

District of Fort St. James Active Transportation Feasibility Study

This report is a feasibility study for active transportation improvement and establishes priorities for infrastructure investment for the District of Fort St. James to improve overall walkability, connection to amenities and improve pedestrian safety along the Highway 27 corridor.

Prepared for:
District of Fort St. James

February 26, 2025

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Revision Schedule

Revision	Description	Author	Date	Quality Check	Date	Independent Review	Date
1	Final	OM	03242035	SRB	03252025	AN	03252025

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Executive Summary

The "District of Fort St. James Active Transportation Feasibility Study" aims to enhance walkability, connectivity, and pedestrian safety within the District of Fort St. James, with a particular focus along the Highway 27 corridor that connects residents and visitors to local amenities and services. The study outlines a strategic vision for active transportation infrastructure improvements, focusing on creating a connected pathway network that links key destinations, supports community vibrancy, and aligns with provincial goals for reducing greenhouse gas emissions. This study emphasizes the importance of leveraging existing infrastructure, government grants, and partnerships to create a more connected, accessible, and sustainable transportation network for Fort St. James.

The current conditions in Fort St. James reveal limited active transportation infrastructure that includes gravel multi-use pathways, sidewalks, and pedestrian crossings. Key destinations include schools, parks, and the historic Fort St. James site. However, the study identifies several challenges and barriers to implementing an active transportation network that require thoughtful planning, coordination and investment in order to be achieved. Securing adequate funding and resources for infrastructure projects is a primary hurdle, as these projects often require substantial financial investment depending on the complexity of infrastructure required to achieve maximum accessibility and utilization. The district's geographic and climatic conditions, including harsh winters and rugged terrain, further complicate the maintenance and usability of active transportation routes year-round and these operational considerations need to be part of the planning conversation. Additionally, community engagement and support are crucial for the success of these initiatives, as residents need to be aligned with the benefits of active transportation.

The future pathway network envisions a healthy and thriving community connected by an accessible, always-available active transportation pathway network. The study outlines several next steps to achieve this vision. Priority areas include the development of a new multi-use pathway from Stuart Drive W to the historic site, sidewalk and crossing improvements along Stuart Drive W, and intersection improvements at Five Corners. Implementation will involve detailed design, stakeholder engagement, and coordination with the Ministry of Transportation and Transit (MoTT) and other partners to create shovel ready projects available for grant funding. These steps aim to create a more connected, accessible, and sustainable transportation network for Fort St. James, enhancing the overall quality of life for residents and visitors alike.



Acronyms / Abbreviations

Acronym / Abbreviation	Full Name
ATFS	Active Transportation Feasibility Study
BC	British Columbia
CPTED	Crime Prevention Through Environmental Design
ICBC	Insurance Bureau of British Columbia
MoTI	Ministry of Transportation and Infrastructure
MUP	Multiuse Pathway
MUTCDC	Manual of Uniform Traffic Control Devices Canada
OCP	Official Community Plan
RCMP	Royal Canadian Mounted Police

Glossary

Term	Definition
Active Transportation	The means of using our own human power to get from one place to another and can take on forms such as cycling, rolling, running, and walking. It can include emerging technologies, such as e-bikes and e-scooters.
Active Transportation Feasibility Study	The evaluation of the potential for implementing active transportation infrastructure, such as bike lanes, sidewalks, and multi-use trails, within a specific area. The study assesses various factors, including current transportation patterns, safety, connectivity, and the potential benefits of active transportation options.
Active Transportation Pathway Network	The connected system of infrastructure designed to support non-motorized, human powered forms of transportation, such as walking, cycling, and rolling.



1 Introduction

The District of Fort St. James (the District) is seeking to develop an active transportation pathway network that is connected to the Nak'azdli Whut'en First Nation on the District's southern boundary, Downtown Fort St. James and the Lakeshore areas by an accessible, always available active transportation pathway network that supports community and economic vibrancy in all seasons of life by developing the District of Fort St. James, Active Transportation Feasibility Study (ATFS). The purpose of this feasibility study is to set a long-term vision for active transportation investment and to demonstrate actionable ways the district can improve walkability by identifying key walking routes and finding opportunities to improve on existing network gaps that present barriers; aligned with the community's needs and budget priorities.

This feasibility study is centered on equity by improving on mobility options for the most vulnerable road users and thereby providing benefits to all road users. Active transportation has many benefits on our wellbeing such as positive benefits to:



Safety Improvements

- Well-designed active transportation networks can improve safety for all road users by reducing traffic congestion and the likelihood of crashes involving pedestrians and cyclists



Community Connectivity

- Active transportation infrastructure, such as bike lanes and multi-use paths, enhances connectivity within the community, making it easier for people to access schools, parks, and other amenities



Economic Advantages

- Investing in active transportation infrastructure can boost local economies by increasing accessibility to businesses and services, attracting tourists, and reducing transportation costs for residents



Environmental Impact

- By reducing reliance on motor vehicles, active transportation helps lower greenhouse gas emissions and air pollution, contributing to a cleaner and more sustainable environment

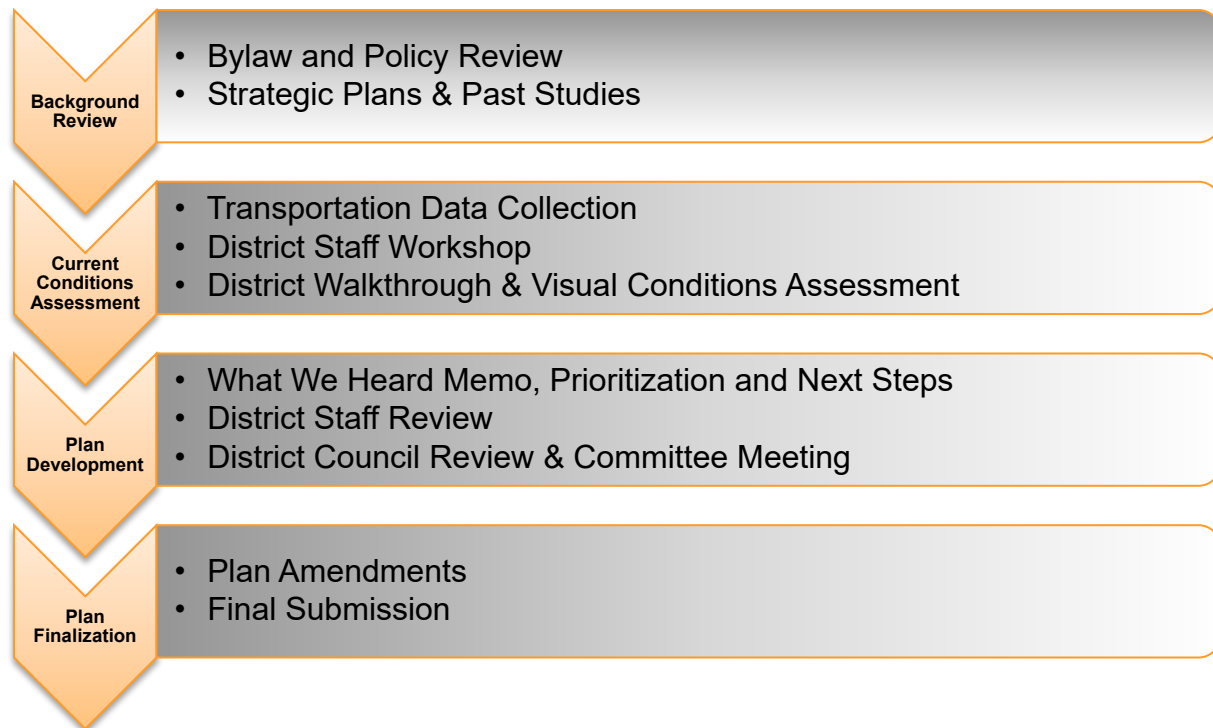


Health Benefits

- Encouraging active transportation helps improve the overall health of residents by promoting physical activity, which can reduce the risk of chronic diseases such as heart disease, diabetes, and obesity

The District is actively working on projects to increase vibrancy through downtown revitalization efforts and District Park Redevelopment plans and sees these as opportunities to further enhance access to a walkable central business core.

The District of Fort St. James ATFS was developed following the following process.



1.1 Strategic Alignment

The provincial government of British Columbia (BC) has set a strategic goal of lowering green house gas emissions by 40% by 2030 and has set transportation specific targets relating to cleaner and safer transportation through [B.C.'s Active Transportation Strategy](#). According to the Government of British Columbia (2024), the *Active Transportation Strategy* aims to improve the safety and accessibility of walking, cycling, and other forms of active transportation across the province. The strategy stresses the importance of community and regional planning on developing transportation networks that can meet the needs of municipalities by taking consistent approaches to active transportation planning through Official Community Plan development, by-laws and policies.

Developing an active transportation pathway network is in line with various policies, plans and past studies and captured as the following.

Official Community Plan

The following objectives relating to policy objectives from the existing OCP are captured below. These objectives continue to be in alignment with the development of a District wide active transportation pathway network.

Residential Land Use

It is the objective of Council to strengthen pedestrian connectivity and safety between neighbourhoods, schools, and places of public interest. (5.2 (d))

Commercial Land Use

It is the objective of Council to improve access to the Commercial Core through various modes of transportation including walking, cycling, automobile, and others. (6.2 (j))

It is the objective of Council to improve the pedestrian environment in the Commercial Core. (k).

It is the objective of Council to promote Douglas Avenue and the Commercial Core as the “Gateway” into the municipality through the use of banners, landscaping, and a well-defined pedestrian link. (m)

It is the policy of Council to promote an attractive pedestrian-scale Commercial Core, including providing places to support display of local artwork within the Commercial Core. (6.3 (d))

Parks, Recreation, and Culture

It is the objective of Council to link parks and greenbelts through pedestrian and trail infrastructure. (9.2 (c))

It is the objective of Council to pursue funding opportunities to develop a Trails Master Plan. (d)

It is the policy of Council to maintain and develop a local trails system. (9.3 (c))

Transportation

It is the objective of Council to promote a healthy community by providing infrastructure for walking and cycling. (10.2 (f))

It is the objective of Council to review the existing sidewalk network and develop priorities for installation and replacement of necessary sidewalk links. (g)

It is the policy of Council to recognize the significance of bicycle and pedestrian traffic and to plan for the future development of bicycle and pedestrian paths. (10.3 (d))

Master Trails Plan, District of Fort St. James

The Fort St. James Master Trails Plan, developed in 2013, aims to enhance the community's trail network to support active transportation and recreational activities. The plan focuses on creating a comprehensive and interconnected trail system that caters to various user groups, including hikers, cyclists, and equestrians. It emphasizes the importance of accessibility, safety, and environmental sustainability in trail development.

Key goals of the plan include fostering community health and well-being, promoting tourism, and preserving natural and cultural heritage. The plan outlines strategies for trail maintenance, signage, and infrastructure improvements, as well as partnerships with local organizations and stakeholders to ensure the long-term success and sustainability of the trail network.

Figure 1 below is from the District of Fort St. James. (2013). *Master Trails Plan*. Fort St. James, BC: District of Fort St. James.

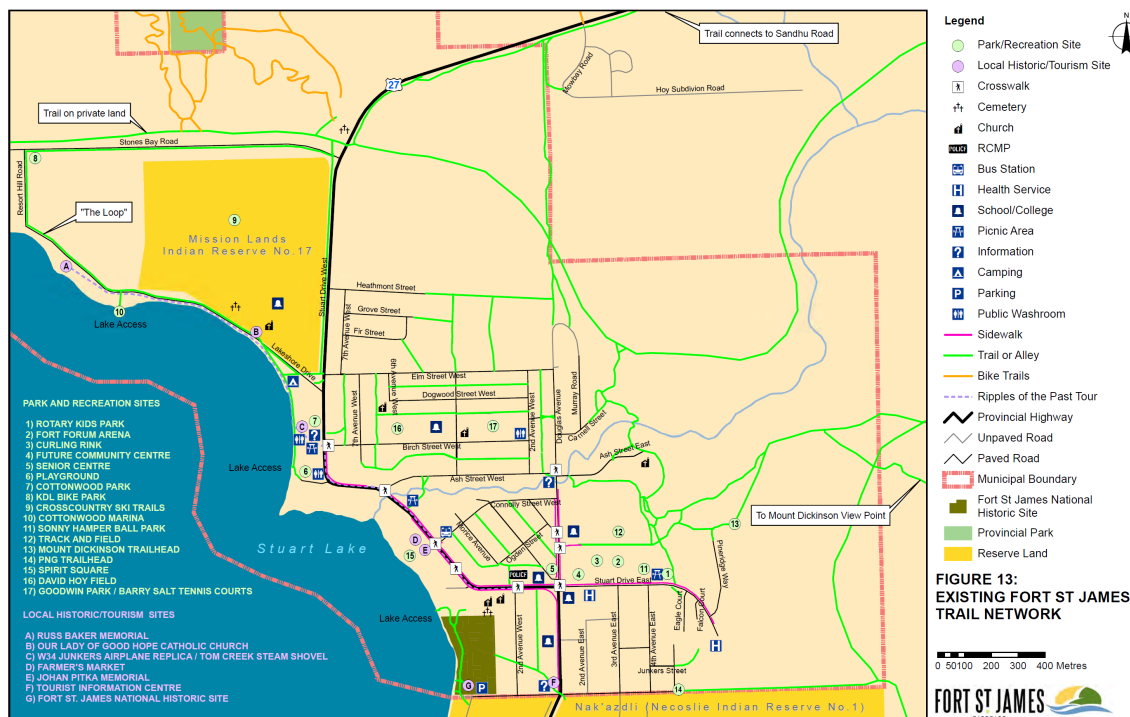


Figure 1. Existing Fort St. James Trail Network

Seniors Action Plan

The Fort St. James Seniors Action Plan, titled "Building an Age-Friendly Fort St. James," was developed to enhance the quality of life for seniors and elders in the community. The plan, created with input from residents, community groups, and agencies, aims to create an accessible and inclusive environment that supports the diverse needs and abilities of older adults. It emphasizes the importance of removing barriers, whether physical, architectural, technological, or attitudes that hinder full participation in society.

Key components of the plan include an age-friendly assessment to understand the current strengths and challenges faced by seniors, and a set of actionable steps to improve their living conditions. These actions focus on enhancing accessibility, providing better services and programs, and fostering a more inclusive community. The plan also highlights the importance of ongoing collaboration with local organizations and stakeholders to ensure its successful implementation and sustainability.

2 Current Conditions

2.1 How We Move

Fort St. James is in north central British Columbia and situated on the southeast shores of Stuart Lake and the northern terminus of secondary Highway 27, from Highway 16 at the town of Vanderhoof. Access to the abundant nature, Stuart Lake, Stuart River and forested trails are a draw to the town. Fort St. James has a rich history having served as a fur trading post of the Hudson's Bay Company. Buildings from the 1880's currently make up the National Historic Site which welcome around 10,000 visitors annually.

As of the 2021 Census, Fort St. James has a population of 1,386 a decrease from the 2016 population of 1,598. The community is diverse, with a significant portion of the population being of Indigenous descent. The Nak'azdli Whut'en First Nation is to the south of the town boundary with Highway 27 winding through both jurisdictions.

As the northern terminus of Highway 27, travel volumes are low comparatively to collector roadways as the annual average daily traffic as of the latest data collected by the BC Ministry of Transportation and Transit (MoTT) between July 25 – July 28, 2023, was reported at 3,702 vehicles per day. The posted travel speed on the highway, where it passes through Fort St. James, is posted at 50 km/h. There were no known speed surveys for the highway at the time of conducting this study.

The Insurance Corporation of British Columbia (ICBC) has published recent pedestrian crash data within the last five year period, 2019-2023, within Fort St. James and there have been two reported crashes that resulted in serious injury to pedestrians shown in the Figure below. One crash occurred at the intersection

of Stuart Drive West (Highway 27) and Douglas Avenue. The other occurred mid-block between Ash Street West and Manson Street.

Pedestrian Crashes 2019-2023

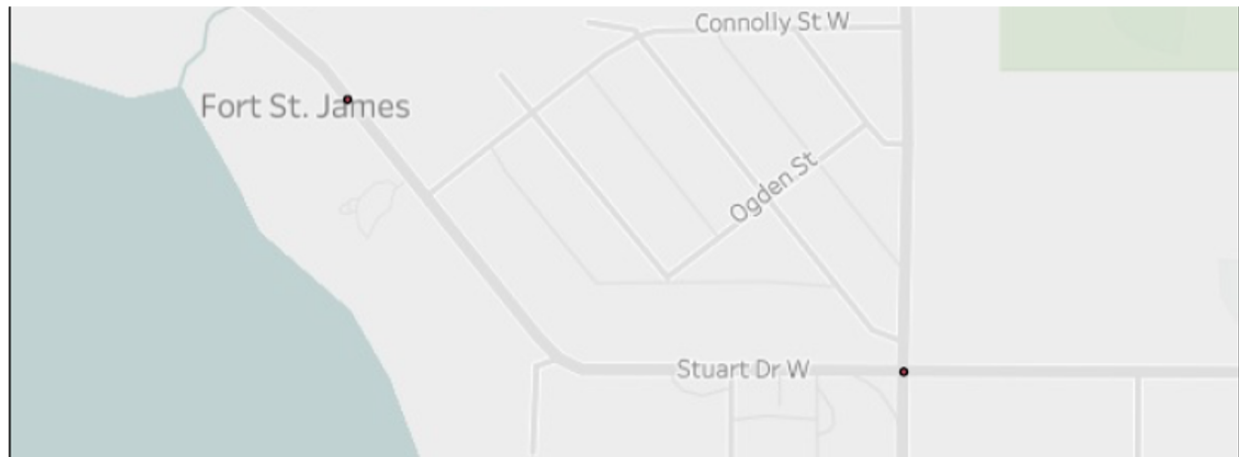


Figure 2. Insurance Corporation of British Columbia. (2025). Crash data by region

The 2021 Census of Population provided further breakdown of travel data to best understand travel patterns of residents of Fort St. James. The data in the chart below captures the main mode used for commuting for the employed labour force aged 15 years and over.

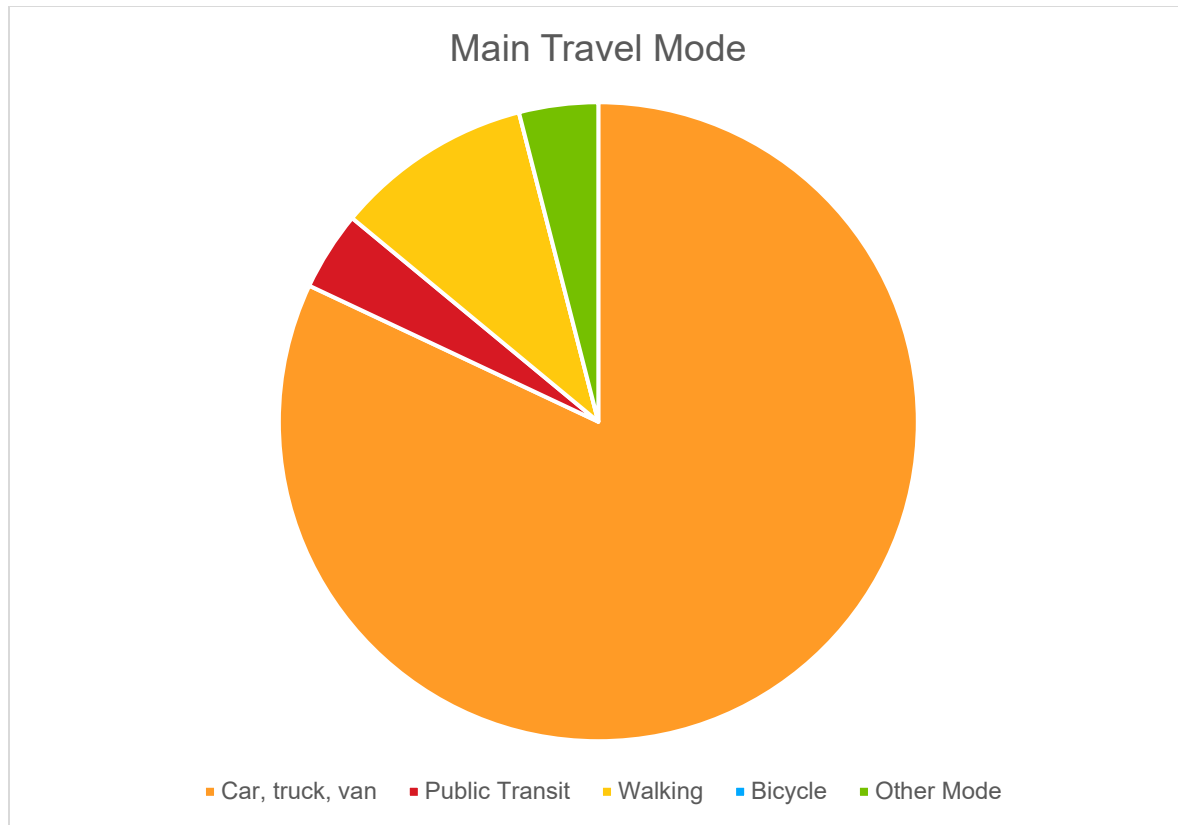


Figure 3. Main Mode of Commuting in Fort St. James (Statistics Canada, 2022)

2.2 Current Active Transportation Infrastructure

Examining the existing multi-use pathways and an already walkable and enhanced pedestrian realm within the downtown core demonstrates an opportunity to work with the strengths of this existing infrastructure to building off and improve existing facilities while exploring linking broken connections. This approach allows us to leverage what is already working well while addressing the pedestrian desire lines that have become visible over time and confirmed anecdotally from discussions with district staff and council. These desire lines often provide an opportunity to meaningful address gaps within existing infrastructure.

The infrastructure that is currently serving active transportation includes (*Figure 4 Current Active Transportation Infrastructure*):

Current Active Transportation Infrastructure	Location
Multi-use pathway (gravel)	East side of Stuart Lake Hwy/Stuart Dr W (Highway 27), from Stones Bay Rd to Birch Street W
Curb ramps	Birch Street W at Stuart Dr W (Highway 27) Elm Street W at Stuart Dr W (Highway 27)
Overhead Pedestrian Crossing Flasher	Highway 27 at Elm Street W
Sidewalk	Stuart Drive W, West side of Stuart Dr W from Birch Street W to 165 meters east of Ash Street W Both sides of Stuart Dr W from approximately 175 meters east of Ash Street W to Douglas Avenue Stuart Drive E, North side of Stuart Dr E from Douglas Ave to Pineridge Rd Douglas Avenue, Both sides of Douglas Ave from Stuart Dr to Connolly St; sidewalk continues on the east side of Douglas to 40 meters north of Connolly St Highway 27, West side of Highway 27 from Stuart Dr to Kwah Rd Manson Street, East side of Manson St from north of Stuart Dr W mid-block to Morice Ave on the west side of the Fort St. James Public Library land parcel



Figure 4. Current Active Transportation Infrastructure

2.3 Key Destinations

Linking key destinations in Fort St. James with transportation infrastructure that is conducive to walking and is accessible offers numerous benefits. It promotes a healthier lifestyle by encouraging physical activity, reduces traffic congestion with reliance on personal vehicles for short simple trips, and lowers carbon emissions, contributing to a cleaner environment. Additionally, accessible infrastructure ensures that all community members, including those with disabilities, can navigate the town safely and independently. This inclusivity fosters a sense of community and enhances the overall quality of life for residents and visitors alike.

We identified and mapped key walking destinations in *Figure 5*, below. The existing “Loop” walking trail was not formally mapped as part of this study in effort to focus on identifying new links. The “Loop” is shown in *Figure 1*.

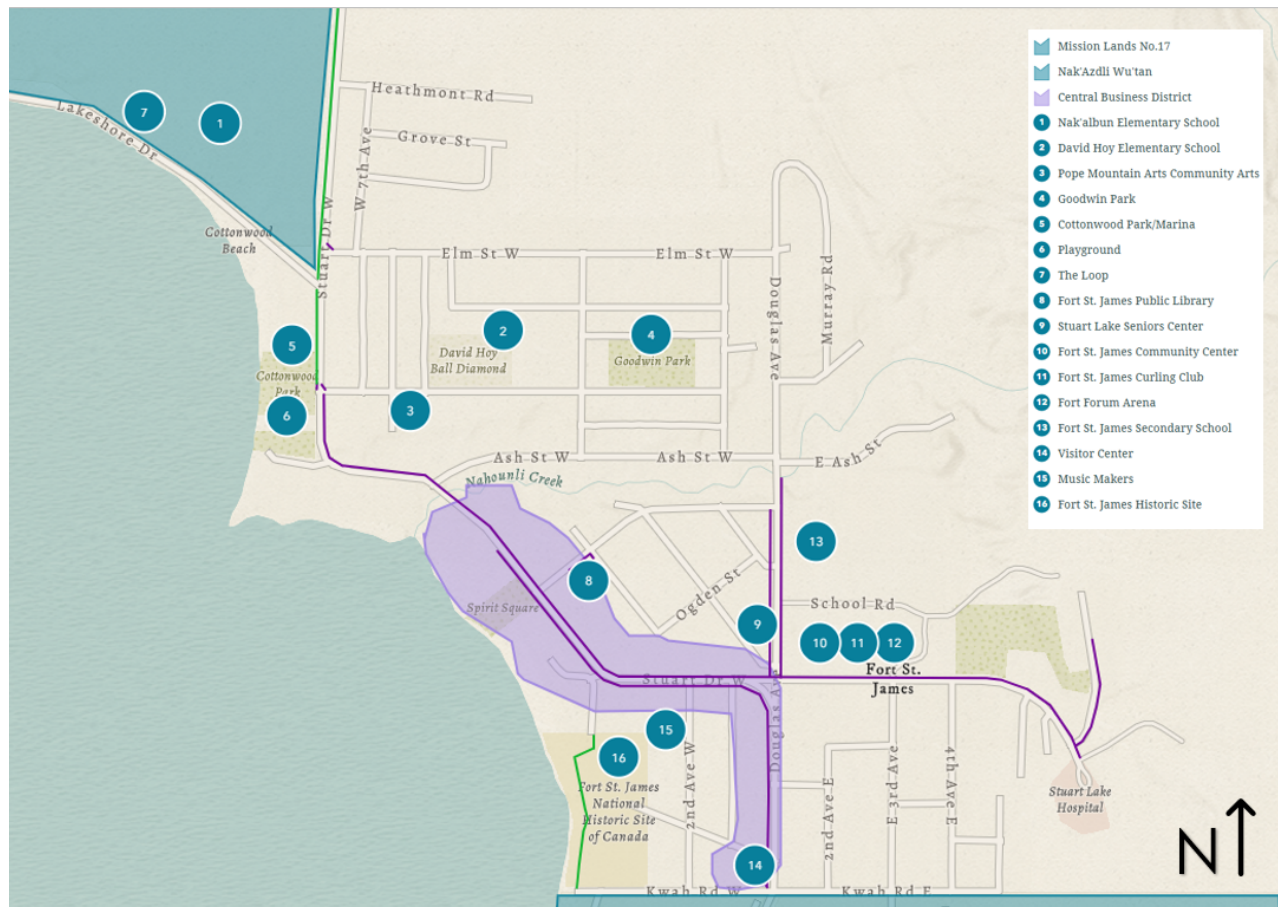


Figure 5. Key Destinations

2.3.1 Potential Areas for Improvement

Fort St. James has several promising opportunities to enhance its active transportation infrastructure. Leveraging government grants and funding programs can provide the necessary financial support for developing new pathways and improving existing ones. The district can also capitalize on its scenic landscapes to create attractive and functional routes to enhance walkability, encouraging both residents and tourists to use active transportation for local trips.

Additionally, partnerships with local businesses and organizations can facilitate the integration of active transportation into daily life, promoting healthier lifestyles and reducing traffic congestion. By focusing on

these opportunities, Fort St. James can create a more connected, accessible, and sustainable transportation network.

Having reviewed and captured existing infrastructure, key destinations and incorporated pedestrian desire lines that make up informal walking routes or missing links, we mapped out pathway and road segments identified for improvement as part of this study as shown in *Figure 6*. These areas make up the primary walking routes that can be improved from low-cost, immediate interventions to longer term, planned capital investments in infrastructure, including:

- Identifying important walking routes that link key destinations from *Figure 5* such as creating a walkable, hard surfaced shoulder along Birch Street W connecting David Hoy School and Goodwin Park to Highway 27
- Identifying existing and future multiuse pathways (MUP) with regulatory signage that aligns with the Manual of Uniform Traffic Control Devices Canada (MUTCDC) standards to allow users to easily identify and understand how to navigate the network through wayfinding
- Working with MoTT to improve pedestrian safety along the Highway 27 corridor by implementing proven safety countermeasures such as Rectangular Rapid Flashing Beacons (RRFB), improved pedestrian warning signs and introducing driver feedback signs
- Crossing improvements at the Five Corners (Stuart Dr W & Douglas Ave) and addressing any missing crosswalks
- Reducing residential speeds to 40 km/h or even 30 km/h to allow more compatibility to [B.C's Active Transportation Strategy](#) and increase pedestrian comfort while understanding that while no pedestrian crashes are desirable we can increase pedestrian crash survivability
- Improving access to the historic Parks Canada original Fort St. James site to connect to downtown amenities providing opportunities for residents and visitors
- Enhancing the usability of the existing gravel multi-use trail by hard surfacing with asphalt to be available all seasons as the existing gravel multi-use pathway can get muddy and inaccessible during spring thaw periods
- Creating a walking loop around the track and baseball diamond behind the high school

Figure 6 below captures the areas identified for improvements to walkability and livability, over time, and as opportunities with future private development, partnerships with the Ministry of Transportation and capital infrastructure plans allow.

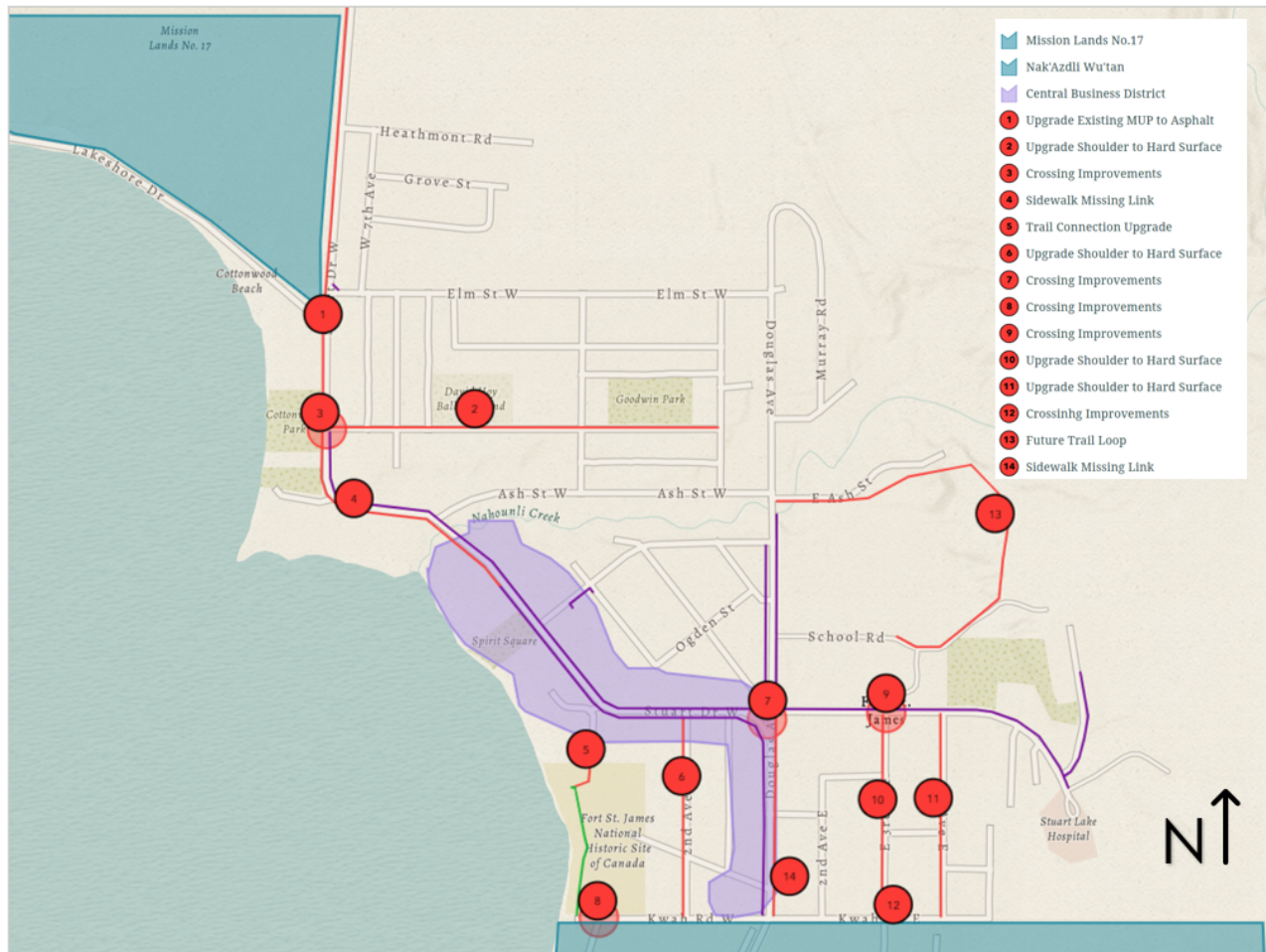


Figure 6. Areas Identified for Improvement

Alleys in Fort St. James

Fort St. James' original subdivision plan included back alleys. These alleys have been captured in the District of Fort St. James. (2013). *Master Trails Plan*. Fort St. James, BC: District of Fort St. James., *Figure 1*. In review of the land use, adjacent property access, Crime Prevention Through Environmental Design (CPTED) considerations as well as developing an understanding of how alleys connect to the broader transportation network, the following case study on alleys informed our approach.

While this study is not considering neighbourhood alleys for any improvement or investment for active transportation infrastructure, it is important to capture the review of the alley network and its relationship to active transportation network in consideration of the broader vision, principles and goals developed.

Alleys are maintained through winter by offering a level snowpack, however maintenance of alleys is not consistent with other seasonal maintenance, particularly vegetation management.

Back alleys typically serve the following functions:

1. **Access for services:** waste collection, commercial deliveries, and utility maintenance
 2. **Parking Access:** Residents and business often use alleys to access parking on private property
 3. **Emergency Access:** Alleys offer an alternate route for emergency vehicles to reach buildings
-

It is understood the alleys are infrequently used as the first choice for walking routes to destinations as access to private property from the alleys is limited by fence lines and present broken, non-contiguous segments depending on land parcel orientation, and do not offer a direct path to key destinations. As waste collection and access to parking on private property occur off the street frontage, alleys in Fort St. James may offer limited passive surveillance that tends to occur on street frontages. This and the lack of lighting does not make them a desirable choice based on CPTED principles.

2.3.2 Challenges and Barriers

Implementing an active transportation network in Fort St. James faces several challenges and barriers. Securing adequate funding and resources over a longer timeline to fully achieve a complete network is a primary hurdle, as infrastructure projects often require substantial financial investment and matching funds.

While the road right of way for most of the locations identified as primary walking routes is ample and travel speeds observed are on the lower side, implementing sidewalks throughout the town becomes costly with the need to construct adequate catch basins and integrate into the storm drainage system.

The district's geographic and climatic conditions, including harsh winters and rugged terrain, further complicate the maintenance and usability of active transportation routes year-round. During the site observation, it was observed that a quick response to recent snowfall demonstrates the district has a predictable and robust winter maintenance plan in place that is scalable to new active transportation infrastructure and service levels are aligned with the *Snow Removal and Ice Control Policy/Procedure* 6.3. Any new infrastructure introduced would need to be added to the service inventory and prioritized accordingly.

Additionally for the planning of active transportation infrastructure to succeed, community support and engagement is crucial, as residents need to be aligned with the benefits of such initiatives. Integrating new paths with existing infrastructure requires meticulous planning and coordination, while addressing safety concerns, such as ensuring paths are well-lit and crossings are designed with appropriate safety countermeasures to encourage widespread use.

3 Future Active Transportation Pathway Network

A future active transportation pathway network needs to follow a greater vision for mobility within Fort St. James, longer term planning and alignment with ongoing and future planned capital work by both the District and MoTT.

While active transportation improvements may not always be feasible in smaller centres because of community resistance, a small tax base and limited resources to plan and deliver these types of initiatives, smaller centres like Fort St. James can benefit from introducing quick wins to active transportation from often having lower traffic levels, higher levels of community trust, connections and closer relationships between citizens and local leaders. This and extensive recreational MUP network and Fort St. James' commitment to ensuring the wellbeing of its residents is an asset to the future of active transportation.

3.1 Vision, Goals and Principles

Vision

Fort St. James is a healthy and thriving community, connected to the Nak'azdli Whut'en First Nation, Downtown Fort St. James and the Lakeshore areas by an accessible, always available active transportation pathway network that supports community and economic vibrancy in all seasons of life.

Goals

- Connect amenities to the north and south to Downtown Fort St. James and Lakeshore areas
- Develop a primary active transportation corridor that connects community to key destinations
- Address missing links and broken connections
- Active transportation supports downtown and community revitalization by providing safe and accessible options to get around the community

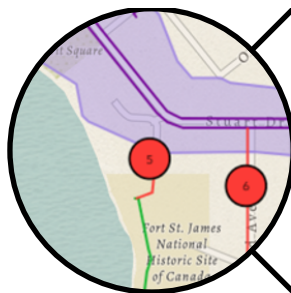
Principles

1. Safety and Accessibility: *Design for safety and ease of use*
2. Connectivity: *Seamlessly connect Nak'azdli Whut'en First Nation, Downtown and Lakeshore areas while enhancing overall community connectivity*
3. Support Revitalization: *Align the project with broader downtown revitalization goals and District Park Redevelopment*
4. Sustainability: *Prioritizes increasing low carbon means of transportation and contributes to overall reducing in greenhouse gas emissions*
5. Scalability: *Project outcomes are scalable across the community*

3.2 Prioritization

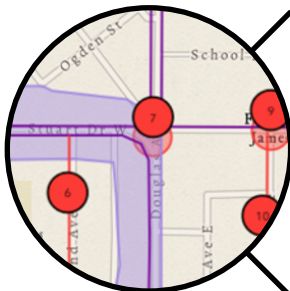
Fourteen areas of improvement were identified overall in *Figure 6* and can form the basis of the active transportation pathway network and subsequent incremental improvements as the district aligns on priorities, coordination with MoTT and capital budget planning. As part of the implementation of the future active transportation pathway network care should be taken in ensuring prioritized project locations are connected and increase the utilization of existing sidewalks more effectively. By improving existing pedestrian crossings and adding crosswalks where needed, Fort St. James can enjoy a comfortable, more connected and intuitive network.

Administration and Council have identified the following **three** priority areas that align with the above prioritization:



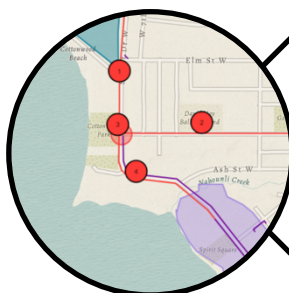
Historical Site Multiuse Pathway / Access Upgrade

Stuart Drive West to the Historic Park
[Improvement 5 from *Figure 6*]



Four Corners Intersection Improvements and Sidewalk Upgrades

Safer pedestrian crossings and walkability improvements at the Four Corners, Highway 27 at Douglas Ave
[Improvement 7 from *Figure 6*]



Downtown to Cottonwood Sidewalk & Crossing Improvements

Highway 27, south of Birch Street W to the west edge of the Downtown (includes the bridge structure over Nahounli Creek) [Improvements 3 and 4 from *Figure 6*]



4 Next Steps

The three priority areas are ranked in order of complexity with the first being lower effort and the latter two requiring more stakeholder engagement and jurisdictional partnerships and longer term coordination efforts in order to succeed.

1. Historical Site Multiuse Pathway / Access Upgrade

A pedestrian pathway already exists along the waterfront abutting the Fort St James Historic Site, from Kwah Road to the back lane behind the View Hotel, as shown on attached *Figure 7*, on the following pages. This pedestrian pathway would benefit from improvements along a short section, where it crosses the View hotel property. Actions required to implement this improvement project include:

- The District should share *Figure 7* with Parks Canada/ Fort St. James Historic site coordinator to gain consensus with respect to the proposed path connection / upgrade.
- Undertake the detailed design of a multiuse pathway along the fence alignment to the historic site.
- The District should negotiate a property purchase / right of way from the View property.
- Construction of the path upgrade will require clearing of some existing trees to improve lighting of the pathway.
- Upgrading of the path would allow the District to include wayfinding to and from the Downtown and historic site, including amenities like seating and / or waste bins
- Incorporate into maintenance budget, plans and procedures for annual and seasonal maintenance activities.

2. Four Corners Intersection Improvements and Sidewalk Upgrades

Discussions with District staff, public and Mayor and Council identified concerns with the width / condition of existing sidewalks from Kwah Road to the four corners intersection, and with the provisions for pedestrian crossings at the intersection. This project includes the construction of approximately 0.5 km of new sidewalk along the west side of Highway 27 and improvements to the crossing geometry of the four corners intersection via construction of a “Smart Channel” right turn lane. A smart right turn forces the turning vehicle to enter the crossing street at a sharper angle, reducing the turning radius, which causes drivers to slow down to complete the turn. The sharper entry angle also means that more of the intersection and cross street is within the drivers’ immediate cone of vision allowing the driver to see

oncoming traffic and pedestrians more clearly. The scope of this project is illustrated in *Figure 8*, on the following pages. In order to implement this project, the District should:

- Work with MoTT and ICBC's Road Safety section to conduct crossing assessments at the Four Corners Intersection.
- Work with MoTT to identify roadway geometry improvements to improve pedestrian accessibility and improve pedestrian safety at the Four Corners Intersection.
- Implement Preliminary Design and Cost Estimates for the improvements to support Grant Funding applications via Active Transportation Grant Funding streams.

3. Downtown to Cottonwood Sidewalk & Crossing Improvements

This study has identified concerns related to the lack of sidewalk connectivity along the west side of Highway 27, from the downtown core to Cottonwood park. This contributes to pedestrian access / highway crossing issues at the south end of Cottonwood Park. Unfortunately, site lines in this area are not expected to be conducive to the installation of new cross walks. Ideally, one solution would be to construct new concrete sidewalk along the west side of the highway. Constraints to this option including, lack of existing curb and gutter / drainage, B.C. Hydro poles, and a limited amount of additional right of way / boulevard space. Adding to these constraints, it is not clear that the existing bridge crossing Nahouli Creek can support a pedestrian sidewalk on the west side. Given the number of physical constraints, this project would required significant planning and coordination with MoTT before it could be considered feasible to implement. Prior to considering this option further the District should:

- Work with MoTT to evaluate the feasibility of adding a pedestrian sidewalk to the west side of the bridge crossing Nahouli Creek and / or sidewalk along the west side of the highway.
- Work with MoTT and ICBC's Road Safety section to conduct crossing assessments to improve existing pedestrian crossing safety at the intersection of Stuart Drive W and Birch Street W and consider safety countermeasures such as RRFBs and advance warning signs to increase driver awareness of pedestrian crossing

In the short term, the District should consider the first two projects listed above for further evaluation and implementation. The third project should be considered a longer term / planning level project.

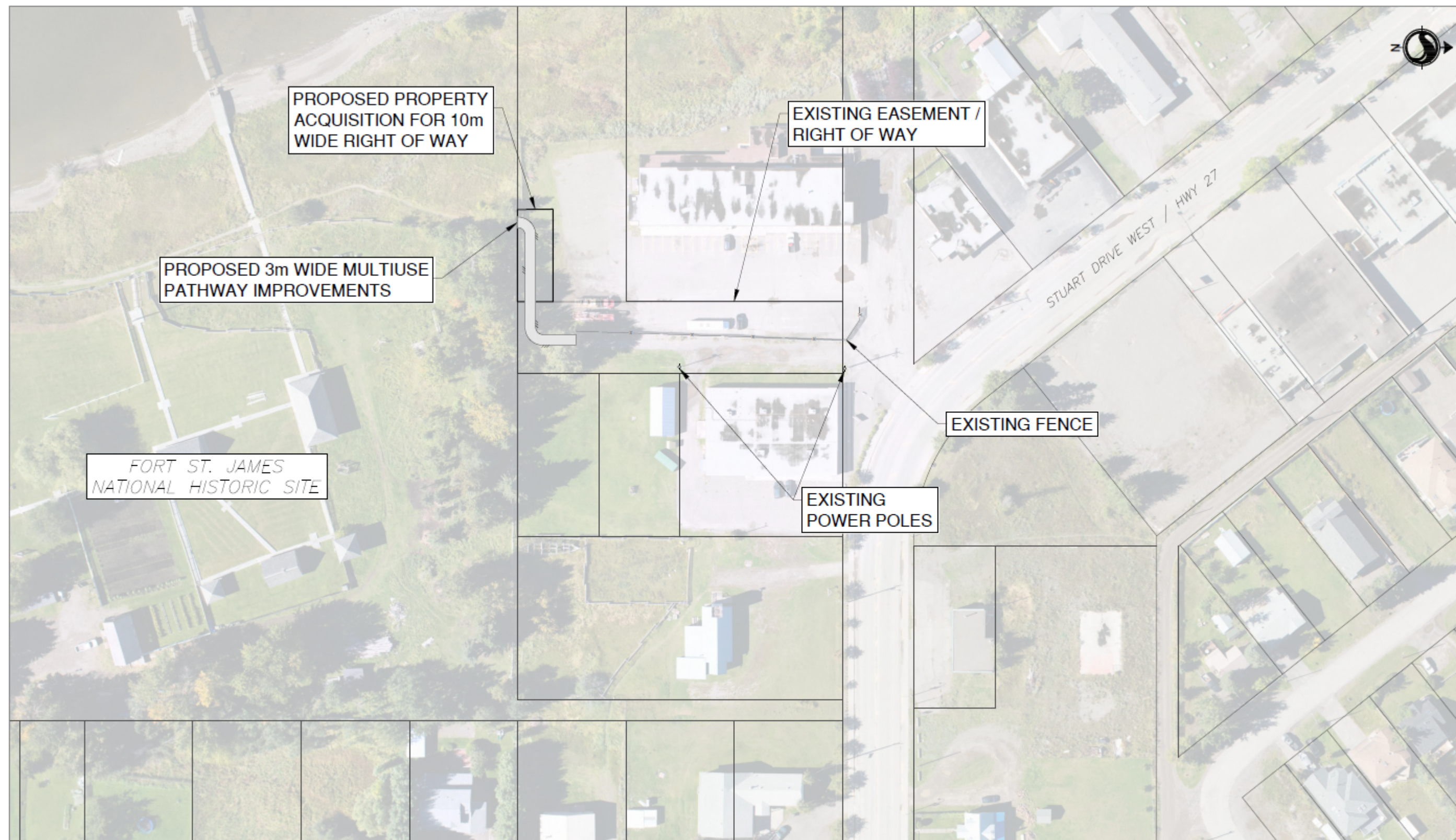


Figure 7. Fort St. James National Historic Site Access and Multiuse Pathway Upgrades

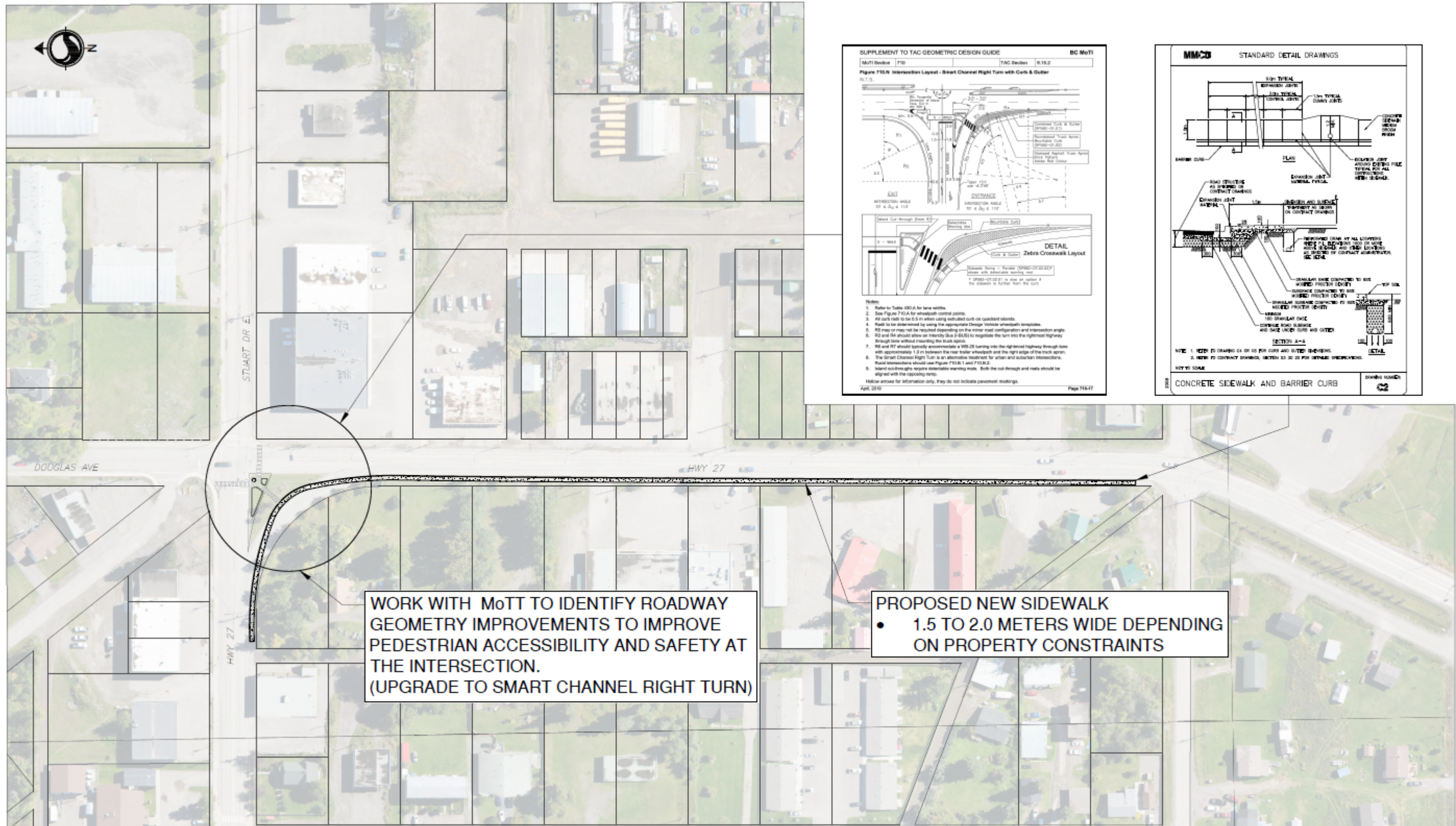


Figure 8. Four Corners Intersection/Sidewalk Improvements



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