C.O.T.W. AGENDA

05/2022/COTW

The Corporation of the Village of Cumberland
Committee of the Whole Meeting
February 28, 2022 at 2:00 p.m.
Council Chamber, 2675 Dunsmuir Avenue

We are honoured to gather on the unceded traditional territory of the K'ómoks First Nation.

The public may view live on the Village of Cumberland YouTube channel or may attend at the Council Chambers at 2675 Dunsmuir Avenue. Masks are required.

1. Approval of Agenda

1.1 Agenda for Committee of the Whole meeting, February 28, 2022

Recommendation:

i. THAT the Committee approve the agenda for the February 28, 2022 Committee of the Whole meeting.

2. Delegations

2.1 Beth Hurford, Community Transportation Consultant at Urban Systems regarding Active Transportation Background Report.

Recommendation:

i. THAT the Committee receive the presentation of Beth Hurford, Community Transportation Consultant at Urban Systems regarding Active Transportation Background Report.

3. Closed Portion

Recommendation:

THAT Council close the meeting to the public pursuant to Section 90 of the Community Charter to consider:
(e)the acquisition, disposition or expropriation of land or improvements, if the council considers that disclosure could reasonably be expected to harm the interests of the municipality;

4. Adjournment

VILLAGE OF CUMBERLAND

ACTIVE TRANSPORTATION BACKGROUND REPORT

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APPENDICES

EXECUTIVE SUMMARY

The Village of Cumberland's 2020-2023 Corporate Strategic Priorities include a transportation assessment which outlined as a Traffic and Pedestrian Study (2020-2021), and a Transportation Master Plan (2022). The Village received grant funding from the Union of BC Municipalities to support this work which will ultimately enhance active transportation components of the upcoming Transportation Master Plan. Using this funding, the Village sought to better understand the current conditions of mobility within the community through three steps: **a policy review, an active transportation facilities inventory, and community engagement**.

Combined, the findings of these activities form this Active Transportation Backgrounder which will act as a resource to the future Transportation Master Plan team. Due to the nature of the project funding, the focus of this review is specific to active transportation.

Policy Review (Section 1.0)

An active transportation focused policy review was undertaken to provide a starting point and general overview of influencing policies, plans or design guidelines and was intended to provide a foundation for a further policy familiarization exercise assumed to be undertaken as part of the Village's upcoming Transportation Master Plan (TMP).

The most applicable Provincial and Regional policies or guidelines, and what they relate most strongly to, include:

- BC Active Transportation Design Guide (MOTI, 2019)
    - Active transportation facility selection and design guidelines (best practice)
- Comox Valley Regional Growth Strategy (Bylaw No. 120, 2010)
    - Supportive policy direction
- Comox Valley Active Transportation Network Plan (2021)
    - Regional active transportation connections and network development
- Courtney Transportation Master Plan and Cycling Network Plan (2019)
    - Consistent facilities and general network connectivity

The most relevant Village of Cumberland policies and documents, and what aspects of active transportation they relate most strongly to, include:

- Official Community Plan Bylaw No. 990 (2014)
    - Land use, supportive policies
- Roads Master Plan (2007)
    - Road classifications, cross sections, future connections, and overall network potential
- Development Cost Charges Bylaw No. 934
    - Projects identified through the future TMP may be identified within this bylaw (update is currently underway)

- Sidewalk Network Plan (2014)
    - Network planning and priority projects
- Facility and Infrastructure Accessibility Review (2016)
    - Relevant to active transportation as it related to facility design and community accessibility and inclusivity
- Cycling Plan (1995)
    - Relevant for network planning and integration regionally
- Age-Friendly Assessment and Action Plan (2020)
    - Design considerations and support for updated network planning and implementation

Policies were found to demonstrate support for improving mobility and active transportation within the Village of Cumberland. Those policies identified as high or moderate relevance to active transportation may shape aspects of the TMP process and should be further reviewed by the future TMP project team. Combined, the policies, plans, and design guidance provide a sound foundation from which to develop a multi-modal Transportation Master Plan.

Facilities Inventory (Section 2.0)

A field inventory exercise was undertaken to understand existing active transportation facilities throughout the Village of Cumberland. These elements were catalogued and recorded in GIS, which will provide up-to-date reference alongside other existing transportation infrastructure throughout the community as part of the larger TMP process, once launched.

The existing conditions map shows portions of the community with limited sidewalk coverage, painted bicycle lanes along Cumberland Road and Dunsmuir Avenue, pedestrian connections within residential areas, and multi-use pathways along the fringes of the community's built-out area. Through discussions, it was also understood that mapping and classifying recreational trails would be valuable to the Village. However, these recreational connections were not the focus of this work and have not been included.

This understanding of current conditions is a critical component of future network planning exercises. In addition, tracking implementation of associated network plans and identifying priority projects to fill gaps in existing networks, or identify priorities based on community destinations cannot be done without an up-to-date understanding of existing and available infrastructure.

What We Heard (Section 3.0)

An essential component of successful community planning initiatives is ensuring that resident and stakeholder input is integrated into the project. This backgrounder work included a 15-minute online survey that explored travel patterns and habits as well as key issues and actions for the Village to explore in the TMP process. The survey was opened for 3 weeks and received 448 responses.

The online survey aimed to understand how community members travel through the Village of Cumberland, what barriers, opportunities, and priorities for transportation and mobility in the community. Improving road safety for all users was the most important outcome identified by survey respondents, followed by improving environmental outcomes, and improving public health. These responses show strong design for improved active transportation and traffic calming or road safety measures.

The input received offers guidance related to emerging community priorities and current transportation patterns and preferences. Additional engagement is anticipated to take place throughout the TMP process. This input may be beneficial to share or to give the Village an idea of where “digging deeper” may be beneficial to better understand transportation demands and values. The results are accompanied by a themed summary of long ended answers to the question “What are your bold ideas for the future mobility and transportation within the Village of Cumberland?” A complete summary of these open-ended responses is included within this report.

1.0 INTRODUCTION

The Village of Cumberland ("the Village") is preparing to undertake a Transportation Master Plan (TMP) process in 2022. This Backgrounder Report will provide reference to active transportation conditions within the village and act as a foundation from which to build from throughout the TMP process.

Recognizing the value and importance that active transportation offers to the community, the Village was successful in securing funding through the UBCM Active Transportation Planning Grant to undertake specific activities leading up to the TMP process that would allow for detailed preparation and understanding related to active transportation. The input and materials gleaned through this process will support the Village in better understanding active transportation options, connections to community amenities, and considerations of equity, accessibility and facilities that accommodate people of all ages and abilities in transportation planning. It is anticipated that this will be a reference document to inform the TMP process.

A comprehensive policy review, active transportation facilities inventory collection and analysis activity, and a community-wide survey were undertaken. Information related to these activities have been summarized, compiled, and included within this document. This work provides a better understanding of existing active transportation conditions and community desires that will inform the TMP process - ultimately supporting the development of Cumberland's transportation infrastructure and programs to inform a smarter and more strategic approach to transportation and mobility.

PART 1: CUMBERLAND POLICY REVIEW

2.0 POLICY CONTEXT

This policy review focuses on the ways in which existing policies relate to active transportation and highlights policies that may influence active transportation related decisions within the Village. The Village received funding from the Union of BC Municipalities' (UBCM) Active Transportation Planning program. The program is design to support local governments to incorporate or enhance active transportation components of formal planning documents, including research, consultation, and policy development. For this reason, the focus of this review is specific to active transportation and provides a foundation and understanding for the Village as it moves towards its Transportation Master Plan (TMP).

The Village of Cumberland has many recreationally focused policies, a result of the abundant recreational trails and natural amenities within, and surrounding, the community. The focus, however, of this piece of work is primarily on the on-street, active transportation network. Recreational trail heads, and pathways within the community core have also been considered as it is recognized that these trailheads are considered destinations within the community. The recreational nature of Cumberland may also provide a great foundation from which to build on as many recreationalists offer latent demand for improved or expanded on road active transportation facilities.

It is expected that the Village of Cumberland's upcoming TMP and associated proposed networks, including active transportation network development and overall community connectivity planning, will be closely linked to, and will be informed by, many of the Village's key planning documents that contain pedestrian and cycling-related policies, planned networks, and goals.

The future active transportation network that will likely emerge through the TMP process can reinforce and help further the goals and policies found in other documents such as those identified and summarized below.

This review indicates the level of applicability of each policy regarding how they may inform the upcoming TMP. Recommendations for policy updates are expected to emerge through the TMP process.

2.1 POLICY REVIEW APPROACH

This task includes a fulsome review of provincial, regional, and local policies that relate to multi-modal and active transportation. These include plans from neighboring jurisdictions to support potential alignment with future policies and/or emerging networks. Reviewed policies include those from the Ministry of Transportation and Infrastructure, the Comox Valley Regional District, BC Transit Future Plan, and the City of Courtenay however, the focus of this policy review are the Village of Cumberland's guiding, or influential, policies.

For each policy the level of applicability to active transportation is identified as it may relate to the Village's larger upcoming Transportation Master Plan process which is anticipated to launch in 2022. Policy applicability has been identified as low, moderate, or high as roughly defined below

Low// Influence for the development of the Transportation Master Plan itself, or an overarching, supportive document

Moderate// Points of interest that may influence networks and/or facilities and supportive policies, or that may require updating because of the recommendations as they emerge from the TMP process.

High// Contains direction around programming, connectivity, or alignments/classifications that are likely to guide the TMPs development or may be reinforced through the planning process.

2.2 SUMMARY OF RELATED PROVINCIAL GUIDANCE

Provincial documents reviewed as part of this work include:

- Clean BC, The Ministry of Environment and Climate Change Policy
- Move. Commute. Connect., Ministry of Transportation and Infrastructure
- BC Active Transportation Design Guide, Ministry of Transportation and Infrastructure

2.2.1 CLEAN BC

Active transportation is an important component of an environmentally sustainable future envisioned through CleanBC. The policy document positions active transportation planning and implementation as a key initiative that communities can undertake to reduce GHG emissions, while increasing equity in transportation, decreasing auto-dependency, and encouraging cleaner transportation across the province. Specific active transportation initiatives put forward by Clean BC are included under the "Cleaner Transportation" sector and include:

- Help people get around with a long-term strategy to increase active transportation and look at better commuting solutions.

Applicability to Active Transportation through the TMP: Low (support)

2.2.2 MOVE. COMMUTE. CONNECT.

The Province of B.C.'s active transportation strategy, Move. Commute. Connect., is a complimentary document to Clean BC. The strategy aims to double the proportion of trips in BC made using active transportation, with three key "pathways" to achieve this goal:

1. Inspiring British Columbians to choose active transportation;
2. Connecting you where you need to go; and
3. Working together and planning for the future.

The document includes a number of specific actions to be undertaken by the Province in the short-, medium- and long-term. While the actions are focused on provincial initiatives, there are a number that will have a direct influence on the active transportation network in the Village of Cumberland, including:

- Encourage use of the BC Active Transportation Design Guide for the design of new facilities in BC communities (described below)
- Expand provincial grant funding to support new active transportation infrastructure in communities
- Conduct enhanced road shoulder clearing on provincial roads
- Improved active transportation facility provision in future provincial highway design
- Improve active transportation integration with public transit

Applicability to Active Transportation through the TMP: Low (support)

2.2.3 B.C. ACTIVE TRANSPORTATION DESIGN GUIDE

As part of the Move. Commute. Connect. initiative, the province also developed a detailed B.C. Active Transportation Design Guide document to support communities throughout BC in the planning and design of consistent, high-quality active transportation infrastructure. The Design Guide contains guidance on sidewalks, cycling facilities and trails, as well as recommendations on achieving accessible design. The Active Transportation Design Guide may be a key resource for the Village to provide design guidance as it turns towards future implementation of its Transportation Master Plan and updates existing standards and related policies.

Applicability to Active Transportation through the TMP: High (facility selection and design guidance)

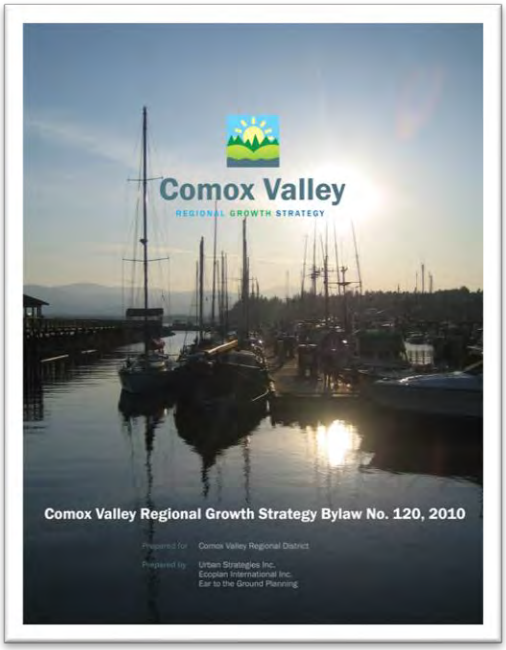
2.3 SUMMARY OF RELATED REGIONAL DOCUMENTS

Regional documents reviewed as part of this work include:

- The Comox Valley Regional Growth Strategy, Bylaw No. 120 (2010)
- Comox Valley Active Transportation Network Plan (2021)
- BC Transit, Comox Valley Transit Future Plan (2014)
- Comox Valley Sustainability Strategy (2010)
- Comox Valley Cycling Plan (2007)

2.3.1 COMOX VALLEY REGIONAL GROWTH STRATEGY BYLAW NO. 120, 2010

The *Regional Growth Strategy* (RGS) is a foundational document that provides clear goals and objectives for the CVRD and its communities in the region to collectively address. Most relevant to the project are the goals and objectives on transportation, public health and safety, and climate change. Policy guidance provided by these portions of the RGS are summarized in this section.



TRANSPORTATION - Goal 4: *"Develop an accessible, efficient and affordable multi-modal transportation network that connects Core Settlement Areas and designated Town Centres and links the Comox Valley to neighbouring communities and regions".*

Objective 4-A Increase public transit use.

Objective 4-B Improve bicycle and pedestrian infrastructure to increase the use of active transportation options.

Objective 4-C Develop and maintain an inter-regional transportation system that efficiently and safely facilitates the movement of people and goods.

Mode Share Targets:

- Walking/Cycling: 20% by 2030
- Public Transit: 2.5% by 2030

The RGS outlines several transportation policies that address active transportation. These policies encourage:

- Encouraging land use patterns supportive of transit use.
- Serving major centres with frequent transit and active transportation infrastructure.
- Developing public transportation options specific to rural areas in the Comox Valley.
- Promoting cycling plans and programs.
- Coordinating with local government parks and greenways plan to provide linkages between settlement areas.
- Identifying regionally important street connections for pedestrian and cycling improvements through OCPs.

- Adopting regional street, sidewalk, and intersection standards to improve safety, accessibility, and transportation choice.
- Providing bicycle amenities and infrastructure at all public and large-scale private developments.
- Protecting existing corridors for potential connections to neighbouring regions.
- Collaborating with all levels of government to improve inter-regional transportation.

PUBLIC HEALTH AND SAFETY - Goal 7: *"Support a high-quality of life through the protection and enhancement of community health, safety and well-being".*

Objective 7-A Increase the number of pedestrians and cyclists in the Comox Valley.

This objective outlines several supporting policies that address active transportation. These policies encourage:

- Supporting the creation and coordination of bicycle and pedestrian plans at the local government level.
- Providing bicycle amenities and infrastructure at all public and large-scale private developments.
- Identifying regionally important street connection for pedestrian and cycling improvements and mandate that connections be integrated in new development
- Identifying gaps in active transportation networks.
- Promoting healthy lifestyles and community spirit through physical activity.
- Ensuring that all public institutions are accessible by active transportation.

CLIMATE CHANGE - Goal 8: *"Minimize regional greenhouse gas (GHG) emissions and plan for adaptation"*

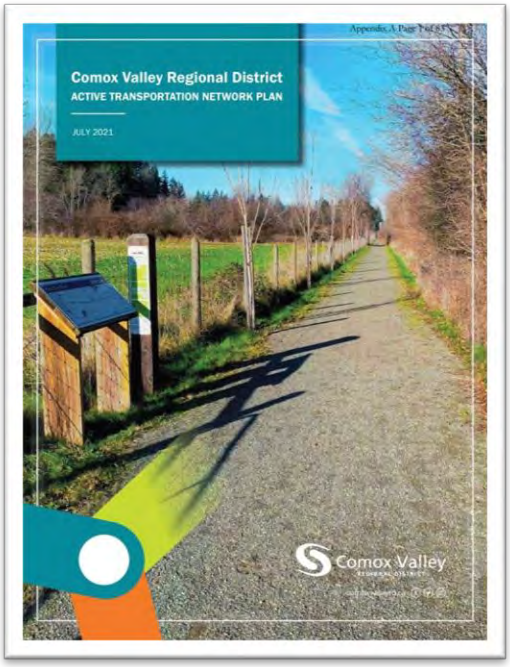
Objective 8-B Reduce GHG emissions created by the on-road transportation sector.

The supporting policies contained in this objective encourage the following active transportation-related directions:

- Supporting and promoting transportation programs and patterns of development that increase walking, cycling, and transit use in the rural and urban areas.
- Providing bicycle amenities and infrastructure at all public and large-scale private developments.
- Adopting regional street, sidewalk, and intersection standards to improve safety, accessibility, and transportation choice.
- Identifying gaps in active transportation networks.

Applicability to Active Transportation through the TMP: High (alignment/support)

2.3.2 COMOX VALLEY ACTIVE TRANSPORTATION NETWORK PLAN (2021)



The CVRD developed its first ever Active Transportation Network Plan ("ATNP") to guide active transportation improvements throughout the Region with specific focus on developing a multi-modal network in the Comox Valley's rural areas.

Distinct goals are identified in the ATNP that describe what the Comox Valley community is seeking to achieve with respect to active transportation:

1. Ensure safe transportation choices are available for all people regardless of age or ability
2. Observe a significant shift to sustainable transportation...
3. Built a culture and promote AT
4. Create more places for people to walk, roll or bike
5. Establish an inclusive and accessible AT network for all residents and visitors

2030 Targets:

- 2.5% transit mode share
- 20% of trips fulfilled by walking and cycling
- 50% reduction in GHG emissions

Long-Term Active Transportation Network projects:

- Existing pedestrian, cycling and multi-use routes include the One Spot Trail and Cumberland-Royston Railway Trail.
- Cumberland Road (1.2km) painted, buffered bike lane – from Village of Cumberland to City of Courtenay.
- Comox Valley Parkway (1km) roadside separated multi-use pathway from Village of Cumberland to City of Courtenay

Education and School Travel Planning:

The CVRD and the member municipalities should work with partners to build upon the past success of the collaborative School Travel Planning initiative in the Comox Valley.

Public Bicycle Facilities

Work with member municipalities to prioritize the installation and upgrade of bicycle parking and charging facilities for electric vehicles in regional centres, villages, and transit hubs and update parking requirements as needed

Development Regulations

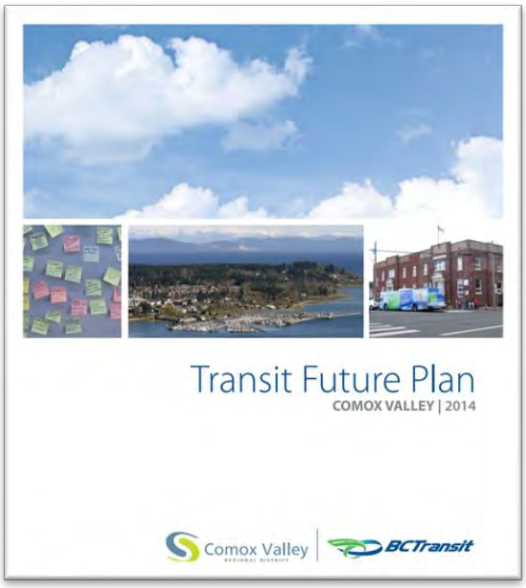
All levels of government within the Comox Valley are encouraged to revisit and update their development regulations to ensure they support regional active transportation priorities and to ensure active transportation objectives are achieved through land development.

Regional Coordination

A coordinated approach to active transportation network development in the region can be supported by the formation of a Technical Advisory Committee (TAC) which could consist of representatives from the CVRD, all member municipalities, K'ómoks First Nation, Ministry of Transportation and Infrastructure (MOTI), School District 71, and BC Transit

Applicability to Active Transportation for the TMP: High (connections and regional coordination)

2.3.3 COMOX VALLEY TRANSIT FUTURE PLAN (2014)



The Transit Future Plan builds on the Comox Valley land use and transportation policies and includes an implementation strategy for transit investments.

The Transit Future Plan sets a transit mode share target of 3% for all trips by 2038, which will require the Comox Valley transit ridership to grow from 626, 043 to 2.7 million trips per year

Route 2:

- Route 2 provides transit service in the Village of Cumberland
- Key service improvement to improve structure and frequency to local transit

Vision and Goals:
The Transit Future Plan identifies a vision for ""an affordable, efficient and convenient transit network with routes that connect transit users with neighborhoods and other transport modes and contribute to a vibrant and equitable quality of life in the Comox Valley"

Six transit plan goals have been created to support the achievement of the vision statement:

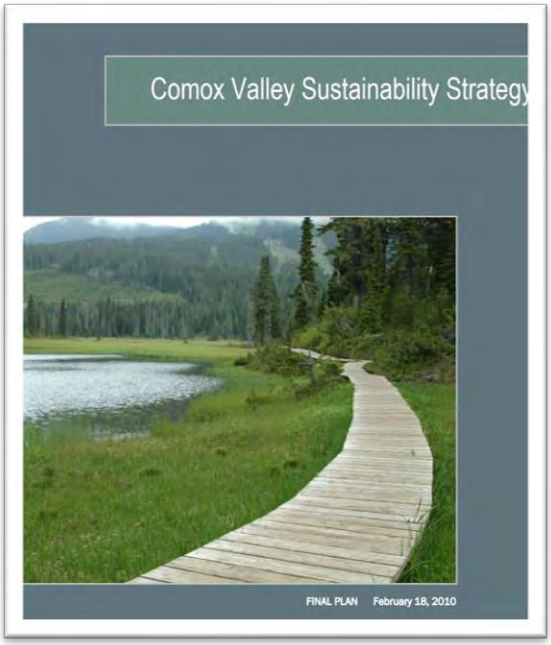
1. **Attract new riders and increases ridership**
2. **Direct and align with the regions key centres**
3. **Integrate with other modes of transportation**
   - Facilitate significant growth of active transportation by integrating the transit network with facilities, services and operations providing capacity for combined mobility of transit with cycling, walking and driving
   - Integrate the transit network with regional and local cycling and pedestrian networks
   - Provide sufficient secure bicycle storage at appropriate stops and exchanges
   - Explore the ability to increase bicycle capacity on transit vehicles
4. **Be efficient and cost effective**
5. **Be safe and accessible**
   - Build transit infrastructure that is universally accessible
   - Ensure bus stops are spaced at appropriate distances to balance customer accessibility and efficient operations
6. **Be collaborative and customer focused**

Targets: The Transit Future Plan establishes a mode share target of 3% of transit trips as a percentage of all trips by 2038

Applicability to Active Transportation through the TMP: Moderate (appropriate facilities and connections to transit)

2.3.4 COMOX VALLEY SUSTAINABILITY STRATEGY (2010)

The Comox Valley Sustainability Strategy (CVSS) creates new knowledge and leading approaches to sustainability for communities in the Comox Valley. The CVSS guides the policies and plans of regional and local governments, and also recommends specific actions to be undertaken by a variety of partners, including community organizations. The CVSS is the result of collaboration between four local governments, community member input, and review by the public and government agencies.



Targets:

- % of residents within 400m of dedicated bicycle and pedestrian pathways with direct connections to regional transit service
    - 2030 – 70%
    - 2040 – 80%
    - 2050 – 100%

Transportation Vision: The Comox Valley has a safe, efficient, integrated and multi-modal transportation system that provides for convenient mobility with low environmental impact for all residents.

Goal 4.1 Reduce the need for single occupant vehicles

Goal 4.1.2 Shift transportation choices toward alternative modes of transportation to achieve…16% pedestrian, 15% cycling and 15% transit.

Goal 4.3 Increase walking, cycling, transit use and other forms of alternative transportation

Applicability to Active Transportation through the TMP: Moderate (targets)

2.3.5 COMOX VALLEY CYCLING PLAN (2007)

The Comox Valley Cycling Plan was an initiative of the Valley's local governments and Ministry of Transportation and Infrastructure (MOTI). Existing information and standards from the various local governments was synthesised with the intention of formulating a clear cycling plan for the Comox Valley.

The Plan identifies existing and desired bike routes and includes a strategy to coordinate, prioritize and develop cycling routes between the three municipal governments and the Regional District. Attention is given to consistent design criteria and MOTI cycling policies. A cross jurisdictional design exercise was completed and outlines the various terminologies used in respective community plans.

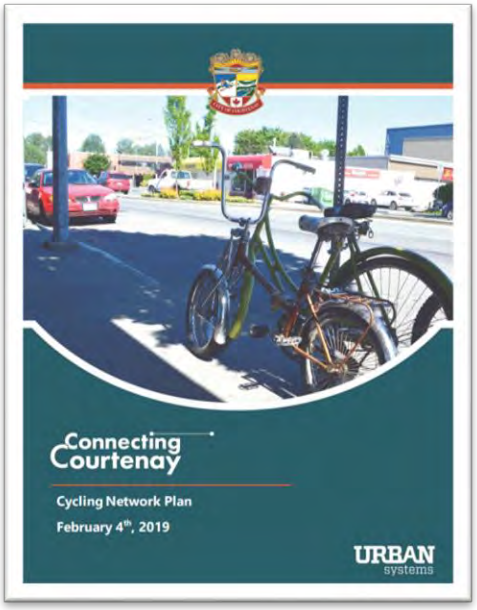
The Village of Cumberland's draft bicycle plan includes the following list of projects:

- Bike Lanes
  - Dunsmuir Avenue between just east of Egremont/Sutton and Seventh Street
  - Cumberland Road between the eastern boundary of the Village and Ulverston Avenue/Fourth Street
  - Ulverston Avenue between Cumberland Road/Fourth Street and Dunsmuir Avenue
- Bike Paths
  - From the northern end of Egremont to Cumberland Road just north of Fourth Street
  - The Wellington Colliery Railbed from Sutton to Dunsmuir Avenue
  - Around the Boundary Creek wetland from Wellington Colliery Railbed to Ulverston Avenue and Dunsmuir Avenue

Applicability to Active Transportation through the TMP: Moderate (combined with CVRD Active Transportation Network Plan = high).

2.4 NEIGHBORING COMMUNITY POLICIES

2.4.1 COURTENAY TRANSPORTATION MASTER PLAN AND CYCLING NETWORK PLAN (2019)



Connecting Courtenay, the City's Transportation Master Plan identifies strategies and actions to guide the development of the city's future transportation system. The plan includes a target of 30% of all trips by sustainable modes by 2030 (up from 15% currently). It also identifies the envisioned long-term street, cycling and pedestrian networks within the City of Courtenay, which help highlight where active transportation facilities in neighbouring communities might connect with planned improvements within the city.

The Cycling Network Plan is a parallel document to the Transportation Master Plan, adding another level of detail to the cycling network identified in the TMP that includes an itemized list of cycling infrastructure projects with a specific facility type and cost estimate for each project. It should be noted that the city may be updating the Cycling Network Plan in 2021/2022.

Note: At the time of this report, the 2019 Cycling Network Plan was being updated.

Applicability to Active Transportation through the TMS: High (planned connections, consistency in active transportation treatments and guidelines)

2.5 VILLAGE OF CUMBERLAND DOCUMENTS

Village policies and plans reviewed as part of this work are listed below. They have generally been ordered from most relevant to least relevant however components of each support active transportation within the community.

- 2020-2023 Strategic Priorities
- Official Community Plan Bylaw no. 990 (2014)
- Subdivision and Development Bylaw no. 948 (2012)
- Zoning Bylaw no. 1027 (2016)
- Streets and Traffic Bylaw no. 951 (2017)
- Roads Master Plan (2007)
- Parks and Greenway Master Plan Bylaw no. 998 (2014)
- Cycling Plan (1995)
- Age-Friendly Assessment and Action Plan (2020)
- 2018-2023 Economic Development Strategy
- Cumberland Enhancement Study (2008)
- Village Park Master Plan (2013)
- Cumberland Lake Park Master Plan (2013)
- Cumberland Community Forest Park: Interim Trail Management Strategy (2021)
- Cumberland Trails Survey Results (2016)

2.5.1 2020-2023 STRATEGIC PRIORITIES

Vision:

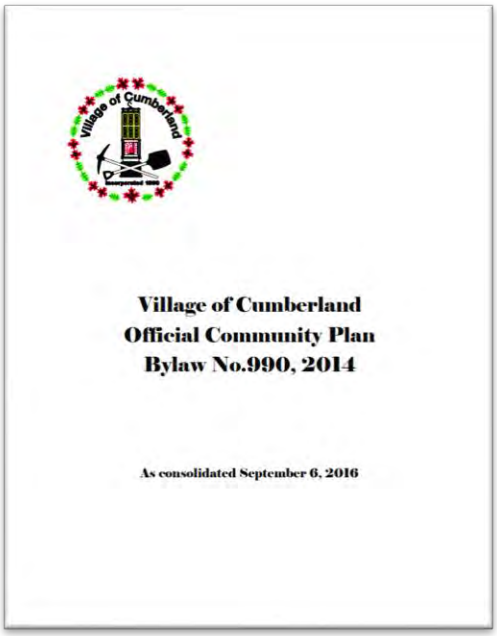
"...the people of Cumberland are here because this Village offers an unmatched quality of life. They envision that Cumberland will continue to be ***a community vibrating with activity***. Surrounded by living forests, the Village is ***a mecca for outdoor recreation***, with opportunities for anyone who wants to immerse themselves in nature. Protected by living natural corridors..... ***the network of walking and biking paths attracts visitors from all over the world***".

The Village has four strategic focus areas:

1. **Healthy Community**
2. **Quality Infrastructure, Planning and Development**
   - Transportation Assessment –
     - Traffic and Pedestrian Study (2020-2021)
     - Transportation Master Plan (2022)
3. **Comprehensive Community Planning**
4. **Economic Development**

Applicability to Active Transportation through the TMP: Low (support for process and related studies)

2.5.2 OFFICIAL COMMUNITY PLAN BYLAW NO. 990, (2014)



The purpose of the OCP is to provide a broad framework of goals, objectives, and policies to guide decisions on future planning and land management within Cumberland.

As the Village grows in population, land use practices are crucial to ensure that it is a livable community. Walkability, greenways and bikeways will contribute to making Cumberland a liveable community and the OCP supports these facilities through various policies found within.

Longer term action items in the OCP include the creation of an integrated Cumberland Transportation Master Plan that addresses all modes of transport.

- OCP promotes collaboration with regional and provincial partners.
- Support for Smart Growth principles (integrating transport and land uses) and higher densities will reduce the reliance on private transport and enable people to live work and shop closer to home.

Section 4: Goals

Goal 4–General Municipal Infrastructure

The Village will provide effective, appropriate, and efficient infrastructure for existing and future development.

Goal 5–Transportation

The Village will provide a cost-effective, safe, and efficient road network through development of a network of vehicle, transit, bicycle, and pedestrian routes that keep pace with development.

Goal 7–Tourism

The Village will become a year-round destination of choice providing tourism experience based on community strengths primarily focused on:

- Ecotourism
- Cycling Culture
- Adventure Tourism
- Arts
- Heritage and Cultural Assets

Pedestrian oriented neighborhoods are identified throughout, and Greenways are identified as a land use designation. Residential infill is supported within a 10-minute walk of the Commercial Core.

Goal 11–Climate Change and Adaptability The Village will take on a leadership role for the region with respect to sustainability and climate change and will increase the adaptive capacity of the Village.

Goal 13–Recreation, Leisure and Parks

The Village will continue to provide diverse indoor and outdoor recreation and leisure opportunities that respect the natural environment, enhance physical and community well-being and facilitate a connection with nature. The Village will protect biodiversity, ecosystems and ecosystem services through an interconnected parks, open space, and recreational corridor network.

Land Use Policy Direction:

- Emphasis throughout on integrating transportation and land uses to encourage alternative modes of transportation.
- At rezoning - encourage that all local and minor collector roads be traffic calmed, in the interest of public safety, at developer's cost if they are connected to a new development.
- Utilize adaptive planning principles and integrate transportation and land uses with the adoption of alternative development road standards, bicycle lanes, pedestrian movement and mixed use, so residents can live, work, and shop close to home.

Transportation and Connectivity

The road network for the Highway Interchange Lands proposes to provide connections including:

- Royston Road to the Comox Valley Parkway
- Inland Island Highway to Royston Road via on and off ramps
- Royston Road to Kentwood Road (CVRD)
- Loop road through proposed Lot 9b: Dunsmuir to Royston Road

Objectives:

1. Work in collaboration with the Ministry of Transportation and Infrastructure (MOTI) and the Comox Valley Regional District (CVRD); provide more active transportation infrastructure to increase resilience in the face of higher energy prices; improve community health, recreation, and tourism opportunities; and reduce greenhouse gas emissions.
2. New roads are built as complete streets that incorporate sidewalks and on street bike lanes on arterial and major collector roads and off-road bike paths are per a future TMP and provide for efficient transit service as well as sufficient space to include landscaping.

General Transportation Policies:

Place increased emphasis on alternative modes of transportation (walking, cycling, transit) while maintaining automobile, commercial goods, and emergency vehicle mobility.

User priority:

- Active Transportation (Walking and Cycling)
- Transit
- Movement of Goods & Services
- Traffic Calming

The recommendation to update and revise the 2007 Roads Master Plan to a Transportation Master Plan for the Village can be found within the OCP.

Development Permit Areas

The OCP identifies 11 Development Permit Areas (DPA) and 1 Heritage Conservation Area (HCA). Direction has been set through several DPAs to encourage property owners in assisting the Village in addressing goals and values identified in the OCP, including:

- Best practices in trail and pathway maintenance practices for environmentally sensitive areas (DPA 1: Environmental Protection)
- New trails within a buffer zone are to meet Village standards for design and construction (DPA 1: Environmental Protection)
- Providing accessible travel routes from roadways and parking areas to building entrances (DPA 5: Industrial, DPA 6: Residential Infill, DPA 7: Residential Multi-Family, DPA 8: Mixed Land Use, DPA: 9 Commercial, DPA 11: Interchange Lands, HCA1 – Historic Village Commercial Core)
- Providing sufficient on-site illumination for pedestrian and vehicle safety, including applying the principles of CPTED (DPA 5: Industrial, DPA 6: Residential Infill, DPA 7: Residential Multi-Family, DPA 8: Mixed Land Use, DPA: 9 Commercial, DPA 11: Interchange Lands)
- Considering provisions for multi-modal transportation (DPA 5: Industrial, DPA 6: Residential Infill, DPA 7: Residential Multi-Family, DPA 8: Mixed Land Use, DPA: 9 Commercial, DPA 11: Interchange Lands)
- Providing sheltered and secure bike parking (DPA 5: Industrial, DPA 6: Residential Infill, DPA 7: Residential Multi-Family, DPA 8: Mixed Land Use, DPA: 9 Commercial, DPA 11: Interchange Lands)
- Ensure the safe, efficient, convenient and functional movement of multiple modes of transportation (DPA 8: Mixed Land Use, DPA: 9 Commercial)
- Give priority to alternate modes of transportation, including public transit, bicycles and pedestrians (DPA 8: Mixed Land Use, DPA: 9 Commercial, DPA 11: Interchange Lands, HCA1 – Historic Village Commercial Core)
- Landscaping should enhance the pedestrian experience (DPA: 9 Commercial)
- Plazas should be designed to provide ease of pedestrian flow to primary routes (DPA 11: Interchange Lands)
- Streets are designed to provide safe bicycle use and provide a complete network of sidewalks and crossings to accommodate pedestrians (DPA 11: Interchange Lands)

Applicability to Active Transportation through TMP: High (land use, supportive policies, alignment, direction)

2.5.3 SUBDIVISION AND DEVELOPMENT BYLAW NO. 948, 2012

Consideration should be given to ensure that standards and design of subdivision and development prioritize pedestrian, cyclist, transit routes, and traffic calming where necessary.

The bylaw suggests consideration should be given to ensure that standards and design of subdivision and development prioritize pedestrian, cyclist, transit routes, and traffic calming where necessary. Regardless of the typical cross sections (Type 1, Type 2, Type 3), it is anticipated that as improvements are made, the proposed cross sections may be refined to allow for features such as additional commuter bike lanes, and substitution of swales for curb, gutter and sidewalks in areas there the road gradient exceeds 4%.

Cross sections as shown in Figure 7.1 – Typical Cross Section: Type 1- Main Street do not show allocations for bicycle lanes, where as Types 2 (a & b) and Type 3 clearly outline the provision for bicycle lanes.

The cross sections which reference bicycle facilities include 4.5m bi-directional bike lanes which meets the desirable through zone width as outlined within the BC Active Transportation Design Guide, and 2m uni-directional bike lanes (Type 3, Country Road) which meets the constrained limit of a protected bicycle lane (1.8m) but does not allow for a buffer zone (or protection). Depending on the recommended facility types identified through the upcoming Transportation Master Plan process, this recommendation may be identified.

Sidewalks are shown at a 3.0m width for Type 1 – Main Street, and at 2.0m width for Type 2a – Main Access Road. The BC Active Transportation Design Guide recommends 3.0 – 4.0 as desired width for areas of high pedestrian activity, however it is not expected that the identified Main Streets would meet the 400 pedestrians/15 minute period at peak times to require the 4.0m width. For commercial context 2.4 – 3.0 are the recommended sidewalk widths which aligns with the current cross sections. Presence of sidewalks and their constrained and desirable limits should be explored further throughout the Transportation Master Plan process.

Applicability of Active Transportation to the TMS: Moderate (to update)

2.5.4 ZONING BYLAW NO. 1027, 2016

The Village's zoning bylaw requires a minimum number of Class 1 and Class 2 bicycle stalls to be provided as part of all new developments. The Village encourages landowners/applicants to supply more than the minimum requirement to accommodate increased use of active modes travel, along with 'end of trip' or ancillary facilities such as showers for use of employees, bicycle repair stations, etc. Bike parking requirements are provided based on specific site land uses.

Based on input received from the community throughout the Transportation Master Plan process, the required number of bicycle stalls, and their treatments may change. It is recommended that this bylaw be updated to reflect the recommendations of the Transportation Master Plan, and that it consider end of trip facilities and other characteristics such as covered bicycle parking which is not currently specified, as appropriate. Other updates may be identified throughout the TMP process.

Applicability to Active Transportation through the TMP: Moderate (to update)

2.5.5 STREETS AND TRAFFIC BYLAW NO. 951, 2017

The policy has several requirements to maintain sidewalks and cycle paths or bicycle lanes that are free of debris, parked vehicles, sandwich boards, or other items that may inhibit passage, and provide clear sight lines for all roadway users.

The bylaw includes the "cycle" as a device having any number of wheels that is propelled by human power and on which a person or persons may ride, including but not limited to go-carts, wagons, coasters, roller skates, and skateboards. "Sidewalk" is defined as the area between the curb lines or lateral lines of any roadway and the adjacent property lines improved for use of pedestrians or any other improved area set aside for pedestrian use. The bylaw also allows for children under the age of 5 to operate a bicycle on the sidewalk.

The term "walkway" has not been defined within the bylaw and could be clarified to align with the sidewalk definition provided. Sidewalk may also require some clarity, as it is currently understood that pathways connecting neighborhoods may be multi-use. The types of users allowed/ facility should be clarified alongside facility types such as sidewalk, pathway, walkway, and multi-use path. Multi-use facilities are not identified or defined within this bylaw. Allowed uses for this type of facility should be defined within the bylaw.

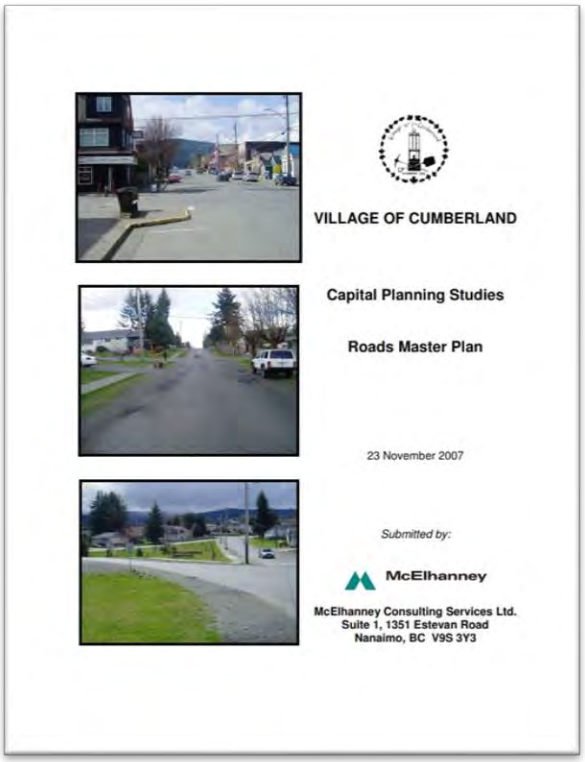
Posted speeds and traffic calming may also be areas for inclusion within this bylaw, depending on the outcomes of the Transportation Master Plan.

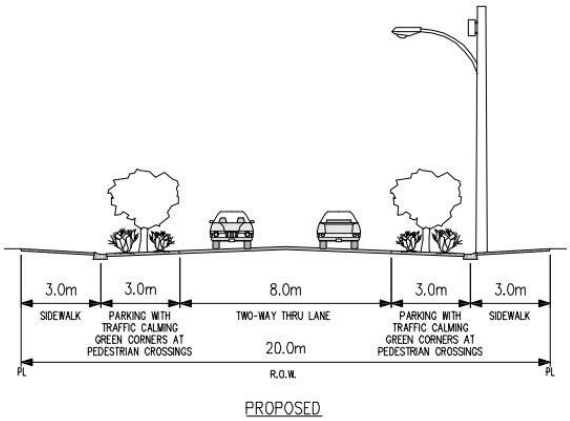
Applicability to Active Transportation through the TMP: Low (to update)

2.5.6 ROADS MASTER PLAN (2007)

As a result of significant growth with several large residential subdivisions and commercial development, the Village initiated capital planning studies to develop master plans for improving major infrastructure. Identified projects include the following:

- Union Road is expected to become a major collector road and will be used increasingly by traffic traveling to/from the Trilogy development and the Cumberland Road arterial. Access from Trilogy to the village centre will typically be along Royston Road and the lower end of Dunsmuir Avenue
- In the Coal Valley development, Kendal Road has been identified as a collector road feeding Cumberland Road arterial.
- Egremont Road has been selected as a collector road providing access to and from the Coal Valley development and the village centre.
- Ulverston Ave., Bruce St. and 7th St. have all been identified as local collector roads providing access between Ulverston Station, Conniston Junction, and other subdivisions and the two arterial routes.
- Comox Lake Road and Bevan Road have also been included in the Primary Road Network because of their importance in providing access to a prime recreational area and the local landfill, respectively
- Improvements to 4th Street / Cumberland Road intersection, the Dunsmuir Avenue / Egremont downtown Dunsmuir Avenue and Egremont Road intersection are ranked as the highest priorities.





As improvements are implemented, the roads will be developed to conform with proposed features including commuter bike lanes, sidewalks, safety of crosswalks. Proposed typical cross section shown here.

Applicability to Active Transportation through the TMP: High (alignment, potential updates)

2.5.7 DEVELOPMENT COST CHARGES BYLAW NO. 934

Development Cost Charges are fees that municipalities may impose by bylaw on new development to help pay the cost of off-site infrastructure services needed to accommodate growth. Cumberland's bylaw includes DCCs for water, sanitary sewer, roads, storm sewer and parks.

Road projects range from traffic calming, intersection improvements and cycling infrastructure.

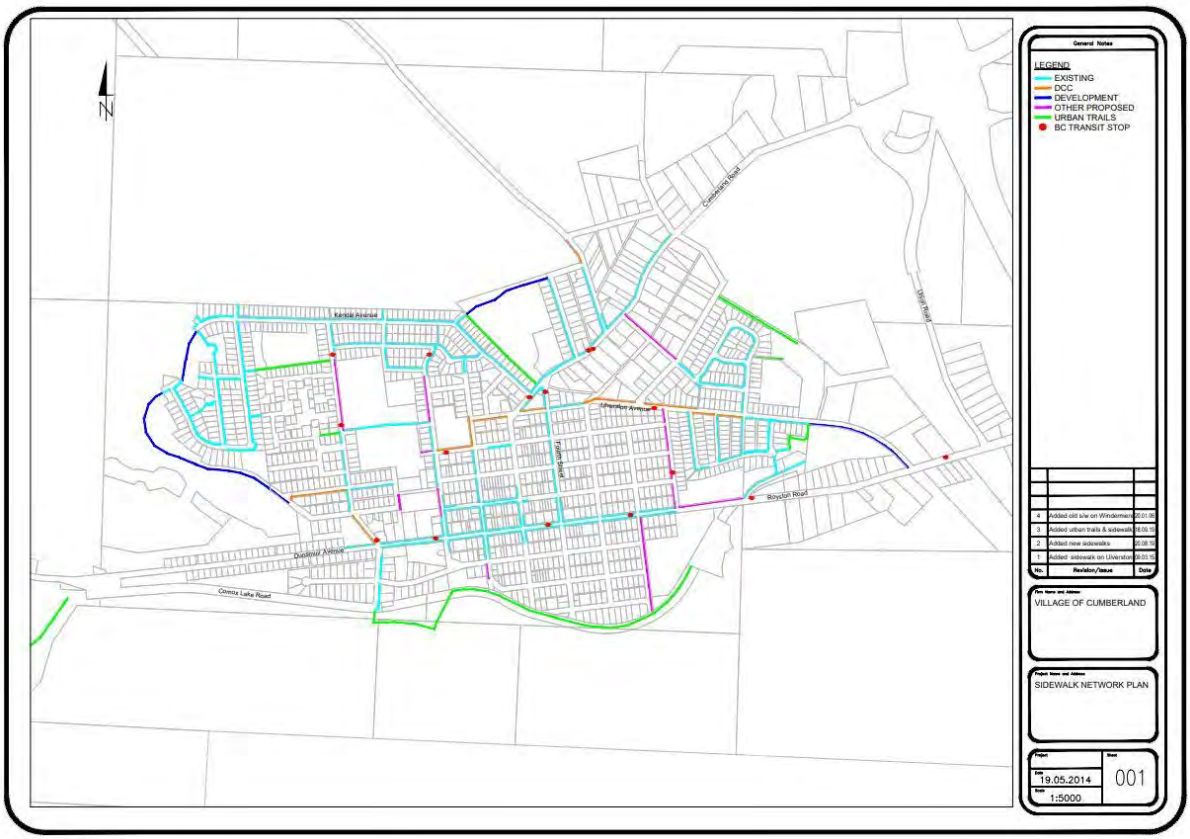
The Village of Cumberland will be undergoing a review of its DCC's in 2022. The project list is anticipated to change following the review. Further, updates from the Transportation Master Plan may help inform the update to expanding the project list to include a broader range of road improvements and active transportation and upgrades.

Applicability of Active Transportation through the TMP: High (investment in infrastructure)

2.5.8 SIDEWALK NETWORK PLAN (2014)

The sidewalk network plan provides context of the existing and future sidewalks for the Village of Cumberland.

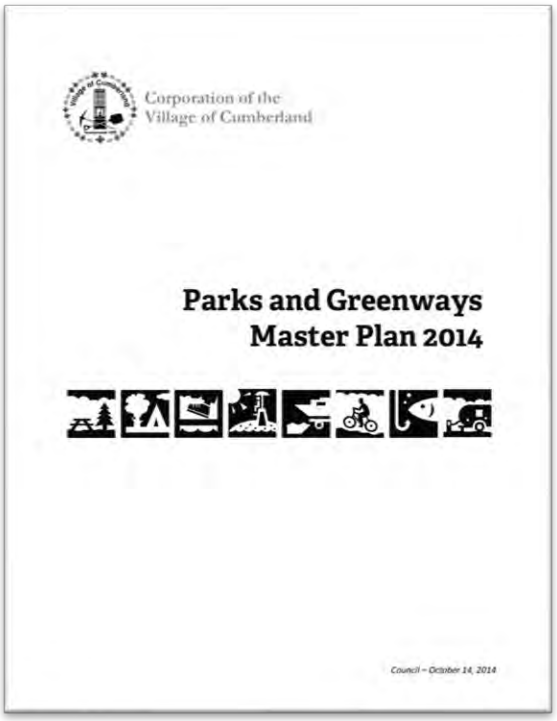
Through the TMP process, a more fulsome sidewalk network map will be developed to demonstrate an update of existing conditions and priorities for future pedestrian improvements.



Applicability of Active Transportation through the TMP: High (network planning)

2.5.9 PARKS AND GREENWAY MASTER PLAN BYLAW NO. 998 (2014)

The purpose of the Parks and Greenways Master Plan is to provide a framework to guide the Village of Cumberland towards the identification, preservation, restoration, acquisition and management of significant parks, open spaces, and green corridors over the next 10 to 15 years.



Land for park acquisition is located throughout the Village, based on Regional Growth Strategy policies, OCP designated future residential development, existing and proposed development. Pertinent recommendations include:

- iii) connections to promote the development of a trail and/or habitat network as part of the Village greenways system (wetland strip north of Cumberland Community Forest) and Wellington Colliery Railway trail; and

Individual park plans will identify missing connections which include the need for well vegetated pedestrian greenways or shared cycling/walking access at the side of a roadway.

Major trails and park space should provide for people with varying abilities.

Applicability of Active Transportation through the TMP: Moderate (connections)

2.5.10 FACILITY AND INFRASTRUCTURE ACCESSIBILITY REVIEW (2016)

This review document was prepared by the Social Planning and Research Council of BC (SPARC BC) to assist the Village of Cumberland in developing a 10 Year Planning Framework for consideration by Cumberland Council to ensure that Cumberland continues to be a community where everyone is included.

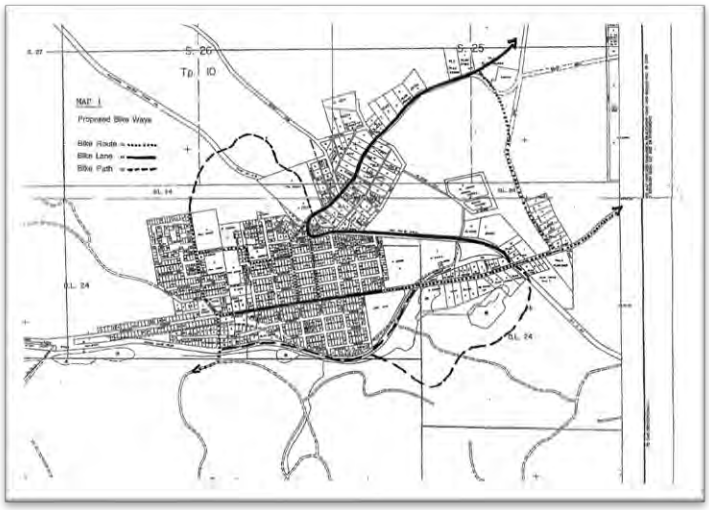
Recommendations related to accessibility and enhancements within Village Park and its interface with the rest of the community, particularly along Dunsmuir Avenue, are identified as areas for improvement.

Further recommendations relate to sidewalks and pedestrian routes with specific focus on accessibility related considerations such as minimum clearance widths, curb ramps, accessible parking considerations, and transit and bus shelters.

Trail considerations are also provided including passing widths, rest area intervals, and cross slopes. Recommendations found within this review document should be considered within the Transportation Master Plan process to ensure that design guidelines for active transportation facilities and accessible parking align with these community generated recommendations.

Applicability of Active Transportation through the TMP: High (design considerations, accessibility)

2.5.11 VILLAGE OF CUMBERLAND CYCLING PLAN (1995)



The Village's Cycling Plan provides priority bicycle routes and approaches design and engineering facilities with four principles:

1. The needs of each user group should be addressed – groups are identified as recreation/tourists; commuters and competitors
2. Every street should be considered a cycling street, recognizing that people will use bicycles on every street and they ride to and from designated bike streets. Therefore, each street should minimize hazards such as potholes, etc.
3. Designated routes should be continuous. Providing an unbroken path to and from destination points
4. Support facilities (bike racks, etc.) should be provided at destination points as has been completed along Cumberland Road.

Bikeway network: three types of infrastructure are identified: bicycle routes, bicycle lanes and bicycle paths.

While it is understood that the Cycling Network Plan is outdated and therefore may be less relevant than more recent planning documents, it is recognized as a starting point for future planning.

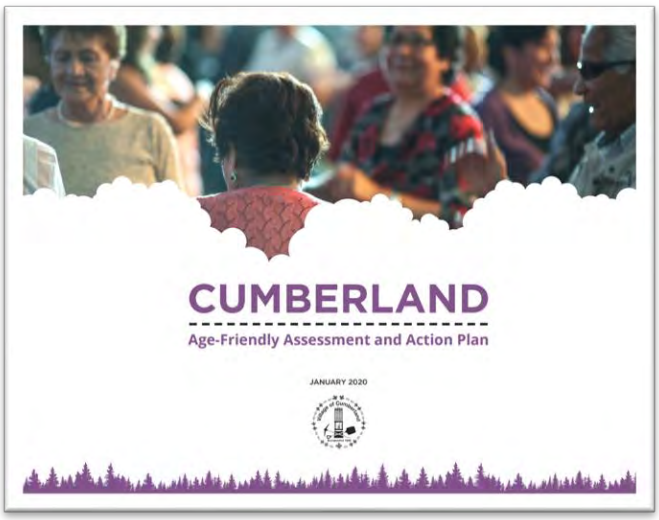
Active transportation facilities and associated design guidelines have developed substantially since the time this report was written and it is recommended that design guidelines inform appropriate Village bylaws upon completion of the Transportation Master Plan. The routes as identified above may also help inform the future network but should be reassessed throughout the Transportation Master Plan.

The implementation plan includes the following recommendations, some of which may remain relevant recommendations today.

- Staff prepare a 10-year capital program for phasing in signage and infrastructure
- Amend the zoning bylaw to require parking facilities for bikes (has since been completed)
- Maintain and augment educational programs
- Include bike lanes in major road reconstruction (Cumberland Road bike lanes complete)
- Have new development fronting in proposed bike lanes provide the lanes as a condition of development
- Amend the Road Development Cost Charge bylaw to include the costs of bike lanes
- Request MOTI to provide bike lanes on Cumberland Road

Applicability to Active Transportation through TMP: High (when combined with more recent regional work)

2.5.12 AGE FRIENDLY ASSESSMENT AND ACTION PLAN (2020)



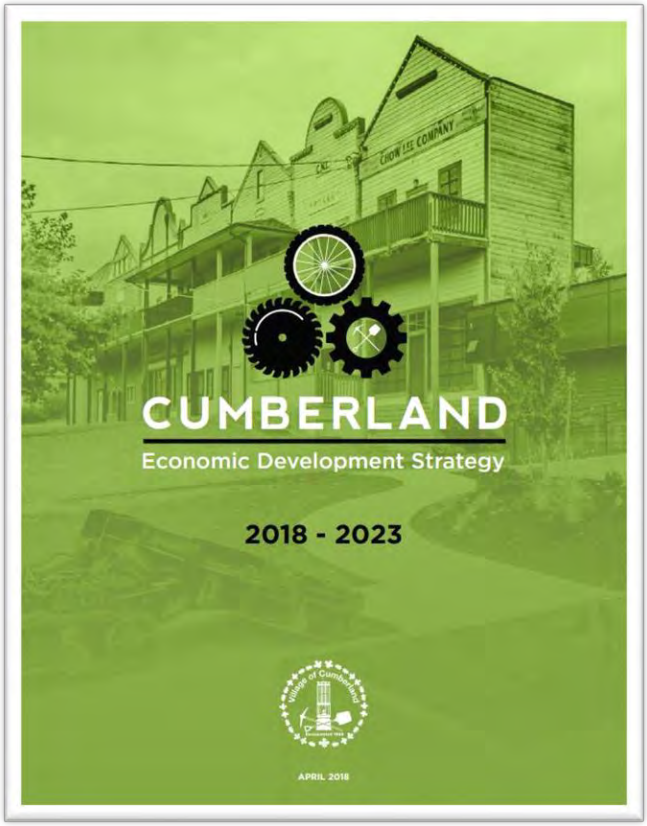
Age-friendly planning covers a wide range of aspects of community life. Transportation is one of the eight features of the Village's Age Friendly Plan. This feature reads "public transportation is affordable and accessible; roads and walkways are accessible and kept in good shape."

Recommendations to make the transportation network more age-friendly include the use of accessible trail surfaces, shorter trail loops, benches, and gathering spaces are all recommended. Updating the Village's Network Sidewalk Plan and undertaking improvements to existing sidewalks and including age-friendly policies within the future OCP update.

More targeted mobility-focused actions include increasing pick up and drop off areas within the core commercial area, continued advocacy with BC Transit to ensure connection to key destinations, and generally supporting sound land use and transportation planning to support mobility and transit use.

Relevance to Active Transportation through TMP: High

2.5.13 2018-2023 ECONOMIC DEVELOPMENT STRATEGY (2018)



Cumberland's Economic Development Strategy and Implementation Plan guides economic development initiatives and decision-making in Cumberland over the next five years.

Cumberland's tourism sector has a strong base and seems to be growing well. The recent increase in tourist traffic is substantially driven by the successful development of Cumberland as a destination for mountain biking. However, there is a concern that tourism comes with some impacts (i.e. to local trails), that there is not as much economic benefit as there could be, and that Cumberland should not rely too much on a single sector.

The Strategy identifies objectives that outline what is important to the Village of Cumberland when thinking about the changing economy:

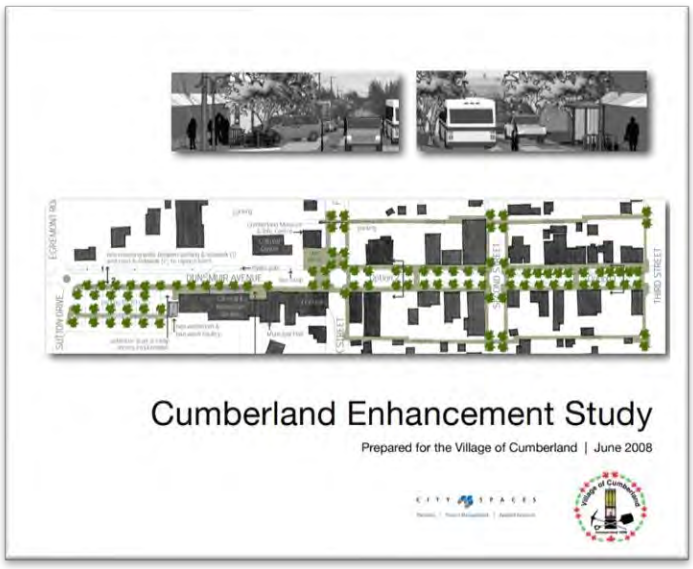
- **Enhance local quality of life for all Cumberlanders** – includes access to recreation for locals
- **Deepen sense of place/community identity** – economic activities should support creative, diverse, accessible and inclusive activities
- **Enhance our environmental assets** – support a more sustainable relationship with the environment

The strategy recognizes how active and recreational transportation attracts a large community of tourists, however there is not enough infrastructure available to support it or depend on it solely. The strategy recommends approaches to build more short-term accommodation and online platforms for tourism to support the growing demand of tourists. Further, it recommends the creation of community development through new businesses, particularly in the arts and culture sector.

Applicability of Active Transportation through TMP: Low

2.5.14 CUMBERLAND ENHANCEMENT STUDY (2008)

A study to comprehensively review opportunities to enhance Cumberland's main streets and entrances to increase beautification and attract visitors and businesses.



Design principles:

- Plan to be a major destination for cultural, recreational and specialty retail activities
- Use permeable surface and easy to maintain materials wherever possible when building or resurfacing roads, alleyways, and parking lots.
- Ensure safe cycling and walking routes along Dunsmuir Avenue, Cumberland Road, Royston Road, Fourth Street and Union Road.
- Coordinate with water, sanitary and storm drainage upgrades during enhancement implementations and maintenance.
- Provide for continuous and barrier-free access for pedestrians and electric scooters.
- Promote pedestrian connectivity to parks, recreational and civic facilities, and the commercial core.

Key Enhancement Areas:

- **Primary Gateways** — Main entrances at the corner of Cumberland Road/Union Road and Royston Road/Union Road
    - Community walking and cycling routes. Recommendation to install a separated bicycle lane along Cumberland Road from Peace Park to Union Road and; Royston Road from Village Park to Union Road
    - Secondary gateway - Fourth Street – main bicycle commuter route – bike lanes need to be accommodated along corridor
- **Village Centre** — Including the streetscape of the historic core along Dunsmuir Avenue, alleyways, the museum, cultural centre buildings and parking lot and municipal hall complex.
    - Dunsmuir encourages drivers to speed. New designs should visually narrow the street to make walking, cycling, and crossing safe. Travel lane with needs to consider snow removal, accommodate bike routes and future needs of EVs and scooters.
    - Alleyways located a half-block on either side of the commercial centre are well connected providing opportunities for a bike and/or walking path
- **The Trailhead** — Parking lot at the corner of Sutton Road and Dunsmuir Avenue
    - Strengthen the location as a visitor destination and trailhead – improve pedestrian access by installing a walking path to No.6 Mine Park. Include mountain bike related infrastructure, signage, etc.

Signage Strategy:

- Welcome – located at each Primary Gateway
- Directional (Wayfinding) – located at Peace Park, Village Park, Dunsmuir/Fourth
- Destination – at key destinations to mark area boundary

Bike Racks - Bike racks should always be in a prominent and visible public location, adjacent to bus shelters and along Dunsmuir Avenue, particularly in front of the Municipal Office, Recreation Centre, Cultural Centre and Village Square. Bike rack styles should be used that are expandable and are fitted for different bike types, including mountain bikes.

Sustainability

- **PEOPLE**
  - **Plan for people of all ages and abilities -** Consider scooter usage and electric vehicles when designing infrastructure improvements.
  - **Invest in infrastructure that encourages walking and cycling –** Bury utilities to create more sidewalk space and improve pedestrian circulation; Create bicycle routes along main roads and connect these routes to the surrounding trail system.
- **PROFIT – ECONOMIC MEASURES**
  - **Strengthen the local economy –** build on recreational tourism opportunities, such as mountain biking
- **PLANET – Environmental Measures**
  - **Protect nature; develop greenways, restore native vegetation -** Create continuous trails and promenades to enhance public access to nature.

Applicability to Active Transportation through TMP: Moderate (supportive policies)

2.5.15 VILLAGE PARK MASTER PLAN (2013)

Cumberland Village Park is both the central focus of the community and an active recreational resource. The masterplan concept in this report is intended to guide the development of Village Park including:

- Bicycle jump park expansion
- Community interface works including parking and tree planting
- Accessibility improvements

Connections to, and through, the Village Park should be considered as part of the overall active transportation network plan and should include appropriate uses and treatments for these pathways.

Applicability to Active Transportation through TMP: Low (recreational, community connectivity)

2.5.16 CUMBERLAND LAKE PARK MASTER PLAN (2014)

Cumberland Lake Park is a recreation destination for residents of the Village of Cumberland and the rest of the Comox Valley, as well as tourists from beyond. The majority of park infrastructure is focused around campground and boat launch activities.

There is an identified desire to improve access to the park by walking and cycling. Goals identified to improve this access have been identified as:

- Develop way-finding signage for park facilities (related to existing parks and trails signage standards);
- Consolidate and improve park signage throughout
- Map and assess existing walking, hiking and climbing access trails;
- Develop way-finding signage specific to trail network and install signs at key access points and junctions;
- Identify location for a segment of accessible trail;

- Others

A challenge raised consistently throughout the planning process was park access via Comox Lake Road. The present road condition currently provides one-way traffic for a section of road close to the lake (due to previous bank failure) and does not provide infrastructure for safe cycling access. Although this is of direct importance to the future for Cumberland Lake Park, this issue is outside of the park area, and is therefore outside of the scope of this master plan. The Village is working to address road access through other initiatives.

Applicability to Active Transportation through TMP: Low (recreational, access, trailheads, wayfinding)

2.5.17 CUMBERLAND COMMUNITY FOREST PARK: INTERIM TRAIL MANAGEMENT STRATEGY (2021)

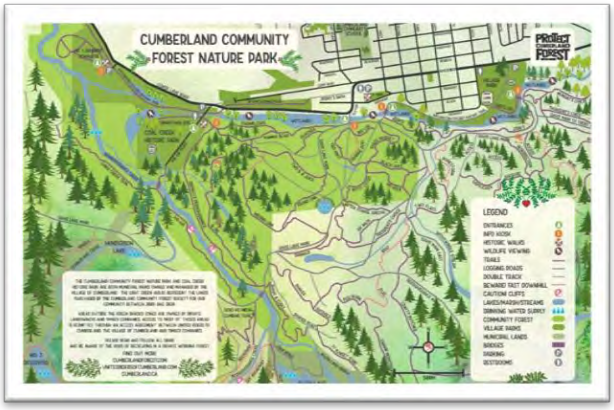
The Cumberland Community Forest Park was purchased by the Village of Cumberland with funds provided by the Cumberland Community Forest Society (CCFS). The park is home to a non-motorized, multi-use trail system that connects to trails outside of the Park. This trail system is made up of active and inactive resource roads and historic motorized and non-motorized trails that have developed informally over decades on land adjacent to the Village of Cumberland.

Mountain bikers, hikers, runners, dog walkers, school groups and day cares all use the park for recreation, education and connection to nature. The park is also the primary portal of entry and exit to the upper areas of the Cumberland Trail Network and receives a significant amount of traffic accessing those lands.

A formal trail designation planning process has not occurred, leading to a lack of clarity on such topics trail use, right-of-way, etiquette, and social conflicts between trail users. This strategy provides interim guidance until a formal engagement process is conducted to inform roles and responsibilities for the Village, the CCFS and others for the use of the park and trails.

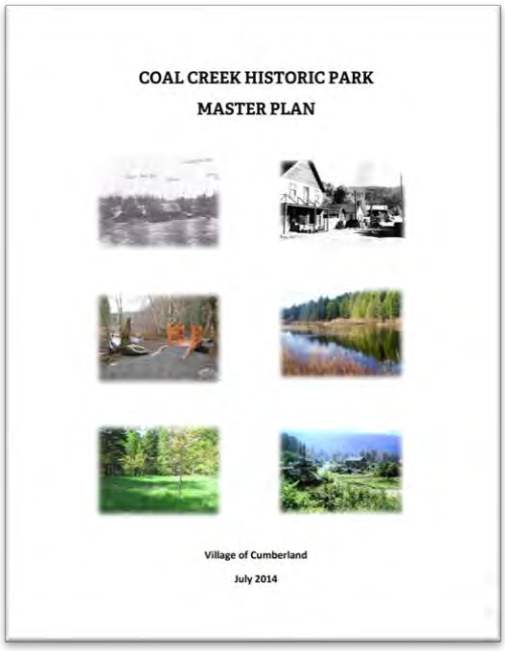
Trail projects to focus on include re-routes and trail improvements in response to environmental impact, safety, and performance issues. Projects on multi-use trails are to be designed and implemented for maximum benefit to all trail users

- Rotary Pathway to Recreation: approximately 350 m of 3m wide trail, surfaced with crushed gravel, including bridge crossing of Perseverance Creek. This will provide an important active transportation connection to access Comox Lake. Subject to funding and all environmental approvals.



Applicability to Active Transportation through TMP: Low (recreational, access, design guidance)

2.5.18 COAL CREEK MASTER PLAN (2014)



Coal Creek Historic Park has a unique role in Cumberland's municipal park system and the wider parks and protected areas system in the Comox Valley. Protecting some of the Village's most important historic sites, as well as regionally significant wetland and forest ecosystems, the Park is both a heritage site and a nature reserve.

The Park is frequently visited by locals and visitors for walking and cycling on the trails adjacent to the park. With numerous trails connecting to the Cumberland Community Forest, hikers and mountain bikers frequently pass through the park.

In 2005, the Cumberland Community Forest Society purchased 71 hectares of forested land immediately adjacent to Coal Creek Historic Park to the east and south with a strict conservation covenant on title. These lands were donated to the Village as a municipal nature park. Combined, Coal Creek Historic Park and the Cumberland Community Forest now protect 112 hectares of land to the south of Cumberland as part of the "Cumberland Forest"

Objective #3: Recreation –
To provide for readily accessible, low impact outdoor recreation opportunities and facilitate community use and gatherings.

Development Possibilities include:

- Trails, including high use corridors requiring hard surface
- Provide high quality tails for multi-purpose uses (cycling and pedestrian)

Applicability to Active Transportation through TMP: Low (recreational, trails and multi-use pathways)

2.6 COMMUNITY-LED TRAVEL PLANNING

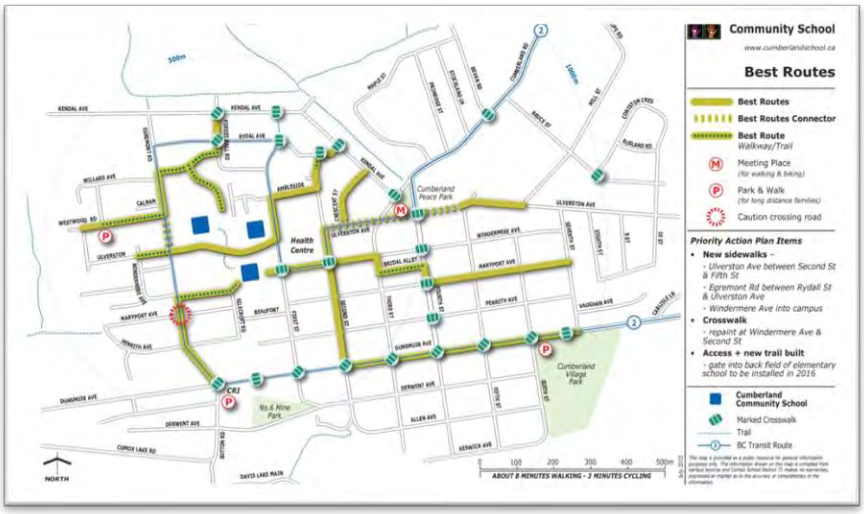
2.6.1 CUMBERLAND COMMUNITY SCHOOL – ACTIVE TRAVEL PLANNING

In recent years the Cumberland Community School worked with Comox Valley School District Active School Travel team, Active Comox Valley and the Comox Valley Cycling Taskforce initiative in the past to complete a school travel plan process. A key output of this process is a 'Best Routes' map indicating the recommended walking and cycling routes for students within Cumberland to reach the Community School.

The work also identified alternate meeting places, park and walk locations for long-distance families, and locations of safety concern (Egremont Road at Maryport Avenue). It also recommends improvements to existing crossings, new school access points, and new sidewalks. This work involved input and participation from Village staff and may be helpful in prioritizing infrastructure investments through the Transportation Master Plan process.

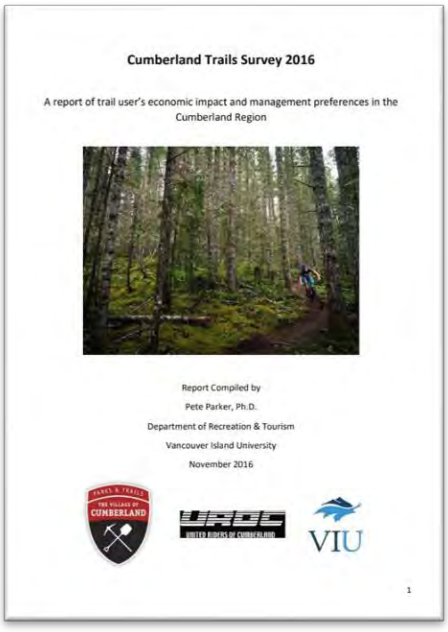
In addition, in 2021 the Cumberland Community School is participating in a BC Active School Travel Pilot Program and the PAC has an Active Travel Committee.

Applicability of Active Transportation to the TMP: Moderate (priorities)



2.6.2 CUMBERLAND TRAILS SURVEY RESULTS (2016)

A survey conducted to assess the economic impact of visitors to the Cumberland region's trail network and to identify the preferences of local users to better facilitate trail management.


Cumberland Trails Survey 2016

A report of trail user's economic impact and management preferences in the Cumberland Region

Report Compiled by
Pete Parker, Ph.D.
Department of Recreation & Tourism
Vancouver Island University
November 2016

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Key findings:

- Almost 75% of the respondents were from the Comox Valley Regional District (CVRD) and only 1.9% were international tourists. Of those respondents from the CVRD, almost half (46.9%) were from Cumberland.
- The vast majority of respondents came to Cumberland to mountain bike (92.4%) and it was a very important reason for their visit.
- The highest priorities for trails management activities were protecting wildlife, rating trails for level of difficulty, and improving both trail maps and trailhead information.

Important improvement to local respondents included improving the signage on the trails, providing a public bike wash station, and a public bathroom/ changing room at the community recreation center parking lot.

Applicability to Active Transportation through TMP: Low (recreational)

2.7 CLOSING: POLICY REVIEW

This active transportation focused policy review provides a starting point and general overview of influencing policies and plans. While the review may not be exhaustive, it generally demonstrates support for improving mobility and active transportation. This review provides a foundation for a likely future policy review to be undertaken as part of the upcoming TMP process. Those policies identified as having high or moderate applicability should be further reviewed by the project team once identified. Those marked as having lower applicability should also be considered and familiarity with these plans may be beneficial to the future project team, however they may not be directly applicable to a TMP.

The Village's, and other influencing policies, provide a sound foundation from which to grow a truly multi-modal transportation plan should the community desire such an approach.

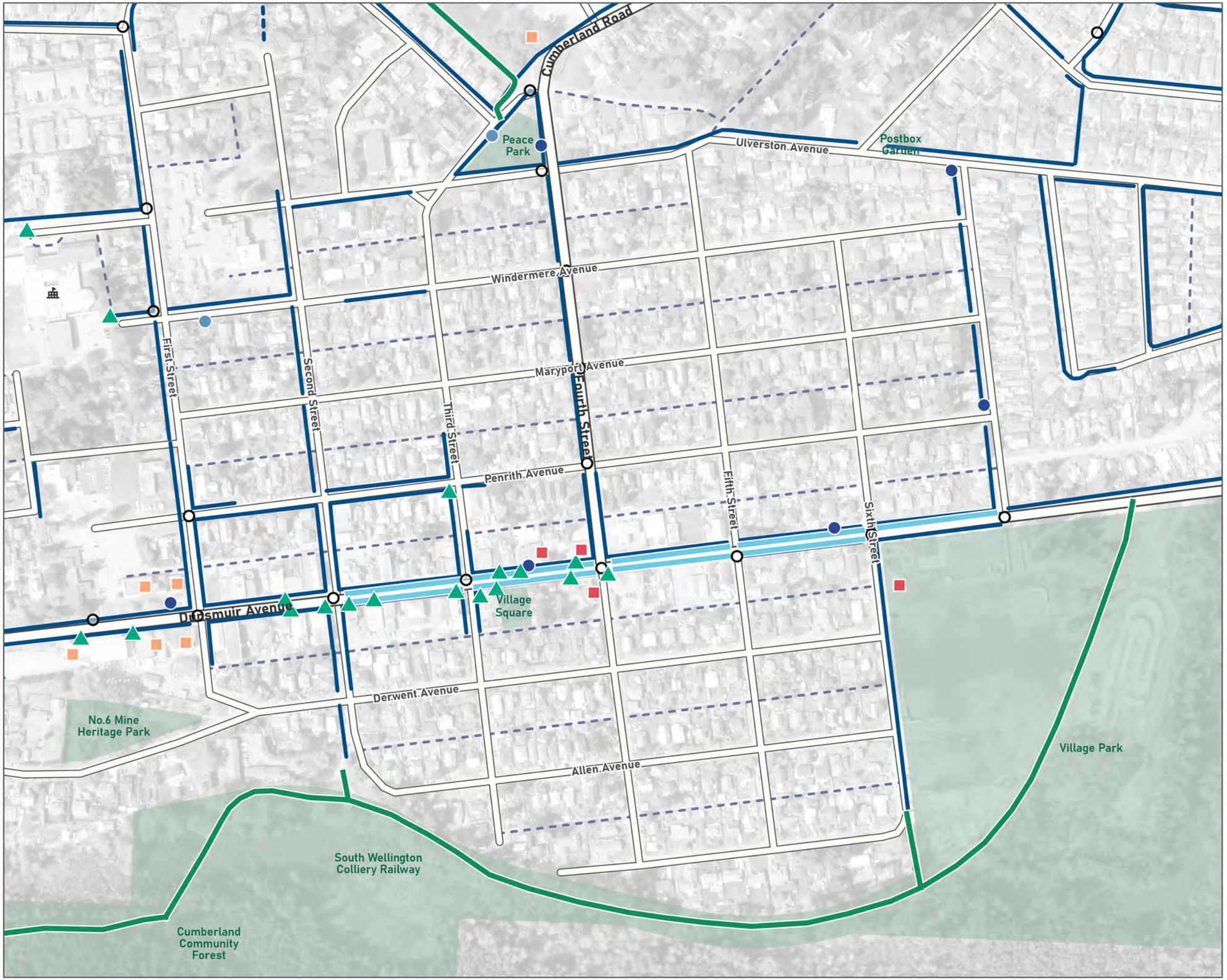
PART 2: EXISTING CONDITIONS MAPS

3.0 EXISTING CONDITIONS MAPS

The maps provided on the following pages are the result of a field inventory exercise. This inventory focused on gathering existing active transportation facilities throughout the Village of Cumberland. These elements have been catalogued and recorded in GIS, which will provide an up-to-date view of the current conditions for active transportation within the Village. Further data collection related to Village roadways may be required as part of the larger TMP process, once launched.

The purpose of this background work is not to make recommendations, but rather to provide updated data that can be referenced in future works for planning purposes and other internal processes. Two maps have been provided, one with a focus on Dunsmuir Avenue which has the highest concentration of active transportation facilities, and another showing a wider extent to demonstrate active transportation facilities coverage throughout the community.

Connectivity to the community's trailheads and the regional active transportation network should be considered when developing the active transportation network. When prioritizing the network buildout the community should include connections to community amenities, affordable housing, seniors' residences, the Cumberland Community School and other key destinations as identified throughout future engagement. Considerations of equity, universal access, and infrastructure appropriate for people of all ages and abilities, and road safety data should also inform the next steps as the village moves through the upcoming TMP process.



Active Transportation Facilities - Dunsmuir Avenue

- Bike Rack
- Municipal Building
- Other Amenities/Facilities
- School
- Sheltered Bus Stop
- Bus Stop
- Crosswalk
- Pedestrian Connection
- Sidewalk
- Multi-Use Pathway
- Painted Bike Lane
- Major Connector
- Minor Connector
- Lane
- Parks
- Village of Cumberland Boundary

0 50 100
Meters

Coordinate System:
NAD 1983 UTM Zone 10N

Scale: 1:3,500
(When plotted at 11"x17")

Data Sources:
- Data provided by
Village of Cumberland
Comox Valley Regional District
Urban Systems Ltd.
Open Street Maps
ESRI Basemaps

Project #:	3332.0009.01
Author:	BB
Checked:	BH
Status:	Final Draft
Revision:	A
Date:	2022 / 2 / 23

URBAN SYSTEMS

Hope Park
Bevan Road
Hope Road
Cumberland Road
Comox Valley Parkway
Inland Island Highway
Union Road
Maple Street
Kendal Avenue
Rydal Avenue
Salport Street
School Zone
Egremont Park
Egremont Road
Solport Park
Maryport Avenue
Peace Park
Postbox Garden
Ulverston Avenue
Coniston Crescent
Ulverston Park
Mill Street
Bruce Street
Windermere Avenue
First Street
Second Street
Third Street
Fourth Street
Fifth Street
Sixth Street
Ravenwood Park
Royston Road
Penrith Avenue
Dunsmuir Avenue
Village Square
Camp Road Greenway
Old Orchard Park
Derwent Park
No.6 Mine Heritage Park
Derwent Avenue
Allen Avenue
Village Park
Coal Creek Historic Park
Comox Lake Road
South Wellington Colliery Railway
Cumberland Community Forest

Active Transportation Facilities

- Cemetery
- Municipal Building
- Other Amenities/Facilities
- School
- Sheltered Bus Stop
- Bus Stop
- Crosswalk
- Buffered Bike Lane
- Multi-Use Pathway
- Painted Bike Lane
- Pedestrian Connection
- Sidewalk
- Major Connector
- Minor Connector
- Lane
- Village of Cumberland Boundary

0 100 200 300
Meters

Coordinate System:
NAD 1983 UTM Zone 10N

Scale: 1:10,000
(When plotted at 11"x17")

Data Sources:
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URBAN SYSTEMS

PART 3: WHAT WE HEARD

4.0 WHAT WE HEARD

An essential component of successful community planning initiatives is ensuring that resident and stakeholder input is integrated into the project. For the purposes of this project, we engaged the community through a 15-minute survey that explored travel patterns and habits as well as key issues and actions for the Village to explore as part of the upcoming TMP process. The survey was promoted on the Village of Cumberland's main webpage as well as the community Facebook page "Currently Cumberland". The survey was open for 3 weeks and received **448 respondents**. The following section provides complete survey results by theme.

4.1 KEY THEMES

- Convenience is the primary factor for the community's mode choice, with driving being the most common mode(40%).
- Cycling in Cumberland is popular for recreation, exercise and spending time with family and friends, with 54% of respondent's self identifying as enthused and confident or bold and fearless cyclists indicating that separation of cycling facilities may not be required to encourage these cyclists to ride to fulfill more trips. However, those that do not identify as confident cyclists may require higher quality, or separated facilities to be encouraged to fill more trips by cycling.
- Improving and expanding the sidewalk network is a clear priority for the community to prioritize more trips by walking.
- The community's top three priority outcomes as identified through the survey input include improvements to road safety, environmental outcomes, and public health.

4.2 PROMOTION AND COMMUNICATIONS

Response on the survey was well received, with 448 respondents over a three-week period. The launch of the survey was promoted on the Village of Cumberland's "Village News" webpage on October 29th, which was sent to the 518 email subscribers through the Village of Cumberland news releases. See media release in Figure 1.

Cumberland Launches Transportation and Mobility Community Survey

Posted on October 29, 2021

The Village of Cumberland is launching a Transportation and Mobility survey to understand how community members get around the Village. The survey is part of background work for the upcoming Transportation Master Plan update.

Those who live or work in Cumberland are encouraged to take the short, fifteen minute survey by November 21, 2021.

The community survey, an inventory of existing walking and cycling facilities, and a policy review are funded by the Province of BC through an Active Transportation Planning grant. The work will finish in 2022 with an updated Transportation Master Plan that will help guide annual infrastructure work and sustainable long term transportation decisions for the community as it continues to grow.

Please click here to complete the Survey

Figure 1: Social Media Post

Currently Cumberland
November 5 at 7:58 PM ·

The Village of Cumberland is launching a Transportation and Mobility survey to understand how community members get around the Village. The survey is part of background work for the upcoming Transportation Master Plan update.

Those who live or work in Cumberland are encouraged to take the short, fifteen minute survey by November 21, 2021.

https://cumberland.ca/cumberland-launches-transportation.../

7 3 Shares

Figure 2: Facebook Post

Currently Cumberland
November 18 at 3:28 PM ·

The Village wants to hear from you!

There is still time to complete the Transportation and Mobility survey to help us prepare for next year's Transportation Master Plan process.

If you haven't already, please complete the survey this weekend.

www.surveymonkey.ca/r/PQ3WJJV

Your input will help the Village shape up our background knowledge before we launch our Transportation Master Plan next year.
The survey will close Sunday night, November 21 st . Stay tuned for more information related to the Transportation Master Plan.

The survey was also promoted on the community Facebook page "Currently Cumberland" twice. The first post on November 5th captured 7 "likes" and 3 "shares". See Figure 2.

The second post on November 18 promoted that the survey would be closing in a few days. This post captured 12 likes, 5 shares and 13 comments. Comments varied to state they've completed the survey, looking for more discussion on the TMP, while some comments specified improvements needed for the Village, several not specific to transportation.

4.3 WHAT WE HEARD SUMMARY

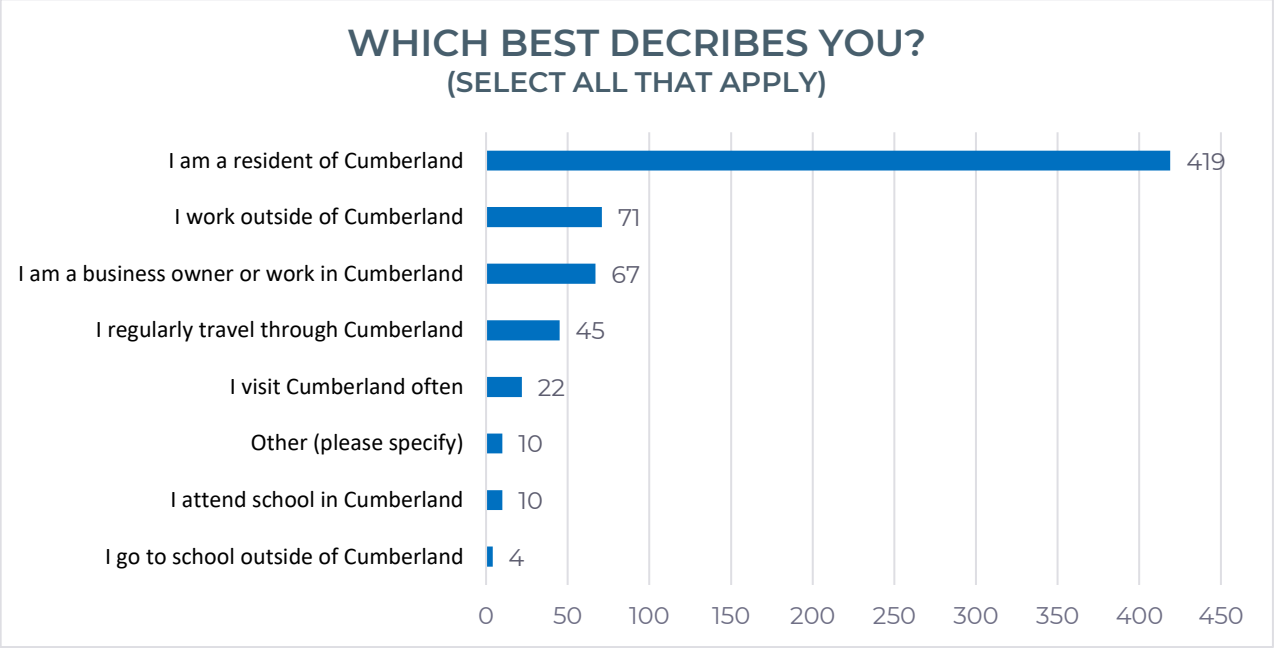
The following sections provide an overview of the survey input received. In addition to this overview, the Village has been provided with the detailed survey data which may be beneficial during the upcoming Transportation Master Plan (TMP) process. The input received offers guidance related to emerging community priorities and current transportation patterns and preferences. Additional engagement is anticipated to take place throughout the TMP process. This input may be beneficial to share or to give the Village an idea of where "digging deeper" may be beneficial to better understand transportation demands and values.

4.3.1 TELL US ABOUT YOURSELF

Survey participants were asked, *"Which best describes you?"* and then presented with a number of options to describe their relationship to the Village of Cumberland, as well as an "Other" option for anything not represented in the list. Respondents were able to select all options that applied to them.

In total, there were 448 responses to the question, and Figure 3 below shows the breakdown of how participants answered this question. Of the 448 respondents, 419 (94%) were residents of Cumberland, showing that a large majority of survey respondents live within the municipal boundary. The second most popular answer indicated that 16% of respondents work outside of Cumberland, while a similar number of participants (15%) work within Cumberland and/or own a business within the Village. The remaining responses show a mix of users who travel through the community (10%), visit Cumberland often (5%), attend school here (2%), and/or relate to Cumberland in other ways. Out of the ten respondents who selected "Other", the most popular answer was that their children attend school in the community.

Figure 3

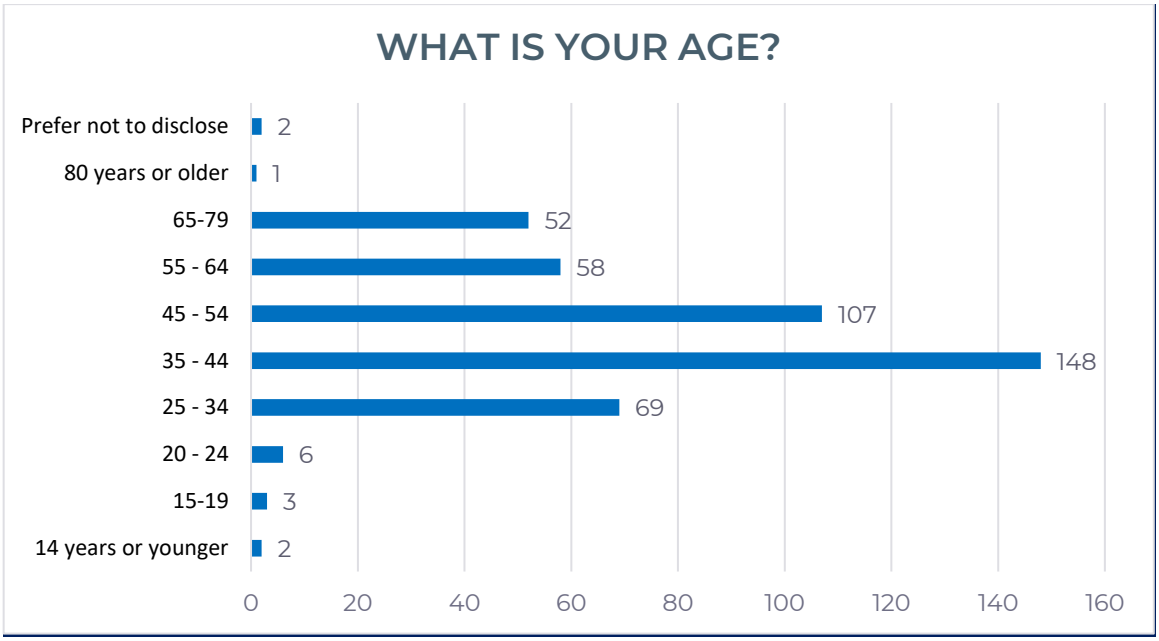


Note: Respondents were asked to "select all that apply", however results indicate that it is likely that respondents selected only their top selection resulting in a large proportion of those identifying only as "I am a resident of Cumberland" and providing no futher insight into their travel patterns and requirements (ie. commuting, etc.)

Participants were then asked, *"What is your age?"* and could select one out of nine possible age ranges, or they could choose not to disclose. As shown in Figure 4, the highest number of respondents (33%) were between the ages of 35-44, followed by those were 45-54 (24%). Fifteen percent of participants were between the ages of 25-34. These were three most selected age ranges, totalling to 72% of 448 survey respondents. It can also be noted that 12% of participants were over the age of 65, the standard age of retirement in Canada.

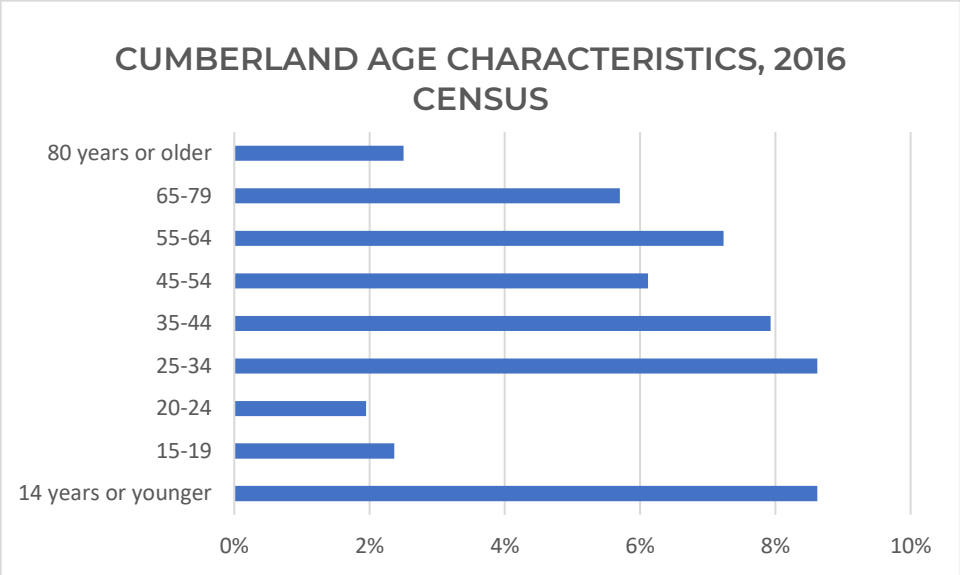
Compared to the age demographics of the 2016 Census, the respondents for seniors (65 years and over) was low, given that they account for 15% of the population of Cumberland. The largest respondent age of 35 – 54 years old accounts for 29% of the total population of Cumberland.

Figure 4



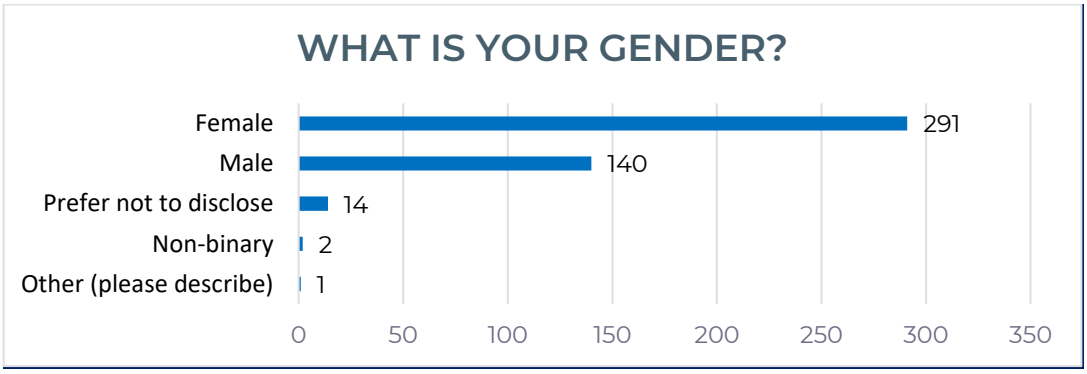
The age characteristics of Cumberland are shown below to demonstrate the response rate relative to community demographics. From this reference the 35-44 and 45-54 cohorts were most accurately represented whereas other cohorts were under-represented (64 years and older and those 24 years and younger) and additional efforts to engage these groups may be desirable throughout the TMP process. 2016 Census data for age characteristics for Cumberland are shown below in Figure 5 as reference.

Figure 5



When asked, "What is your gender?" almost two-thirds of respondents (65%) indicated they were female, while 31% said they were male. Two respondents indicated they were non-binary, and fourteen participants (3%) chose not to disclose. See Figure 6 below for the full breakdown of answers from 448 people. Data from the 2016 Census indicates a fairly equal gender split (49% males, 51% females) in the Village of Cumberland indicating a considerable female response rate.

Figure 6

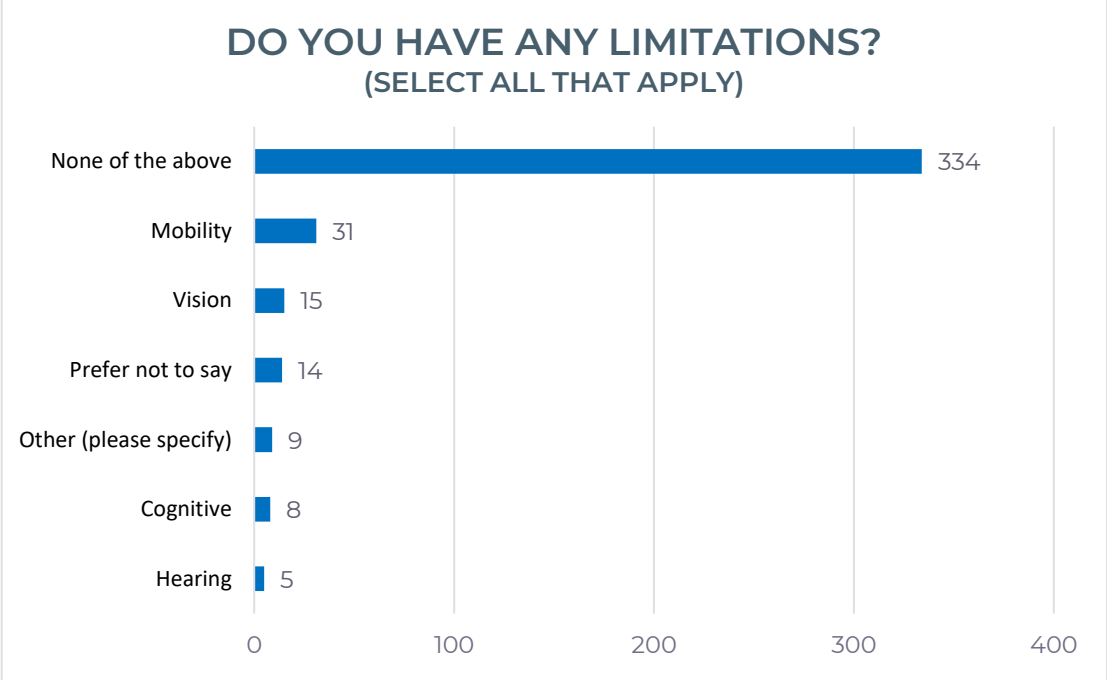


Question 4 asked survey participants, *"Do you have any limitations?"* and allowed for users to select as many options as they found applicable. There were 406 respondents to this question, and Figure 7 shows the final tally of responses.

Overall, 334 respondents (82%) indicated to having no physical, cognitive, or sensory limitations. However, of the 68 respondents (17%) who identified as having a limitation, 46% have some form of mobility limitation and 22% have a vision restriction of some kind, followed by cognitive (12% of 68 respondents) and hearing (7% of 68).

Nine respondents indicated they have an "Other" type of limitation, and their comments included having breathing difficulties, age limitations, and behavioural limitations. An additional 14 people did not disclose an answer.

Figure 7



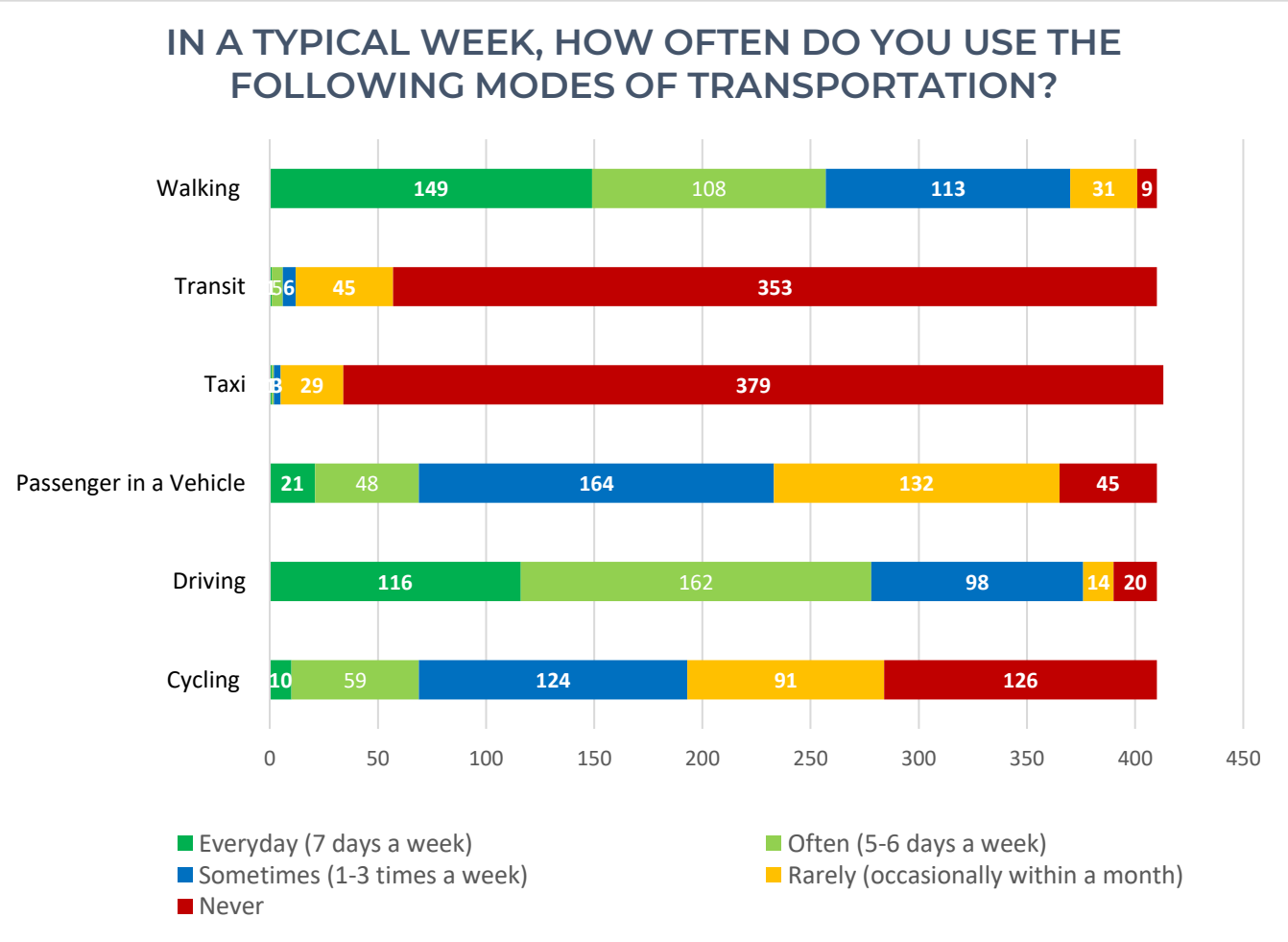
4.3.2 TRAVEL PATTERNS

To better understand travel patterns in the Village of Cumberland, the survey asked participants, *"In a typical week, how often do you use the following modes of transportation?"* in reference to six possible transportation modes. For each mode, participants had to select an option for their frequency, ranging from *Everyday (7 days a week)* all the way to the least frequent option, *Never*. There were 410 responses to this question, and Figure 8 below shows the range of responses for each transportation mode.

The most popular transportation modes for everyday use were walking (36% of respondents), driving (28%), and then carpooling (5%). Often-used modes (5-6 days per week) included driving (40%), walking (26%), and then cycling (14%). Sometimes-used modes included carpooling (40%), cycling (30%), walking (28%) and then driving (14%).

Participants identified their rarely-used modes as carpooling (32%), cycling (22%), and then transit (11%). The transportation modes that respondents report to never using were using taxi services (92%), transit (86%), and then cycling (31%).

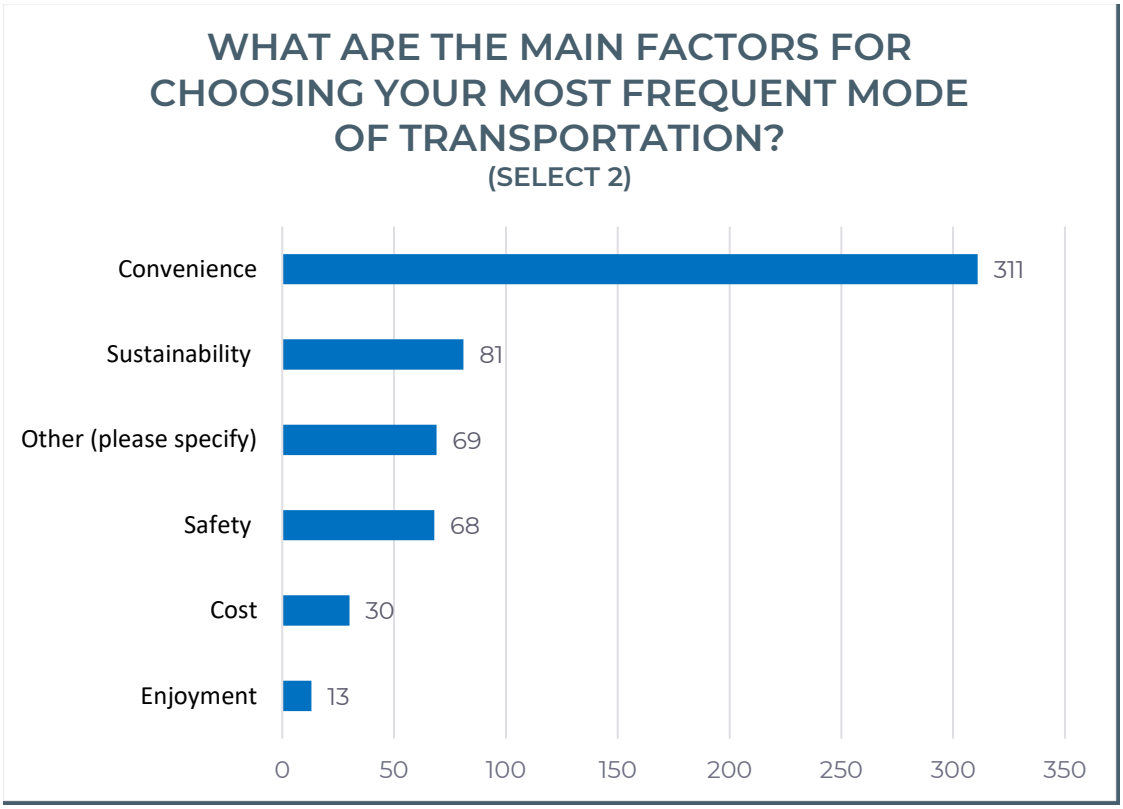
Figure 8



In response to the next question, "*What are the main factors for choosing your most frequent mode of transportation?*" survey participants were to select two out of five different options, in addition to an "Other" category where they could provide their own reason. Figure 9 shows the final tally of answers from 410 respondents that chose to answer this question.

The top factor for participants' transportation choices was primarily convenience (76%), followed by enjoyment (32%), sustainability (20%), other (17%), and then safety (17%). Out of 69 respondents who provided an "Other option, their main factors included work necessities, time constraints, health, and fitness. Thirty respondents (7%) indicated cost as a main factor for them.

Figure 9



The final question of this section was open-ended: *"Do you have anything else you'd like to share related to your travel preference? Add it here."* Participants were allowed to write an optional comment of their choosing.

This question received 29 responses, and several comments expressed desire for increased cycling opportunities throughout the community and enhanced pedestrian accessibility and safety.

4.3.3 WALKING

Participants were then asked, "*When I walk, it's to…*" and then presented with a range of options representing walking destinations and purposes. Participants could select as many options as they found applicable. See Figure 10 for the final breakdown of responses.

There were 390 respondents to this question, and the top three options included "Enjoy nature parks and trails" (80%), "Access shops, restaurants or services" (79%), and "Exercise" (68%). There were 38 respondents who selected "Other", and their most popular response was that they walk their dog.

Figure 10

To better understand the walking patterns in the Village of Cumberland, the survey asked participants,

"On a typical day, with the current pedestrian infrastructure (sidewalks, pathways, crosswalks) in Cumberland, how long would you be WILLING to walk to each of the following destinations?"

The survey presented six different types of destinations and participants were asked to select five different options indicating their willingness to walk to those destinations. See Figure 11 for the responses from 390 participants.

For walking to work, the most popular answer was "Not Applicable" (38%) suggesting those respondents did not require any travel to work, followed by the next most popular travel time: 10-20 minutes (24% of respondents).

For walking to school, the most popular answer was “Not Applicable” (53%) suggesting those respondents did not require any travel to school, followed by the next most popular travel time: 10-20 minutes (19% of respondents).

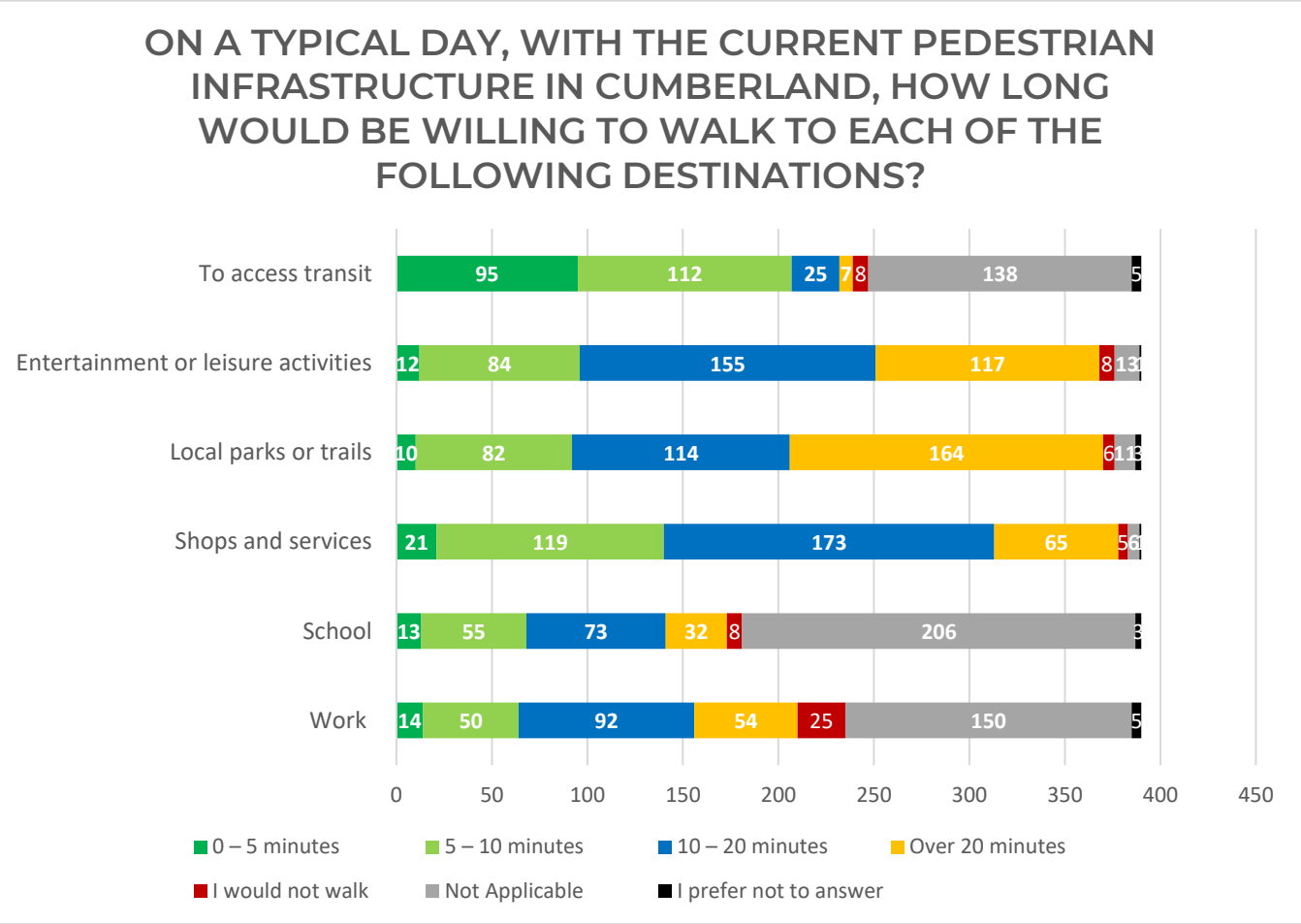
For walking to shops and services, the most popular answer was “10-20 minutes” (44%), followed by the next most popular travel time: 5-10 minutes (31%).

For walking to local parks or trails, the most popular answer was “Over 20 Minutes” (42%), suggesting that respondents are willing to walk further to access local greenspace, followed by the next most popular travel time: 10-20 minutes (29%).

For walking to entertainment or leisure activities, the most popular answer was “10-20 minutes” (40%), followed by the next most popular travel time: over 20 minutes (30%).

For walking to access transit, the most popular answer was “Not Applicable” (38%) suggesting those respondents did not require any travel to transit, followed by the next most popular travel times: 5-10 minutes (29%) and 0-5 minutes (24%). These two travel times suggest most respondents (53%) are willing to walk 0-10 minutes to access transit facilities.

Figure 11

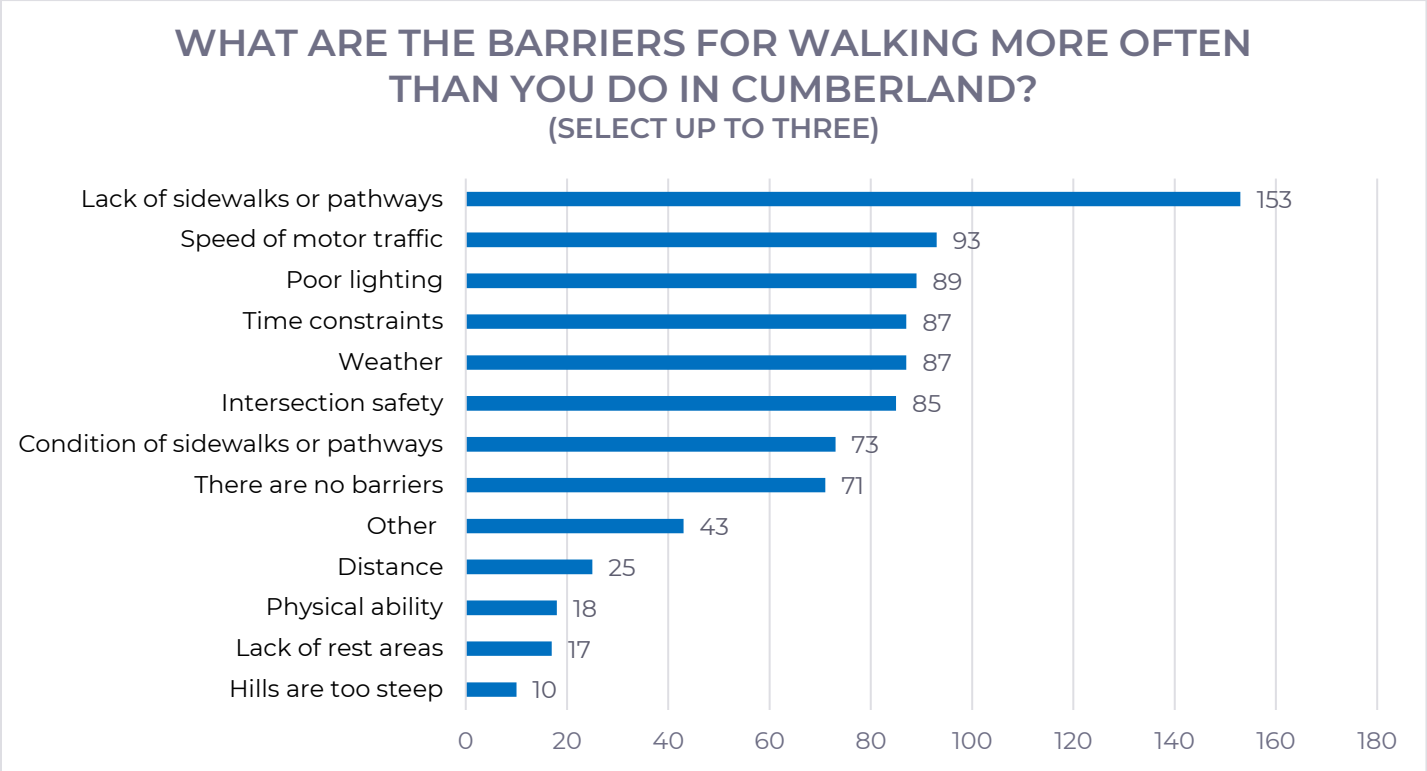


Question 10 asked participants, *"How safe do you feel walking in Cumberland?"* on a scale of 1-100. Out of 390 respondents, the average number out of all answers was 71 out of 100. This is 11% higher than the same question about cycling (below in section 3.4: Cycling).

The next question closely related to safety, asking participants, *"What are the barriers for walking more often than you do in Cumberland?"* Participants were allowed to select up to 3 out of 12 possible barriers, as well an "Other" option. See Figure 12 for the most popular responses out of 390 respondents.

The top identified barrier for walking was a lack of sidewalks or pathways (39%), followed by speed of motor traffic (24%) and then a nearly even spread of 4 answers: poor lighting (23%), time constraints (22%), weather (22%), and intersection safety (22%).

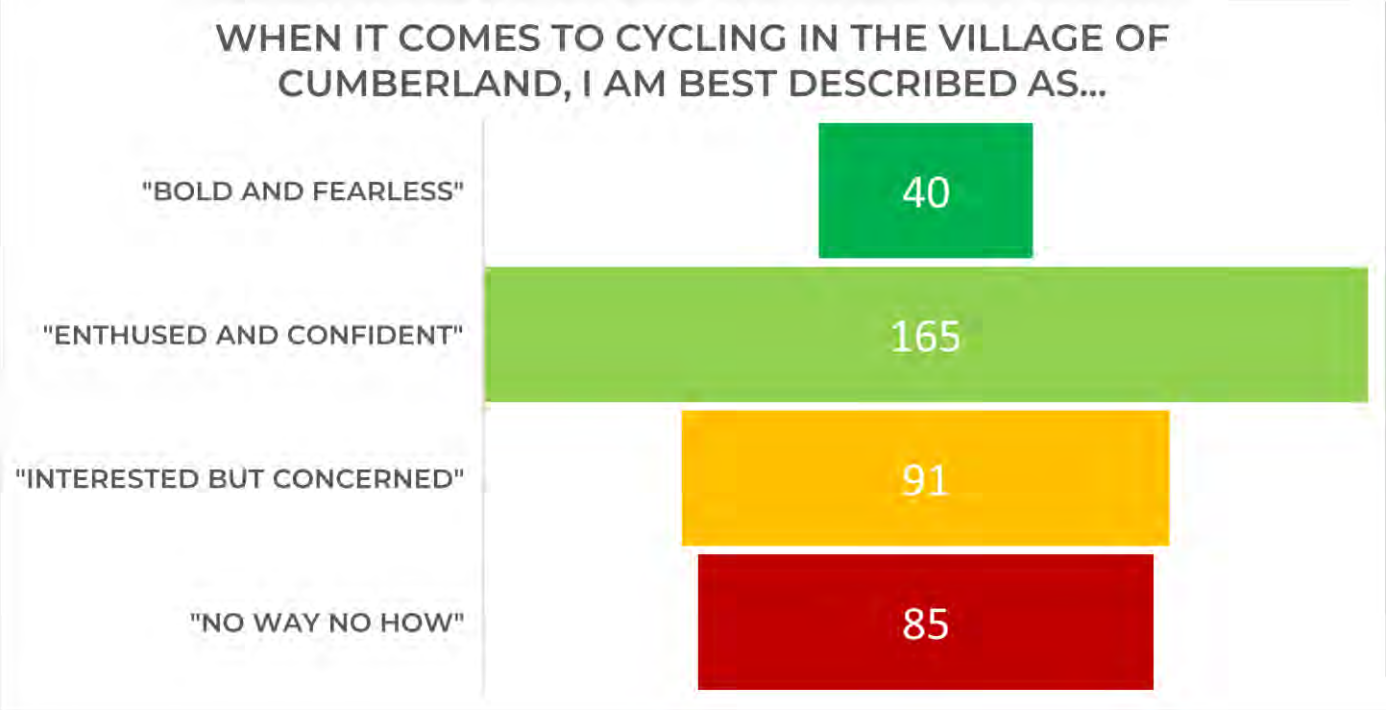
Figure 12



4.3.4 CYCLING

To gauge participants' comfort level with cycling in Cumberland and their perceived cycling ability, Question 12 asked, *"When it comes to cycling in the Village of Cumberland, I am best described as.."* followed by four different options. As shown in Figure 13, 165 respondents (43%) described themselves as enthused and confident, followed by "interested but concerned" (24%), "no way no how" (22%) and then "bold and fearless" (11%). There were 381 respondents to this question.

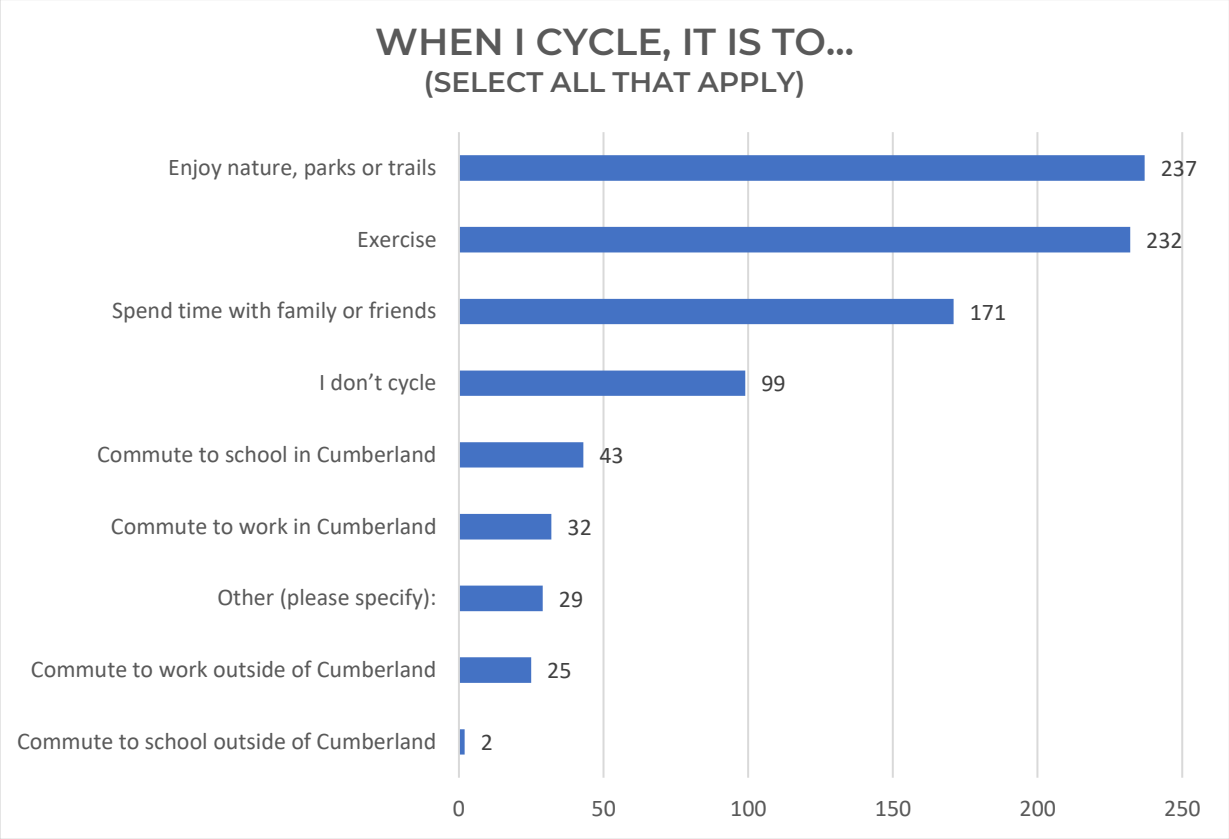
Figure 13


WHEN IT COMES TO CYCLING IN THE VILLAGE OF CUMBERLAND, I AM BEST DESCRIBED AS...
"BOLD AND FEARLESS"
40
"ENTHUSED AND CONFIDENT"
165
"INTERESTED BUT CONCERNED"
91
"NO WAY NO HOW"
85

Participants were then asked, "*When I cycle, it's to…"* and then presented with a range of options representing cycling destinations and purposes. Participants could select as many options as they found applicable. See Figure 14 for the final breakdown of responses.

There were 381 respondents to this question, and the top three options included "Enjoy nature parks and trails" (62%), '"Exercise" (61%), and "Spend time with family or friends" (45%). This suggests that cycling within the community primarily recreation-based rather than a commuting option There were 29 respondents who selected "Other", and their most popular responses included running errands and mountain biking.

Figure 14



To better understand the cycling patterns in the Village of Cumberland, the survey asked participants,

"On a typical day, with the current cycling infrastructure in Cumberland, how long would you be WILLING to cycle to each of the following destinations?"

The survey presented six different types of destinations and participants were asked to select five different options indicating their willingness to cycle to those destinations. See Figure 15 for the responses from 381 participants.

For cycling to work or school, the most popular answer was "Not Applicable" (28%) suggesting those respondents did not require any travel to work or school, followed by the next most popular answer: "I would not cycle (20% of respondents). This could be related to respondents' work or school locations being outside of the municipal boundary

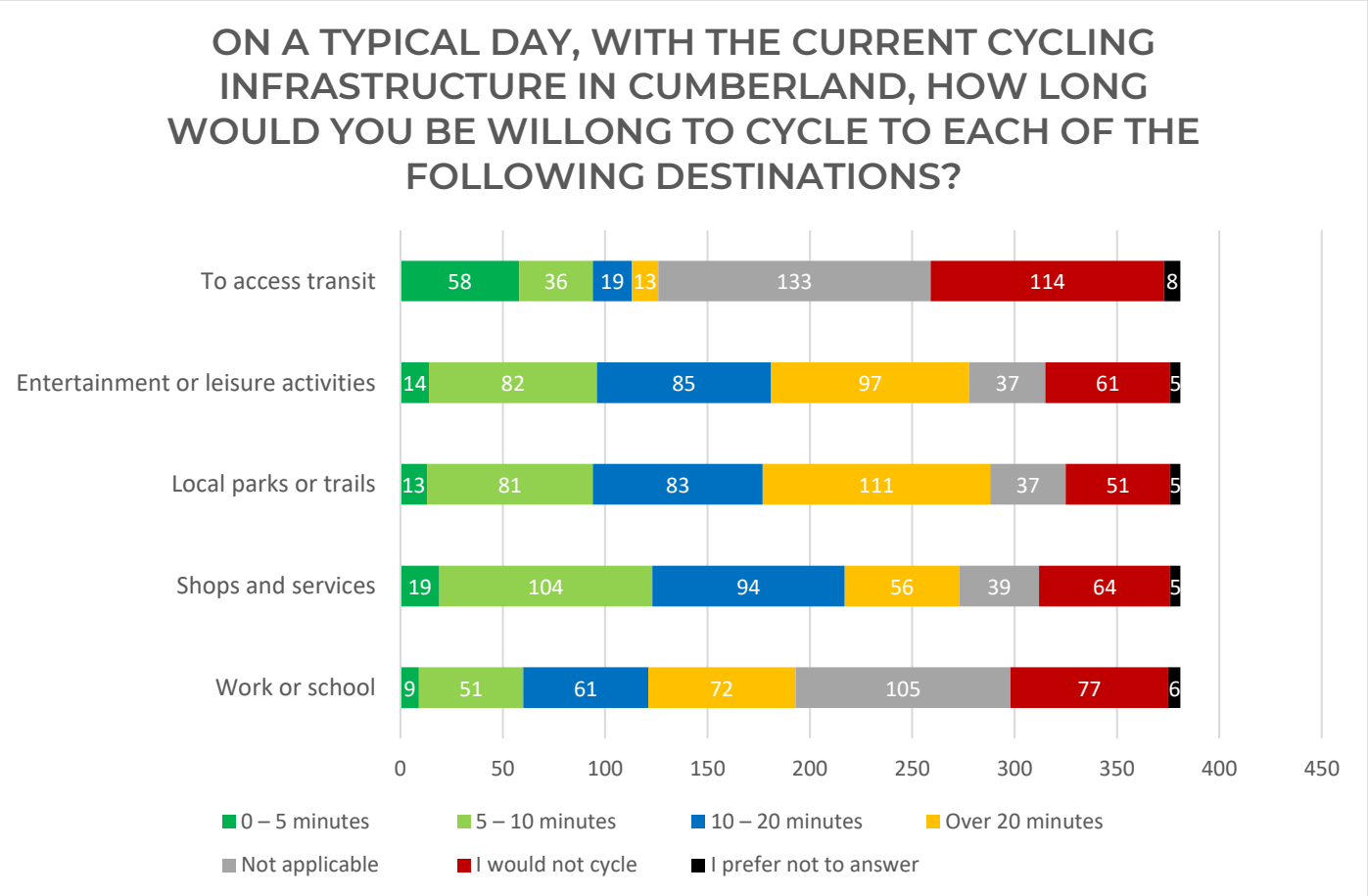
For cycling to shops and services, the most popular answer was “5-10 minutes” (27%), followed by the next most popular travel time: 10-20 minutes (25%).

For cycling to local parks or trails, the most popular answer was “Over 20 minutes” (29%), suggesting that respondents are willing to cycle longer to access greenspace, followed by the next most popular travel time: 10-20 minutes (22%).

For cycling to entertainment or leisure activities, the most popular answer was “Over 20 minutes” (25%), followed by the next most popular travel time: 10-20 minutes (22%).

For cycling to access transit, the most popular answer was “Not Applicable” (35%) suggesting those respondents did not require any travel to access transit, followed by the next most popular answer: “I would not cycle (30%).

Figure 15

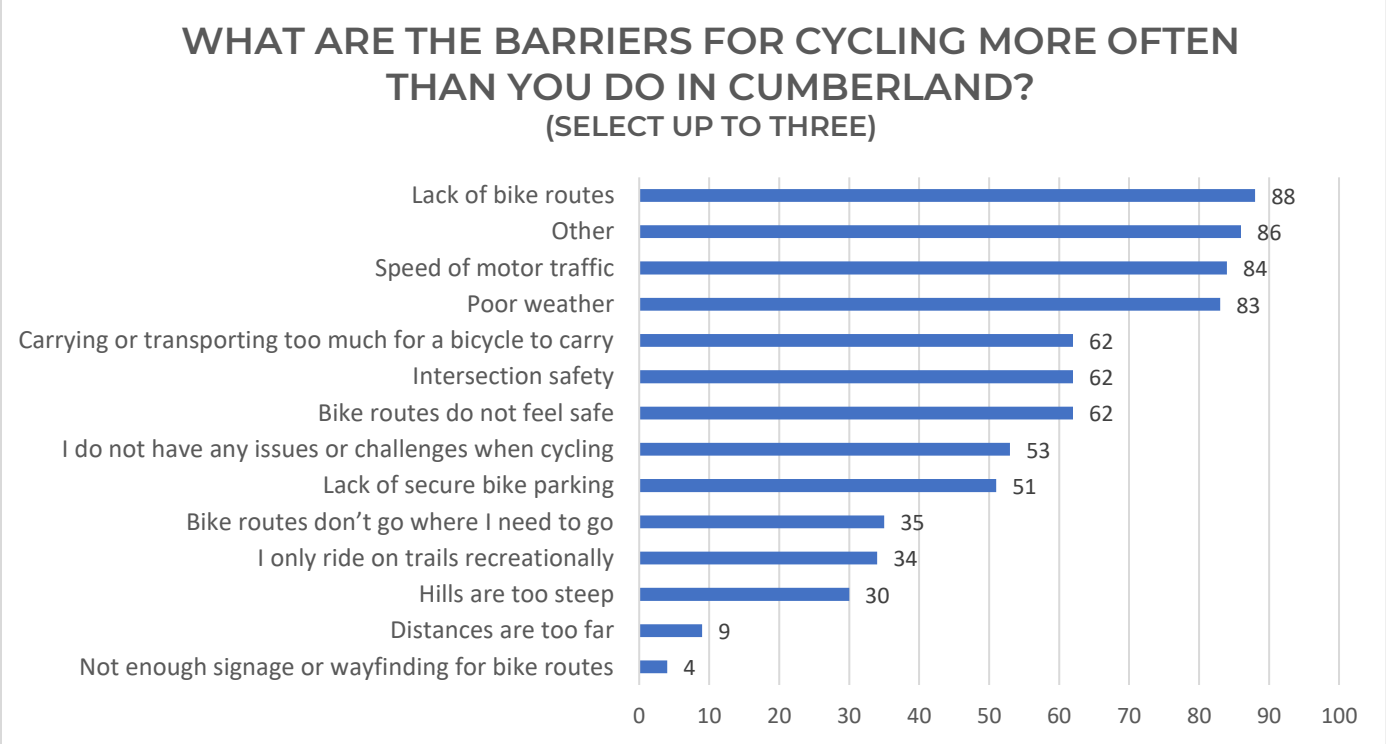


Question 15 asked participants, *"How safe do you feel cycling in Cumberland?"* on a scale of 1-100. Out of 381 respondents, the average number out of all answers was 60 out of 100. This is 11% lower than the same question about walking (above in section 3.3: Walking).

The next question asked participants, *"What are the barriers for cycling more often than you do in Cumberland?"* Participants were allowed to select up to 3 out of 13 possible barriers, as well an "Other" option. See Figure 16 for the most popular responses out of 381 respondents.

The top identified barrier for walking was a lack of bike routes (23%), followed by "Other" (23%), speed of motor traffic (22%), and poor weather (21%). Of the 86 respondents who selected "Other", their comments included those expressing that they do not cycle (either they cannot for physical reasons or they do not own a bicycle) and bumpy road conditions.

Figure 16

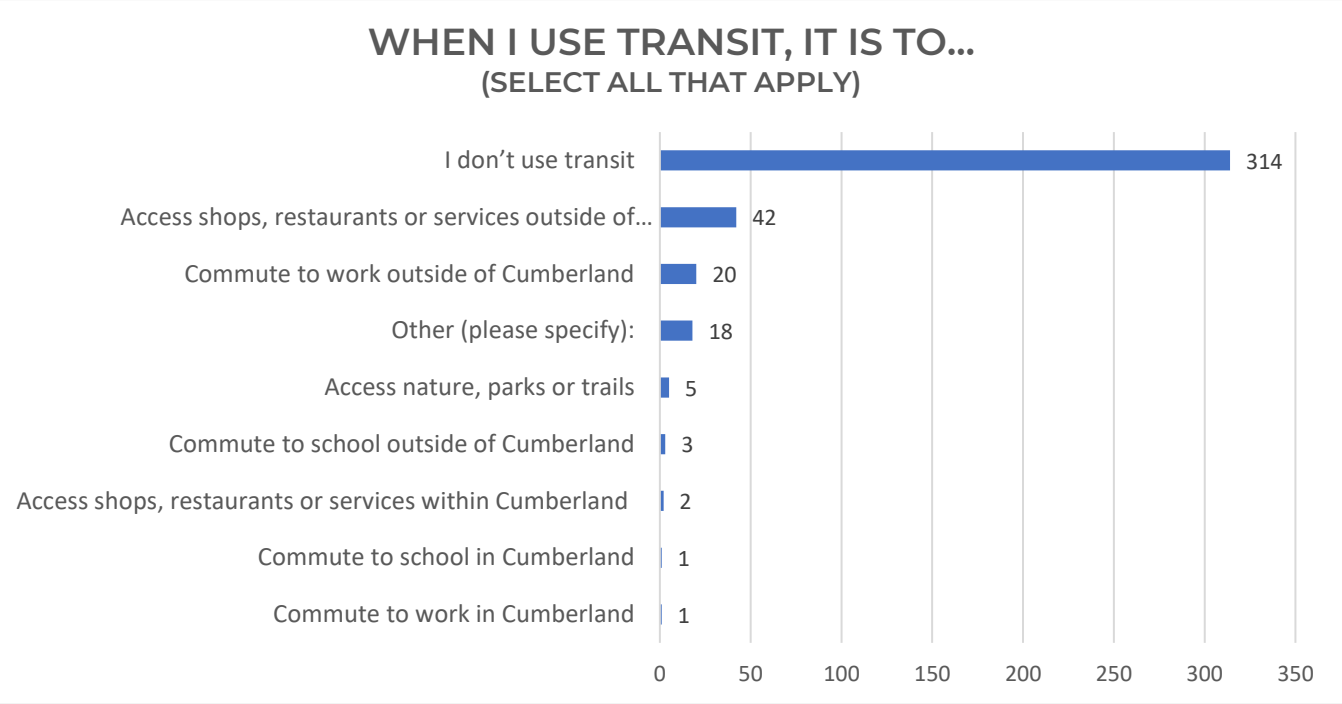


4.3.5 TRANSIT

Question 17 asked participants, "When I use transit, it's to.." and presented a range of reasons to use transit in Cumberland. Figure 17 shows the answers of 379 respondents.

The majority of respondents (83%) indicated they do not use transit, but the popular answers of those who use transit were to access shops and services outside of Cumberland (11%), commute to work outside of Cumberland (5%), and "Other" (5%). The most popular comment from those who indicated "Other" was to travel to Courtenay.

Figure 17

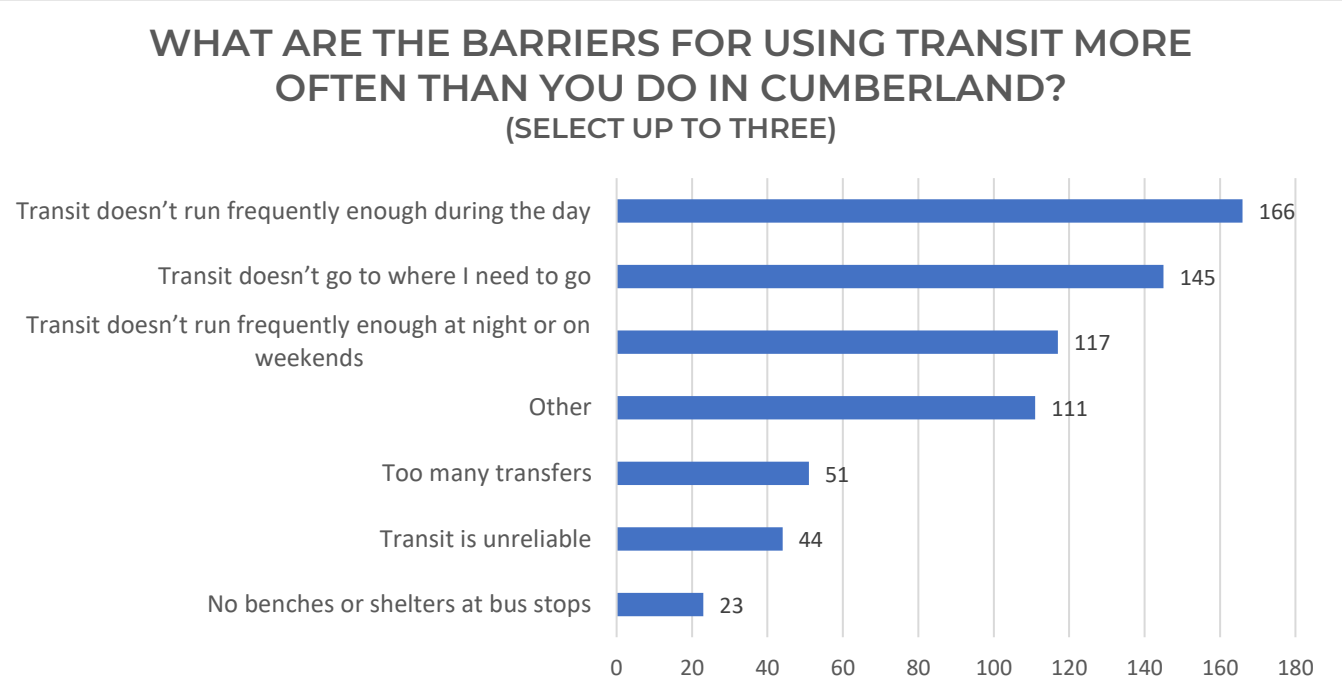


The next question asked participants, *"What are the barriers for using transit more often than you do in Cumberland?"* Participants were allowed to select up to 3 out of 6 possible barriers, as well an "Other" option. See Figure 18 for the most popular responses out of 379 respondents.

The most popular responses included that transit doesn't run frequently enough during the daytime (44%), it doesn't go where respondents need to travel (38%), and it doesn't run frequently enough at night or on weekends.

Of the 111 respondents who indicated "Other," the most popular answers included that they are not accustomed to using transit in their regular routine, it is less convenient for families, and discomfort due to COVID.

Figure 18

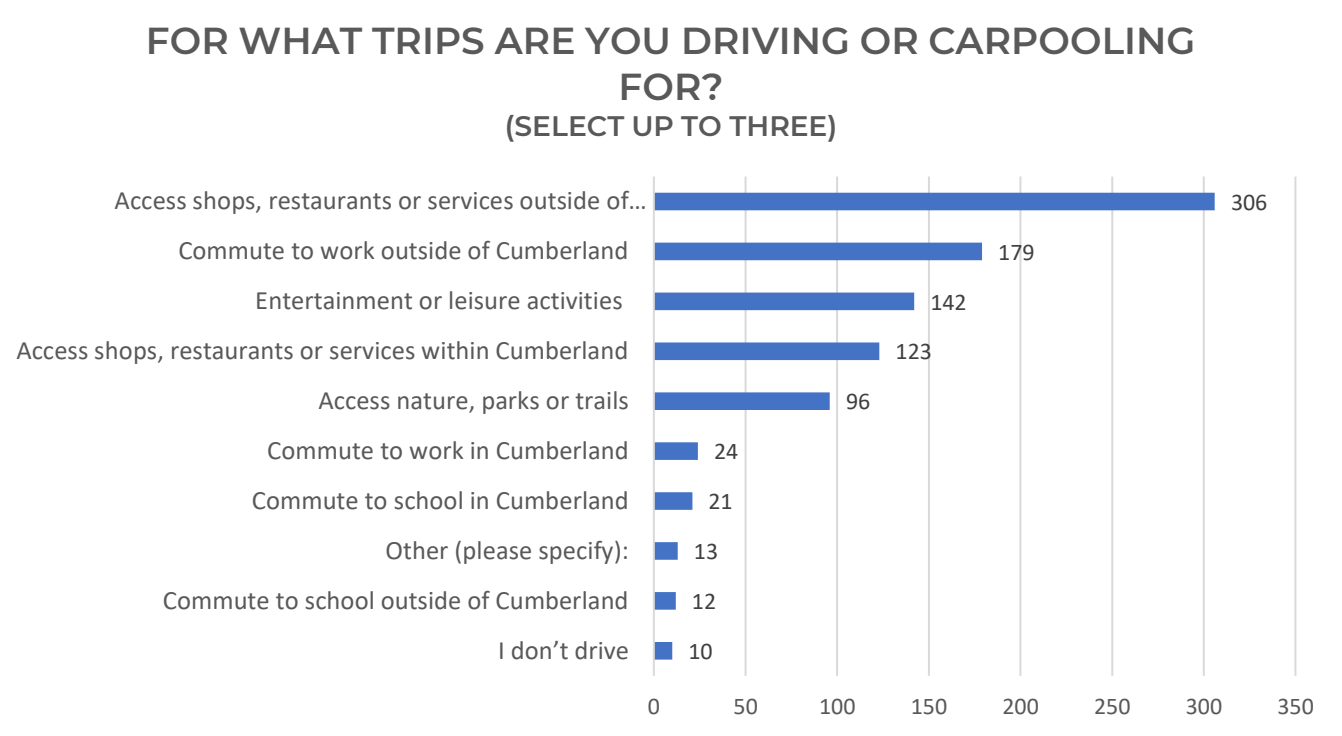


4.3.6 DRIVING

The first question about driving asked participants, "*For what trips are you driving or carpooling for?*" Participants could select up to three options from a selection of nine, as well as an "Other" option. Figure 19 shows the tally of answers from 373 respondents.

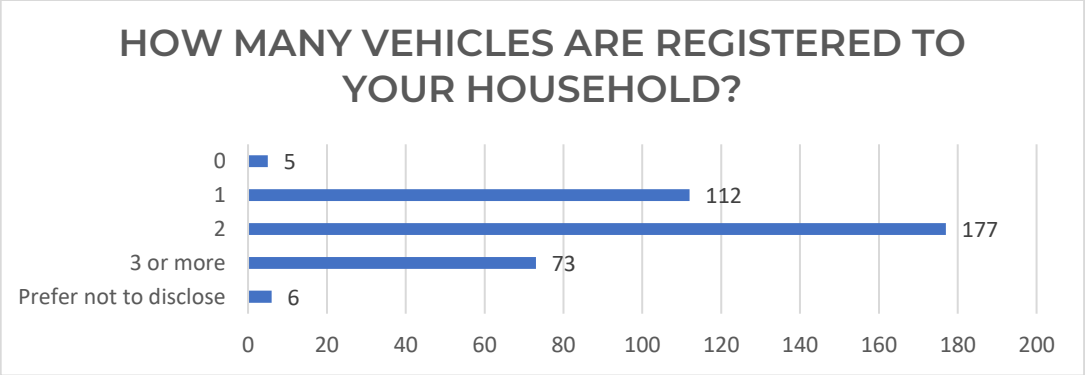
The most popular reasons for driving or carpooling included accessing shops and services outside of Cumberland (82%), commuting to work outside of Cumberland (47%), and accessing entertainment or leisure activities (38%).

Figure 19



Question 20 asked participants, *"How many vehicles are registered to your household?"* Figure 20 shows that out of 373 respondents, almost half (47%) have two registered vehicles in their household, followed by one vehicle (30%), three or more (20%), and then zero (1%). Six respondents did not disclose their answer.

Figure 20

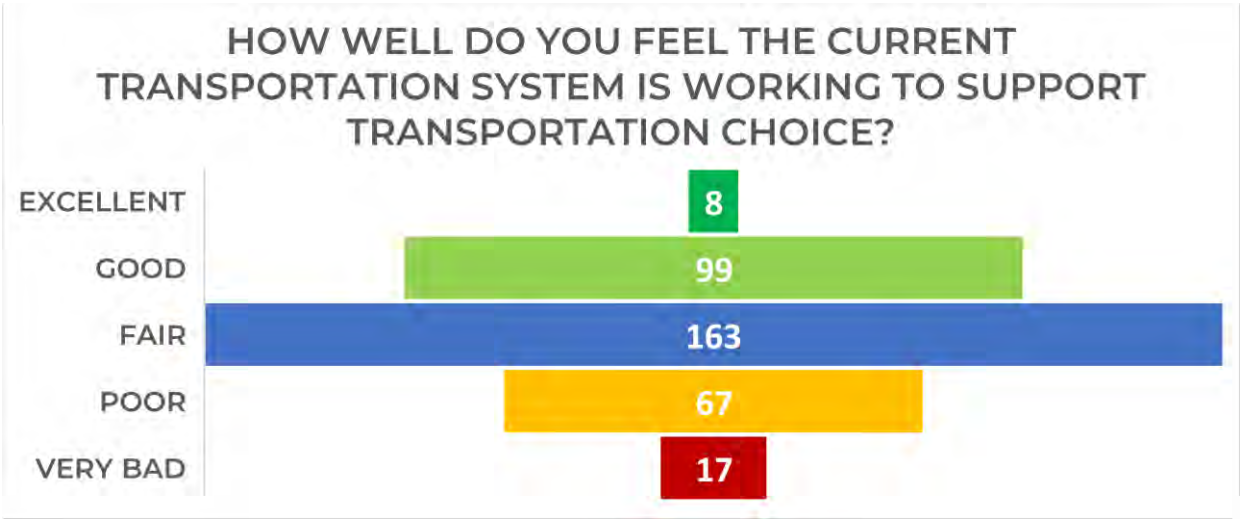


4.3.7 TRANSPORTATION AND MOBILITY

The final section of the survey was related to transportation and mobility as whole in the community. The first question of this section asked, "How well do you feel the current transportation system is working to support transportation choice?" and presented five different options. Figure 21 shows the selections from 354 respondents.

Almost half of respondents (46%) thought that the current transportation system was fair, followed by good (28%), and then poor (19%). Eight respondents (2%) felt that the current transportation was excellent, while seventeen respondents (5%) selected that it was very bad for supporting their transportation choice.

Figure 21

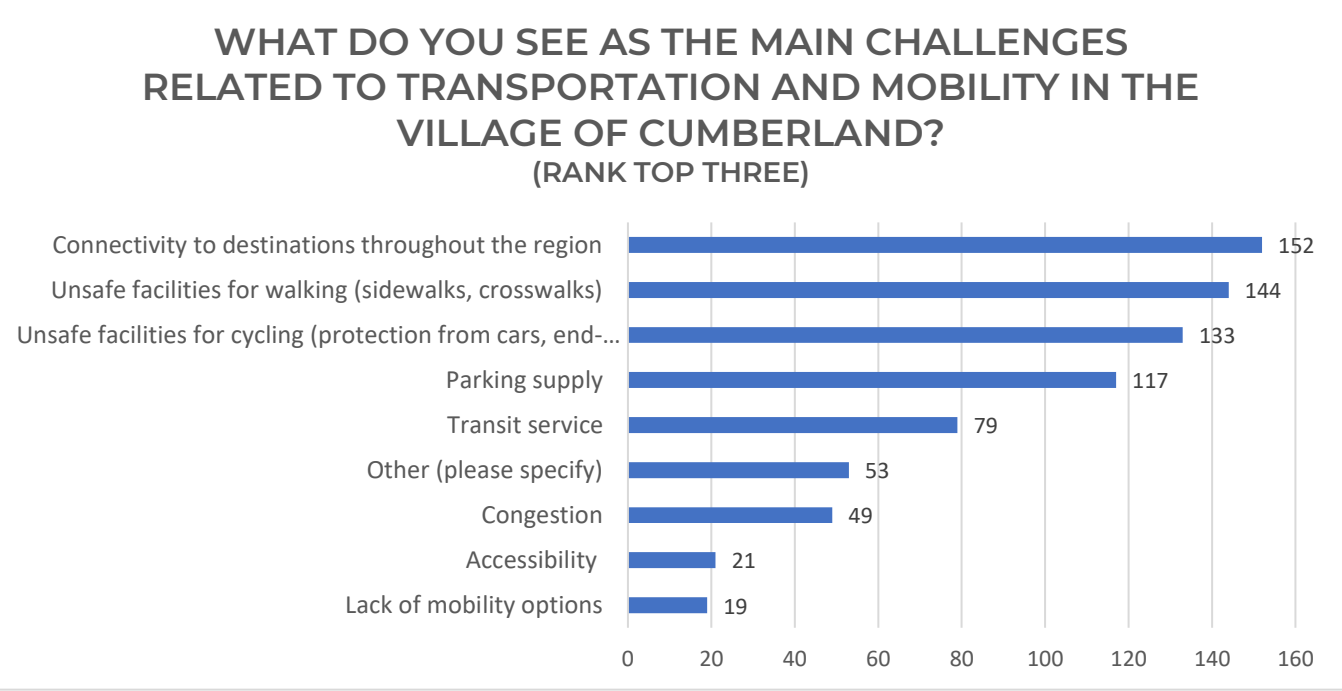


The next questions asked participants, *"What do you see as the main challenges related to transportation and mobility in the Village of Cumberland?"* Participants could select three out eight different options and an "Other" category. There were 354 respondents to this question, and their answers are shown in Figure 22.

The most identified challenges in the community were connectivity to destinations throughout the region (43%), unsafe facilities for walking (41%), unsafe facilities for cycling (38%) and then parking supply (33%).

Out of 53 respondents who selected "Other" popular responses included poor road conditions, lack of bike routes to and from the community, and excessive speeding from motor traffic.

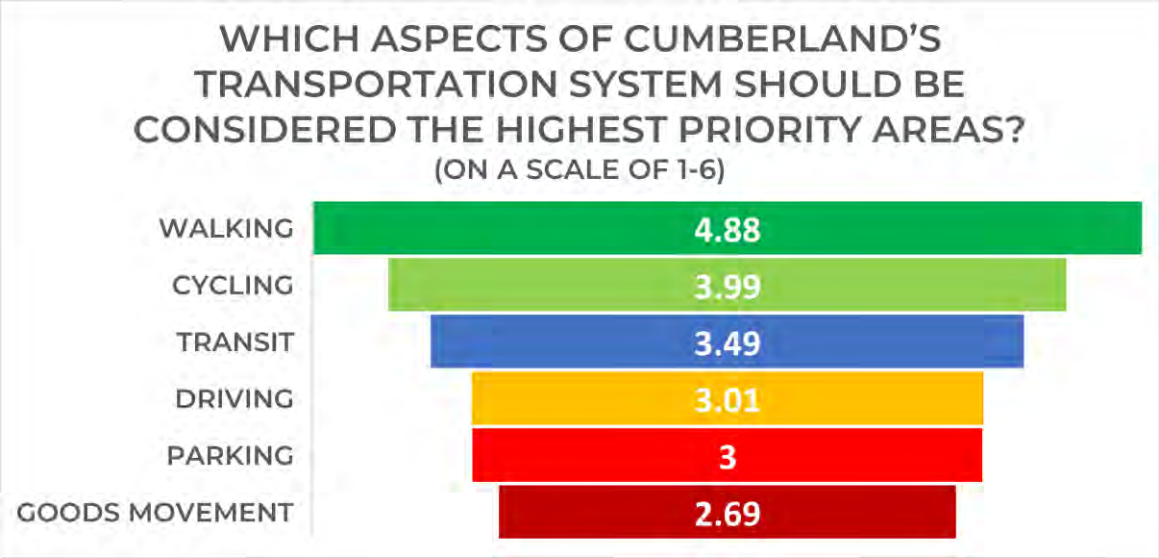
Figure 22



The next question was related to the previously mentioned transportation challenges: "Considering your response to Question 22, what aspects of Cumberland's transportation system should be considered the highest priority areas?" Participants then were asked to rank each transportation mode from their highest priority to their lowest, using a 1-6 scale.

Figure 23 shows the ranking of each answer. The highest priority area that was identified was walking (4.88 out of 6), then cycling (3.99), transit (3.49), driving (3.01), parking (parking 3.0), and goods movement (2.69). This ranking aligns with a common "transportation hierarchy", a popular global concept that promotes sustainable transportation in communities.

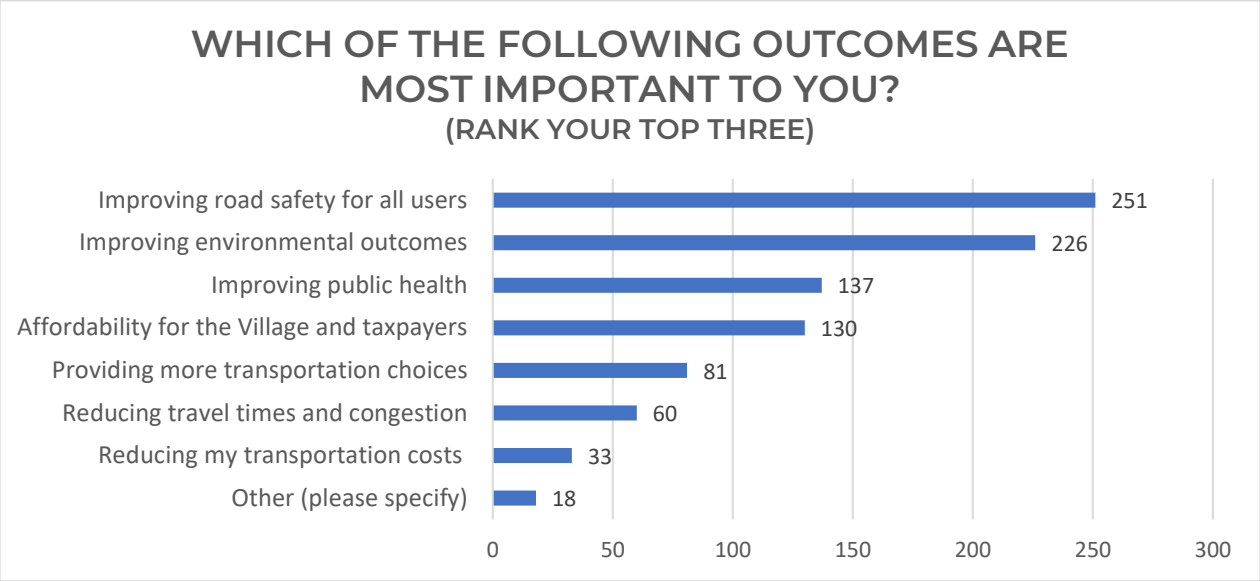
Figure 23



The survey's final multiple-choice question asked, "Which of the following outcomes are most important to you?" Participants were asked to select three out of seven possible options and an "Other" category. Figure 24 shows the count of responses from 354 respondents.

The top outcomes identified by respondents were improving road safety for all users (71%), improving environmental outcomes (64%), improving public health (39%), and affordability for the Village and taxpayers (37%)

Figure 24



4.3.8 BOLD IDEAS FOR THE COMMUNITY (WRITTEN COMMENTS)

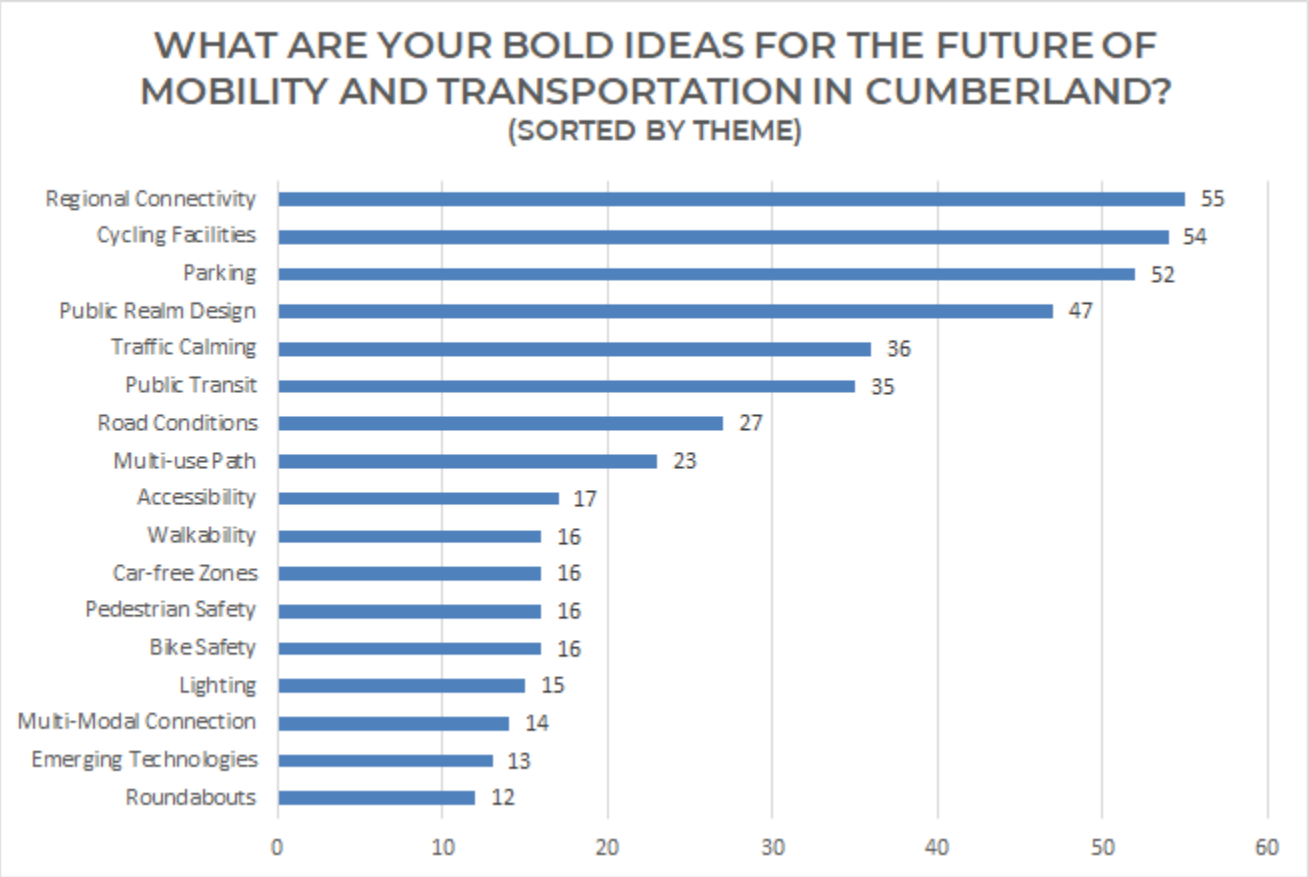
To conclude the survey, an open-ended question was asked, "*What are your bold ideas for the future mobility and transportation within the Village of Cumberland?*" Participants could provide a written comment of their choosing in response to this question. There were 227 responses, and participants expressed a wide range of forward-looking ideas related to green mobility, expanded regional connectivity, and a host of other suggestions related to the current and future state of Cumberland. A small number of comments describe current challenges or frustrations with existing transportation networks.

227 RESPONSES SUBMITTED

These comments have been reviewed and sorted into common overarching themes, as each written submission could contain multiple themes. All themes that received more than 10 comments are shown below in Figure 25 to indicate overall priorities as identified by this open-ended question. For the purposes of this summary, themes that are referenced over 20 times have been identified as the top eight themes and

provided a general description. Those themes that received fewer than 20 comments are also shown, and brief descriptions are provided, but these have not been identified as top emerging themes. In addition, verbatim comments are provided for reference in **Appendix A: Bold Ideas Responses.**

Figure 25: Open Ended Question Themes



Theme 1: Regional Connectivity

The highest number of written comments (55 references) indicated a desire for greater connectivity between Cumberland and other mid-Island communities. There were numerous ideas related to creating a dedicated cycling path to Courtenay, Comox, Royston, Nanaimo, and beyond. While some commenters acknowledged this would be a regional and multi-partner endeavor, they expressed hope and excitement for a community that is not only more connected, but greener and more active for future generations.

Theme 2: Cycling Facilities

A similar number of comments (54 references) expressed general and geo-specific ideas for creating more cycling facilities within the Village. These include not only protected bike lanes to encourage safer cycle commuting but also additional bike racks and bike parking at key destinations. Several participants related Cumberland's popularity as a mountain biking destination to their suggestion for a more bike-friendly Village infrastructure.

Theme 3: Parking Improvements

There were 52 comments that suggested improved parking solutions throughout Cumberland. Several comments expressed their current frustrations with on-street parking, especially in residential areas and at popular outdoor recreation spots. Their solutions included centralized parking areas to accommodate tourists and day-trippers (e.g. the old fire hall location), and further off-street parking requirements for new housing developments.

Theme 4: Public Realm Design

Participants who mentioned future public realm improvements (47 references) envision a Village that contains ample space for complete streets, greenery, sidewalks, and crosswalks. The improvement of Cumberland's sidewalk networks was a key point made by several participants, in addition to a host of other geo-specific suggestions. Nearly all ideas pointed to a safer, more connected Village for all ages and abilities.

Theme 5: Traffic Calming

Thirty-six comments contained some mention of creating traffic calming measures within Cumberland. The most popular ideas included adding speed bumps at choice locations, decreasing speed limits near the Village core, increasing signage and creating more crosswalks throughout the community.

Theme 6: Public Transit

An additional 35 commenters suggested more public transit innovations for Cumberland and the region overall. Suggestions included a rapid shuttle service between Cumberland and Courtenay, electric-powered buses servicing the community, a light rail transit service throughout the Island region, and transit options after business hours to service local restaurants and bars.

Theme 7: Road Conditions

There were numerous references (27 in total) detailing a hope for modern, resurfaced roads to improve conditions for drivers and cyclists alike. Commenters gave specific geo-specific locations such as Windermere Ave as current areas to benefit from improved road conditions.

Theme 8: Multi-Use Pathways

Participants expressed 23 different ideas related to multi-use pathways in the community. Some ideas include a 'ring road' multi-use path encircling the Village core for pedestrians and cyclists, an extended path to Comox Lake, and underground pedestrian pathways.

Other Themes

The following themes received at least 10 comments from survey participants:

- **Accessibility** (17 comments): Ensuring Cumberland is accessible for all ages and abilities (curb ramps, smooth surfaces, seating, etc.).
- **Walkability** (16 comments): Active transportation supportive land uses, access to services and amenities, etc.
- **Car-Free Zones** (16 comments): Closing off the Village centre to motor vehicle traffic (either for select events, or permanently).
- **Bike Safety** (16 comments): Enhanced safety measures for people cycling such as safer crossings, traffic calming (specifically referenced to cycling), etc.

- **Pedestrian Safety** (16 comments): Increasing safety for pedestrians near school zones through speed reduction measures, sidewalks, safer crossings, etc.
- **Lighting** (15 comments): Improved lighting for sidewalks, pathways, and roads throughout the village.
- **Multi-Modal Connections** (14 comments): More support for multi-modal integration such as a dedicated park-and-ride area, and better integrating walking, cycling and transit use.
- **Emerging Technologies** (13 comments): These comments related to car share, bike share, charging stations and other emerging micro-mobility (e-scooters, e-bikes)
- **Roundabouts** (12 comments): Roundabouts at Peace Park, Highway 17 interchange, Egremont/Dunsmuir were identified as desirable by some respondents.

Themes that received fewer than seven direct comments were not highlighted due to their generally limited attention, or in some instances, unclear direction. **Appendix A: Bold Ideas Responses** provides all verbatim long answer responses for a full spectrum understanding of this open-ended input.

APPENDIX A: BOLD IDEAS RESPONSES

APPENDIX A: SURVEY "BOLD IDEAS" LONG ANSWER RESPONSES

Survey participants were asked to share their "bold ideas" for the future of mobility and transportation within the Village of Cumberland. The actual question read "What are your bold ideas for the future of mobility and transportation within the Village of Cumberland?" (Tip: Think long-term! The Transportation Master Plan will be a long-term plan for transportation improvements that will help keep Cumberland moving, now and into the future)

Below are all verbatim responses to this open-ended question.

Paved and marked bike lanes in and out of town and on all major routes, plus a direct trail that connects lower Cumberland to the school.
LRT to and from the valley.
Dedicated bikeways connecting the centers of Cumberland, Courtenay, and Comox. Right now, cycling is supported within the individual centers, but going from one to another is absurdly dangerous. That means bikes are only good for the shortest of trips. With the advent of e-bikes, with much greater range, people are happy to take longer trips by bike, but not if it's perceived as excessively dangerous. The Comox Valley Cycling Map calls out these areas. If you look at the map, there's no safe route that can be taken from many areas of the valley to many other areas.
Bikers should have to pay for parking in the Recreation Centre parking lot. A fee to wash their $5000 bike at the FREE bike station. Why should Village tax-payers pay for their enjoyment while we walk on crumbling sidewalks.
Roundabouts can control traffic speeds, reduce pollution and energy usage. Install them at high-traffic locations. Cyclists should not be made to feel like second-class road users. A network of Protected bike lanes, bike priority at intersections, and a bike-share system would send a message that the village wants people to be active and safe. Provide bike safety training for kids and adults. Provide bikes for schools to lend to low-income kids. Plant loads of street trees, encourage outdoor dining, pervious paving/asphalt, shared space, shade and rain protection, car free street network to allow travel around the village on streets with no thru traffic, incorporating an alleyway plan to protect these special streets and facilitate non-motorized movement.
Greenwayconnections. Pocket neighbourhoods
I'd like to see a dedicated bike/walking path between Cumberland and Courtenay (similar to trails built on old rail beds in other communities, like the Galloping Goose in Victoria). I would ride into Courtenay more often if there was another option besides the highway shoulder.
Extend the bike path / walking path that leaves from the CRI parking lot past the yellow gate all the way to Chinatown along the south side of Comox Lake Rd, and stop vehicle parking along that side of the lake road for safety. It's far too congested on busy days with lake traffic and cars loading bikes etc
a bike-able path that travels from Cumberland to Courtenay would be used by many in the Village and cut down on scary bicycle vehicle interactions on the connector.
Closing down Dunsmuir to car traffick. Turning the old fire hall into parking for mountain bikers so the road to the lake isn't packed full of cars, hindering visibility. The amount of times I have almost hit dogs or toddlers, while doing the speed limit is unfathomable. It is unsafe and a plan needs to be put in place to address the mountain bike trail parking. These people are a big part of Cumberland's tourism success, so let's make it safe for everyone.
1)dedicated bike path to comox lake 2) dedicated bike path/lane or bypass/connector to courtenay 3) better lighting in old cumberland (most street lights are far and few between or don't work) 4) no sidewalks on parts of 2nd, 3rd, and intersecting streets: sections of maryport, penrith, etc 5) for kids walking/biking to school: improved accessibility and safety at 2nd/ambleside with cross walk and sidewalks, cross walk and sidewalk at ambleside and 1st, side walk on 1st street by school field, cross walk and side walk 2nd and windemere (side walk up windemere). 6) speed bumps or stop signs on rydal and kendal (noise from speeding/engines, and safety from speed, and number of street parking make cycling up either street dangerous
Park and ride facility would be good. Lots of consideration for parking. Maybe use lots at the Community Centre more effectively.

Ring road around the Village with clearly designated paths for people on foot and cyclists. More traffic control - speed and poor adherence to traffic signage create a dangerous atmosphere. Just a small part of creating health and well-being for Villagers.
Dunsmuir pedestrian only from 4th to 1st Curb/raised barrier between vehicle, bicycle, and pedestrians on Cumberland road Bring back center median trees Traffic circles at hwy 17 interchange (ever tried to turn left at 4pm?)
More parking, less new builds for houses that's creating congestion within Cumberland, some kind of lights in the alleys for safety at night
Fix the roads! Windermere is a disaster.
I live on Main Street, people are always Parked in my spot. They ignore the signs that says "private parking- will be towed ". Moreover, why are there so many pot holes?
Speed bumps around miners and village park (people do not obey the 30 limit), sidewalks and parking along miners (lots of folx park/drive to access the trails), speed bumps, better signage and better lighting along the road to access the trails (that corner can be congested, slippery when wet or icy, limited visibility and have multiple users/schools/dogs/groups - slow down traffic to make it safer), designated parking areas/lots throughout the village where possible with appropriate signage (I.e. can people park at the museum lot, bike lot, and bmx area).
Improve parking and access for commercial vehicles to make deliveries to stores and gas stations. Do not restrict intersections with concrete medians ect.
Common sense in planning and considerations for the elderly and handicapped
Parking! The whole idea of getting people to walk or ride bikes is nice, but not realistic. We are a small community that does not have the infastructure needed for people to live here and not require a vehicle. Yet we keep building more houses and allowing people to have suites with no extra parking for their tenants. So people park on the roads causing congestion on our main access roads such as Kendal. This example of Kendal has been a huge oversight in the construction of that entire subdivision.
Charging stations for electric cars.
Public transit to and from the city of courtenay/comox. Businesses staying open later. Improved lighting and more sidewalks in old town. Areas to secure your bicycle safely instead of propping it up against buildings.
Make a big parking lot just outside Cumberland (Japanese cemetery perhaps) and then encourage tourists/visitors, throughout the spring summer season to rent golf carts that the village would own. This would help with the parking congestion in the summer season withing the town and at the lake. It's bold but I think it would be pretty rad. Think Isla Mujers in Mexico.
Making Cumberland the most safe and environmental transportation community to live - have more people community by bike/ebike/scooter etc than by car - but NOT having to use the connector!
A proper cycling path to Cumberland road at Marsden.
A cycling trail connecting Cumberland with Courtenay
Bike routs. Close the main drag completely to cars or just one lane one way. Whistler village vibes. Anything to make the town charming and build much needed social connection.
Bike and walk lane along the lake road, particularly close to the yellow gate and trail access spot.
Shuttle buses to downtown Courtenay
A sidewalk and/or bike lane along Royston Road from Union to downtown Cumberland, along with traffic calming measures on Royston Road. A reduction in speed limits everywhere within municipal boundaries.
We paid McElhanney to come up with a master plan for our roads in 2007. Let's check a few boxes off on that list instead of pissing away more money on more "studies".
Make the downtown core traffic free but provide parking lots within a short distance
I think we need to focus development more around walking and cycling rather than expanding in a way that makes driving necessary. (All the development up Kendal is a great picture of what not to do.) There are so many opportunities when a place is small to keep things walkable and lots of examples from around the world of towns who thought outside the box and created something unique that works in a great way. Also some way to increase parking(such as a well designed, aesthetically pleasing parking garage) or reduce the need for parking such as a parking lot/garage on the edge of town with a shuttle to downtown.

fix the roads! Most of the streets in town are like third world roads! Its a great town to walk, ride your bike...but dangerous roads are not your friend!
Roundabouts and bike lanes! We should make it stupid easy for people to get on their bikes to travel around town, to the trails, to spend money at local businesses, and event get to Courteney. We should have a logical, accessible, and maintained bike lane network to support riders of all ages and levels. Pedestrians and bike infrastructure and safety should be first and foremost for safety, health, and sustainability. Less cars, more bikes and walking!!
Dedicated path to Courtenay along Comox valley parkway to connect to rotary trail and river path. Barriers between cycle path and cars on Cumberland road Extend to dunsmuir
Trails or bike opportunities through nature and away from roads that lead to awesome places (comox Lake, royston, Courtenay) make biking the most enjoyable convenient and safe option for travel.
- Increase Public Transit Frequency and Improve Routes - Build a Safe Bike Lane/Route to Commute to downtown Courtenay - Cumberland official Bike Registration System/App to prevent/improve/counter/fight the increasing bike theft crisis in the region
Bicycle highway like in Netherlands
Better road conditions for all modes of transport. Better parking.
As great as it is to walk and get around Cumberland without a vehicle, I worry the expansion mixed with infrastructure development will create bottlenecks for parking. If the goal is to keep people coming into Cumberland, there still needs to be a priority set on where those people park. Bike access and walking accessibility are great, but ultimately Cumberland will continue to thrive if we keep options open for people outside of it too. Growth also comes with interest beyond the Village boundaries, so it's just as important to consider those elements as well.
More signage for cyclists to actually follow rules Cross walk on Sutton and Derwent with lights that work so kids can safely cross that road
Increase non-single occupancy vehicle travel options (bike/transit) connecting Cumberland to the rest of the comox valley
Bus is often empty, so possibly mini buses that will access hospital area, and northern part of Courtney, 5th Ave (not western, I made before a mistake)
Park and ride stations outside of the downtown core for visitors. Pay for parking if not a resident.
Cumberland residents would benefit from having more choices when it comes to safely connecting with Courteney and surrounding areas. A paved, fully separated bike path into Courteney, or at least as far as Cumberland road (intersection with Comox Valley Parkway.) would revolutionize commutes and small task journeys. Cumberland has the wonderful benefit of being small and reletively centralized, we should hold on to this convenience by maintaining that all new residential developments are a maximum of 20 minutes walk from the business core.
Connection and integration of bike lanes.
Demand responsive transit, I understand that this would likely be a cross-community solution but you said “bold ideas” Basically call for a bus using an app with your pickup and drop off destination and the service sends a bus to you. Optimized by travel time it should require less busses, shorter travel times, less cost and it could pickup/drop off at your doorstep possibly Also a well groomed trail between Cumberland to courtenay with safe crossings would provide a foundation for alternative transit options
Bike lanes, walkability and accessibility.
Have signage to parking areas within the village and have no parking signs along Sutton and Derwent near the #6 mine park and other neighborhoods where trailer users are parking without caring about our properties
Upgrade the awful road conditions. Way past due.
Good sidewalk infrastructure for people to continue to use non-vehicle (car) transportation as they age. Concentrated / density of services in the Village will help reduce transportation requirements and infrastructure.
Improvements to road surfaces in Old Cumberland!
Make a big parking lot for all the recreation users that come to our community-get them off my street so my kids can play safely. Put a sidewalk on Sutton for the kids to walk on so the bikers going

60 km don't run then down! I've seen a couple close calls. Also a cross walk on Derwent and Sutton so people can cross safely during busy months from all the bikers and lake traffic.
Bike and walking paths that connect users to recreation areas and other communities neighbourhood that are safe and well lit. Either by bike, scooter or foot, having safe paths to connect Cumberland with the rest of the Comix Valley.
One way avenues alternating direction. Close Dunsmuir between 1st and 4th to all motorized vehicles
We need a safer car free cycle network linking Courtenay and Cumberland
New road to Kendal off Bevan, properly sized with boulevard (center and sides?), new boat launch, and new access to said boat launch from Bevan road. Electronic Informational sign outside of fire department for parking lot full info, firehazard warnings, and more. Shut down main street during summer, (maybe just weekends?) But allow transit to run through. (What banff does)
Proper Sidewalks for ALL residents of Cumberland (not just the main streets....) Safe Bike Lanes (not just on the main street...) Install Crosswalks that are safe for residents to use day or night (not just the sidewalks that are most viewed by the public...) There are so many children that cross 3rd street walking to and from school. Not 1 cross walk unless you count the 2 on Dunsmuir. Properly repave the side streets. There are logging roads that are more well kept than the roads in Cumberland.
exits off the highway need to be redone. Too much traffic for current traffic and it is only getting worse.
Connectivity is crucial
We have asked for years for something to be done about the speeding vehicles on Kendal Ave. At the very least, PLEASE put a 30km sign between Egremont and Solport. Please protect children that don't have a sidewalk. We almost lost a child last summer and still nothing has been done.
Roundabouts. Off road paths along roads
A separated (ie. Not just on the side if the highway) bike and pedestrian path between Cumberland and Courtenay. More frequent and smaller busses between towns and regions.
Underground parking requirements on Dunsmuir instead of variances, grocery store in town, roundabout at Ulverston/Fourth, lane ways new developments, more townhouses, higher density neighborhoods, bike infrastructure on hwy and Cumberland rd.
Change the speed limit in the village to 30 km/hr and more controlled cross walks especially on routes that are most used to walk to school
bike lanes and street closures for pedestrian traffic only!
Number one priority would be a protected, separated, multi use pathway to downtown Courtenay (and beyond), like the Galloping Goose in Victoria. I am worried that I will die while commuting on my bike. Number 2 suggestion is finding me a job in Cumberland so I don't have to commute.
Restrict parking on Egremont to only one side of the street. Most importantly, install a sidewalk along Egremont next to the school. This is a constant issue with cars parked dropping off forcing pedestrians into the mud or into the street. Parents with strollers have to push their little ones in the street during inclement weather. This is a ridiculous situation. Sd71 AND the village need to come together and solve this.
None
I would love to see safer intersections, bike lanes, improved road conditions, and a bike trail from Cumberland to Courtenay.
Bike lanes and walking paths should be thought of as "train tracks". You can't have them start and stop. They need to create a seamless track that will take you safely throughout the city. As for walking in Cumberland, our family refers to it as the "Cumberland Shuffle" since we need to shuffle from one side of the road to the offer to try and stay on sidewalks. You'd never expect a train to get anywhere if the tracks were not linked seamlessly. If you want to increase walking and cycling in the village, then create seamless paths.
Trail network that connects Cumberland with Courtney (off-road) away from the Comox Valley Parkway.
stop allowing legal suites in single family dwellings. The streets are congested with cars because everyone has 2 cars per house hold. That is 4 cars for 1 house with a suite. Emergency vehicles cannot get to and from a house without congestion. The streets turn into a single car lane because of all the parked cars.

fix and maintain the roads. all the roads. the condition of too many of the village's side roads is appalling.
Stop allowing condos with no parking!!!
Boulevards- sidewalks without driveways intersecting so kids can walk safely. Paved roads with bike lanes. Consistency in sidewalks and bike lanes. Kid safe Bike lane all the way to the lake! More bike racks on main drag Car shares!
Pay parking on Dunsmuir for people below 60
The main reason to leave Cumberland is for full service groceries. Seeds is great, but not big enough or affordable enough to satisfy household needs.
We need a dedicated/ separated from cars/ direct/ safe bike route from Cumberland to downtown Courtenay. Biking on the bypass is terrifying.
more e charging stations. more bike routes to and from town. flashing activated solar lights for pedestrians. and enforce the bloody insure your car on your boulevard or ticket/remove, so much junky trailers and mass car parking lots outside old cumberland homes.
Sidewalk on Egrmont next to school field Separated bike path along parkway to Courtenay Speed humps on local roads to reduce speed of vehicles. The speed limit on Kendal is 30. Having a cop show up twice a year to write a few tickets isn't the solution. Lay down a little concrete and force drivers to slow down. It works elsewhere, why is there such hesitation to install them here?
Same as above statement.
A decent wide sidewalk that connects to the school. I should be able to hold my child's hand and walk without being hit by branches !!
Wider sidewalks and lighting. Look to the City of Langford
More separation from cars in the bike lanes. Congestion at comox lake is dangerous in the summer. Traffic is fast on comox lake road. Something like a bike lane with a barrier would be nice from downtown to comox lake.
We need a stop sign at Forest Hall and Kendal or raised crosswalks at all intersections up Kendal, too many people living at the top of kendal drive over the speed limit. There are a lot of parked cars on the street due to inadequate driveway sizes on kendal which make it difficult to see if vehicles are coming either while walking or leaving my driveway by car. A traffic circle at the intersection of Cumberland rd/4th and 3rd by Peace park might be a good solution to deal with all the traffic. The intersection at Cumberland rd and Bevan might need a light or other solution soon for people trying to get onto Cumberland rd from Bevan. The intersections of Cumberland rd and the off/on ramps to and from the highway do require a lights, it is getting too dangerous to turn left into Cumberland if coming from the south or turning left if coming from the north.
Speed bumps and main routes crossing guards
More bike lanes More running/ walking trails not in the forest
- Consolidation / formalization of the many multi use trails connecting residential and town areas. Create established and supported/maintained 'routes'. - Underground / secure bike storage. - Improved street and trail lighting. - Traffic calming / better lighting / safer walking access in school area. - 30km/hr maximum road speed for any truck in and around the village. Especially for larger pickups, construction, and delivery trucks. - More sidewalks pretty well everywhere.
Underground pathways and passages Underground secure bike storage Speed bumps around the school and more crosswalks
Parking lots. We are expanding and everyone is parking on people's properties because there is no parking!
I would love to see a safer way to encourage children to walk and bike to school. The access on Egremont is terrifying for a parent like me with several small children. We need a sidewalk, bike lane and designated road side parking. I LOVE to walk and I want to feel safe sending my kids to school without driving. This is an essential transportation issue that needs immediate attention.
More traffic control (speed bumps/calming, 4- and 3-way stop signs incl Cumberland rd and 3rd), more transit frequency to Courtenay, prioritize pedestrian/cycling on roads. Reduce the speed limit everywhere, bike lanes everywhere, no parking on streets like Kendal. Run a small transit bus on continuous loop around Cumberland to increase access for those with disabilities. Put cars in last place, priority-wise. Encourage visitors to use transit with a mountain bike shuttle.
not sure at the moment

For the roads to be safe for the kids walking to school and more parking for the parents picking up there children. And fixing the pot holes everywhere
For children walking to and from school Maybe preparing some sort of sign up sheet where families can connect and plan for their children to use the "buddy system" and walk together. Having more crosswalks on roads so when parents teach their children to use the crosswalk to get across the road then they can do so safely and with ease. Children are our future!
Pave Bevin road so another connection to Courtenay
Separated Bike lane connecting Cumberland to Courtenay
Sidewalks and crosswalks on egermont. I'm Surprised No one has been hit yet
active travel incentive - draw prizes for cycle commuters / walkers (local vendors) - VIP opportunities available only to those who use active travel (special ticket price, special opportunity at a local venue)
I think the Village needs to improve road surfaces, as well as to add bike lanes wherever possible.
Car free dunsmuir
1. More sidewalks! So many roads don't have them. 2. Raised bike lanes (e.g.Vancouver Olympic area) 3. Separate bike /walk highway alongside the connector into Courtenay (like Tofino's new multi use path)
Development of old railway to Royston. Further develop and sign cycling/walking route to Lake. Bicycle lock up areas near grocery. Consider more sidewalks where needed on blind corners!!! (4th and Dunsmuir, I think it is). Could use a stop sign on Keswick Ave, as it's the only road without one, and people fly up the road from the skateboard park/dog park when they exit. Perhaps a parking lot/lane? Off the Main Street, but allows for more parking. Ie. the one behind the ambulance allows for parking for coffee shop, post office, dentist, acupuncture. Alongside the Cumberland Community park gets very congested for soccer/rugby games or bike events. Perhaps signs to park in front of the BMX so visitors are aware? Or slot parking?
Bike path all the way to Cumberland Lake Park and a back and forth shuttle from the rec centre parking lot to the Cumberland Lake Park. Why wait until someone gets hit and dies?
Safer….
Better bike path to the lake (from Perseverance creek to the lake). parking on Dunsmuir is about to become a sh*t show once the condos are built. Business owners will suffer because their customers won't find parking nearby once the condo residents hog all the parking.
All new infrastructure should be safe, built to modern standard and designed for the long term. Future operation expenses need to be part of the assessment. considerion to the location of hydro poles should be part of scope to improve visibility of people at crosswalks and roadsides. Connections/networks need to be established to encourage safe behaviours, consolidate crossings of main roads and provide direct routes. Considerations to different classifications of networks (transportation and recreation) they serve different purpose and have different goals and objectives.
Plan varying scales (vast to conservative) connection corridors (environmental, safety, connectivity) for habitat and community connectivity across the mid and north island. This involves working with all island communities, biologists and planners for multiple user based and nature function corridors designed to allow humans and wildlife to travel with managed connectivity to all communities. Think of the tourism dollars, if you can't yet envision the benefits to community and ecosystems.
The village should consider ways to promote ebiking more especially within the village. There should be a multi use path built connecting Cumberland and Courtenay to improve safety for vulnerable road users. The speed limit within the village should be lowered to 30.
Bubble travel is kinda cool like flying helicopters or something but I'm leaning more towards open source customization of free personalized little cars. Many may keep cars or planes, Tesla's and BMW's yet imagine a world where electric cars of recycled metal that self drive can be made to look like an old Dodge Dart or Catalina 76
Improve fast charging stations for cars. My parents when they come to town have to find a fast charger in Courtenay by the superstore to find a fast charger. Separated bikelanes are controversial (see Vancouver & Victoria) but once done and done in the correct locations then more people bike. This is critical along more dangerous routes like heading out of town to the parkway.
THe dump road to Courtenay to be paved

Walking paths for accessibility throughout the village. No one enjoys walking through housing, need parks and paths. And the bike trails are not suitable for walking, too many bears& cougars. The roads and sidewalks are in terrible shape so not safe now.
Create a separated bike path along the Comox Valley Parkway to better connect Cumberland with Courtenay. Install speed bumps or humps on residential collector streets (eg. Kendal Avenue) to reduce speeds. Simply posting a sign for 30km/h is not working. Physical deterrents to speeding need to be implemented.
Rapid light rail transit to Courtenay to facilitate groceries etc.
Road and sidewalk repairs
The parking in this town in terrible and the lack of punishment for cyclists that don't use stop signs is going too result in someone being severally injured or killed it is a when not and if the village should be asking the comic valley rcmp too help with this problem before someone is killed
100% secure bike lock-up, a small tram/bus servicing just Cumberland and the surrounding area on a continuous loop accessed by hop on, hop off
Sidewalks and bike lanes throughout the village, including sidewalks at least to Union Road. Retention of Bus routes to Courtenay maybe with smaller buses when ridership is not high. Parking off of Dunsmuir st. shuttle bus for tourists coming into the village. Or a parking lot for visitors like the mountain bikers have.
Sidewalks everywhere. More/better bike paths to courtenay Royston etc. (not trails), and bike path to Comox lake
Make dunsmuir a pedestrian and cycles only street. Cafe seating, benches etc.
Designated (and direct where possible) bike lanes to and from the Village to popular residential neighbourhoods (Coal Valley Estates, etc.)
Car sharing/car coop to reduce the second car in many households. Better bus links to the rest of the valley, a commuter shuttle for workers In Courtenay. Much less worry about parking because everyone who can is not in cars. I think main st should be pedestrian only, with limited parking for those with accessibility challenges
Congestion at the end of Kendal near the Peace Park needs to be addressed by changing the traffic pattern there and providing other exits to Coal Valley Estates. Along Solport signage limiting parking to one side only will make the intersection at Beaumont and Solport safer. Off street parking for all ADU occupants must be a requirement to reduce the on street parking problem.
We need a local grocery store so that we do not need to commute out of town for necessities.
the busses and transit system is total crap for cumberland. compared to even poor countries we are so far behind. we should have a mini bus just servicing area within cumberland all the time every 5 minutes. and a bus needs to be constantly running between cumberland and Courtenay every 15 minutes or less.
Electric buses, shut down parking on Main Street in the summer for restaurants and businesses to spill outside. Long term pedestrian only. Incentives for bikers commuting to work outside of Cumberland. More electric car charging station around town.
Make the main street (Dunsmuir) pedestrian only. Consider parking east of CV Park for visitors perhaps with shuttle for mobility impaired.
Car share!!!!!! More transit options More sidewalks, pedestrian controlled crosswalks, improved safety around the school - specifically at trail outlets on egremont
Shuttle service to lake park Bike trail all the way to lake park that is safe for families to ride More controlled crosswalks on fourth and on upper Dunsmuir
Protected Cycling routes between Cumberland and Courtenay. Implement measures (eg. speed bumps) to reduce motor vehicle speed on main routes without bike lanes (eg. Kendal Ave) Make all new subdivisions include more active transportation paths as a requirement
1. Grocery store! I love Seeds but I can't buy all my groceries there. However, I would prefer to buy groceries in Cumberland and not have to transport to Courtenay. 2. Electric charging stations for EV
Fix the roads. Re-pave the roads. Improve parking. Focus on walking and cycling community.
getting cars and bikes to stop at 4 way stop signs
Walking and sidewalk options throughout all of cumberland. I'm thinking along Royston Rd/Dunsmuir as one of the two ways into the village.

No comment
Foot, bike and vehicle paths on all road ways
Ensure an accessibility and inclusion lens is applied to all transportation initiatives and plans.
Off highway bike path connecting Cumberland to Courtenay
To have one side of every street have a sidewalk.
Off road bike route to Courtenay and another to the lake. Fast and frequent Public transit
Bike lane continuing after the Gas n Go to Dunsmier. Transportation options after hours (nightlife options). More bike racks for parking on the main drag.
For safety we need a flashing light on Cumberland Road close to the Gas and Go station, very dangerous for young students. We need designated parking for customers on main street and no parking by people living in the new rentals. Parking for rentals has to be separate and designated one per unit. Some of the roads need re-paving badly as well.
Car share with electric car that can be booked to take to Comox/COURTENAY for errands, electric bike share for same. Increased bus schedule. Municipal parking lot. NOT allowing developers to 'buy' out of creating on site parking as a part of their development plan
Creating parking areas and opening downtown streets to bikes and walking only.
I like the idea/plan for a roundabout at the intersection of Cumberland road/4th/3rd/Kendal. Also consideration for another access way to Hwy 19 - alleviate pressure at 4th and Cumberland. Centralized/perimeter parking to alleviate congestion in residential areas Common speed limit within community boundary-(30-40km/hr)
Reduce speed of traffic, repair road surfaces, improve walking safety (crosswalks and sidewalks) for children and school employees walking to schools. Primrose St should be closed at the Cumberland Rd. end as it's dangerous to turn on to Cumberland road with poor sightlines, and it's quickly become a shortcut for speeding vehicles to the development behind the firehall
Close the Main Street to vehicles except goods and services? Encourage more walking and biking. We def need room for out of town visitors. Require that suites/secondary dwellings have parking off the road. Personally I find turning left off of Primrose St to be extremely unsafe. I think people speeding down secondary roads to avoid going slower on the congested roads is a bit of a problem as well. Is there a way to make roads one way only for cars?
Development of outer areas to commercial business to increase tax revenue for the village
Free, frequent and effective public transit for all
More multi use pathways through out the village and connecting to the other municipalities. More sidewalks, crossings and better lighting
Stop densification without planning for the increase in people, parking and a lack of greenspace in many areas. Have safe walking routes for kids. We need better connectivity to the rest of the Island for bus routes, potential of commuter rail etc. Ensure roads and sidewalks are safe for seniors.
The main reason I use my car is to go grocery shopping in Courtenay. I love Seeds and I use it as often as I can, but it is not enough to complete a full grocery. I believe if there was a bigger grocery store around I would not use my car at all
Integrated trail network connecting all areas of the village
A safe bike path connecting Cumberland to Royston and Courtenay.
The village needs to consider a parking solution for the downtown core. A central parkside made that will allow more people to visit and reducing traffics on dunsmuir (people won't be driving back and forth looking for parking if they can just park and walk). The former firehall would be a great location for something like this to be incorporated. It would be great to see safer bike lanes on Cumberland road. Cleared more often in snow and after storms, seperated with barriers from the road, continuous from HWY 19 all the way to dunsmuir. Would be great to also see safer bike lanes on dunsmuir. The current bike lanes are placed in between the roadway and parked cars. This is an area where drivers frequently open doors etc. A seperated two way bike lane along one side of the street would be a better option and would take up the same amount of space. Bike lanes or infastrcute of some kind connnecting the end of the colliery trail to the beach would allow more people the option to bike instead of driving, further reducing the need for parking. Finally, something needs to be done to connect Cumberland with Courtenay so that cycling is a more feasible option for people. I have been cycling my whole life and commute to Courtenay daily by bike. The traffic on Cumberland road and

the connecter is enough to make even myself nervous. I have had multiple close calls at the intersection of HWY 19 and Cumberland road as well as numerous vehicles crossing onto the shoulder right next to me while on the connecter. I'm not sure how much this involves the village per se, but the village should at least be lobbying the appropriate levels of government to push for a solution. The obvious solution to me is to extend bike paths off of small road to Royston road at the south, and to the north to create and intersection at Cumberland road.
Better roads
Make bike paths. Crosswalk at bmx park on royston road (with subdivision there now this NEEDS to have park zone 30 km/hr zone enlarged) and also a bike path on Royston road should be next. Its the route a road cyclist would prefer for commuting, however try to ride your bike there safely😳 scary both from road conditions, distracted drivers and speed limits whoa. Lucky to live
please give a great deal of consideration for the mobility and transit options available to those less fortunate. My brother was forced to move from Cumberland because the transit system is so bad. He relies on his bike and buses to get around and he is not alone. While he is a fit young man who enjoys cycling, he would end up needing to spend 6 hours on the bus to attend a single doctor's appointment. And that would be if he was lucky! Often he would spend up to 10 hours just to run a simple errand in Courtenay.
Develop Cumberland as a cycling tourist destination community, not just for Mountain Bikers, but also for older cyclists who would like to enjoy the Cumberland Forest but consider the trails too hazardous.
Fix pothole- ridden roads
Commuter route that isn't the highway between Cumberland and Courtenay! Putting a dead end/ or one way at the end of ulverston at the wastewater lagoons to separate commercial and industrial traffic from the residential area for improved traffic calming and road safety for kids playing in neighbourhood.
Safe cycling routes between Cumberland and Courtney and Comox! Barrier between highway and cycling path with lighting
More frequent bus service.
Cycling corridors, sidewalks everywhere
Sidewalks around the school, a specially on Egremont where you have to walk around parked cars and sometimes on the road. Very unsafe in the ❄
Accessible resources will help to make Cumberland more eco friendly. For example a local grocery store so that we don't have to travel
Everything is accessible by safe, continuous bike routes. There's bike share across the valley, connected by safe, reliable, convenient transit. You no longer need a car to live in Cumberland because you can get to all the big stores in Courtenay, you can get down Island, and you can get all around Cumberland on foot, bike and transit.
Multi use paths providing connectivity from all areas to downtown and forest trails.
I think the biggest thing that should be addressed is the bike lane coming into Cumberland. The left turn just past the new fire hall is very unsafe for cyclists, as cars generally try to pass into the oncoming lane blind to get around the cyclist
Cycling path to Courtenay
Trails! Use Back alleys!
More bike lanes to and from Cumberland. Some streets definitely need sidewalks for walking ease and safety. Focus on walkability and cycling in the alleys - even at night. Low profile, ground-level lighting and exclude vehicles in as many as possible (except by permit)?
being able to walk anywhere in Cumberland safely.
Better access to Coal Valley Estates!! Why is there only one way to access the newest developments at the top of the hill? There needs to be another way out of the area for emergency purposes and to reduce traffic at a very busy Kendal Egremont intersection.
A mono rail into Courtenay, and frequent buses, I'd ditch my car for commuting to work.
Connector for commuting between Cumberland and Courtenay that avoids the Parkway
Long-term, I won't be here so I don't have much of a stake in this but currently - please fix the ruts everywhere and more sidewalks please. Thank you.

Cumberland needs more affordable grocery store. A Co-op would be great! Better side walks and places for seniors and others to rest on the 10-15 minute walk to downtown.
Connecting paths between various residential areas to each other and to parks and recreation areas. Remember....we have alleys
Safe biking to Courtenay and Bevan trails
planning for accessibility and aging in place
First, lower the speed limit to 30km/h in the entire village immediately. Large truck traffic coming from Courtenay or Comox accessing the landfill should use Lake Trail. Install a roundabout at the Gas'n Go/Cumberland Rd, Bevan Rd intersection to slow traffic. Install a roundabout at the Peace Park corner where cars are constantly going through the fence in winter. This corner is terribly dangerous for pedestrians and cyclists. Finish the bike path from the entry of Cumberland all the way into downtown connecting it to Dunsmuir. Reverse the bike lanes on Dunsmuir so that they are on the inside, against the sidewalk. The way that they were built is absurd. Protect our existing alleyways as green corridors. No pavement and no streetlights. Install "local & unmotorized traffic only" signage recognizing them as safe routes. Create designated visitor parking for mountain bikers. So they park there and then ride into the trail heads. Make the repainting of crosswalks an annual priority. Often the crosswalks are blurred and difficult to see. Install a flashing pedestrian light at the Cumberland Rd crosswalk at Bruce Street. Make a safe walking and biking path all the way to the lake!!!!! If that means a section of single lane alternating traffic for cars on the bluffs - great! Then maybe people will again be forced to slow down. It's an embarrassment that Cumberland residents are second rate citizens to tourists at our own greatest natural asset. Forced to drive to the Lake and park in an overcrowded parking lot bc the route is not safe to walk or bike due to speed limit and traffic safety issues. Install donation boxes at the Lake, and at the mountain bike parking lots with donations going to the Forest Society and UROC. Paint the concrete traffic lane meridians at the entrance to Cumberland by the overpass so that they are a colourful mural instead of concrete with scrappy weeds. Install more painted crosswalks along the entire length of Cumberland Rd from the Parkside Storage to downtown. Install a painted crosswalk and crosswalk signs at the end of Camp Rd to Chinatown. Install a painted crosswalk and signs across Lake Rd at the end of the colliery trail across the Whyte's Bay parking area, before the bridge. Stop putting cars before pedestrians and cyclists. Make Cumberland safe for everyone - more benches and rest stops on walking routes, more routes with accessibility in mind (consult with locals like Spark Adaptive)
Need a bike path (think Tofino/ukee) between Courtenay and Cumberland. Keep bikes off the connector. I would commute more by bike then.
Improved parking situation. Have residents issued stickers for their vehicles so they have free parking. But charge out of town people to park in CRI parking lot. People coming for tourism and recreation are destroying people's front lawns, blocking driveways and creating a mess pulling their vehicles into any available spot they can find by any trail entrance. Charge them to park. Have bylaw our to enforce. Get $$ for the village based on parking fees and fines. And then resident's taxes don't have to increase so enormously every year. Also have resident only parking on residential streets (so residents with their parking sticker can park without getting towed), but residents don't have mountain bikers parking in front of their house and blocking their driveways, and then going off to ride for the day. Start looking at catering to your very high paying tax base (your residents) and stop catering so much to the mountain bikers which the only revenue they bring into the village goes into buying a beer. And they pay nothing into the Village's revenue stream. Also focus on safety and crime prevention. Born and raised in Cumberland and I never thought there'd be a day where I didn't feel safe out at night. But between myself and 2 other people I know, we've had 5 scary run-ins with males who were heavily intoxicated / high on drugs and in a psychotic state attempt to come after us, all in the last year. I know longer walk around Cumberland after dark. So even a 5 min walk to the shops isn't occurring and I get in my vehicle and drive due to safety concerns. Have increased RCMP presence, and more people would feel safer walking and less parking would be needed downtown
Look at all the infrastructure and assign an expected lifetime for it. Then start a savings plan for it. That way instead of having to go to the taxpayers for urgent funds you already have the funds on hand and can replace or repair it right away.
An exclusive walking/biking path that connects Cumberland with Royston and Courtenay (it branches)
Turn the Peace Park into a roundabout. Don't have a school bus pick up and drop off near the General store its dangerous. The sidewalks near the general store have trees that block drivers from

seeing pedestrians, the sidewalks need flashing lights like the one by the Peace Park and also the crosswalk as you come into town as well. Putting trees in the crosswalk area was a poor decision they block people on crosswalks.
Safety in busy intersections like Derwent and Sutton where the bike and lake traffic creates an unsafe spot to bike or walk across the street
More sidewalks possibly in the older parts of Cumberland
Better we'll planned out bike lanes, a grocery store in Cumberland so we don't have to drive to Courtenay as often as we do to pick up basic goods
Car share/car coop! Make it easier for people to move about using transportation other than cars.
Better Bus Service, fix the roads
Make the roads drivable!!! And more sidewalks are needed.
Designated bike lanes for both cumberland rd/ 4th st, along with a bike lane all the way down Dunsmir. Improved, safe sidewalks, with proper curbs for those with mobility issues to be able to use.
Dedicated multi use path, separated bike infrastructure to connect Cumberland to Courtenay. Dedicated separate biking infrastructure for the village (keep adding the bike lanes, but also separate cars and bikes (like on Sutton)... more bike parking infrastructure. Let's make Cumberland the pedestrian/walkable/accessible village it can be (the density of the village makes it achievable!)
Benches installed; a small bus that travels the village and out to the lake
We need to improve parking at both private residents and businesses.I do not believe new construction should get away with monetary payments to the Village for lack of parking accommodations. I believe those parking at the CRI should pay either by donation or monthly, yearly pass.
Roundabout at peace park.
Reduce speed limit to 30 km/hour within the Village. Work with the greater Comox Valley to build safe cycling routes to neighbouring communities. There is currently not a bike / e-bike route to Courtenay that feels safe. Plan new developments in a way that promote walkability and cycling-less sprawl, sidewalks, traffic calming. Better yet, don't approve any more developments. Better signage so visitors know where to park. Make transit free for children and youth.
A regular shuttle between Cumberland to Courtenay. 9 times out of ten if I'm getting in my car I'm going to Courtenay.
Repaving of "old" Cumberland streets. This will improve safety with ALL transportation types. The current state of some streets are unsafe to drive, walk, bike, etc. and very unsafe for residents who are physically impaired.
More sidewalks, crosswalks with flashing lights and cycling routes. Consequences for speeding and reckless driving (police presence)
1. Need an independent bike/walking path that connects cumberland and courtenay. It is so so dangerous that people bike along the highway/cumberland road, and that bike lane ends past the peace park. I would bike to courtenay more often if there was a safe pathway that was actually enjoyable to commute on. 2. North island needs a WAY more affordable way to get to Nanaimo/Ferry/Victoria. Island Link is (as far as I know) the only public transport, and it is not frequent enough and is way to expensive. plenty of critical services (medical specialists etc, addictions treatment centers, violence prevention services, etc) require transport off Van island, and we need to be offering an affordable way to travel between communities. The inaffordability of travel between communities encourages reckless driving, especially in vulnerable populations, and adds risk to people who then need to hitchhike (especially women and youth). This also affects hugely affects students! This is a public health issue. We need a frequent, very cheap public transportation option from Cumberland/comox valley to Nanaimo/Victoria.
In residential areas enforce "one parking spot" for secondary suites + enforce parking only on one side of the street (put up signs) + enforce the bylaw allowable parking distance from driveways and stop signs = decrease congestion and random parking habits, and maintain clear routes for emergency situations.
Finding alternatives to discourage driving, esp children to school.
1) Improved overpass/highway access to Cumberland road complete with segregated bike lanes 2) proper traffic circle where 3rd street meets Cumberland road 3) making sure that every new residential building has enough parking included in it's construction design. No cash in Lieu.

Keep speed down. More and more faster and faster vehicles are the norm and that is dangerous.
- Speed humps on Kendal Avenue and other collector roads to reduce speeds for greater livability and safety. - Increased investment in bicycle facilities to improve safety - Cooperation with other Comox Valley jurisdictions to create greater active transportation connectivity.
Require traffic calming and active transportation facilities (sidewalks, protected bike lanes if appropriate) be considered & installed WHENEVER re-surfacing a village street. Removing parking minimums from bylaws. It discourages density, creates artificial barriers (issues with Ilo-Ilo and new condo buildings, for example), and creates perverse incentives to improve parking & driving rather than alternatives.
I would walk to more places in the Village of Cumberland if there were more places to sit down along the way.
We need safe bike routes that are separated from vehicle traffic. It would be great if these connected to other communities.
Way long term... A car free downtown core and multi-use trail connectivity throughout the CVRD.
walking/cycling connector to Nanaimo
Sidewalks going to the school! Prioritize this. Put in roundabouts at key intersections including Egremont and Dunsmuir - will make it much safer. Cycling from Cumberland to Ciurtenay - a pathway or bike route to Courtenay will help increase cycle commuting. I ride to work in Courtenay but it is very unpleasant and doesn't feel safe in bad weather. A paved cycle path alongside the Cumberland connector would be amazing.
30km limit. Speed signs on upper Kendal and just more speed limit signs around town in general. Side walk along Egremont towards school are really needed. general side walk maintenance, more bike racks and places to lock ebikes. Perhaps a bathroom facility and bike wash station in the parking lot near the sani dump so bikers can park there as well as dunsmuir and Sutton.
1- speed bumps and 30 mph speed limits in Village roads 2 - install parking meters in downtown, village park areas, CRI parking areas - time to make car owners to pay for use of roads.
One way traffic on Dunsmuir, with angle parking.
Fully separated bike lane connecting Cumberland to Courtenay via Cumberland Road, with an overpass for eastbound riders to pass up and over the parkway. Sidewalks throughout the village. Fully separated bike lines within the village along Dunsmuir (lane located between parking and sidewalk). Fully separated bike lanes on all major feeder routes to the school. Increased transit frequency and subsidised transit for youth, elderly, persons with disability, and anyone below a reasonable income threshold.
Create as many bike lanes & sidewalks as possible: - Extend cycling/walking path all the way to Comox Lake - Complete bike lanes on Cumberland Road into the Village - Complete bike lanes from the Village down Royston Road - Create public path adjacent to Bevan Road - Build sidewalks on sideroads in the Village (like Windermere Ave)
Lower speeds, better sidewalks, benches throughout walking routes, more handicap spots outside shops.
Safer connectivity to courtenay for cyclists and ebikes than the shoulder on the connector. Frequent or on demand call Electric shuttle vans. Not busses. to make connections in courtenay more efficient. Sheltered bike parking hubs
A trail that will allow people to cycle from cumberland to Courtenay off the road, ideally through nature. Riding on the highway is scary, but I do it all the time to commute to work in Courtenay.
Fix all of the potholes