



Village of Fruitvale Active Transportation Plan



Welcome To Our Open House!



Project Overview

The Village of Fruitvale is developing an Active Transportation Network Plan (ATNP), aimed at improving how people walk, bike, and roll around the community. The ATNP seeks to establish a connected, accessible, and sustainable active transportation network, catering to the needs of residents and visitors across all ages and abilities, for both commuting and recreational activities. The main objectives for the ATNP include:

- Enhancing the health and wellness of both residents and visitors, fostering a community where active living is integral to daily life;
- Embracing the environmental benefits of reducing reliance on personal automobiles, contributing to cleaner air and a healthier planet; and
- Seamlessly integrating the Village into the broader regional active transportation network, ensuring the Village is a connected and vibrant part of the larger community.

Community Context

The Village is home to 1,9581 residents. From 2016 to 2021, its population grew by 2%. The demographic shift shows a decrease in the 15-64 age group from 62% to 59% (-3%) and an increase in residents aged 65+ has grown from 23% to 27% (+4%). This trend underlines the need for active transportation facilities that cater to older residents.

The Village's economy, rooted in the service sector and wood products manufacturing is transitioning toward a knowledge-based economy with a growing number of entrepreneurs, Artisans, and technology workers.

Census data from 2021 reveals that only 15% of the workforce commutes within the Village, a decrease from 2016. Car use among commuters rose to 92% of workers, while the use of sustainable modes like transit, walking and cycling are underutilized at 0%, 4% and 0% respectively.



Project Timeline



Phase 1: Understanding

The first phase entailed the development of a Baseline Conditions Report. The Baseline Conditions Report served as a foundational document, capturing existing conditions, reviewing policies, collecting data, and setting the stage for further network development.



Project 2: Network Development & Engagement

The second phase, Network Development & Engagement, delved into advanced network planning. Existing engagement initiatives in the region, such as the South Kootenay Green Link Active Transportation Plan and the Beaver Valley Recreation, Parks, and Culture Master Plan, were used to understand community AT preferences as they relate to the Village. A project Steering Committee was formed to participate in a workshop to provide key inputs for the plan's creation.



Project 3: Plan Finalization

The final phase, Plan Finalization, involves incorporating feedback from the public, and input from key groups such as senior residents and students into the ATNP. Following this, a presentation will be made to the Steering Committee to review the compiled insights and recommendations. Once approved, the ATNP will be finalized and submitted for adoption by the Village.

What is Active Transportation?

Active Transportation, as defined in the BC Active Transportation Design Guide (BCATDG), includes any form of human-powered transportation, including walking, cycling, or rolling using a skateboard, in-line skates, wheelchair, or other wheel-based forms of human-powered transportation.



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What We've Heard So Far

Fruitvale Active Transportation Plan



Enhancing Active Transportation for Everyone



Feedback from the South Kootenay Green Link Active Transportation Plan (SKGL ATP) public engagement highlighted a strong community desire for separated active transportation infrastructure that ensures safety and comfort away from vehicle traffic. The Active Transportation Network Plan (ATNP) aims to cater to all ages and abilities, emphasizing a safe and enjoyable environment for all users.

Upgrading Amenities on Active Transportation Routes



Community inputs, particularly from local seniors, have underlined the importance of enhancing active transportation routes features with amenities such as garbage cans, benches, lighting, secure bike storage, and shade. These enhancements should be integrated along active transportation routes

Increase Connectivity To Major Local Destinations



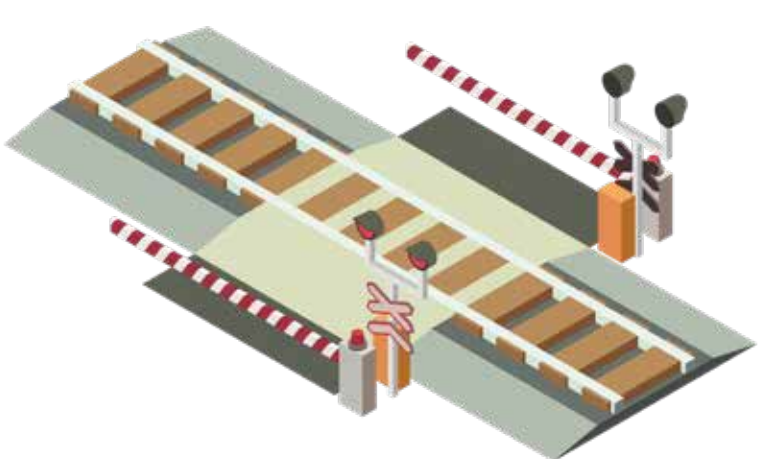
Conversations with the project's Steering Committee have identified community connectivity as a key goal of the ATNP. The ATNP will connect to major local destinations within the Village. These destinations include the Commercial Centre, Fruitvale Elementary School, the Beaver Valley Public Library, Beaver Valley Arena, and local parks. Improving access to these key community destinations supports a culture for walking, cycling, and rolling, fostering a more active and interconnected community.

Active Transportation Routes for Exercise and Recreation Purposes

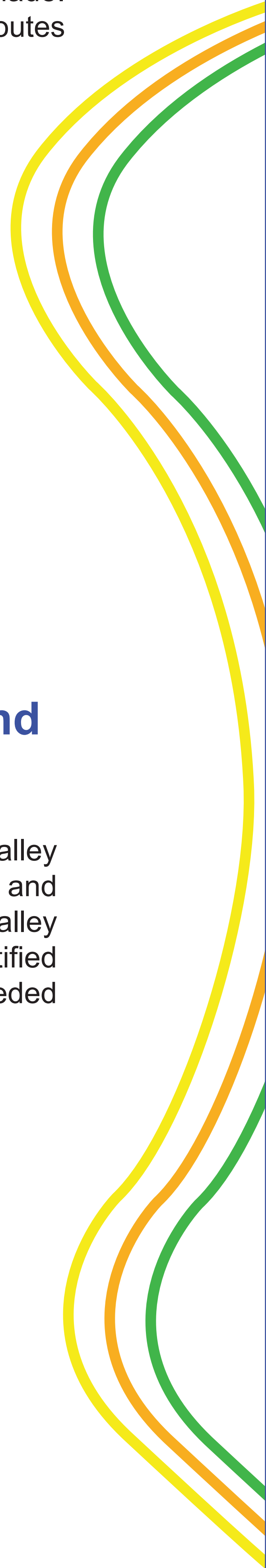


Community engagement through the SKGL ATP and the Beaver Valley Recreation, Parks, and Culture Master Plan identified exercise/fitness and recreation as top motivators for active transportation. In the Beaver Valley Recreation, Parks, and Culture Master Plan, walking/hiking trails was identified as the 3rd most used outdoor recreation facility and the 4th most needed outdoor recreation facility.

Key Opportunities to Establish Additional Railway Crossings



Currently, the Village of Fruitvale only has one legal railway crossing, which limits the efficient and safe travel routes for pedestrians and cyclists. Through discussions with the project's Steering Committee, two additional railway crossings have been identified to connect the northwest side of the Village to Fruitvale Elementary School and to provide additional access to the Village's Commercial Centre.



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Proposed Active Transportation Network

Fruitvale Active Transportation Plan



Active transportation corridors have been identified in the Village to provide a safer walking, wheeling, and rolling experience to key community destinations. When creating the active transportation network, barriers that split the community were identified and include Highway 3B, the railway, and Beaver Creek. Key crossing locations were chosen to create continuity throughout the network. Proposed facilities are categorized as walking improvements, cycling improvements, or walking and cycling improvements.



Have we captured the most important links in the community to access your key destinations?
What would you add, remove, or change?



Use a sticky note to post your comments here!



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Priority Areas

Fruitvale Active Transportation Plan



Five Priority Areas were identified for active transportation improvements. They are intended to be the first project areas considered in the near-term as funds become available. Some of the Priority Areas include easier and faster solutions, while others have additional cost. These specific Priority Areas were chosen because they achieve the following:

- **Essential Connectivity:** They create vital links to key destinations, facilitating easier access for all users.
- **Safety Enhancements:** They significantly improve safety at crossings, ensuring a safer journey for active transportation users.
- **Network Integration:** They fill gaps in the transportation network, making for a more seamless and efficient active transportation experience.

The Priority Areas consist of (in no order of priority):

Priority Area A - Downtown Intersections

Priority Area B - Columbia Gardens Road

Priority Area C - West Fruitvale Intersections

Priority Area D - Maple Street Corridor

Priority Area E - Pine Street & Green Road



What do you think about the Priority Areas?

Use a sticky note to post your comments here!

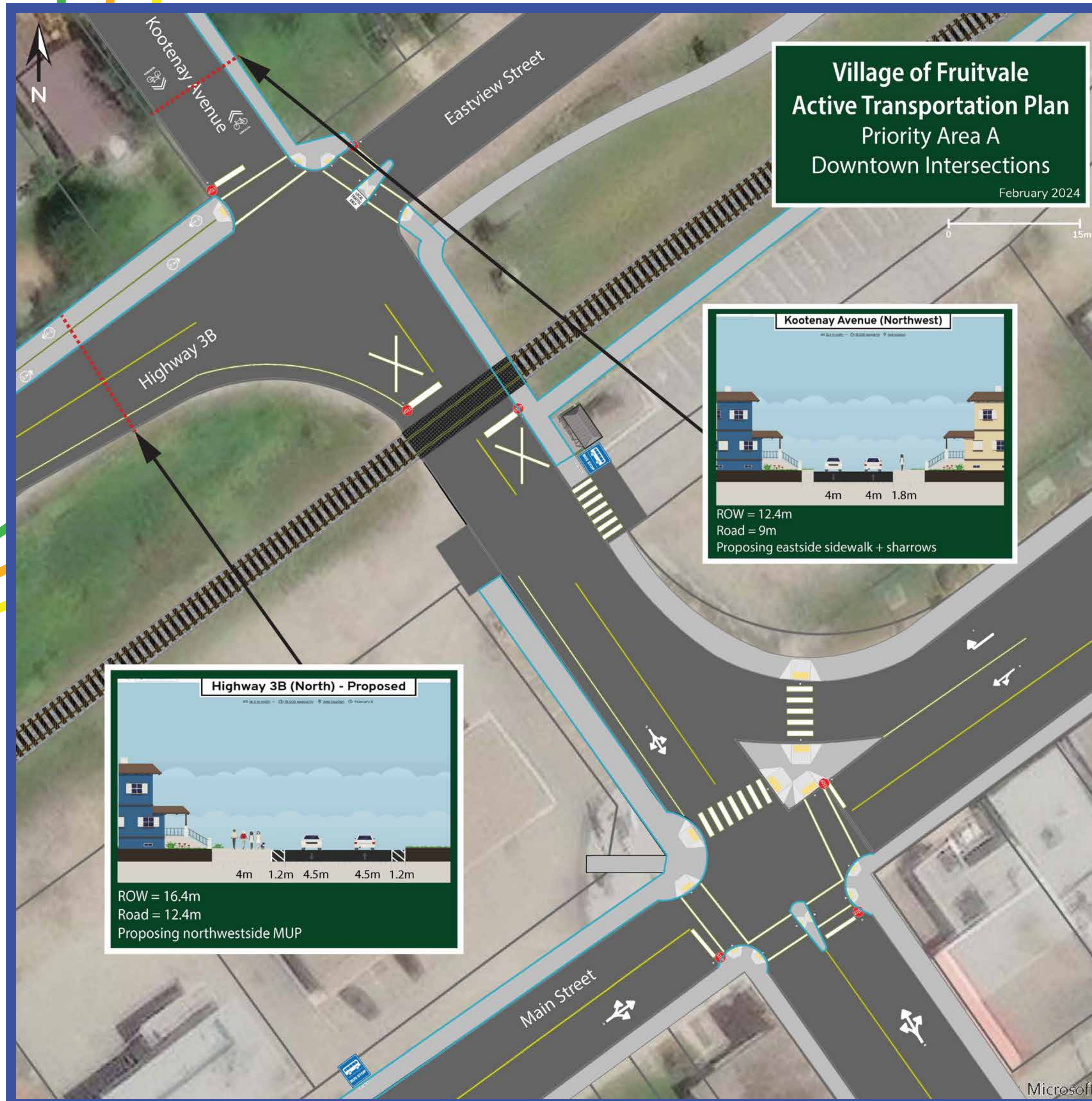


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Priority Area A

Downtown Intersections



Priority Area A proposes improvements at and surrounding the intersections of Highway 3B / Eastview Street / Kootenay Avenue and Highway 3B / Main Street / Kootenay Avenue. The area was chosen as it connects the northwest side of the Village to the downtown area and works to fill gaps in the existing active transportation network. Improvements here will increase the safety of navigating these important crossings and provide access to the various downtown destinations.

Suggested improvements include:

- o The addition of a multi-use path on the northwest side Highway 3B*
- o New sidewalk connections*
- o Railway crossing improvements**
- o Reduced crossing widths at both intersections*
- o Traffic calming gateway treatment at Eastview Street*
- o Improved access to transit stops

* Requires approval from Ministry of Transportation & Infrastructure

** Requires approval from Rail Authority

Note that proposed new facilities are identified in **blue highlight**

What do you think about Priority Area A? What would you add, remove, change?

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Priority Area B

Columbia Gardens Intersection



Priority Area B proposes improvements at and surrounding the 6-leg intersection of Columbia Gardens Road / Kootenay Avenue / Mill Road / Old Salmo Road. The area was chosen because it will connect the active transportation network to Fruitvale Elementary School, the Beaver Valley Arena, Mazzochi Park, Haines Park, and future destinations specified in the Former Middle School Redevelopment Master Plan. Improvements at the intersection aim to increase safety at crossings for active transportation users and provide better traffic flow overall.

Suggested improvements include:

- o Updating the intersection to an all-way stop control*
- o Improved sightlines for all users
- o The addition of a multi-use path on the northwest side of Columbia Gardens Road*
- o Providing marked crossing for active transportation users*
- o New sidewalk connections*
- o Landscaping improvements to provide green space

*** Requires approval from Ministry of Transportation & Infrastructure**

Note that proposed new facilities are identified in **blue highlight**



What do you think about Priority Area B? What would you add, remove, change?



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Priority Area C

West Fruitvale Intersections



Priority Area C focuses on improvements within the vicinity of 1st Street / Hillcrest Avenue, Highway 3B / Hillcrest Avenue, and Highway 3B / Nelson Avenue. This priority area was chosen in part to improve crossings on Highway 3B and at the railway. The area was also chosen because it will connect the northwest side of the Village to Fruitvale Elementary School, the Beaver Valley Arena, Mazzochi Park, Haines Park, and future destinations specified in the Former Middle School Redevelopment Master Plan via a new pedestrian bridge proposed across Beaver Creek to Maple Avenue.

- Suggested improvements include:
- o An additional crossing on Highway 3B at Hillcrest Avenue*
 - o Improvements to the existing crossing on Highway 3B at Nelson Avenue*
 - o A new railway crossing**
 - o The addition of a multi-use path along Highway 3B to Maple Avenue*
 - o A neighbourhood bikeway on 1st Avenue
 - o New sidewalk connections*
- * Requires approval from Ministry of Transportation & Infrastructure
** Requires approval from Rail Authority

Note that proposed new facilities are identified in blue highlight

What do you think about Priority Area C? What would you add, remove, change?

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Priority Area D

Maple Avenue Corridor



Priority Area D proposes improvements to the streets adjacent to Fruitvale Elementary School. The area was chosen as it establishes a key connection between the northwest side of the Village and Fruitvale Elementary School. Improvements in this area work to fill in the missing gaps in the existing active transportation network and to facilitate the safe travel of students.

Suggested improvements include:

- o A pedestrian bridge across Beaver Creek
- o New sidewalk connections*
- o A neighbourhood bikeway on Maple Avenue and Beaver Street*
- o The addition of a multi-use path on the west side of Columbia Gardens Road*

* Requires approval from Ministry of Transportation & Infrastructure

Note that proposed new facilities are in identified in [blue highlight](#)



What do you think about Priority Area D? What would you add, remove, change?



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Priority Area E

Pine Avenue & Green Road



Priority Area E recommends improvements to connect to key community destinations including the Beaver Valley Curling Club, the Beaver Valley Arena, Haines Park, and future destinations specified in the Former Middle School Redevelopment Master Plan. The recommendations aim to fill in missing gaps in the existing active transportation network.

Suggested improvements include:

- o The addition of a multi-use path on the west side of Columbia Gardens Road*
- o New sidewalk connections on Green Road and Deadmarsh Avenue*

* Requires approval from Ministry of Transportation & Infrastructure

Note that proposed new facilities are identified in **blue highlight**



What do you think about Priority Area E? What would you add, remove, change?



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Programs & Approaches

Fruitvale Active Transportation Plan



Making active transportation safer and more convenient in Fruitvale requires more than infrastructure. Proposed programs and approaches that work towards making active transportation safer and available throughout the year are listed below. Education and engagement activities can play a big role in building an active transportation culture in the community and can be done through partnerships led by the Village or local organizations.

How important are these to you and why?

Develop a Snow & Ice Clearing / Maintenance Policy that accommodates and enables active transportation in all four seasons.

Use a sticky note to post your comments here!

Work with key audiences and participating schools to develop a Safe Routes to School Program.

Use a sticky note to post your comments here!

Provide funding and support to local advocacy groups for programs to educate and encourage active transportation in the community (e.g., hosting a bike festival, Bike to Work Week, community rides, or supporting children's bike safety programs).

Use a sticky note to post your comments here!

Grow regional bicycle tourism by collaborating with the Regional District, First Nation communities, and neighbouring municipalities as regional active transportation connections are built.

Use a sticky note to post your comments here!

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Innovation & Best Practices

Fruitvale Active Transportation Plan



Examples of innovative active transportation infrastructure and enhancements used in other communities are shown below. Vote for some of the innovations you would like to see in Fruitvale using sticky dots!

Place a sticky dot here if you want to see these in Fruitvale!

Amenities

Active transportation amenities include items such as street furniture, bike racks / corals, shade structures, and lighting. These types of amenities work to improve active transportation users' comfort and safety, which ultimately helps create an active transportation network that is accessible to all.



Accessible Ramps

Provide an option for mobility users to traverse grade differences. For Fruitvale's purposes, they can be used to maintain connectivity of the active transportation network.



Micromobility

Micromobility refers to affordable, lightweight, low speed, personal mobility vehicles that can be used for transportation, goods movement, or recreation. Electric powered mobility devices such as e-bikes are particularly fitting for connecting residents who live on Fruitvale's hilly terrain to key community destinations.



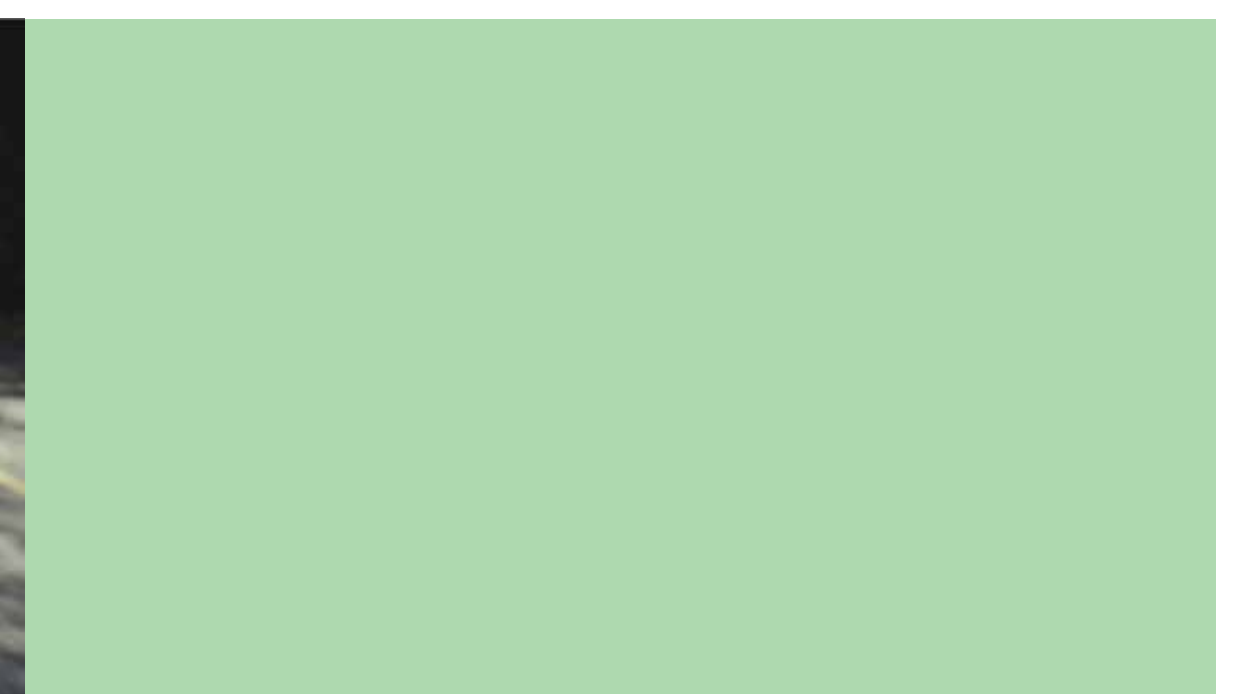
Adaptive Sidewalk

Provides a safe, dedicated space for pedestrians by altering streets. They are used where there is no existing sidewalk or where it may be challenging to fit a traditional sidewalk. They utilize low-cost materials like low concrete curbs with white posts to separate pedestrians from traffic.



Wayfinding & Signage

Wayfinding can include signage, maps, and other trip planning tools to provide information regarding direction, distance, and/or connections to the larger active transportation network while also helping to raise awareness of the presence of people walking or cycling on the roadway.



Rectangular Rapid Flashing Beacons

Rectangular Rapid Flashing Beacons (RRFBs) have flashing amber lights that alternate back and forth to attract motorists' attention and thereby increase yield behavior. The signage and flashers may be side mounted, or side mounted and overhead.



Thank you!

Thank you for taking the time to stop by and share your thoughts on how active transportation can be improved in Fruitvale.
Please take a moment to fill out a survey!

There are physical copies below OR scan the QR code above to complete it online!