$ burning a hole in their pocket.

93 What about a connecting trail from Bedwell Bay Road to the Tum-tumah-Wheaton Road Trail?

98 Thank you for the great information and options your team is suggesting for Belcarra. It's my hope that all of these improvements will greatly enhance the safety of people walking, cycling, and rolling in our village.

105 All of these ideas/plans would absolutely destroy the natural beauty and exclusivity that Belcarra has always been known for.

ResponseID Response

106	This appears to be a push towards making Belcarra Village residents bear the financial burden of providing all the amenities and safety regulations of a Provincial Park rather than looking towards meeting the needs of a small neighbourhood community.
114	This ATNP is a nice-to-have plan. Who will pay for it - the property owners, of course, less available govt grants. There are other outstanding improvement/repair projects the Village MUST fund and complete before addressing the ATNP
116	If we don't exercise great care, we risk becoming a tourist destination for the ever increasing population that is surrounding us. Pave paradise.. put a parking lot. You don't know what you got till it's gone.
119	none required and no money to pay for
122	I do not find these investments necessary. With little detours, it is not difficult to navigate your way through the village safely. As a cyclist, mixing pedestrians with cyclists along Bedwell Bay Road is a terrible idea given the blind spots, gradient and off-camber sections. Given the village's financial situation, there are more important priorities to focus on, particularly when there are ways to get around the village and avoid parts of Bedwell Bay Road.
124	I like a lot of what is being suggested but once again I put most of these improvements in the nice to have bucket. We have existing debt that we are wrestling with, a huge expenditure coming our way with the new firehalls and I believe the chlorination system for our water system is a band aid regarding getting enough water for firefighting. Most of what is suggested in this plan is not necessary or a priority. Not sure why we are even spending any time or money on this plan at this time. we should be focusing on our priorities. In addition to what I have mentioned already, what about the dilapidated tennis courts, no real work being done on fireproofing our village, drainage... and why isn't council spending more time on selling road ends so we can pay for our existing debt, paying off the new firehalls and giving us a break on our property taxes which keep going up and up at a much higher rate than inflation.
125	Missing traditional trail alignment as per Belcarra OCP document. Tsleil-Waututh summer camp in park along the shore and Marine Avenue over to the lake and then to loco town centre to church.
128	There is no economic benefit to Belcarra for the justifications used by major municipalities to remove people from their cars and support local business. We should not be a part of active transportation, just because metro has funding available.
131	we don't have the money to spend on the above. we would be digging ourselves into a deeper financial hole. sick of property taxes going up to pay for things like this.

ResponseID Response

146	I think Belcarra is great the way it is, and I think the only real issue with living here is hoards of people coming in during spring and summer and treating the place with total disrespect. I wish the laws about not parking illegally on bedwell bay would be enforced and public intoxication would be taken more seriously... and even better.. enforcing the bylaws against littering so my husband doesn't have to be the one telling people off. I don't want to incentivize more people coming here. It's already too packed to enjoy and too small to accommodate the amount of people who flood in. If this place ever ends up on fire, it will be a tragedy because nobody will be able to escape in time and we'll all be packed like sardines.
150	No further increases to our property taxes. We are still paying for our water supply. None of these "enhancements" are needed.
151	These surveys, from your comments, are susceptible to "gaming". That is, there are no controls on responder duplications and it would be unwise to use volume of response as a measure for going forward. This does not always sit well with a political (populist) approach. Maintaining a transparent approach seems safer..
154	See above
156	We do not need any more expense in Belcarra. We need to focus on our water system repairs and maintenance, a new firehall, selling/leasing road ends and other surplus Belcarra property. We need to keep taxes, water and garbage down not going up 10-15 percent every year.
157	Number one priority should be safety of those of us who live in the Village. We should be able to walk on all roads, with our children, with our pets, and not fear being run down.
158	It would have been helpful to have had more information about how some of these potential improvements might impact private properties. Traffic noise (racing motorcycles and cars especially late at night) has not been addressed and is an associated issue. Traffic calming could improve this but removing hedges could make it worse for some homes.
159	Survey required to be completed should be set up to receive "one" survey report for each property owned.
160	Thanks for all the work preparing this survey. I love where I live and part of the reason I enjoy living in Belcarra is because it is decidedly different from other urban areas. Upgrades are necessary especially where safety is concerned. But I don't want to see Belcarra morph into a mini metropolis. Thanks for allowing Belcarra's residents to express their opinions. Good Luck with your deliberations..
162	Lights that have been installed without interaction with the residents who are most affected should be removed or redirected to reduce the intrusion and annoyance immediately. Planning should include direct discussion with the property owners who would be most affected by some of the potential roadway changes, e.g. development of sidewalks, raised crosswalks, etc. THANK YOU FOR THE OPPORTUNITY TO COMMENT.

- 163 Belcarra is a safe place when people obey the present Belcarra signage and drive defensively instead of the fast and aggressive driving so often witnessed especially around blind hills and corners. Share the road!
- 166 Thanks for the concept and opportunity to comment. Mixed feelings need for opportunities to be in nature, but concern about safety of the community, especially when it's dry.
- 167 My biggest pain point in the village is parking for visitors. With a narrower driveway having friends and family over is a logistics nightmare with areas for permit parking being spread out and sparse it is not very accommodating. Our only feasible options are to take the spots other residents often use or to shuttle people from their cars to our home if they park at the village hall since that is a mile away from our home.
- 171 There are very few cyclists in the village. Sometimes riders have to dismount and walk their bikes. Are Belcarrian tax payers expected to build routes for tourists?



Belcarra ATNP Survey 2

Welcome!

The Village of Belcarra is in Phase 3 of developing an Active Transportation Network Plan (ATNP). This includes the development of preliminary active transportation design concepts and project segments identified for improvement.

While Belcarra boasts a beautiful network of trails and pathways, our local roads lack the necessary infrastructure to safely connect people to key destinations by walking, cycling, or rolling. The ATNP will help the Village of Belcarra access funding opportunities for active transportation improvements.

Our aim is to enhance active travel accessibility and safety in a fiscal, social, and environmentally responsible way.

Your Input is Important!

Please complete this survey to share your thoughts on the recommended Future Mobility Network and active transportation design concepts. The survey is divided into the following sections:

- Future Mobility Network Introduction
- On-Street Improvements - Bedwell Bay Road
- On-Street Improvements - Local Streets
- Off-Street Improvements - Recreational Trails
- Off-Street Improvements - Foreshore Accesses
- Crossing Improvements
- Bedwell Bay Road Speed Reduction
- Supportive Amenities

The survey will take approximately 10 to 15 minutes to complete. The information collected is anonymous, and no personal information is requested or required.

Please begin!

Future Mobility Network Introduction

Before you dive into the survey, we want to make sure you have all the important details! There's some key background information we need to share before you answer our questions.

The Project Team has developed a recommended Future Mobility Network. It reflects and considers:

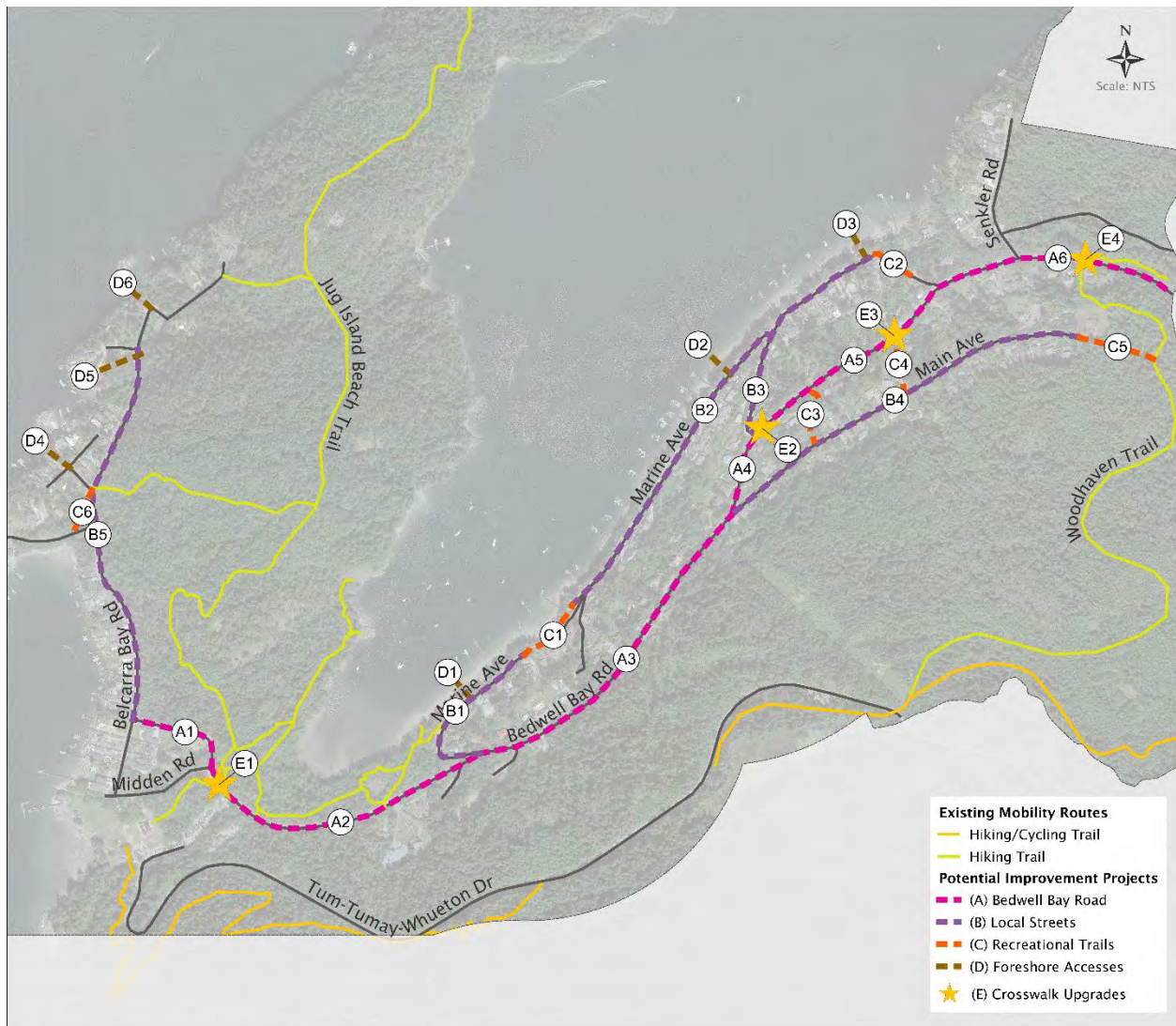
- Locations identified for improvements in the first round of engagement.
- Creating connections and minimizing gaps in the existing network.
- Feasibility, maintenance, and flexibility of implementation in the short, mid, and long term.
- On-street improvements along Bedwell Bay Road with design options to increase the safety and comfort of people walking and biking.
- On-street improvements to local roads with design options to visually reflect that the road is shared by all road users.
- Off-street improvements to recreational trails and foreshore access with design options that consider environmental impact and accessibility.
- Safety and traffic calming measures with design options that consider the scale and unique characteristics of the village.
- Potential active transportation amenities to enable walking and biking.

The map below presents existing mobility routes and the potential project segments that include one or more of the active transportation improvements identified above. This survey presents preliminary design concepts together with order-of-magnitude costs. Belcarra's active transportation network improvements can take a variety of forms depending on the context. The improvement projects are divided into separate segments (e.g., A1, A2, etc.) to demonstrate how they can be implemented in phases over time. The phased approach offers flexibility and helps reduce up-front costs.

The questions seek your level of support for each design option and your priorities for improvement.

The Plan will be implemented over the next 10+ years, starting with low-cost improvements that can be implemented quickly such as road shoulder improvements and measures to reduce vehicle speeds. Larger projects such as creating new walking and biking routes will be implemented in several segments as separate projects that focus on the most critical areas such as the segment of Bedwell Bay Road between Kelly and Main Avenue. This incremental approach helps spread costs over time and helps make best use of the available funding programs.

Order of Magnitude cost estimates have been developed at a high level for planning purposes only. Actual cost estimates would require input from a detailed conceptual design for each project. Costs may increase in locations where road widening is required



Active Transportation Facilities for Rural Contexts

Rural design strategies offer cost-effective alternative solutions in rural contexts. The following solutions may be implemented where limited space, environmental considerations, and budget constraints present challenges in rural contexts.

SIDEWALKS	
	<p>Sidewalks provide dedicated spaces for pedestrians alongside the roadway. Sidewalks are typically constructed out of concrete, raised above the roadway, and separated by a curb.</p> <p>Separated Sidewalks: Sidewalks that are separated from the roadway by a furnishing zone are facilities for All Ages and Abilities (AAA).</p> <p>Non-Separated Sidewalks: Sidewalks that are located directly next to the roadway are considered supporting facilities that can be provided in rural contexts where AAA facilities are not feasible.</p>
SHARED-USE PATHS	
	<p>Shared-use paths are paved trails that are located within the road right-of-way but separated from vehicular lanes by a barrier or curb.</p> <p>Separated Shared-Use Pathway: Separated shared-use paths separate pedestrians and cyclists using a painted line, visual separation, or a vertical or horizontal feature.</p> <p>Un-Separated Shared Use Pathway: Un-separated shared-use paths do not provide separation between pedestrians and cyclists. These may be appropriate where volumes are low and there is limited width.</p>
SHARED STREETS	
	<p>Shared streets are roadways where cyclists, vehicles, and sometimes pedestrians share the travelled way under low-speed conditions.</p> <p>Bicycle Boulevards: Shared roadways that limit exposure to motor vehicle traffic with traffic calming measures, pavement markings, and signage.</p> <p>Shared Lanes: General purpose travel lanes along low-volume and low-speed roadways with sufficient width to facilitate a small range of experienced cyclists amongst other motor vehicles.</p>
PEDESTRIAN LANES	
	<p>Pedestrian lanes are an effective strategy for creating dedicated pedestrian space along rural roads without the need for full sidewalks.</p> <p>Buffered Pedestrian Lanes: Dedicated lanes that are separated from the roadway using paint or flexible bollards to create a buffer between vehicular traffic and pedestrians.</p> <p>Painted Pedestrian Lanes: Dedicated lanes that are located directly next to the roadway and marked using a painted line. Painted lanes may be considered on rural roadways with low vehicle volumes and speeds.</p>
ADVISORY LANES	
	<p>Advisory lanes are uni-directional pedestrian and/or bike lanes on either side of bi-directional vehicle lane. Motorists may temporarily enter the advisory lanes to pass oncoming traffic, after yielding to active modes.</p> <p>Advisory Bike Lanes: Uni-directional bike lanes on either side of a narrow bi-directional vehicle lane.</p> <p>Advisory Shoulders: Where no sidewalk exists, advisory lanes may be used for both walking and cycling, in which case the facilities are called "advisory shoulders".</p>
ROAD SHOULDERS	
	<p>Road shoulders alongside rural roads can be designed with sufficient width to accommodate active modes. These shoulders can be enhanced with painted buffer zones or rumble strips.</p> <p>Walkable Shoulders: Walkable shoulders are paved spaces on the side of the roadway which may be used by pedestrians and cyclists.</p> <p>Bike Accessible Shoulders: Bicycle accessible shoulders are paved shoulders on the right side of rural roads that are designed with sufficient width to accommodate cyclists.</p>

On-Street Improvements - Bedwell Bay Road

The following three design options are being considered to improve Bedwell Bay Road:

1. Sidewalks



Sidewalks dedicate spaces for pedestrians alongside the roadway, typically constructed out of concrete, raised above the roadway, and separated by a curb.

Pros: Sidewalks offer a safer experience for pedestrians with clearly separated space from vehicles and cyclists. As a dedicated facility, sidewalks can be narrower than shared facilities, which can be easier to accommodate in constrained areas.

Cons: Sidewalks do not accommodate cyclists and cost more to build and maintain than some of the other design alternatives.

Order of Magnitude Cost (per segment): >\$500k

2. Shared Pathways



Shared pathways provide shared space for pedestrians and cyclists. They provide two-way travel within the road right-of-way but are separated from vehicular lanes by a barrier.

Pros: Shared paths accommodate pedestrians and cyclists in a single, wider path, separating active modes from vehicles in a more space-efficient manner than separate sidewalks and bike lanes.

Cons: Shared paths can create potential for conflict between pedestrians and cyclists and require additional width which can be difficult to

achieve in constrained areas.

Order of Magnitude Cost (per segment): >\$500k

Note: Shared paths need to be wider than pedestrian-only paths/sidewalks which may be difficult or costly to do in certain locations where road widening would be required.

3. Buffered Lanes



Buffered lanes provide dedicated space for pedestrians without the need for full sidewalks, typically marked using paint and bollards to create a buffer from vehicles.

Pros: Buffered lanes offer a low-cost and easy to implement solution that allows for flexibility by using painted buffers, bollards, or concrete curbs as separation.

Cons: Buffered lanes offer less protection for pedestrians than a raised sidewalk and they do not readily accommodate cyclists (unless they are made wide enough to be shared).

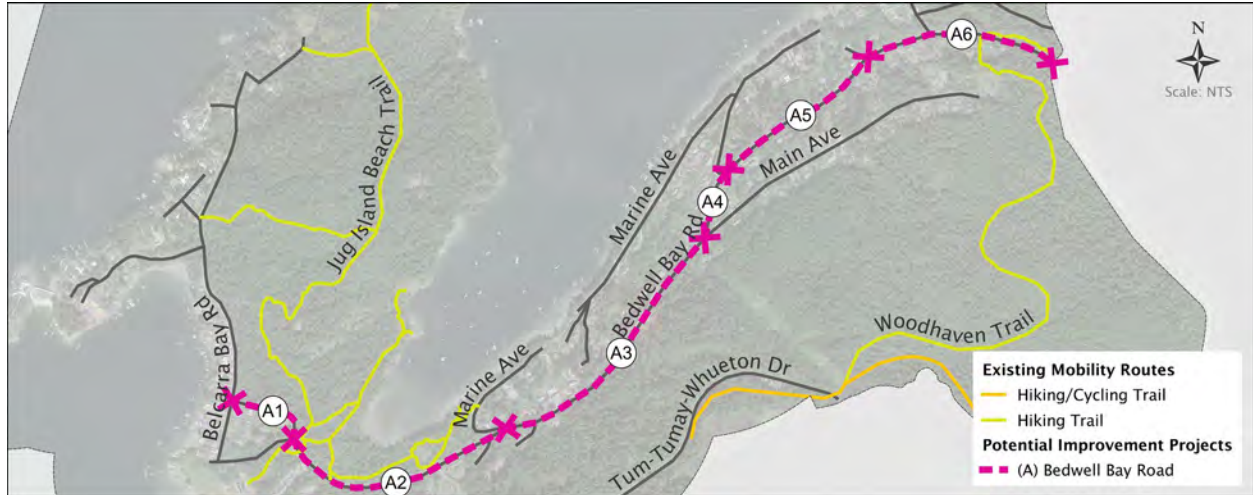
Order of Magnitude Cost (per segment): \$100k-\$249k

1) What is your level of support for the potential conceptual designs for improving Bedwell Bay Road?

	Strongly Support	Support	Neutral	Oppose
Sidewalks	()	()	()	()
Shared Pathways	()	()	()	()
Buffered Lanes	()	()	()	()

Comments:

Six segments have been identified for improvements.



2) Which segments would you like to see prioritized for improvement? Please select up to three

- ☐ A1. Belcarra Bay Road – Midden Road
- ☐ A2. Midden Road – Marine Avenue
- ☐ A3. Marine Avenue – Main Avenue
- ☐ A4. Main Avenue – Kelly Road
- ☐ A5. Kelly Road – Watson Road
- ☐ A6. Watson Road – Village Boundary

On-Street Improvements - Local Streets

The following two design options are being considered to improve local streets:

1. Advisory Shoulders



Advisory shoulders are painted pedestrian/bike lanes on either side of a single-vehicle lane. Motorists drive in the centre lane but use the advisory lanes to pass oncoming traffic.

Pros: Advisory shoulders provide space for pedestrians and cyclists without the need to widen roadways. They can help reduce vehicle speeds and are cost effective.

Cons: Advisory shoulders do not provide physical separation from vehicles, and they create potential for conflict when vehicles use the shoulder to pass oncoming drivers.

Order of Magnitude Cost (per segment): \$100k-\$249k

2. Walkable Shoulders



Walkable shoulders are painted road shoulders on one side of a rural road. Walkable shoulders are designed with sufficient width to accommodate pedestrians and/or cyclists.

Pros: Walkable shoulders provide dedicated space for pedestrians and cyclists without the need to share with vehicles, offering a low-cost solution for quiet streets. These shoulders can be enhanced with painted buffer zones or rumble strips to further improve safety.

Cons: Walkable shoulders are bi-directional and may require additional width over uni-directional advisory shoulders. Physical buffers are optional but may increase costs and require additional maintenance.

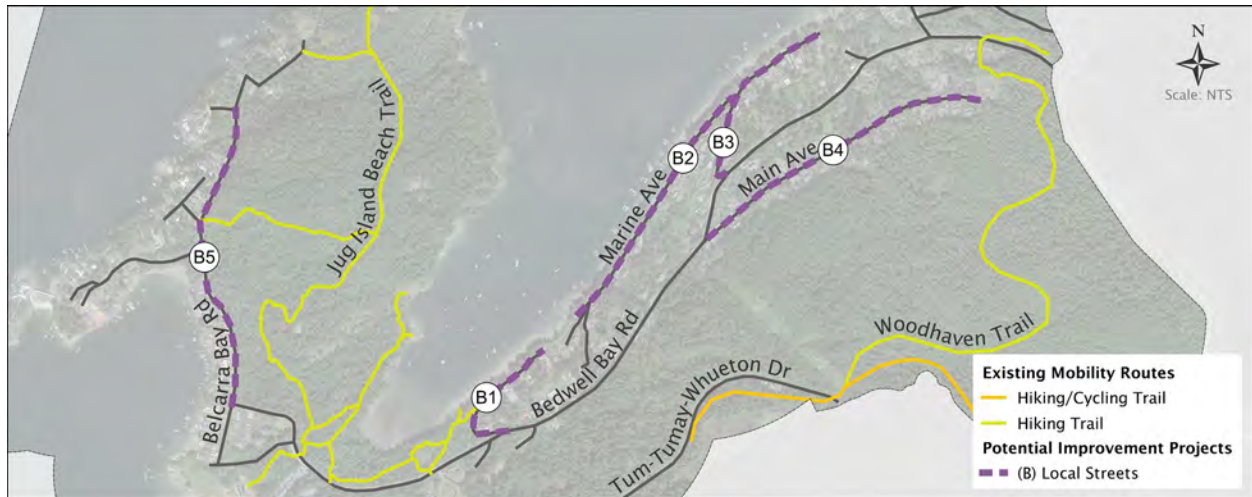
Order of Magnitude Cost (per segment): \$100k-\$249k

3) What is your level of support for the potential conceptual designs for improving local streets?

	Strongly Support	Support	Neutral	Oppose
Advisory Shoulders	()	()	()	()
Walkable Shoulders	()	()	()	()

Comments:

Five local streets have been identified for improvements.



4) Which local streets would you like to see prioritized for improvement? Please select up to three.

- ☐ B1. Marine Avenue (West)
- ☐ B2. Marine Avenue (East)
- ☐ B3. Kelly Road
- ☐ B4. Main Avenue
- ☐ B5. Belcarra Bay Road

Off-Street Improvements - Recreational Trails



The following two design options are being considered to improve recreational trails:

1. Paved Trail

Paved trails provide safe and enjoyable walking and biking experiences away from vehicular traffic. The paved surface improves accessibility to accommodate more users.

Pros: Paved trails provide a smooth, accessible surface that can accommodate a wider variety of

users including strollers, wheelchairs, and bikes. Paved trails also require less maintenance and remain stable during wet conditions.

Cons: Paved trails are more expensive to build and have a less natural look and feel than unpaved trails. Some trails or trail segments cannot be paved due to slope and potential speed factors.

Order of Magnitude Cost (per trail): \$100k-\$249k

2. Unpaved Trail



Unpaved trails provide walking and biking options that are separated from vehicular traffic. The unpaved surface maintains natural character but limits accessibility.

Pros: Unpaved trails provide a lower cost alternative to paved facilities while maintaining separation from the road network and blending into the surrounding environment with a more natural look and feel than paved trails.

Cons: Unpaved trails require more frequent maintenance and become muddy or uneven in wet weather. Unpaved trails are also less accessible to people of different ages and abilities.

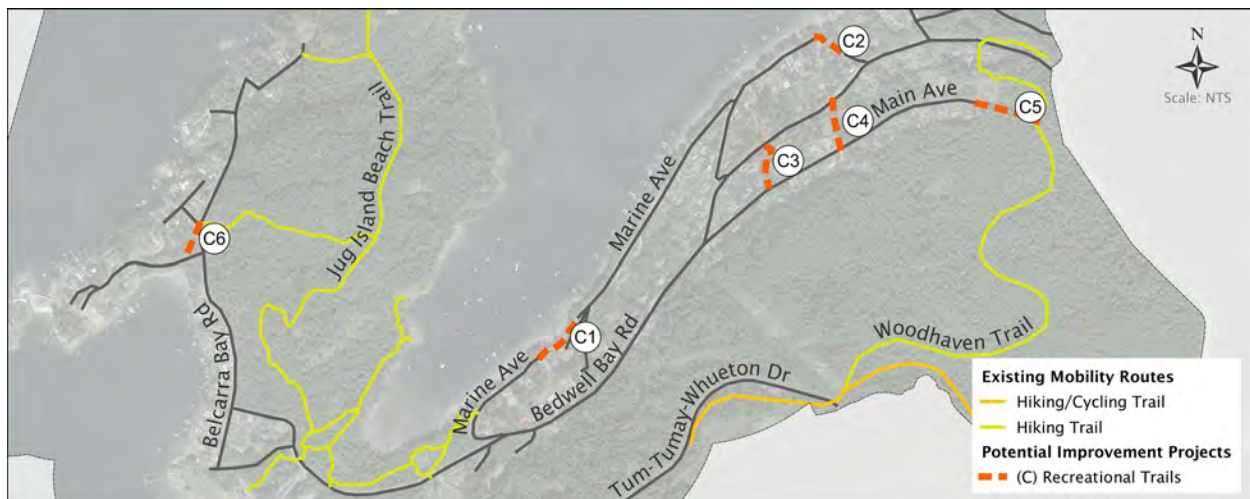
Order of Magnitude Cost (per trail): \$25k-\$99k

5) What is your level of support for the potential designs to improve recreational trails?

	Strongly Support	Support	Neutral	Oppose
Paved Trail	()	()	()	()
Unpaved Trail	()	()	()	()

Comments:

Six trails for either paved or unpaved improvements have been identified.



6) Which trails would you like to see prioritized for improvement? Please select up to three.

- ☐ C1. Marine Trail
- ☐ C2. Watson Trail
- ☐ C3. Taylor Trail
- ☐ C4. Tatlow Trail
- ☐ C5. Main Trail
- ☐ C6. Turtlehead Trail
- ☐ None of the Above

Off-Street Improvements - Foreshore Accesses

The following two design options are being considered for some of Belcarra's foreshore access points.

1. Paved Trail



Paved trails or stairs provide safe walking experiences with reduced tripping hazards. The paved surface can improve accessibility to accommodate more users.

Pros: Paved trails and stairs can provide a more accessible surface that can accommodate a wider variety of users. Paved trails or stairs also require less maintenance and remain stable during wet conditions

Cons: Paved trails or stairs are more expensive to build and have a less natural look and feel than unpaved trails or stairs. Some trails or trail segments cannot be paved due to slope and potential speed factors.

Order of Magnitude Cost (per access point): \$25k-\$99k

2. Unpaved Trail



Unpaved trails provide walking and biking options. The unpaved surface maintains natural character but limits accessibility.

Pros: Unpaved trails provide a lower cost alternative to paved facilities while maintaining separation from the road network and blending into the surrounding environment with a more natural look and feel than paved trails.

Cons: Unpaved trails require more frequent maintenance and become muddy or uneven in wet weather. Unpaved trails are also less accessible to people of different ages and abilities.

Order of Magnitude Cost (per access point): < \$25k

7) What is your level of support for the potential designs to improve foreshore access points?

	Strongly Support	Support	Neutral	Oppose
Paved Trail	()	()	()	()
Unpaved Trail	()	()	()	()

Comments:

Six foreshore access points have been identified for improvement.



8) Which foreshore access points do you want to see prioritized for improvement? Please select up to three.

- ☐ D1. Marine Avenue East
- ☐ D2. Marine Avenue West
- ☐ D3. Scuba Divers Trail
- ☐ D4. Whiskey Cove Lane
- ☐ D5. Coombe Lane
- ☐ D6. Salish Road
- ☐ None of the Above

Crossing Improvements

The following three design options are being considered for some of Belcarra's crossings.

1. Raised Crosswalks



Raised crosswalks create a level surface for pedestrians and slow vehicle speeds, improving visibility and reinforcing pedestrian priority.

Order of Magnitude Cost (per crossing): \$25k-\$99K

2. Pedestrian Flashers



Pedestrian flashers and Rectangular Rapid Flashing Beacons (RRFBs) flash when activated by a push-button to warn drivers that a pedestrian is crossing.

Order of Magnitude Cost (per crossing): \$25k-\$99K

3. Decorative Crosswalks



Decorative crosswalks enhance the visibility of a crosswalk and can also be used as branding and wayfinding along an active transportation route.

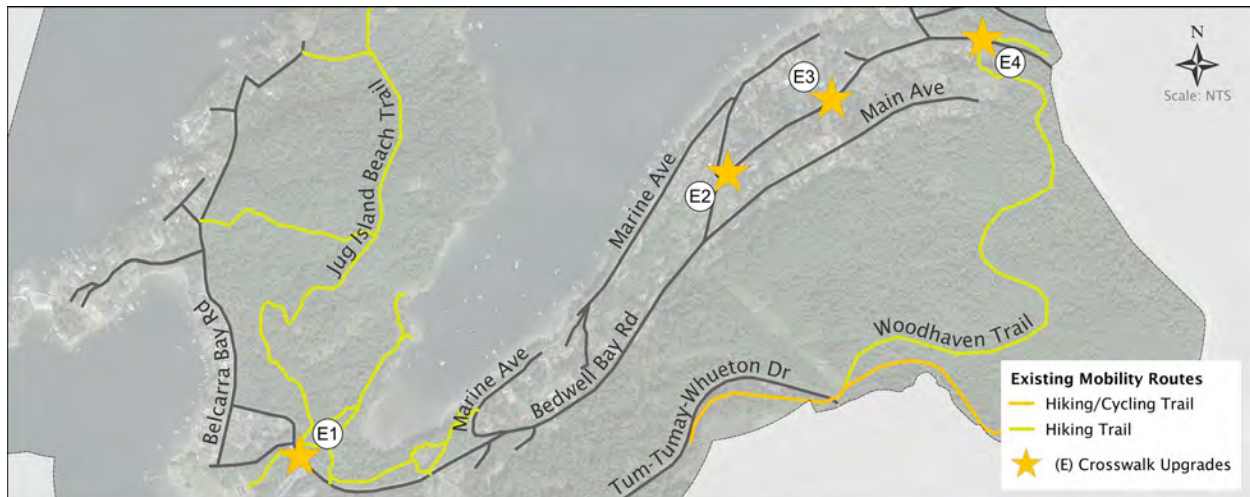
Order of Magnitude Cost (per crossing): < \$25k

9) What is your level of support for the potential crossing designs?

	Strongly Support	Support	Neutral	Oppose
Raised Crosswalks	()	()	()	()
Pedestrian Flashers	()	()	()	()
Decorative Crosswalks	()	()	()	()

Comments:

Four crossings have been identified for improvement along Bedwell Bay Road.



10) Which crossings do you want to see prioritized for improvement? Please select up to two.

- ☐ E1. Bedwell Bay Road & Jug Island Beach Trail
- ☐ E2. Bedwell Bay Road & Kelly Road
- ☐ E3. Bedwell Bay Road & Tatlow Trail
- ☐ E4. Bedwell Bay Road & Woodhaven Trail
- ☐ None of the Above

Bedwell Bay Road Speed Reduction

The following three design options are being considered to reduce speed on Bedwell Bay Road.

1. Reduced Speed Limits



Reduced speed limits encourage drivers to slow down, making roads safer for people walking and biking, and discouraging non-residents from driving along the roadway.

Reducing speed limits along Bedwell Bay Road offers a quick, easy to implement, low-cost, and effective approach to improving safety for all users along the roadway.

Order of Magnitude Cost (per segment): < \$25k

2. Speed Radar Signs



Radar speed signs are pole mounted devices equipped with radar speed detectors that slow drivers down by alerting them of their speed.

Providing speed radar signs in strategic locations (i.e., locations where speeding is known to occur) along Bedwell Bay Road can encourage drivers to slow down.

Order of Magnitude Cost (per segment): < \$25k

3. Pavement Markings



Pavement markings are road surface markings that guide and regulate traffic to improve safety for all users, including drivers, cyclists, and pedestrians.

Pavement markings include symbols and words indicating speed limits, reminding drivers to slow down, and designating road users in shared spaces.

Order of Magnitude Cost (per segment): < \$25k

11) What is your level of support for the potential designs to reduce speed on Bedwell Bay Road?

	Strongly Support	Support	Neutral	Oppose
Reduced Speed Limits	()	()	()	()
Speed Radar Signs	()	()	()	()
Pavement Markings	()	()	()	()

Comments:

Supportive Amenities

The following three supportive amenities are being considered for Belcarra.

1. Wayfinding Signage



Wayfinding signage supports safe and enjoyable trip making by providing simple, clear, and intuitive information to help people navigate unfamiliar environments. They are considered for trail wayfinding and establishing active transportation routes.

Effective wayfinding signage should be strategically located and provided in a format that is easy to access and understand for people of all ages and abilities.

Order of Magnitude Cost (per segment): \$25k - \$99K

2. Benches & Bike Parking



Benches provide spaces for people to rest, making trails and pathways more accessible to a wider range of users, and providing a place for people to stop during a long trip or enjoy a scenic view.

Bike parking provides convenient access to trails and beaches.

Order of Magnitude Cost (per segment): < \$25k

3. Pedestrian Scaled Lighting

Contextually appropriate lighting is important to ensure that pedestrian and cycling facilities are safe, accessible, and reliable throughout all seasons and times of day.



Low impact is designed to minimize cast shadows with appropriate illumination levels, gradual lighting transitions, and suitable colour temperatures.

Order of Magnitude Cost (per segment): \$100k - \$249K

12) What is your level of support for the supporting amenities?

	Strongly Support	Support	Neutral	Oppose
Wayfinding Signage	()	()	()	()
Benches & Bike Parking	()	()	()	()
Pedestrian Scaled Lighting	()	()	()	()

Comments:

13) From the potential improvements identified in the proceeding questions, what are your top active transportation improvement priorities? Please select up to five.

- ☐ On-Street Improvements- Bedwell Bay Road
- ☐ On-Street Improvements - Local Streets
- ☐ Off-Street Improvements- Recreational Trails
- ☐ Off-Street Improvements - Foreshore Accesses
- ☐ Crossing Improvements
- ☐ Safety & Traffic Calming Measures - Bedwell Bay Road Speed Reduction
- ☐ Wayfinding Signage
- ☐ Benches & Bike Parking
- ☐ Pedestrian Scaled Lighting
- ☐ None of the Above

Comments:

14) Please share any further questions or thoughts about Belcarra's Active Transportation Network Plan with the project team.

Thank You!

Thank you for taking this survey!

Visit Belcarra.ca/ATNP for project information and updates.
