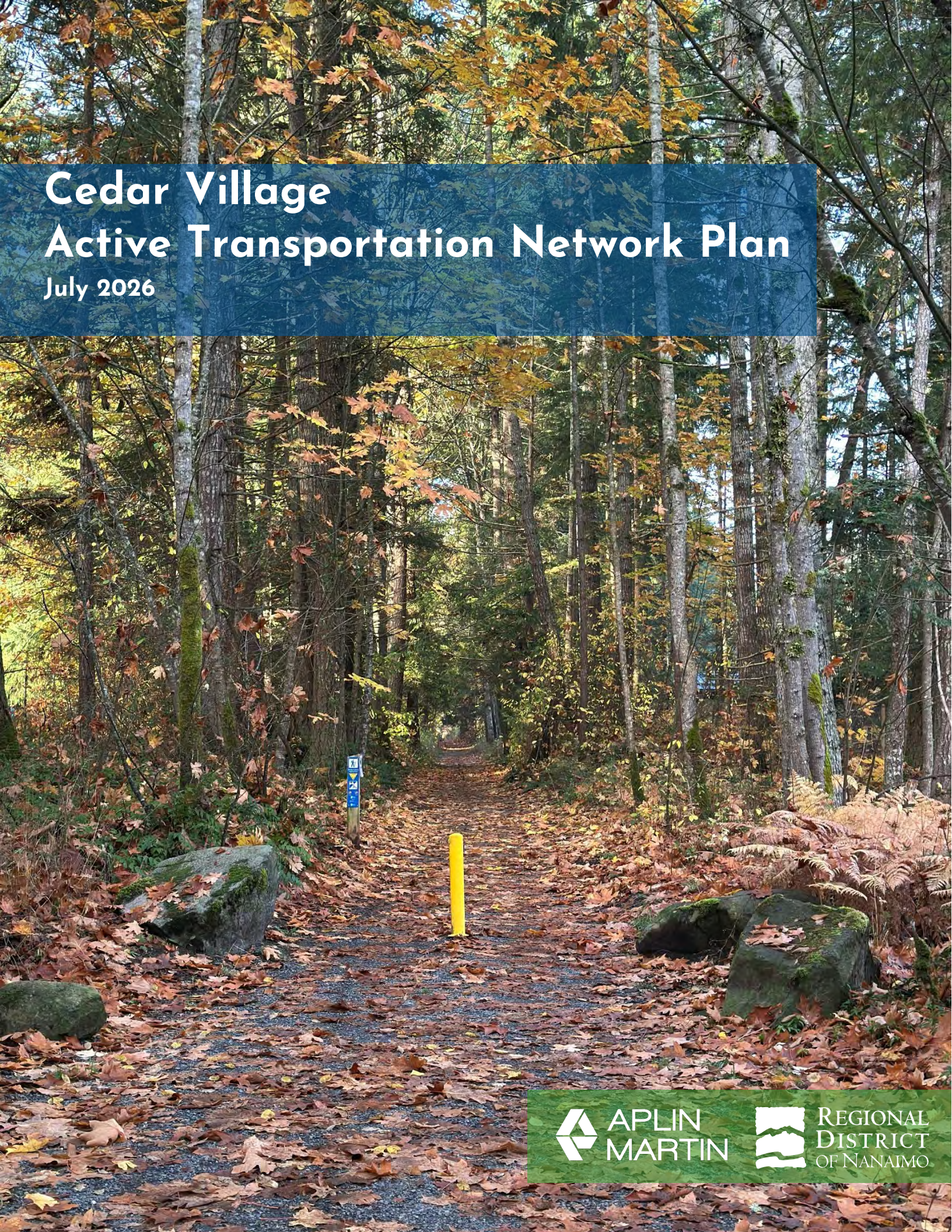
Cedar Village Active Transportation Network Plan

July 2026



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Funding for the Regional District of Nanaimo's Active Transportation Network Plan for Cedar Village was provided, in part, by the Province of British Columbia through the B.C. Active Transportation Infrastructure Grants Program. Funding for this plan will support the Regional District to develop safe and accessible active transportation routes for residents.

Land

The Regional District of Nanaimo respectfully acknowledges that the Active Transportation Network Plan study area lies within the traditional territories of the Snuneymuxw and Stz'uminus peoples.

Acknowledging that these lands and waters have been home to Indigenous peoples since time immemorial, the Regional District of Nanaimo affirms its commitment to respecting the land as well as Indigenous languages, histories, traditions, and cultural heritage.

The Regional District of Nanaimo is committed to listening, learning, and working collaboratively with First Nations to create opportunities for a stronger, healthier, and more connected region for everyone.

This Active Transportation Network Plan reflects these commitments by promoting sustainable, inclusive, and safe mobility options, and by supporting the development of a transportation network that benefits present and future generations.

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EXECUTIVE SUMMARY

This Active Transportation Network Plan (ATNP) provides a strategic framework to improve how people move through Cedar Village, focusing on walking, cycling, and rolling connections between key destinations within the village core.

In a rural village context such as this, active transportation primarily supports short, local trips between neighbourhoods and destinations such as schools, parks, services, and transit. This Plan reflects that context by improving safety, connectivity, and comfort along existing routes while respecting the rural character of the community.

The ATNP is focused on the Cedar Village area, including the core commercial area, schools, parks, and services where daily activity is concentrated, and where improvements can most effectively support everyday travel. Connections from the wider Cedar area, as well as regional and commuter routes, are outside the scope of this plan and are addressed through Regional District planning initiatives, including the Electoral Area A Active Transportation Plan (2009).

Public engagement and background review identified consistent gaps in the network, including a lack of sidewalks, inconsistent or absent road shoulders, and limited crossing opportunities. In response, the plan identifies a network of recommended improvements to strengthen key corridors, enhance neighbourhood connections, and improve access to schools, parks, services, and transit.

These recommendations describe the intended function of the network and may include facility types such as multi-use pathways, accessible road shoulders, and crossing improvements to support walking and cycling. Specific design solutions and configurations will be determined through future feasibility assessment and detailed design processes. Recommendations are organized into short-, medium-, and long-term timeframes to guide implementation. These timeframes are flexible and allow the Regional District to respond to funding opportunities, partnerships, and evolving conditions.

This plan is intended to guide future decision-making, support funding applications, and inform phased implementation over time. Endorsement of the plan does not constitute approval or funding commitment for individual segments, which will be brought forward separately for further study, design, and consideration through the Regional District's capital planning and approval processes. Over time, these improvements are intended to expand travel options within Cedar Village, improve access to key destinations, and support a more connected and resilient community.

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1 INTRODUCTION

Cedar Village, located within Electoral Area A of the Regional District of Nanaimo (RDN), is a vibrant rural community with deep cultural roots, a strong sense of place, and a growing desire for sustainable, connected living. As the region continues to evolve, Cedar Village is poised to embrace a future that balances rural character with modern mobility needs.

The Active Transportation Network Plan (ATNP) for Cedar Village is about building a community where walking, cycling, and other people-powered ways of getting around are safe, easy, and accessible for everyone. The goal is to create a connected network that makes it easier to choose active travel over driving, helping reduce reliance on personal vehicles while improving mobility for residents of all ages and abilities. This plan builds on the community's vision of creating an inclusive and environmentally responsible village core, as outlined in the Electoral Area A Official Community Plan and the RDN's Regional Growth Strategy.

By investing in active transportation infrastructure, Cedar Village aims to:

1. Promote healthier lifestyles and community well-being
2. Strengthen connections between homes, schools, parks, businesses, and transit
3. Support climate action goals by reducing greenhouse gas emissions
4. Preserve the rural charm and ecological integrity of the area

This plan reflects the voices of Cedar Residents and key interested and affected groups and aligns with the broader regional goals for complete communities, sustainable land use, and coordinated mobility systems. It is a roadmap for creating a safe, accessible, and enjoyable active transportation network that enhances livability and supports Cedar's long-term resilience.

1.1 What is Active Transportation?

Active transportation refers to any form of human-powered travel, including walking, cycling, and rolling, as well as the use of wheelchairs, scooters, skateboards, or strollers. It also includes seasonal and recreational modes like horseback riding, snowshoeing, and paddling.

In Cedar Village, active transportation should enable residents to move safely and efficiently without having to fully rely on the use of personal vehicles. It supports everyday trips to school, work, parks, shops, and transit stops, and is especially important in a rural context where distances can be greater and infrastructure more limited.

Active transportation users include:

- Children walking or biking to school
- Individuals using mobility aids
- Residents accessing transit or local services
- People choosing active modes for health, affordability, or environmental reasons

This plan recognizes that active transportation is not just a recreational option, but an inclusive and sustainable way to connect Cedar's residents to the places they shop and play.

1.2 What is an Active Transportation Network Plan?

An Active Transportation Network Plan (ATNP) is a strategic planning document that identifies and prioritizes infrastructure, policies, and programs to support safe, accessible, and connected human-powered and small electric travel within a community. It focuses on walking, cycling, rolling, and other low-speed, non-motorized or small electric modes of transportation such as e-bikes and scooters.

For Cedar Village, the ATNP provides a clear roadmap to create a safer, more accessible, and better-connected transportation system that supports recreational and everyday travel. It responds to the local needs by focusing on short trips within the Village and ensures that all residents, including children, seniors, and people using mobility aids, can move around comfortably and safely.

The ATNP is informed by community input, local land use planning, and regional strategies. It is intended to guide decision-making and capital planning over the coming years, helping Cedar Village grow in a way that is inclusive, sustainable, and aligned with its rural identity.

1.3 Plan Funding

This Active Transportation Network Plan (ATNP) has been commissioned by the Regional District of Nanaimo (RDN) and is being developed with support from Aplin & Martin Consultants Ltd. The project is jointly funded by the RDN and the Province of British Columbia through the Active Transportation Network Planning Grant, a stream of the B.C. Active Transportation Infrastructure Grant Program.

1.3.1 BC Active Transportation Infrastructure Grant Program

The BC Active Transportation Grant Program, administered by the Ministry of Transportation and Transit, provides cost-sharing funding to support both the planning and construction of active transportation infrastructure across British Columbia. The program includes two streams: the Active Transportation Network Planning Grant, which helps smaller communities (under 25,000 population) in developing or updating active transportation network plans to guide future investment and implementation; and the Active Transportation Infrastructure Grant, which supports the construction of infrastructure such as sidewalks, multi-use paths, bike lanes, lighting, and wayfinding signage.

Since 2017, the program has awarded over $130 million to more than 400 projects province-wide, with a strong focus on improving safety, accessibility, and connectivity for all ages and abilities.

1.4 Project Phasing

To ensure the ATNP is grounded in local context, informed by community input, and aligned with regional planning goals, the project followed a comprehensive, six-phase process led by the RDN in collaboration with Aplin & Martin Consultants Ltd.

- Phase 1 – Project Kick-Off & Background Review

  This phase includes a project launch meeting, review of existing policies and data, and the development of an engagement strategy.

- Phase 2 – Data Collection & Analysis

  Activities include desktop research, a site visit, collision data analysis, and an assessment of greenhouse gas emissions.

- Phase 3 – Network Plan Development

  This phase involves online surveys, community consultation events, and meetings with key interested and affected people or groups, resulting in the preparation of a Round 1 What We Heard engagement summary.

- Phase 4 – Draft Network Plan

  Work in this phase focuses on drafting the proposed network, evaluating design options, and preparing materials for internal and external review.

- Phase 5 – Round 2 Engagement

  A second round of public engagement with the public and key interested and affected people or groups was completed using updated materials, along with the preparation of a summary of findings.

- Phase 6 – Final Plan Submission

  Activities in this phase involve presenting the revised draft to the Electoral Area A Parks, Recreation and Culture Committee for review, incorporating final adjustments based on Committee feedback and input from School District 68 and the Ministry of Transportation and Transit, and preparing the final draft plan for RDN Board consideration and approval.

1.5 Study Area of Cedar Village

The study area for the Cedar Village Active Transportation Network Plan is located within Electoral Area A of the Regional District of Nanaimo. This area includes a mix of residential, commercial, institutional, and natural spaces, with Cedar Village serving as a central hub for community life.

The plan focuses specifically on the Cedar Village Centre, which is delineated by the growth containment boundary, a planning tool used to concentrate development and infrastructure investment within a defined area.

The Cedar Village Centre is the focal point for proposed active transportation improvements. This area includes key destinations such as schools, parks, community facilities, and commercial services, making it a logical priority for enhancing walking, cycling, and rolling infrastructure.

The surrounding road network, including Duke Point Highway and Holden Corso Road, provides regional connectivity, while the proximity to Snuneymuxw First Nation reserve lands adds important cultural and jurisdictional considerations.

Improvements within the Village Centre aim to support short-distance trips, improve safety and accessibility, and reinforce the area's role as a vibrant, walkable rural village core.

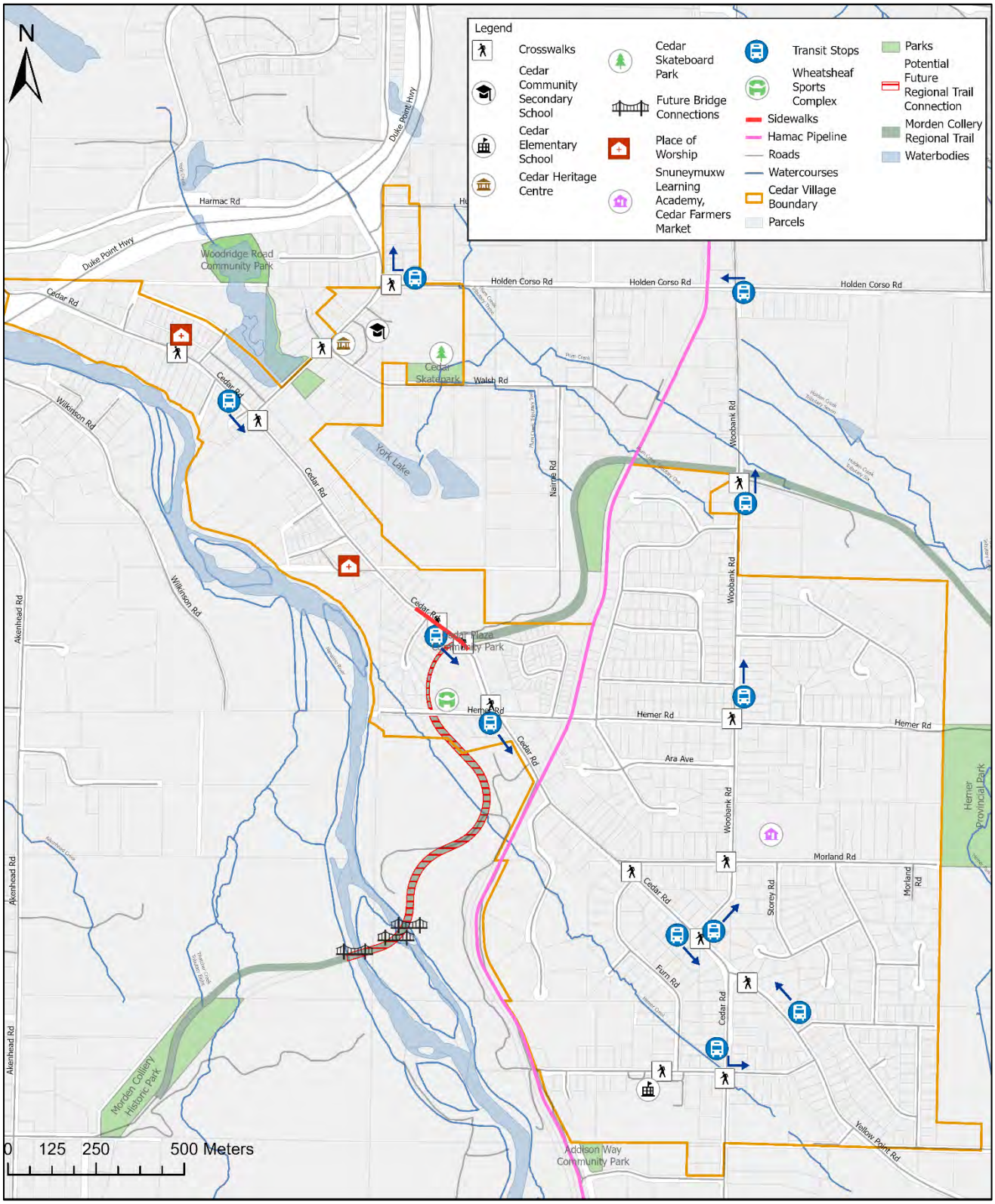


Figure 1 ATNP Study Area

2 COMMUNITY PROFILE

This section provides an overview of the existing conditions that shape transportation and land use in Cedar Village and the surrounding area within Electoral Area A of the RDN. It draws on data from the 2021 Census, community engagement, and relevant planning documents to establish a baseline understanding of population demographics, land use patterns, travel behaviors, transportation infrastructure, and current gaps in the active transportation network.

The community is characterized by an aging population, low-density development, and a high reliance on private vehicles. While Cedar benefits from proximity to key destinations in Nanaimo and access to regional road networks, infrastructure for walking, cycling, and transit is limited or fragmented. This section identifies the strengths and challenges of the current transportation system, focusing on safety, accessibility, and connectivity.

2.1 Population and Demographics

From the 2021 Census conducted by Statistics Canada, the unincorporated community of Cedar[1] had a population of 3,078.

The Cedar community has a distinctly older age profile, with a median age of 54.8 years and an average age of 49.7, both well above provincial and national averages. Seniors aged 65 and over make up 30.5% of the population, while children aged 0 to 14 account for 11.2%. The working-age population (15 to 64 years) comprises approximately 58.3% of residents, reflecting a comparatively large senior population and an older overall age profile.

Cedar's demographic profile is consistent with many semi-rural communities on Vancouver Island, where older age structures and lower-density development patterns are common. With 1,311 occupied private dwellings and an average household size of approximately 2.3 persons, Cedar exhibits a low-density residential pattern typical of rural and semi-rural areas.

The Cedar community includes a mix of rural residential, agricultural, and dispersed settlement areas, with the Cedar Village Centre representing a smaller, more compact focal point within this broader area.

The older age distribution may increase demand for accessible infrastructure, healthcare services, and mobility options that support aging in place. At the same time, the relatively smaller proportion of younger residents may present challenges for sustaining school enrolment, youth services, and long-term labour force growth.

2.2 Land Use

Cedar is a predominantly rural community characterized by a mix of agricultural lands, residential neighbourhoods, forested areas, and community services. Land use in Electoral Area A is guided by the Electoral Area A Official Community Plan (OCP) and the Cedar Main Street Village Plan, which aim to preserve rural character while supporting compact, sustainable development in designated growth areas.

At the heart of this strategy is the Cedar Village Centre, identified as a Rural Village Centre in the OCP. It serves as the focal point for future growth and infrastructure investment. Located within the Growth Containment Boundary, this area is planned to support a balanced mix of residential, commercial, institutional, and

[1] Profile table, Census Profile, 2021 Census of Population - Cedar, Unincorporated place (UNP) [Designated place], British Columbia

recreational uses, with a strong emphasis on walkability and access to essential services. The Village Centre is planned to function as a complete community where residents can meet many of their daily needs within a compact and connected area.

Key community destinations within and near the Village Centre include Cedar Elementary, Cedar Community Secondary School, the Snuneymuxw Learning Centre, and the Cedar Heritage Centre. The Village Centre also functions as a local commercial hub, providing access to shops, services, and everyday needs that generate regular trips within the community.

"The Village is ranked as the most likely rural village centre to evolve into a complete community"

– Electoral Area A Official Community Plan

The Morden Colliery Regional Trail passes through the Village Centre and provides local access to the broader regional trail network, supporting recreational walking, cycling, and equestrian use. Together, these destinations generate consistent travel demand and help shape opportunities for active transportation connections within Cedar Village.

Lands outside the Growth Containment Boundary are primarily designated for rural residential, agricultural, and resource uses, with limited capacity for further development. These outlying areas are valued for their environmental and agricultural roles and are generally not intended for urban-style infrastructure expansion.

2.3 Travel Patterns

Commuting patterns in Cedar and Electoral Area A are predominantly vehicle-oriented. According to the 2021 Census, 87% of employed residents commute by car, truck, or van as drivers, while 4% travel as passengers. Less than 1% use public transit, and 8% commute by walking, cycling or other modes. These figures reflect the rural nature of the area, where limited transit service and dispersed land use make active and public transportation less viable for many residents.

Main Mode of Commuting	*Total*	*Men*	*Women*
Total	*1,250*	*665*	*585*
Car, Truck or Van	*1,145*	*605*	*535*
Car, Truck or Van – as a Driver	*1,090*	*575*	*515*
Car, Truck or Van – as a Passenger	*50*	*30*	*20*
Public Transit	*10*	*Distribution unavailable*	
Walk	*60*	*25*	*35*
Bicycle	*10*	*10*	*0*
Other Method	*35*	*25*	*10*

Despite this high level of vehicle dependency, a significant proportion of trips are relatively short in duration. Approximately 55% of workers commute less than 30 minutes, while an additional 30% report commute times between 30 and 59 minutes. While many residents commute to the City of Nanaimo for employment and services, the Cedar Village Centre contains key local destinations, including schools, community facilities, and commercial services, that generate frequent short-distance trips within the community.

These local travel patterns highlight an important opportunity for mode shift. Many everyday trips within the Village Centre, particularly those to schools and nearby services, are of a distance that could be accommodated by walking, cycling, or rolling, provided that safe and connected infrastructure is available.

Currently, the ability to make these trips using active modes is limited by gaps in the existing network. As identified in Section 4, the absence of sidewalks, inconsistent shoulder widths, and limited crossing infrastructure make walking and cycling challenging and, in some cases, unsafe. These barriers are particularly significant for children, seniors, and individuals with mobility challenges.

Improving active transportation infrastructure within the Village Centre has the potential to support a shift toward more sustainable travel choices for short-distance trips, reduce reliance on private vehicles, and enhance overall safety and accessibility within the community.

3 STRATEGIC CONTEXT

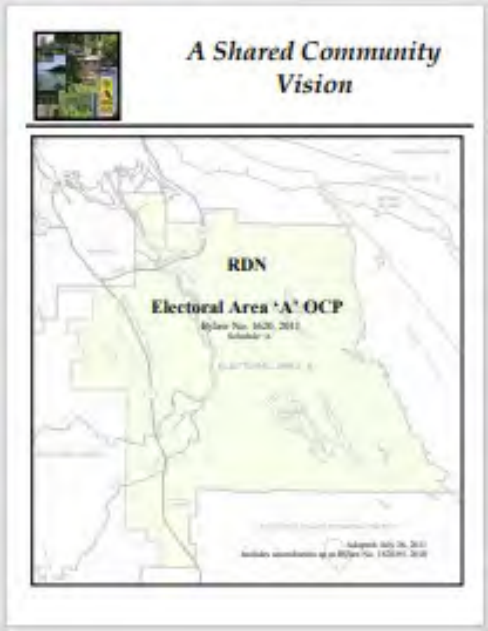
The ATNP supports key planning objectives of the Regional District of Nanaimo (RDN) and aligns with the goals of British Columbia's CleanBC initiative. It builds on direction set out in regional planning documents such as the Electoral Area A Official Community Plan, Cedar Main Street Village Plan, Regional Growth Strategy, Parks and Trails Strategy, and the Community Energy and Emissions Plan, while also considering broader provincial and federal climate resiliency policies and frameworks.

Together, these documents emphasize the importance of creating complete, connected, and climate-resilient communities. The ATNP for Cedar Village advances these goals by promoting low-carbon travel options, improving access to local services, and supporting land use patterns that reduce dependence on personal vehicles.

By focusing on improvements within the Cedar Village Centre, the plan reinforces regional priorities for compact development, transportation equity, and environmental stewardship. It also supports provincial objectives under CleanBC to lower greenhouse gas emissions, encourage active transportation, and invest in infrastructure that fosters healthy, inclusive communities.

The ATNP is intended to implement and support the transportation-related objectives of the Electoral Area 'A' Official Community Plan and the Cedar Main Street Village Plan. It is complementary to, and does not replace, the land use policies contained in those documents, which will continue to guide redevelopment and village character over time. Where these planning documents provide direction on land use, built form, or village character, the ATNP should be read in that context.

The following regional and provincial planning and policy documents are summarized below to demonstrate alignment with this ATNP. They provide important context and support for proposed improvements to active transportation infrastructure and investment within Cedar Village.



3.1 Electoral Area A Official Community Plan

The Electoral Area A Official Community Plan (OCP) provides the primary framework guiding land use, growth, and infrastructure planning. It emphasizes preserving rural character while directing development to designated growth areas, including the Cedar Village Centre.

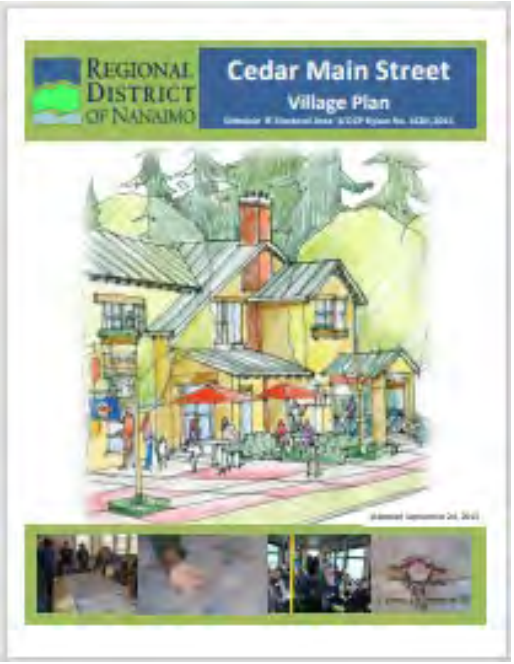


3.2 2009 Community Active Transportation Plan

The 2009 Community Active Transportation Plan established a long-term vision for improving walking, cycling, and other non-motorized travel options in Electoral Area A, with a focus on safety, accessibility, and network continuity.

The Cedar Village ATNP builds on this work by updating priorities based on current conditions and community input, and by strengthening connections between neighbourhoods, schools, parks, and service areas.

The ATNP advances the earlier plan by translating its broad vision into a prioritized and implementable set of infrastructure improvements that address current needs and opportunities.



3.3 Cedar Main Street Village Plan

The Cedar Main Street Village Plan provides detailed direction for development within the Cedar Village Centre, with a focus on creating a compact, walkable, and mixed-use village core. It emphasizes a pedestrian-oriented environment, active frontages, and a strong public realm.

The Cedar Village ATNP aligns with these directions by improving conditions for walking and cycling within the Village Centre and enhancing connections between local destinations.

The ATNP contributes to the implementation of the Village Plan by supporting infrastructure improvements that reinforce a walkable and accessible Main Street environment.

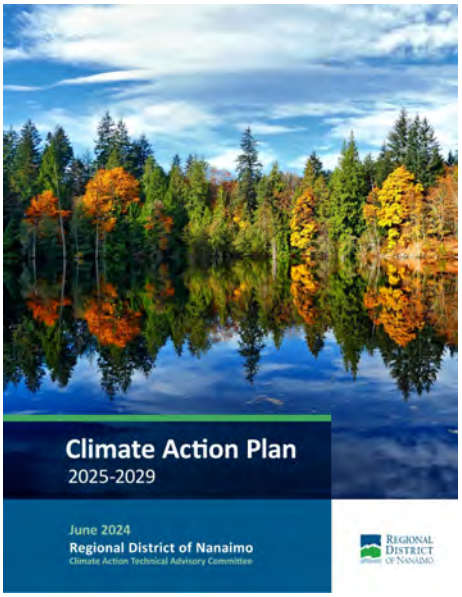


3.4 Regional Growth Strategy

The Regional Growth Strategy (RGS) provides long-term direction for managing growth across the region, with an emphasis on compact development, complete communities, and reducing greenhouse gas emissions.

The Cedar Village ATNP supports these directions by prioritizing active transportation improvements within the Village Centre and improving connections between residential areas and key destinations.

The ATNP contributes to the implementation of the RGS by enabling safe and convenient travel options that support more sustainable transportation patterns within the community.



3.5 Climate Action Plan

The RDN Climate Action Plan (2025–2029) provides the primary framework guiding the Regional District's transition toward a low-carbon future. It identifies transportation as a key source of emissions and supports active transportation as an important strategy for reducing greenhouse gas emissions.

The Cedar Village ATNP aligns with these directions by supporting safer and more convenient options for walking, cycling, and rolling, and by reducing reliance on private vehicle use for short-distance trips.

The ATNP contributes to the implementation of the Climate Action Plan by supporting infrastructure improvements that enable low-carbon travel and improve local mobility within the Village Centre.



3.6 Parks and Trails Strategy

The Regional District of Nanaimo Parks and Trails Strategy provides long-term direction for the planning, development, and management of parks and trails across the region. It emphasizes ecological conservation, recreational access, and improved connectivity, including the role of trails in supporting both recreation and active transportation.

The Cedar Village ATNP aligns with these directions by strengthening connections between neighbourhoods, community destinations, and the broader regional trail network.

The ATNP contributes to the implementation of the Parks and Trails Strategy by supporting infrastructure improvements that enhance access to parks and trails and improve connections between recreational and everyday travel routes. As part of the broader parks and trails system, the ATNP helps advance coordinated improvements to active transportation and recreational networks within the community.



3.7 CleanBC Strategy: Roadmap to 2030

The CleanBC Roadmap to 2030 is the Government of British Columbia's climate action plan to reduce greenhouse gas emissions and advance a transition to a low-carbon future. It sets legislated targets for emissions reductions by 2030 and outlines measures across key sectors, including transportation, to support more sustainable and resilient communities.

The Cedar Village ATNP aligns with these directions by supporting safer and more convenient options for walking, cycling, and rolling, and by reducing reliance on private vehicle use for short-distance trips.

The ATNP contributes to the implementation of the CleanBC Roadmap by supporting infrastructure improvements that enable low-carbon travel and improve local mobility within the Village Centre.



3.8 Provincial Active Transportation Strategy

The Provincial Active Transportation Strategy sets the direction for increasing walking, cycling, and other forms of active transportation across British Columbia, with the goal of significantly increasing the share of trips made by these modes by 2030. It emphasizes expanding and improving infrastructure, enhancing safety, and supporting healthier, more connected communities.

The Cedar Village ATNP aligns with these directions by identifying improvements that make walking, cycling, and rolling safer and more convenient, and by strengthening connections between neighbourhoods, community destinations, and the broader regional trail network.

The ATNP contributes to the implementation of the Provincial Active Transportation Strategy by supporting infrastructure improvements that encourage mode shift and improve local mobility within the Village Centre.



3.9 BC Road Safe Strategy

The BC Road Safety Strategy provides a framework for improving road safety across the province, with the goal of reducing fatalities and serious injuries. It is based on a Safe System Approach, which recognizes that while human error is inevitable, transportation systems should be designed to minimize the severity of outcomes and improve safety for all road users.

The Cedar Village ATNP aligns with these directions by prioritizing improvements that support safe travel for pedestrians, cyclists, and other vulnerable road users, and by improving connections between neighbourhoods, community destinations, and the broader regional trail network.

The ATNP contributes to the implementation of this strategy by supporting infrastructure improvements that reduce risk and enhance safety within the Village Centre.



3.10 BC Active Transportation Design Guide

The BC Active Transportation Design Guide provides province-wide guidance for planning and designing infrastructure that supports walking, cycling, and rolling across a range of urban and rural contexts. It emphasizes safe, accessible, and comfortable facilities for people of all ages and abilities, along with context-sensitive approaches to network design.

The Cedar Village ATNP aligns with this guidance by identifying facility types appropriate to rural and village conditions and by improving travel conditions between neighbourhoods and key destinations.

The ATNP contributes to the implementation of the design guide by applying its principles to develop a cohesive network that supports safe and comfortable travel within the Village Centre.



3.11 RDN Transit Redevelopment Strategy

The RDN Transit Redevelopment Strategy (2022) provides a long-term framework for improving transit service across the region. Relevant directions for Cedar Village include improved service on Route 18 (Cedar/VIU), enhanced connections to the Duke Point Ferry Terminal, and longer-term strategies such as On Demand Transit and supporting Park and Ride infrastructure.

The Cedar Village ATNP aligns with these directions by improving connections between neighbourhoods, transit stops, and key destinations, and by supporting reliable access to regional transit services.

The ATNP contributes to the implementation of the Transit Redevelopment Strategy by supporting infrastructure improvements that enhance first- and last-kilometre connections and complement planned transit service enhancements within the community.

4 EXISTING TRANSPORTATION NETWORK REVIEW

To support the review of the existing transportation network in Cedar Village, a comprehensive data collection program was undertaken to assess current conditions. Data was collected through site visits to the Village, consultation with the Regional District, community partners, and key interested and affected groups, as well as a review of ICBC collision data and existing public and active transportation networks.

The following subsections present the current state of the road network, active transportation network, and public transportation networks in Cedar Village.

4.1 Road Network

The road network within Electoral Area A of the RDN is primarily under the jurisdiction of the Ministry of Transportation and Transit (MOTT). This includes both existing and future roads, such as highways, major collectors, and secondary roads. MOTT is responsible for planning, design standards, and management of the road network within the plan area, including rights-of-way and infrastructure development. The RDN, while not responsible for road ownership, plays a collaborative role in shaping the road network to align with community goals.

Cedar Village itself is considered one of the primary service hubs in Electoral Area A, with Cedar Road functioning as a central corridor. Road infrastructure in the area is a mix of major highways and local rural roads. The Trans-Canada Highway (Highway 1) and Duke Point Highway provide regional connectivity, particularly to the City of Nanaimo, the Duke Point ferry terminal, Nanaimo Airport, and industrial sites like the Harmac pulp mill. Within the area, major local routes like Cedar Road, Yellow Point Road, Holden-Corso Road, and Morden Road serve as the main arteries connecting smaller roads, residential areas, and community services.

Despite the relatively good connectivity by vehicle, the condition and functionality of many of these roads present challenges, particularly for pedestrians and cyclists. Many roads lack adequate shoulders or have inconsistent widths. Roads like Cedar Road and Holden-Corso Road carry more traffic, including large vehicles, and in some areas, vehicle speeds are a safety concern, especially where roads are narrow or winding. Additionally, the region's terrain, shaped by rivers, wetlands, and forests, can complicate road expansion or sidewalk installation. Barriers such as private land ownership and steep grades also limit connectivity between parts of the community.

4.1.1 Collision Assessment

Collision data was analyzed identifying potential safety challenges related to speed, roadway grade, visibility, availability of facilities, signage, and road or intersection geometry.

Collision data was obtained from the publicly available ICBC Interactive Crash Map, which compiles all collisions reported to ICBC between 2020 and 2024. The dataset includes location information (latitude and longitude), collision severity (property damage only, injury, or fatality), collision type (e.g., rear-end, side-impact), road user type (vehicle, cyclist, or pedestrian), as well as contextual information such as weather and time of occurrence.

This data was reviewed and used as an input to identify high-risk locations. **Figure 2** presents a heat map of collision frequency within Cedar Village in the past five years between 2020 and 2024. Within the five-year period, 133 police reports were filed for collisions within the village core, with 22 of the collisions resulting in casualties (personal injury including fatalities), and 111 in property damage only. ICBC defines a casualty crash as

an incident resulting in one or more injuries and/or fatalities. Although the project team is aware of pedestrian fatalities within the Cedar Village study area, information on fatal incidents is not publicly available through ICBC data.

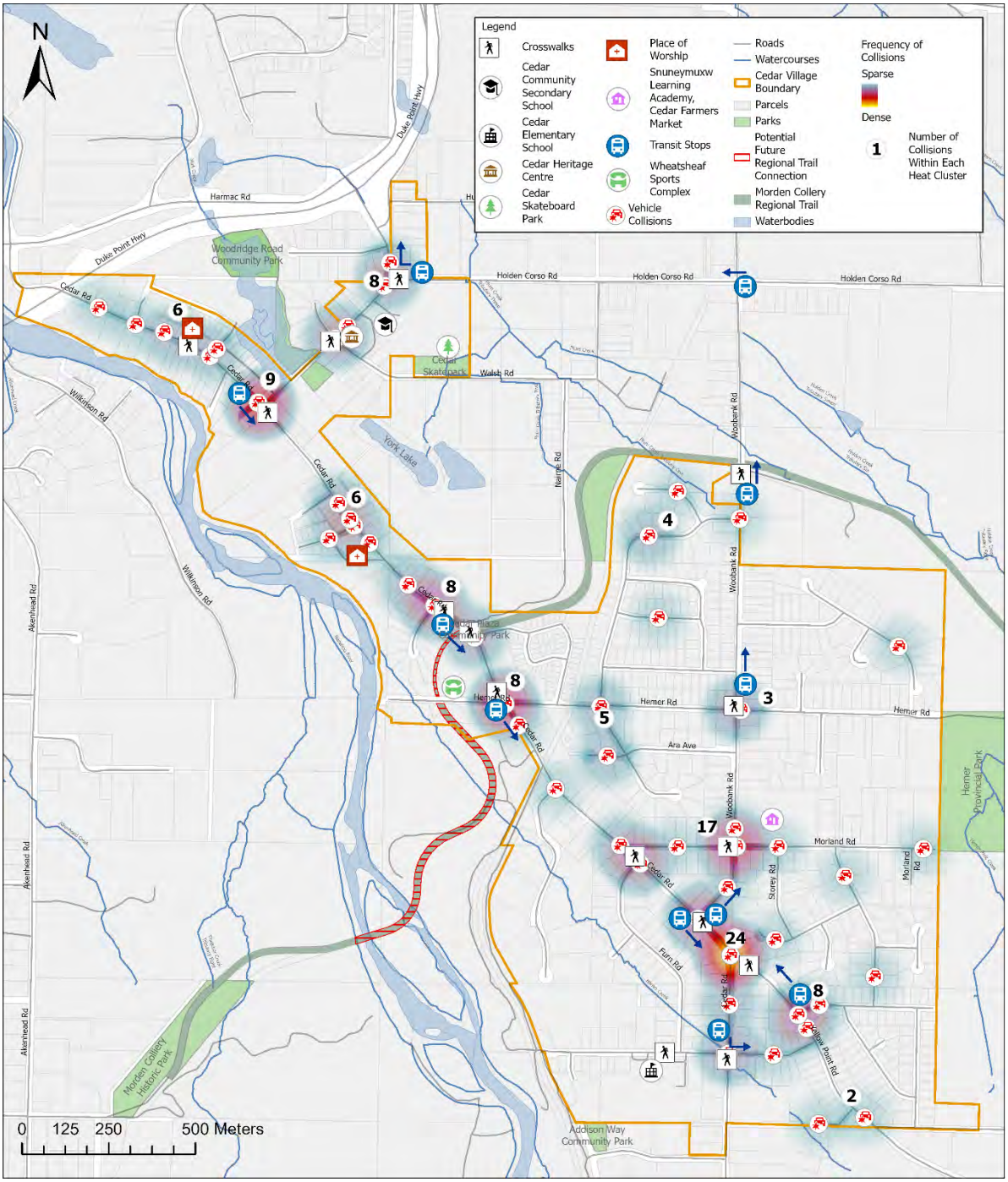


Figure 2 Collision Frequency Map (2020 -2024)

4.2 Active Transportation Network

Figure 3 presents the commonly used active transportation routes within Cedar Village. These routes were identified by participants as areas currently used for active transportation. The routes have not been formally adopted by the RDN.

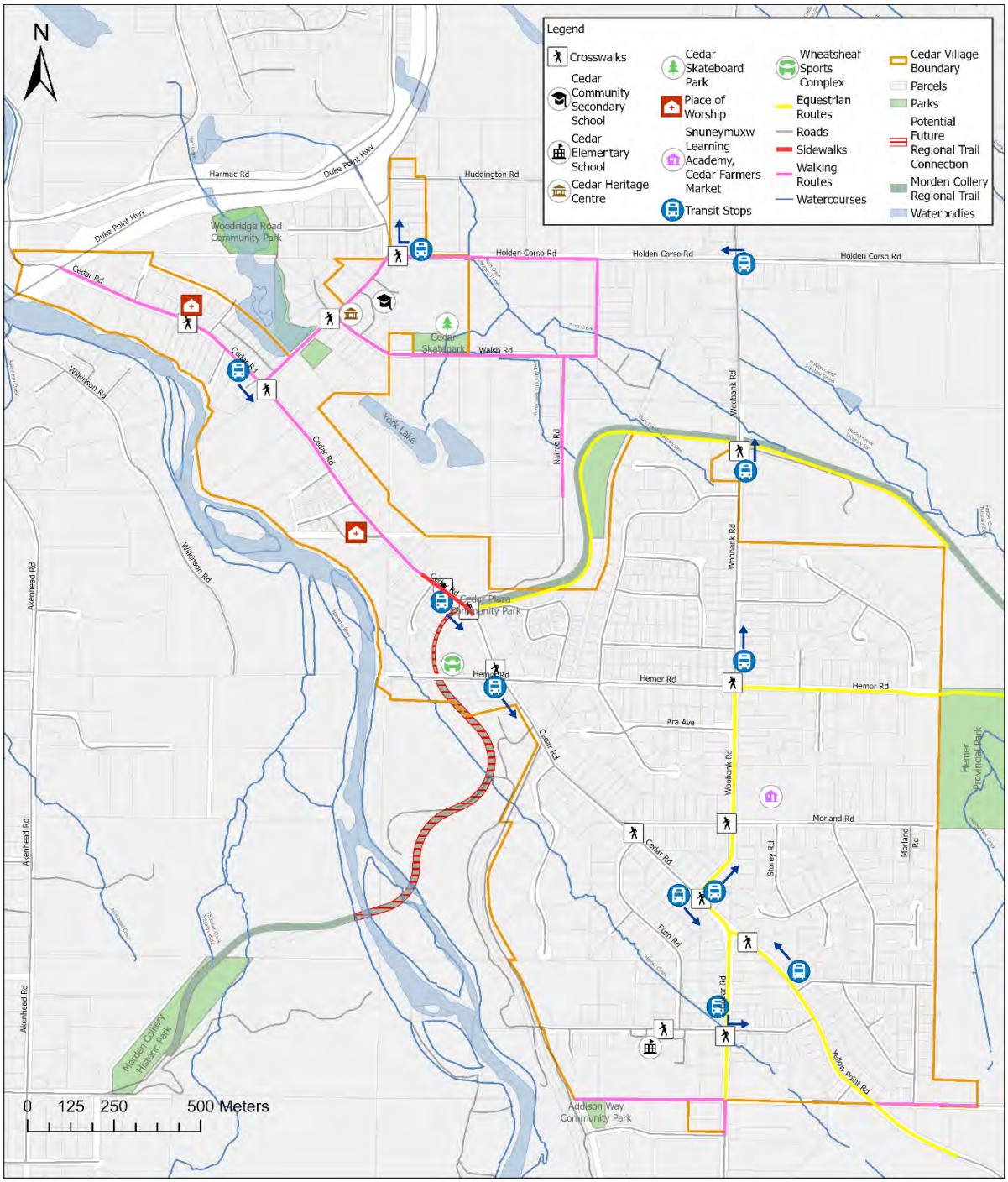


Figure 3 Currently Used Active Transportation Routes and Map of Existing AT Infrastructure

While these routes reflect common usage patterns and preferred pathways for walking, cycling, and other active transportation modes, it is important to note that dedicated or formal infrastructure does not necessarily exist along them. Many routes rely on roadside shoulders, informal trails, or shared roadways

The walking network in Cedar Village is limited, particularly outside of the village core. Currently, the only paved sidewalk in the community is located on the north side of Cedar Road between Brix Road and Village Drive. This short stretch of approximately 160 metres of sidewalk serves a handful of local businesses and community services, but beyond it, pedestrians must walk on narrow road shoulders or directly along the roadway. Major roads like Cedar Road, Yellow Point Road, and Holden-Corso Road often lack proper shoulders or pedestrian-safe features, making walking uncomfortable or unsafe, especially for children, seniors, or individuals with mobility challenges.

Residents have also voiced concerns about the absence of safe walking and cycling routes to schools and community amenities, especially from outlying residential areas. **Figure 4** presents the community's feedback from the first open house session for the project, noting concerns and requested areas for improvement within the village.

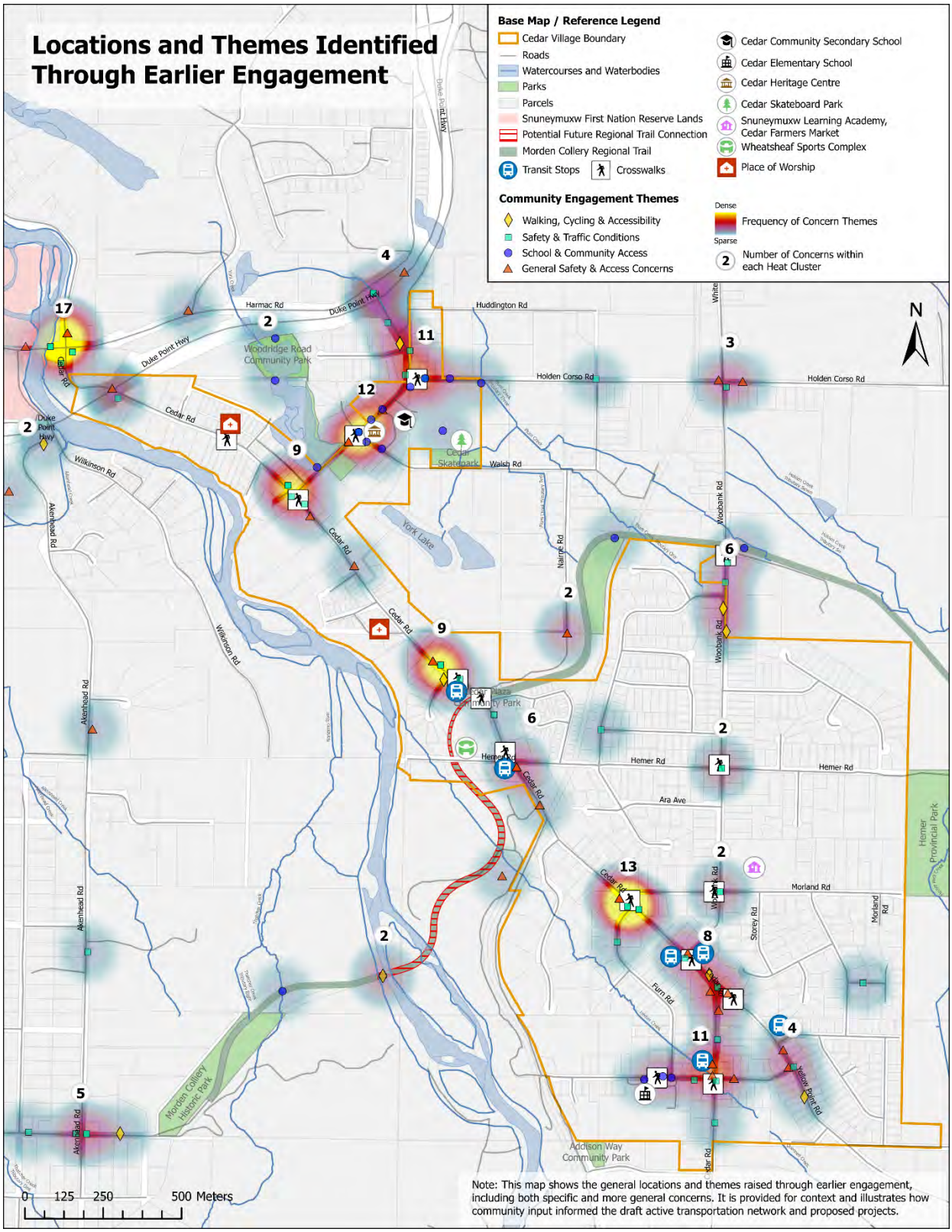


Figure 4 Community Feedback - Areas of Concerns and Requested Improvements

While Cedar has a basic cycling network composed of rural roads and former rail corridors, it lacks dedicated infrastructure such as paved shoulders, bike lanes, or protected multi-use paths on its key transportation corridors (e.g. Cedar Road, Yellow Point Road, Holden-Corso Road). As a result, cycling in Cedar is predominantly used by confident riders who are comfortable sharing the road with higher-speed vehicle traffic, rather than functioning as an option that is safe and accessible for people of all ages and abilities. Connections between residential areas and key destinations like schools, transit stops, and commercial areas are also limited, reducing the practicality of cycling as a daily mode of travel.

The Morden Colliery Regional Trail is a key recreational and active transportation corridor through Cedar Village. It follows a former railway alignment and connects Cedar to Hemer Provincial Park, with future plans to extend the trail across the Nanaimo River to link directly with Morden Colliery Historic Provincial Park and the community of South Wellington. The trail is relatively flat and accessible, making it a popular route for walking, cycling, and nature appreciation. However, while the trail itself provides an excellent recreational experience, its accessibility from nearby neighbourhoods remains limited. Despite several nearby parks and trail networks (i.e., Morden Colliery and Hemer Provincial Park), there are few formal walking routes that link residential areas to these recreational spaces. Many of the surrounding roads lack sidewalks or safe shoulders, and there are no direct pedestrian connections from Cedar Village to the Morden Colliery.

4.2.1 Site Visit Observations

Site visits were conducted to observe and document existing transportation conditions within Cedar Village. Site visits were conducted with RDN staff, who provided valuable insight into local transportation activity as well as applicable policies and plans.

The purpose of the site visits was to photograph and document existing conditions relevant to the development of the Active Transportation Network Plan. During each visit, mapping was used to record the location of key observations.

Observations included the use of existing active transportation infrastructure, informal trails and pathways, road conditions, (such as width, markings and geometry), and potential safety concerns. **Figures 5** to **Figure 8** illustrate a small selection of the relevant observed findings.



Figure 5 Existing Morden Colliery Regional Trail (East – West Trail Connection through Cedar Village)



Figure 6 Existing Informal Pathways Used by Residents



Figure 7 Existing Narrow Shoulder Conditions Throughout Cedar Village (and near Schools)



Figure 8 Existing Road Conditions Highlighting Opportunities for Short-Term Infrastructure Improvements

Figure 8 highlights several opportunities for short-term road infrastructure improvements. In school areas, installing standardized school zone signage would help improve driver awareness and align with current road safety standards.

The second image shows a marked crosswalk where curb letdowns are missing; providing curb letdowns where curbs exist would improve accessibility and respond directly to concerns raised by residents during the first engagement session.

The third image shows an existing crosswalk with limited visibility; relocating the crossing to a more visible location and upgrading signage would improve recognition and pedestrian safety.

4.3 Transit Network

Public transit in Cedar Village is primarily served by BC Transit's Route 18 (Cedar/VIU), formerly Route 8, which connects the community to Vancouver Island University (VIU) and downtown Nanaimo. Recent schedule updates to this route have improved connections at VIU, supporting multimodal travel for residents commuting to post-secondary education and employment. Although buses typically run about once an hour throughout the day, service frequency and evening hours are limited. Bus stops in the area lack shelters, seating, and lighting.

Improving the integration of transit with active transportation, particularly through safe pedestrian access to bus stops and appropriate end-of-trip facilities, will enhance the overall transit experience. Active transportation improvements along Cedar Road and other key corridors are expected to improve pedestrian and cycling access to existing BC Transit stops.

Public engagement also identified a need for improved connections to regional destinations, including the Duke Point Ferry Terminal.

5 SUSTAINABILITY AND CLIMATE ACTION

Transportation is central to climate action and is a key focus of the Regional District's transition toward a low-carbon future. The District supports compact land use, ecosystem protection, and the reduction of greenhouse gas (GHG) emissions.

Through its commitment to prioritizing climate adaptation and mitigation in all service areas, the RDN has developed dedicated plans to work towards carbon neutrality by 2032.

Based on the District's most recent community emissions inventory (2021), transportation is the largest source of emissions with 57.4%.

Figure 9 presents the distribution of emissions related to on-road transportation (54.0%), waterborne navigation (0.7%), and off-road transport and rail (2.7%).

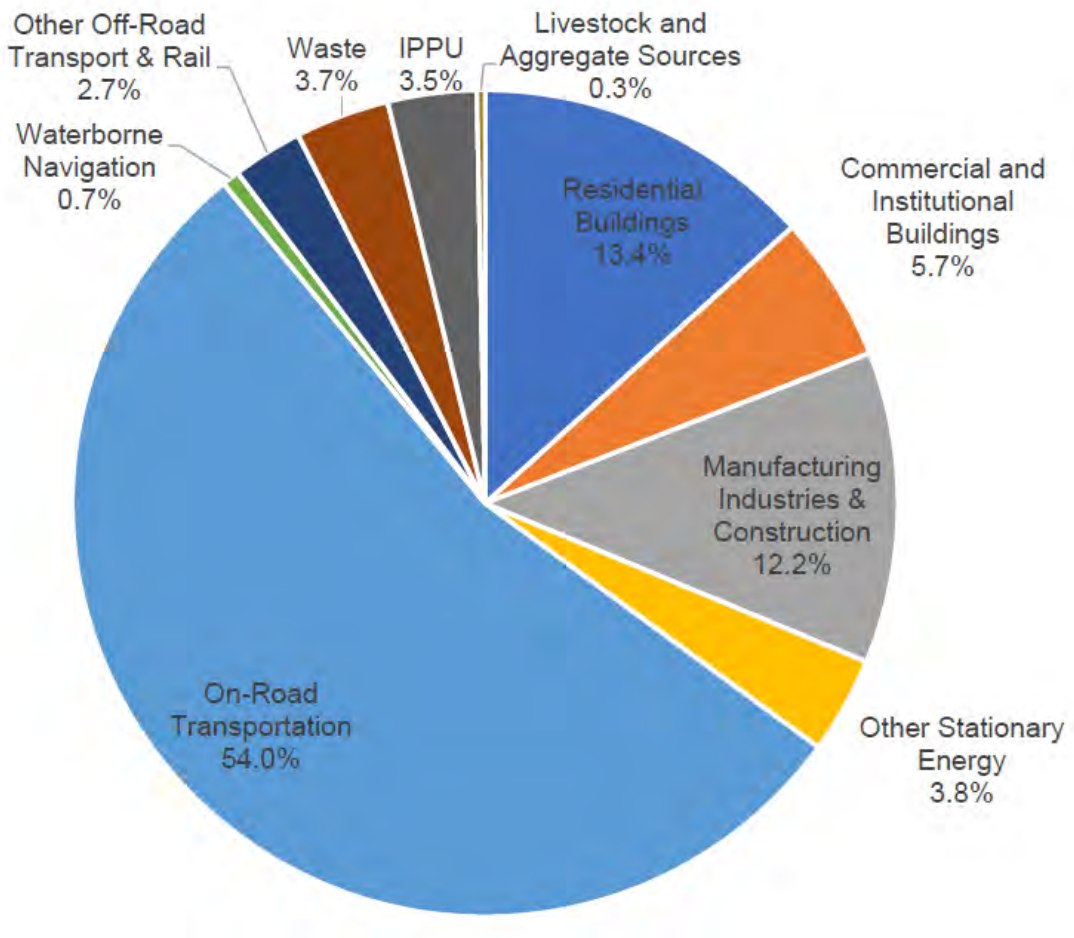


Figure 9 Community Greenhouse Gas Emissions for the Regional District (2021)

5.1 Regional District's Climate Action Goals

The RDN has adopted climate action goals to support its transition toward a low-carbon future. The RDN's emission reduction targets are established through the Regional Growth Strategy and confirmed in the Climate Action Plan 2025-2029:

- RGS and CAP Emission reduction targets:
    - 40% below 2007 levels by 2030
    - Net-zero emissions by 2050

The CAP identifies transportation as the largest source of community greenhouse gas emissions and emphasizes mode shift as a key strategy for reducing emissions. The Cedar Village ATNP supports these objectives by advancing infrastructure improvements that reduce reliance on private vehicles and enable walking, cycling, and rolling for short-distance trips.

The RDN Climate Action Plan 2025-2029 explicitly identifies active transportation as a key tool for reducing transportation emissions and endorses continued implementation of the Parks and Trails master plan, of which the Cedar Village ATNP is a component. The CAP recognizes that where implementation is already underway through existing plans and departmental initiatives, the priority is to support and sustain that work. The Cedar Village ATNP reflects this approach by advancing infrastructure improvements that directly contribute to the District's transportation emission reduction goals.

These targets highlight the importance of both reducing greenhouse gas emissions and improving the resiliency of local transportation systems. The ATNP contributes to these goals by providing safer and more accessible options for short-distance travel within the Village Centre.

5.2 Supporting Background Data and Climate Trends

To support the District's climate action goals, the RDN Climate Action Plan presents the region's greenhouse gas emission trends and targets. This data highlights the relative contributions of different emission sources and identifies key areas where action is needed.

5.2.1 Emission Sources and Trends

The Regional District of Nanaimo's greenhouse gas (GHG) emissions are influenced by a combination of community activities and transportation patterns. Data from the RDN Climate Action Plan (2025-2029) provide insight into both the sources of emissions and how they have evolved over time.

Figure 10 graphically presents the analysis of broad-scope community emissions indicating that energy use in buildings, transportation, and waste management are the primary contributors to regional GHG outputs.

Residential and commercial energy consumption accounts for a substantial portion of emissions, reflecting reliance on fossil fuels for heating, cooling, and electricity.

Transportation-related emissions, particularly from private vehicles, represent another major source, highlighting the significance of commuting patterns and vehicle fuel types within the district.

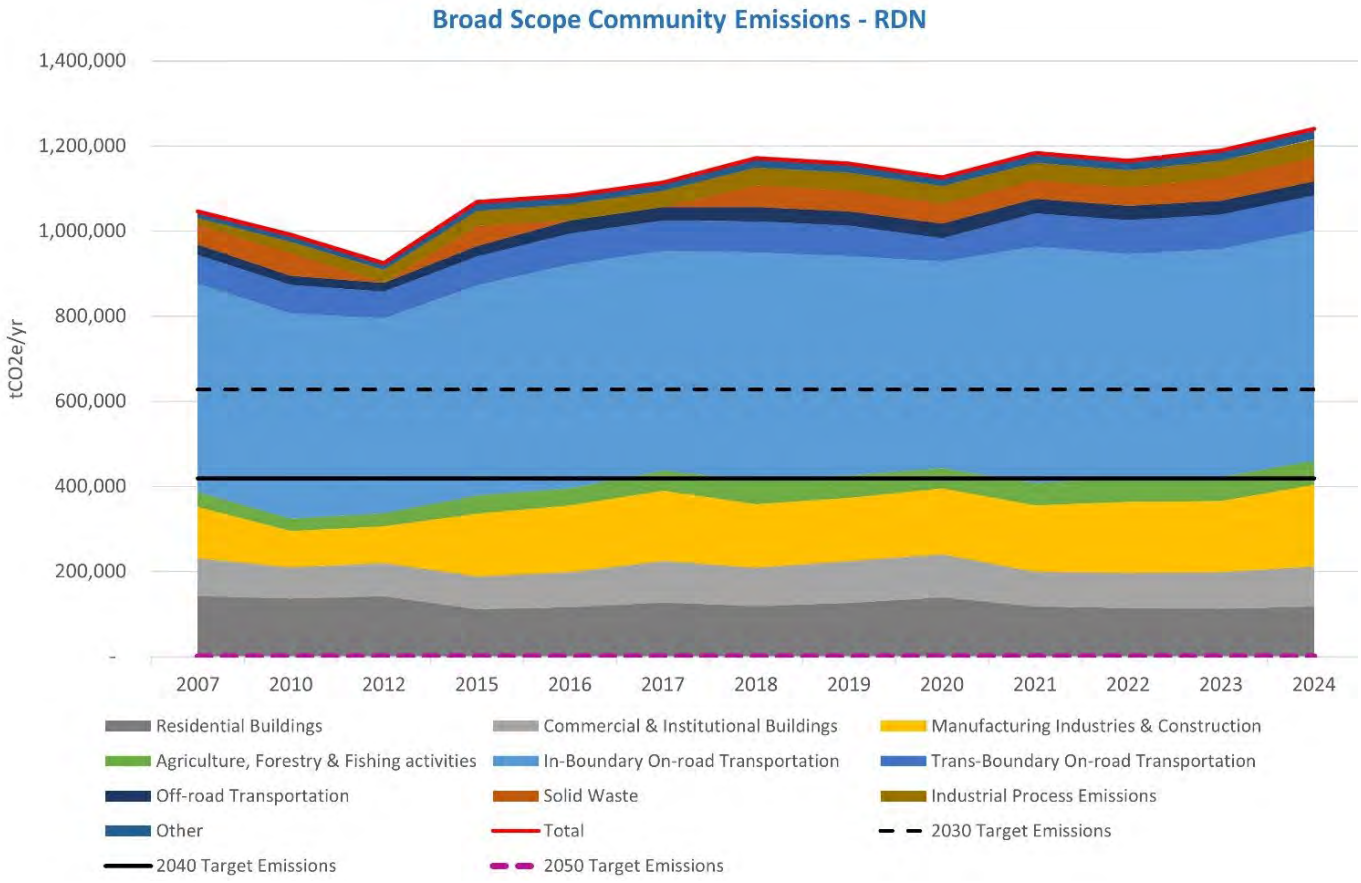


Figure 10 Broad-scope Community Emissions

5.2.2 Transportation Emissions

Figure 11 presents trends in vehicle-related greenhouse gas emissions within the RDN over time, broken down by vehicle type. Light-duty vehicles, including passenger cars and small trucks, consistently account for the largest share of emissions, reflecting their role in daily commuting and personal travel. Medium- and heavy-duty vehicles also contribute a significant portion of emissions, with their share increasing slightly over time due to freight activity and regional growth.

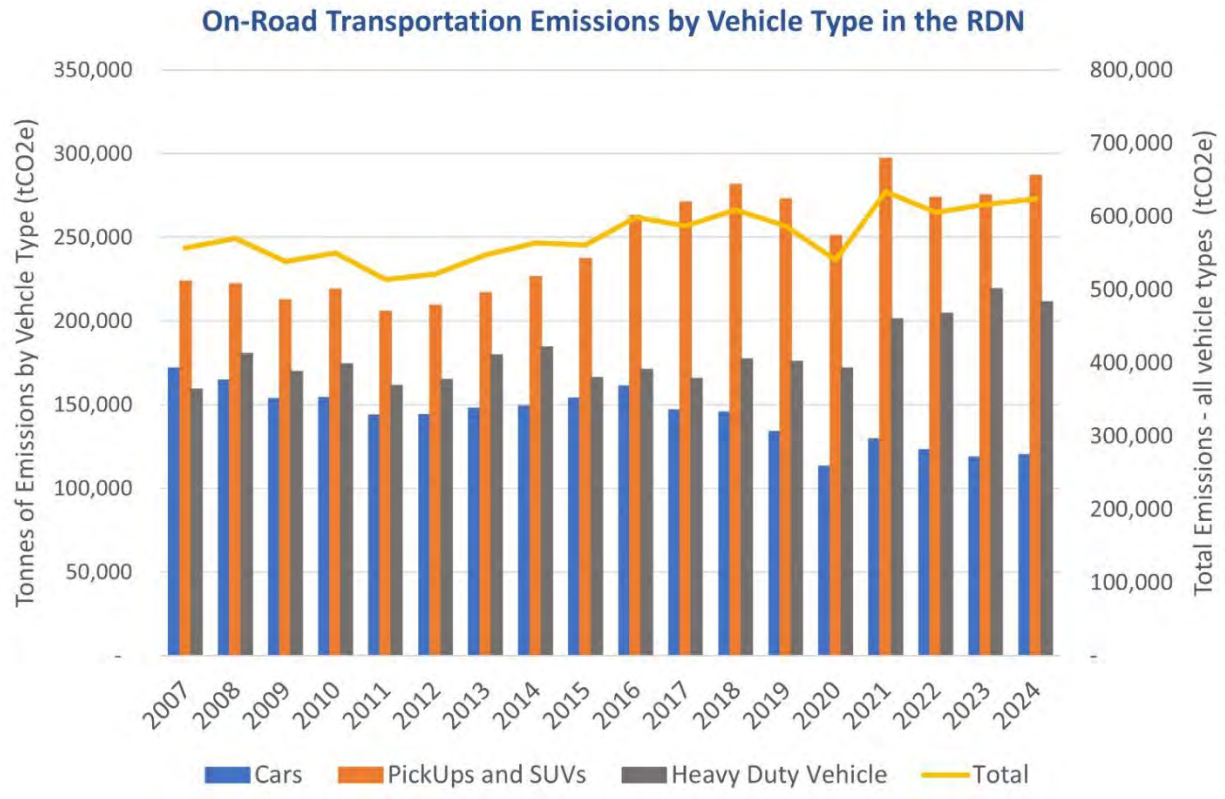


Figure 11 Vehicle Emissions within the District

Overall, while there are minor fluctuations, total vehicle emissions show a general upward trend, highlighting the continued impact of transportation on regional greenhouse gas outputs. A temporary decline in 2020 reflects reduced travel during the COVID-19 pandemic. These patterns underscore the importance of promoting low-emission vehicle technologies, enhancing public transit options, and encouraging active transportation to achieve future emission reduction targets.

5.2.3 GHG Emission Reductions through Active Transportation

Active transportation represents a key opportunity to reduce greenhouse gas (GHG) emissions within Cedar Village. As transportation is the largest source of emissions in the RDN, shifting short-distance trips from private vehicles to walking, cycling, and rolling can result in meaningful reductions.

Investments in active transportation infrastructure improve safety and accessibility while enabling residents to choose lower-carbon travel options for everyday trips.

5.2.4 Mode Shift as a Climate Solution

The CleanBC Roadmap to 2030 sets ambitious goals to reduce light-duty vehicle kilometers traveled (VKT) by 25% by 2030 and increase the share of trips made by walking, cycling, and transit to 30% by 2030, 40% by 2040, and 50% by 2050. These targets reflect the growing recognition that infrastructure alone cannot solve transportation emissions, as behavioral change and land use coordination are essential.

The RDN Climate Action Plan 2025-2029 further reinforces these provincial targets by establishing sector-specific GHG reduction goals for transportation at the regional level. Transportation represents the largest source of community emissions in the RDN at 57.4%, and the CAP identifies mode shift away from private vehicles as one of the most impactful near-term actions available. Active transportation investments such as those proposed in this ATNP directly support the CAP's transportation targets by enabling residents to substitute short car trips with walking, cycling, or rolling, reducing both vehicle kilometers traveled and associated emissions.

Cedar Village, with its compact Village Centre and proximity to schools, parks, and services, is well-positioned to support short-distance trips through active modes. This shift is particularly impactful in rural and semi-rural communities where transit options are limited and distances are manageable.

Replacing even 15% of short car trips (under 5 km)
with walking or cycling can reduce such transportation related emissions by up to 90%

5.2.5 Quantifying Potential Emission Reductions

Based on regional travel data and emissions modeling, the following estimates illustrate the potential GHG reductions achievable through active transportation investments:

- Short-trip substitution: If 15% of short trips (under 5 km) currently made by car are replaced with walking or cycling, Cedar Village could reduce annual transportation emissions by approximately 120–180 tonnes of CO_2e.
- School travel: Encouraging active school travel for students at Cedar Elementary and Cedar Secondary could eliminate thousands of vehicle trips annually, reducing emissions and improving air quality near schools.
- Transit integration: improving pedestrian and cycling access to BC Transit Route 18 would support multimodal trips, and reduce car dependency for longer commutes to Nanaimo, Ladysmith, Vancouver Island University, Nanaimo Airport and the Duke Point Ferry.

5.2.6 Infrastructure and Policy Enablers

Achieving these outcomes will depend on a coordinated set of infrastructure and supporting policy measures, including:

- Safe and accessible facilities: Expanding sidewalks, multi-use paths, and protected bike lanes within the Village Centre and along key corridors (e.g., Cedar Road, Holden-Corso Road) will enable safe travel for all ages and abilities.
- Land use coordination: Aligning active transportation investments with land use planning ensures that new development supports walkability and reduces the need for vehicle travel.
- Education and encouragement: Community-based programs, such as walking school buses or cycling workshops, can build awareness and confidence among residents, further supporting mode shift.

5.2.7 Alignment with Broader Climate Strategies

Cedar Village's approach to active transportation aligns with multiple regional and provincial climate frameworks:

- CleanBC Roadmap to 2030: Prioritizes active transportation as a low-cost, high-impact climate solution and supports infrastructure funding through the Active Transportation Infrastructure Grant Program.
- Canada's National Active Transportation Strategy (2021–2026): Emphasizes the role of active transportation in reducing emissions, improving health, and supporting equity. Over $236 million has been invested in AT projects nationwide, with continued funding available through the Active Transportation Fund.
- BC Cycling Coalition Recommendations: Advocate for reallocating highway expansion funds toward active transportation and transit, citing the need for transformative change to meet climate goals.

6 COMMUNITY CONSULTATION

6.1 Who Was Engaged

The Engagement Plan for the ATNP outlines a comprehensive strategy to involve a wide range of interested and affected people or groups in shaping the future of active transportation in Cedar Village. The plan specifically targets the following groups for engagement:

- Key Interested and Affected Groups: These include community organizations, residents, and interest-holders with a direct interest in transportation, safety, accessibility, and environmental outcomes.
- General Public: Engaged through open houses, online surveys, feedback forms, and social media outreach.

6.2 The Engagement Process

The engagement plan outlines a structured, inclusive process designed to gather meaningful input from the community and key stakeholders. The engagement includes two main phases:

Engagement Phase	*Key Activities*	*Timeline*
Phase 1: Project Introduction & Early Input	Launch project webpage and survey, introduce project to advisory committee and interested and affected groups, host first open house, and summarize feedback.	September 13 – December 1, 2025
Phase 2: Draft Plan Review & Final Input	Present draft plan to Electoral Area A Parks, Recreation, and Culture Commission, host a second open house, and follow up with interested and affected groups.	February 2 – February 27, 2026

This engagement process aligns with the IAP2 Spectrum of Public Participation, focusing on the “Inform,” “Consult,” and “Involve” levels to ensure that community voices help shape the final plan.

6.3 Engagement Strategies

The following tools and techniques were used to reach a broad audience:

- Online Engagement: The “Get Involved RDN” webpage served as the central hub for project information, surveys, and comment forms.
- Social Media: Posts on Facebook and Instagram promoted engagement opportunities and directed traffic to the project page.
- Direct Outreach: Letters, postcards and emails sent to interested and affected groups, and relevant agencies to invite participation and share materials.
- Open Houses: Two in-person events provided opportunities for residents to interact with project materials, ask questions, and provide feedback.
- Virtual Meetings: Microsoft Teams sessions were held with key interested and affected groups to support deeper dialogue and explore specific concerns.

6.4 Agency and Technical Consultation

In addition to public engagement, the project included consultation with key agencies responsible for transportation infrastructure and services, including the Ministry of Transportation and Transit (MOTT) and School District 68.

The Ministry of Transportation and Transit provided technical input related to road safety, infrastructure standards, and jurisdictional requirements, helping to ensure that proposed improvements are feasible and aligned with provincial policies and design guidelines.

School District 68 was engaged due to the importance of schools as key destinations within Cedar Village. Many of the identified issues and opportunities relate to travel to and from schools, including safety, accessibility, and connectivity. As a significant landowner and operator of school sites in the community, the School District plays an important role in addressing these issues, and ongoing collaboration will be required to advance improvements related to school access and surrounding infrastructure.

Input from these agencies helped inform and refine the proposed network, ensuring that recommendations are coordinated, implementable, and responsive to both technical requirements and community needs.

6.5 Equity

Equity is a foundational principle of the Cedar Village ATNP. The plan recognizes that transportation systems must serve all residents, regardless of age, ability, income, or background, and that rural communities like Cedar face unique challenges in achieving equitable mobility.

Cedar includes a diverse population, with seniors, youth, and individuals with limited access to personal vehicles making up important segments of the community. Many residents rely on walking, cycling, or transit for essential trips; however, existing infrastructure often lacks the safety, connectivity, and accessibility needed to support these modes. The area's aging population further reinforces the need for safe, accessible, and inclusive transportation options. Physical barriers such as open drainage ditches, narrow shoulders, and disconnected pathways can limit mobility for people using mobility aids, pushing strollers, or walking with children.

The engagement process for this plan was designed to be inclusive and accessible, with targeted outreach to underrepresented groups, and multiple opportunities for participation. The plan prioritizes improvements within the Cedar Village Centre and the growth containment boundary, where services, schools, and community facilities are concentrated, supporting short-distance trips and reducing transportation inequities. Feedback from both engagement phases reinforced the importance of improving safety, accessibility, and connectivity for users of all ages and abilities.

6.6 Key Themes

The public engagement process highlights a range of concerns and opportunities across Cedar Village. The themes below are grouped based on how frequently they were identified during engagement.

Findings from Round 1 identified key safety concerns, infrastructure gaps, and connectivity needs. Round 2 engagement confirmed these themes and refined priorities, emphasizing that safety is the highest priority—particularly the need for greater separation from vehicle traffic, safer crossings, and improved conditions near schools and key destinations.

Together, these findings directly informed the identification and prioritization of recommended active transportation improvements presented in the following sections.

Most Frequently Identified Themes

These items represent the most commonly raised concerns across both phases of engagement:

1. **Traffic Calming and Speed Management**
   Speeding was consistently identified as a primary concern. Participants emphasized the need for traffic calming measures, including reduced speeds near schools and playgrounds, improved signage, and increased driver awareness. Feedback also highlighted the importance of reducing conflicts between vehicles and active transportation users, particularly along high-volume corridors and near schools.

2. **Parks, Trails, and Community Connectivity**
   There was strong interest in multi-use trails and safe off-road connections. Participants emphasized improving connections between neighborhoods and existing parks and trails, including Hemer Provincial Park, Boat Harbour, and the Morden Colliery Regional Trail including the potential trail crossing of the Nanaimo River. These connections support both recreation and everyday trips between residential areas and key destinations.

3. **Road, Sidewalk, and Shoulder Improvements**
   Participants identified a strong need for sidewalks, widened shoulders, and improved road conditions to support safe walking and cycling throughout the community. Feedback emphasized the importance of providing continuous infrastructure and greater separation from vehicle traffic, particularly along key corridors such as Cedar Road and Yellow Point Road.

Regularly Identified Themes

These items were raised frequently during engagement and reflect important areas for improvement:

1. **Road Lighting and Visibility**
   Participants expressed a desire for improved lighting, particularly near intersections, crosswalks, and transit stops. Improved sightlines and vegetation management were also identified as important for safety.

2. **More Bike Lanes and Protected Areas**
   There was continued interest in bike lanes and separated cycling facilities within Cedar Village and connections to surrounding areas. Feedback emphasized the need for greater separation from vehicle

traffic to support safe travel for users of all ages and abilities, including people walking, cycling, and rolling.

3. **Traffic Signals and Pedestrian Crosswalks**
   Participants identified a need for enhanced crossing treatments at key locations, including pedestrian-activated signals, flashing beacons, and improved visibility. Safer crossings were consistently identified as a priority, particularly near schools and along busy corridors. Frequently identified locations included intersections such as Cedar Road at Furn Road, the ball fields area, and Brix Road, where participants noted existing safety concerns and challenges crossing.

Additional Identified Themes

These items were identified during engagement and remain important considerations:

1. **Walking Safety**
   Many participants noted that they avoid walking along Cedar Road and Yellow Point Road due to safety concerns related to traffic speeds, limited space, and lack of dedicated infrastructure.

2. **Crosswalk Improvements**
   Participants identified a need for additional and improved crosswalks, including enhanced visibility, lighting, and accessibility features.

3. **Accessibility**
   Participants highlighted the need for improved accessibility, including curb ramps and safer access near key destinations such as Brix Road and the Country Grocer area, to support users of all ages and abilities.

4. **Transit Infrastructure and Connections**
   Participants expressed interest in improved transit connections to regional destinations, including the Duke Point Ferry Terminal and airport, as well as better integration between transit and active transportation routes.

7 RECOMMENDED ACTIVE TRANSPORTATION NETWORK

This section presents the proposed Active Transportation Network for Cedar Village, including a series of segments that together form a connected system of walking, cycling, and rolling routes within the Village Centre.

The proposed network builds on existing travel patterns, community feedback, and site observations, and focuses on improving safety, connectivity, and access to key destinations such as schools, parks, services, and transit.

The recommended segments vary in scale, complexity, cost, and implementation readiness, ranging from short-term improvements to longer-term network expansion. This flexibility allows the Regional District to respond to funding opportunities and advance improvements that deliver meaningful safety and connectivity benefits within current constraints.

The network aligns with the Electoral Area A Official Community Plan (OCP), supporting improved safety, accessibility, and community connectivity, and includes facility types appropriate to rural corridors and key destinations.

Engagement with residents and key interested and affected groups highlighted priorities related to pedestrian safety, comfort, and route continuity. These included improving rural road conditions, enhancing access to schools, addressing crossing safety, and closing gaps in the existing network. This input informed the identification of corridors, facility types, and implementation approaches.

Each segment represents a corridor-level concept and may include a range of design treatments, such as multi-use pathways, widened shoulders, and crossing improvements. These concepts will be refined through future feasibility assessment and detailed design. These concepts reflect planning-level assumptions that inform the cost estimates presented in this section.

The network is intended to be implemented primarily within provincially managed road rights-of-way, with some opportunities to work with the School District and private landowners to provide additional connections, subject to future consultation, approvals, and feasibility assessment. Any improvements on or adjacent to School District property are conceptual and will require further consultation and formal approval by School District 68.

As many proposed improvements are located along provincial roadways, engagement with the Ministry of Transportation and Transit (MOTT) informed segment identification, design considerations, and implementation approaches. MOTT indicated support in principle for improvements that can be accommodated within or adjacent to the existing road surface and maintained through standard operations, such as widened shoulders.

Measures involving vertical deflection, such as speed humps or raised tables, are not supported on provincial roads due to operational considerations. Where new facilities require physical separation or infrastructure beyond the constructed roadway, the Regional District may need a License of Occupation and assume maintenance responsibility. These factors influence the feasibility and implementation of improvements within the network.

7.1 Strategic Opportunities

The proposed network reflects several strategic opportunities identified through technical analysis and community engagement. These include improving safety along key corridors, enhancing connections to schools and parks, and strengthening links to the regional trail network.

The plan focuses on practical, context-sensitive improvements that can be implemented within existing road corridors and rights-of-way, while maintaining the rural character of Cedar Village.

Short-term opportunities are primarily associated with corridors where improvements can be delivered within public road rights-of-way or publicly owned lands, and where treatments align with established operational and maintenance practices. This typically includes straightforward interventions such as shoulder widening, short segments of multi-use pathway, and targeted pedestrian crossing enhancements. In some locations, lower-cost or interim treatments may be appropriate to address immediate safety needs while informing future permanent design.

Appendix 1 presents the Cedar Village Active Transportation Design Guidelines, which reference the BC Active Transportation Design Guide and other best-practice guidance for similar rural communities, and will inform detailed infrastructure design as segment projects advance.

The plan also identifies longer-term opportunities that require additional coordination or feasibility assessment. This includes the Harmac Pulp Mill pipeline corridor, which is identified as a potential north–south active transportation connection. The corridor is privately owned and not currently available for public use; any future public access or facility would be subject to discussions with the property owner and further technical review.

The Active Transportation Network Plan focuses on short- and medium-term infrastructure improvements that are feasible within existing provincial road frameworks. The Plan does not preclude future consideration of additional village-scale traffic calming or placemaking measures identified in the Cedar Main Street Village Plan, such as on-street parking, landscaped boulevards, or roundabouts, which may be advanced through future processes or redevelopment.

7.2 Overview of the Recommended Network

The proposed network consists of 12 segments and one program that together establishes a connected active transportation system within Cedar Village. These segments include a combination of multi-use pathways, widened shoulders, crossing improvements, and short connecting links, depending on corridor conditions and function.

The network is intended to improve safety, strengthen connections between neighbourhoods and key destinations, support short-distance trips within the Village Centre, and provide connections to the Morden Colliery Regional Trail and other regional routes.

Figure 12 presents the network and segment locations.

This section provides a planning-level description of each network segment, including its general scope, length, and estimated cost. Inclusion in the network does not imply funding commitment or implementation timing.

While the network generally anticipates construction within public road rights-of-way or on publicly owned lands, some segments may require coordination with other agencies or landowners. Planning-level cost estimates do not include potential costs associated with land acquisition, easements, or major utility relocation, which would be confirmed through future feasibility and detailed design.

This plan is intended to guide future decision-making, support funding applications, and inform phased implementation over time.

Over time, these improvements are intended to expand travel options within Cedar Village, improve access to key destinations, and support a more connected and resilient community.

Each segment is described below, including its function within the network, key connections, and planning-level cost estimate.

Cost estimates presented in this section are planning-level and reflect anticipated construction costs in 2026 dollars. They are based on conceptual layouts for each segment and include typical infrastructure elements such as multi-use pathways, widened shoulders, accessibility improvements, and crosswalk treatments.

These estimates assume construction within existing road rights-of-way and do not include costs associated with property acquisition, easements, major utility relocation, partner approvals, or site-specific constraints that may be identified through detailed design. Final costs will be refined through future feasibility assessment, detailed design, and coordination with project partners.

In select locations, estimates may include protective measures such as barriers or separation treatments; however, these may vary by segment and will be confirmed during detailed design.

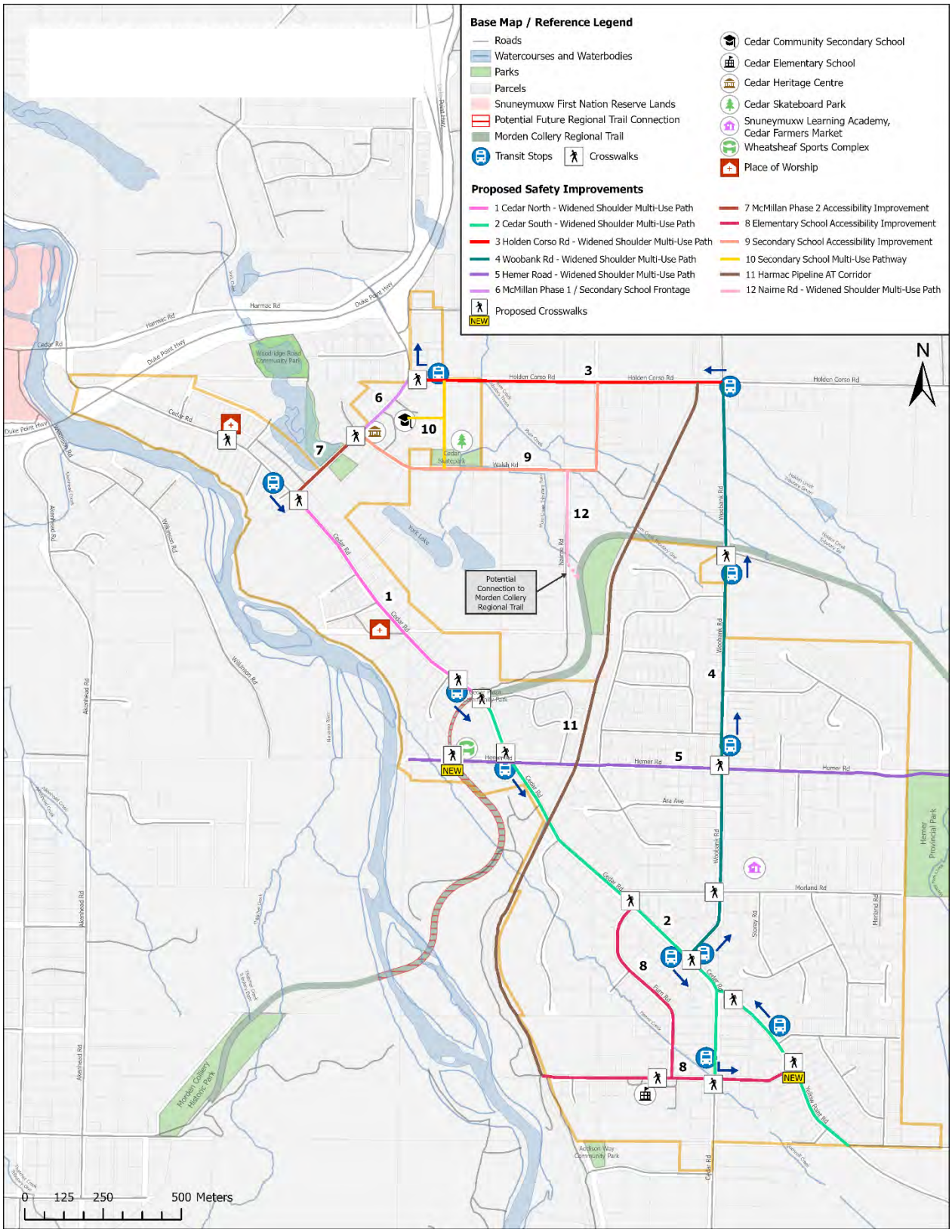


Figure 12 Recommended Cedar Village Active Transportation Network

7.2.1 Segment 1: Cedar Road North Corridor

The Cedar Road North Corridor segment improves walking and cycling conditions along the east side of Cedar Road, north of the village core. The segment provides a continuous connection between nearby residential areas and destinations with higher pedestrian activity.

In locations where right-of-way constraints limit the ability to construct a separated facility, alternative approaches within the existing road corridor may be considered, including shoulder widening or other context-sensitive treatments.

For planning purposes, the cost estimate reflects a range of potential approaches, from shoulder widening within the existing road cross-section to construction of a separated multi-use pathway where space permits.

An additional cost of approximately $140,000 is included for barrier protection along portions of the corridor where separation between users and vehicle traffic is recommended.

Appendix 3 provides additional detail on planning assumptions, and the conceptual layout.

Segment Length: 900 m; Cost Estimate (2026 Dollars): $590,000 to $935,000

Refer to the following page for an illustrative map.

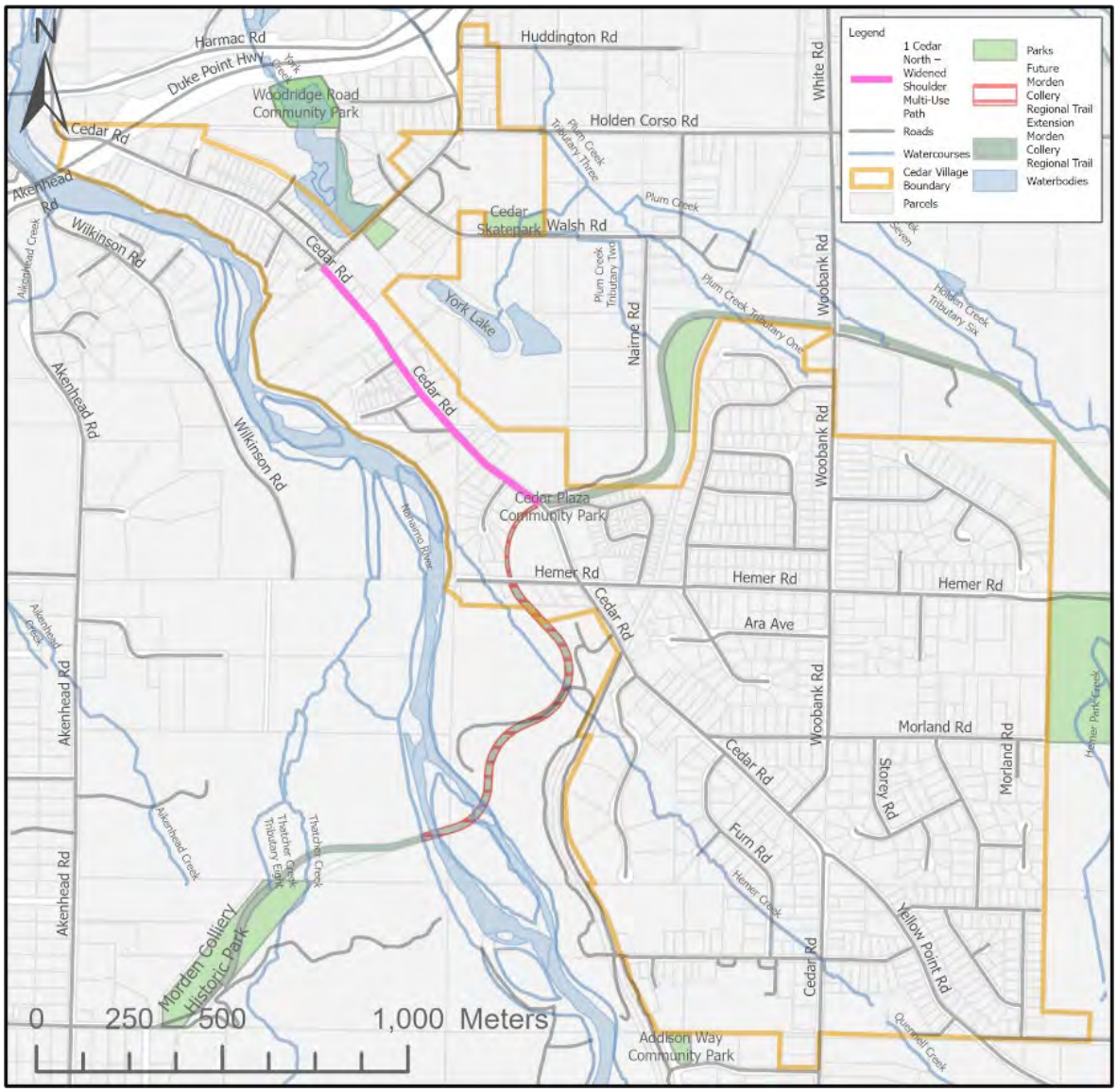


Figure 13: Segment 1 – Cedar Road North Corridor

7.2.2 Segment 2: Cedar Road South Corridor

The Cedar Road South Corridor segment improves walking and cycling conditions along the east side of Cedar Road between the village core and Gould Road, and along the east side of a portion of Yellow Point Road.

The segment supports continuous travel through this portion of the community and enhances connections between residential areas, the village core, and key destinations, including the elementary school and the Morden Colliery Regional Trail.

In constrained locations, alternative approaches within the existing road corridor may be considered. Depending on available space and existing conditions, minor adjustments to the roadway alignment may be explored to accommodate active transportation facilities.

For planning purposes, the cost estimate reflects a range of potential approaches, from shoulder widening to a separated multi-use pathway, depending on corridor constraints and design considerations.

An additional cost of approximately $250,000 is included for barrier protection along portions of the corridor where separation between users and vehicle traffic is recommended.

Appendix 4 provides additional detail on planning assumptions, and the conceptual layout.

Segment Length: 2,150 m; Cost Estimate (2026 Dollars): $1,400,000 to $2,160,000

Refer to the following page for an illustrative map.

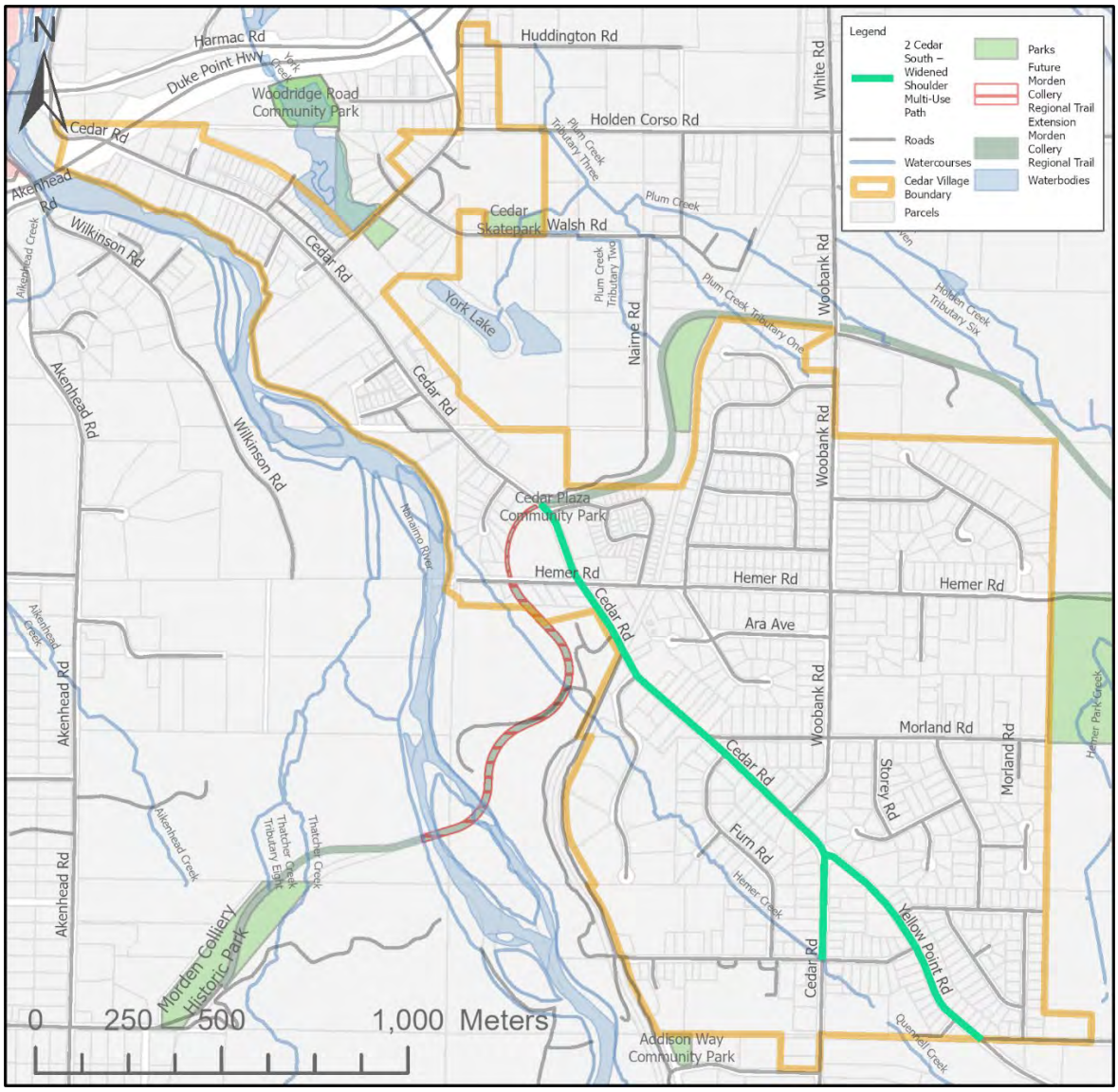


Figure 14: Segment 2 – Cedar Road South Corridor

7.2.3 Segment 3: Holden Corso Road Corridor

The Holden Corso Road corridor, located between Woobank Road and McMillan Road, provides a local connection between residential areas and the broader active transportation network within Cedar Village.

Improvements may include widened shoulders or similar treatments to improve safety and comfort for people walking and cycling.

The cost estimate reflects a lower-intensity approach consistent with the rural character of the area and assumes improvements within the existing road corridor using typical paved treatments while generally maintaining the existing travel lane alignment.

Segment Length: 990 m; Cost Estimate (2026 Dollars): $650,000

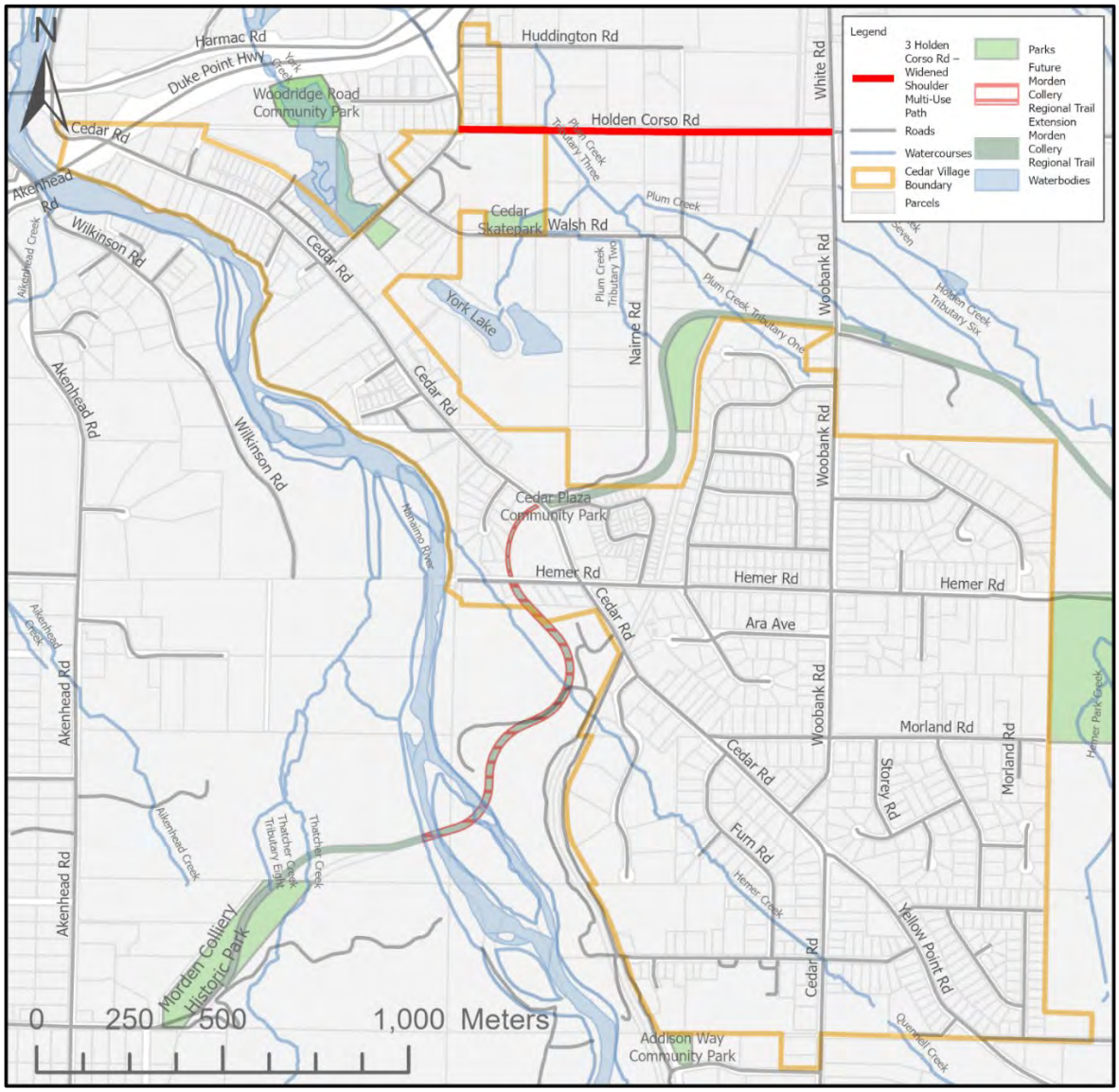


Figure 15: Segment 3 – Holden Corso Road Corridor

7.2.4 Segment 4: Woobank Road Corridor

The Woobank Road corridor, located between Holden Corso Road and Cedar Road, provides a local connection between residential areas and the broader active transportation network within Cedar Village.

Improvements may include widened shoulders or similar treatments to improve safety and comfort for people walking and cycling.

The cost estimate reflects a lower-intensity approach consistent with the rural character of the area and assumes improvements within the existing road corridor, using typical paved treatments while generally maintaining the existing travel lane alignment.

Segment Length: 1,860 m; Cost Estimate (2026 Dollars): $1,200,000

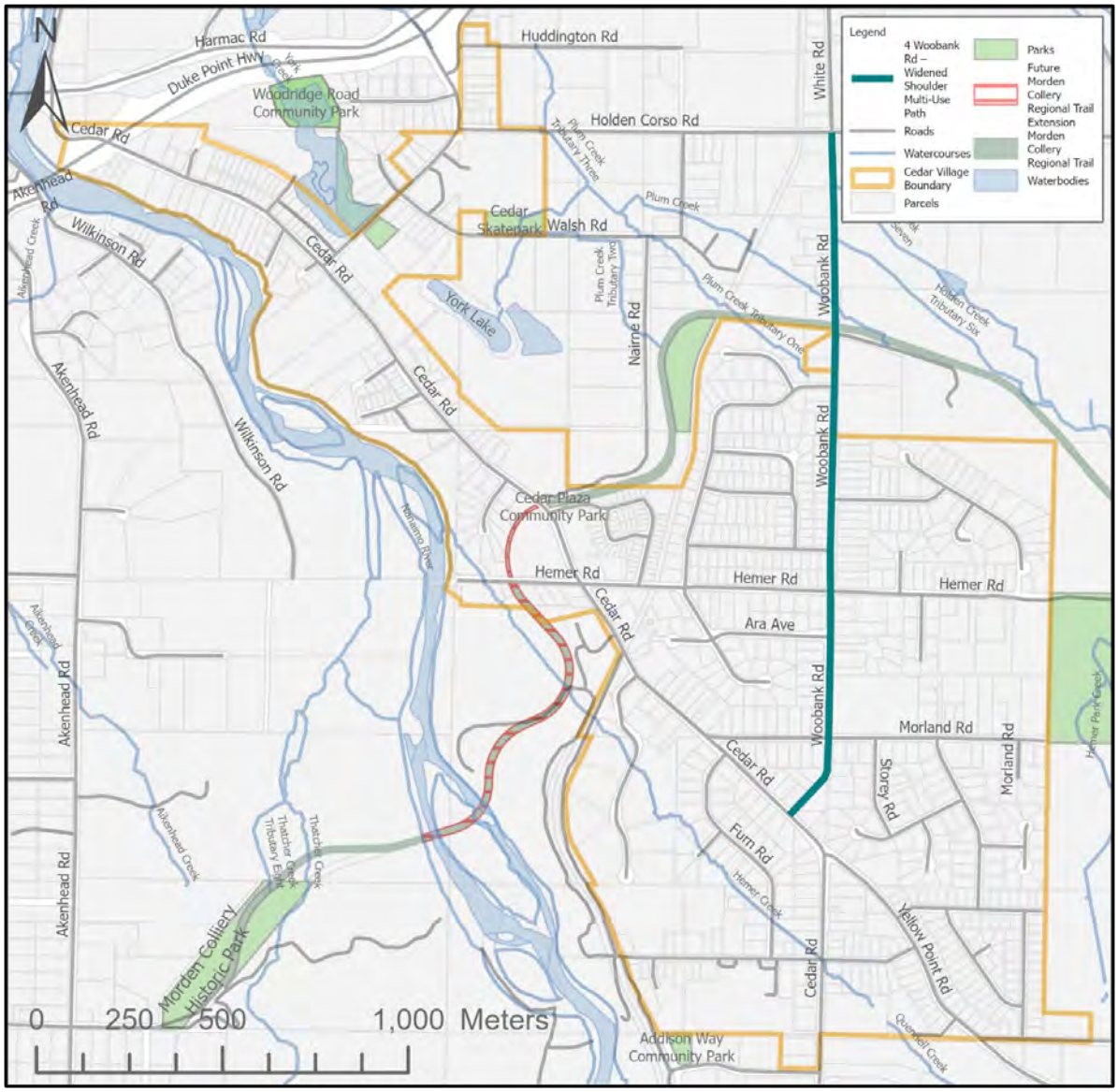


Figure 16: Segment 4 – Woobank Road Corridor

7.2.5 Segment 5: Hemer Road Corridor

The Hemer Road corridor focuses on strengthening connections between Hemer Provincial Park and the potential future Morden Colliery Regional Trail expansion.

Improvements may include widened shoulders or similar treatments to improve safety and comfort for people walking and cycling.

The cost estimate reflects a lower-intensity approach consistent with the rural character of the area and assumes improvements within the existing road corridor, using typical paved treatments while generally maintaining the existing travel lane alignment.

Segment Length: 1,630 m; Cost Estimate (2026 Dollars): $1,060,000

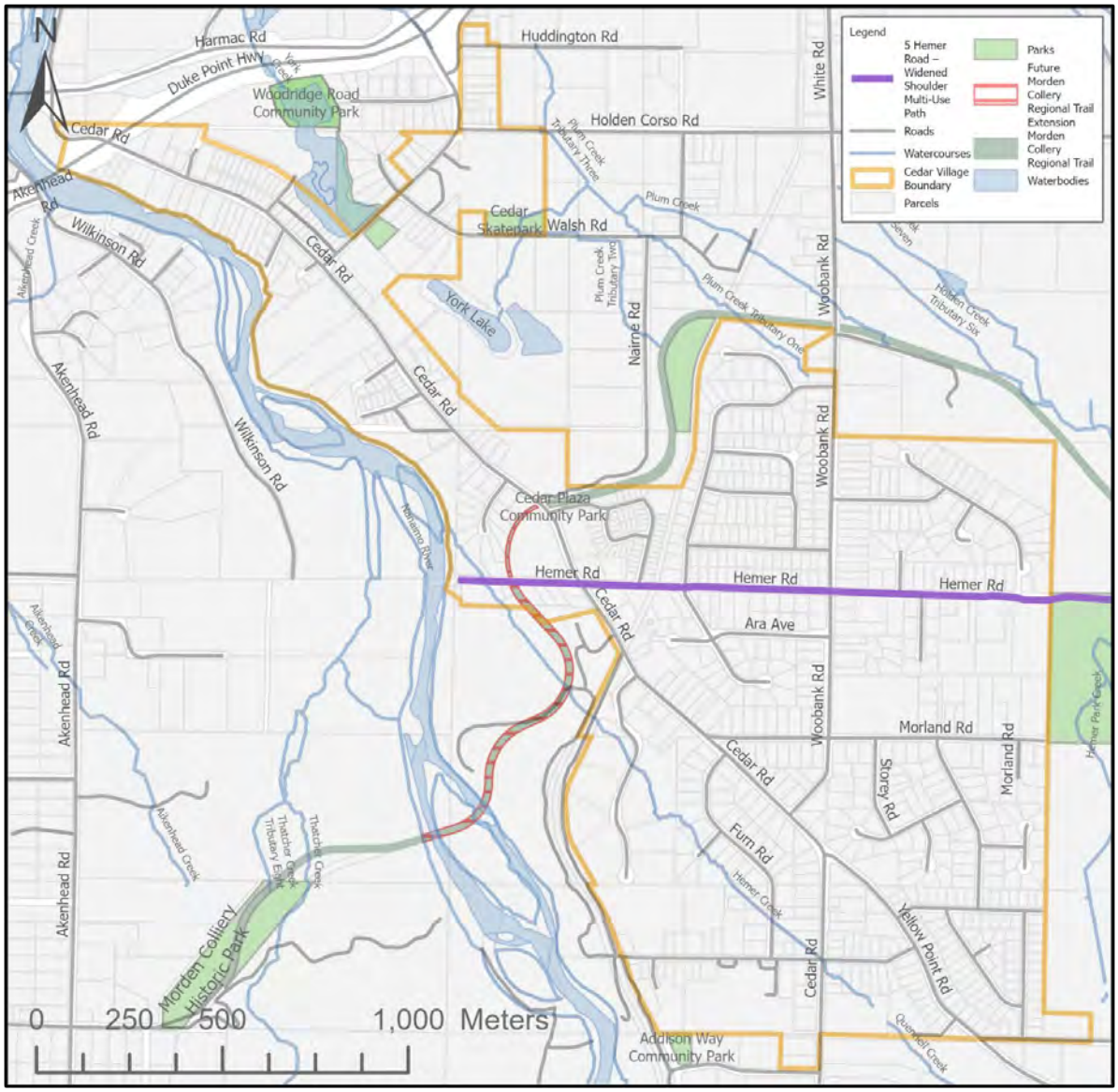


Figure 17: Segment 5 – Hemer Road Corridor

7.2.6 Segment 6: McMillan Road – Secondary School and Heritage Centre Frontage

Improvements along this segment of McMillan Road focus on enhancing walking and cycling conditions adjacent to Cedar Secondary School and the Cedar Heritage Centre. Improvements may include a multi-use pathway or similar facility between Walsh Road and the school access, supporting safe access and local circulation in this higher-activity area.

Additional improvements such as upgraded crossings, frontage enhancements, and parking reorganization, may also be considered. Some improvements may require the use of School District and Cedar Heritage Centre property and would be subject to future consultation and approval.

The cost estimate reflects the construction of the multi-use pathway within this segment and does not include additional improvements beyond the pathway.

Segment Length: 100 m; Cost Estimate (2026 Dollars): $50,000

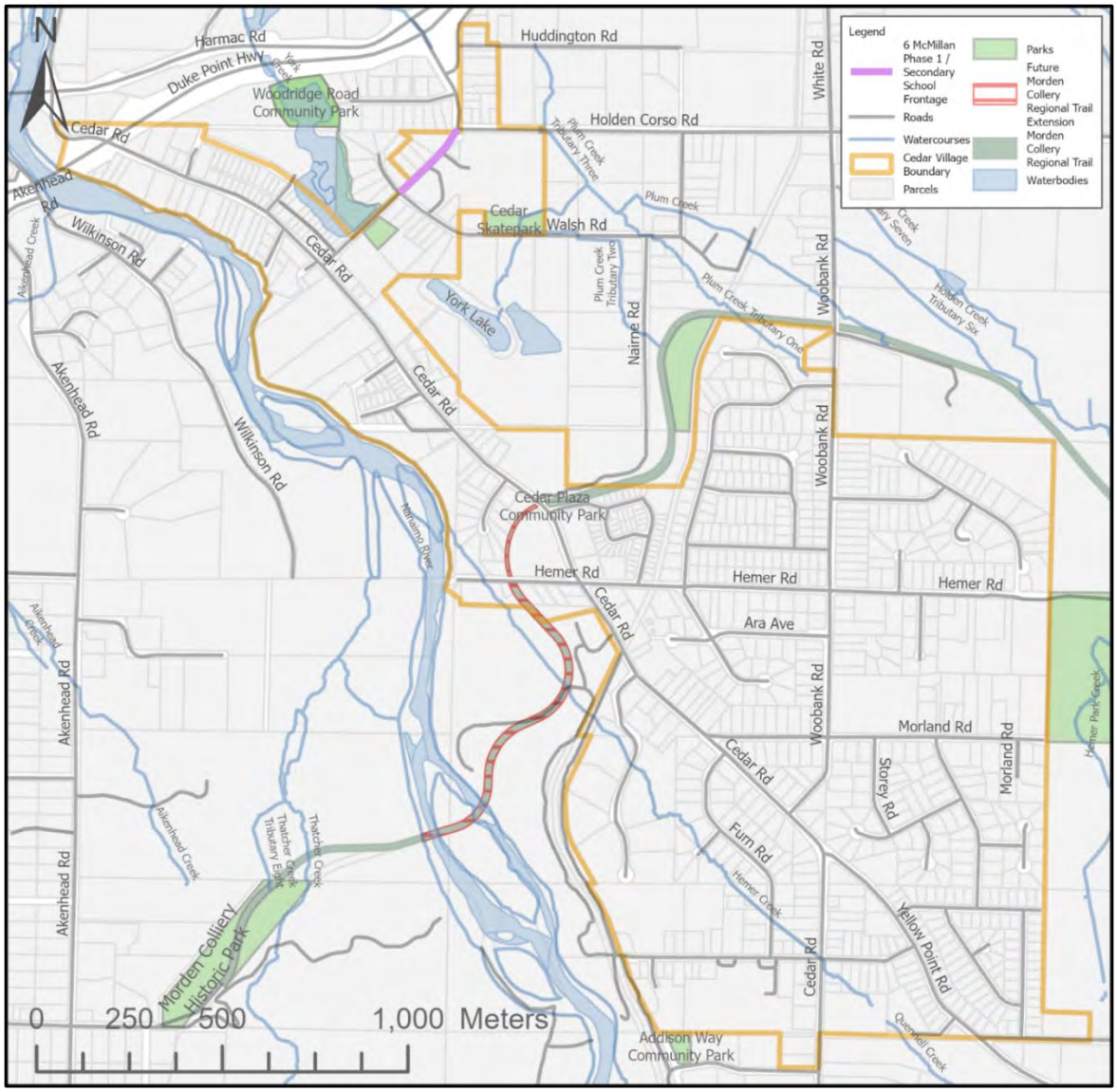


Figure 18: Segment 6 – McMillan Road – Secondary School and Heritage Centre Frontage

7.2.7 Segment 7: McMillan Road West Corridor

Improvements along the west end of McMillan Road focus on extending walking and cycling connections beyond the school and Heritage Centre area to Cedar Road, improving access to the broader network. Improvements may include a multi-use pathway or similar facility located on the south side of the roadway.

Due to local drainage and flooding conditions, improvements may require an elevated pathway to maintain usability during wet conditions. Detailed design would need to confirm appropriate elevations through flood level assessment.

This segment is subject to additional coordination and technical considerations. The Ministry of Transportation and Transit is currently reviewing this corridor as part of a broader strategy, and RDN Water Services maintains underground infrastructure along the south side of McMillan Road that may influence design and implementation.

The cost estimate reflects construction of the multi-use pathway and does not include potential roadway upgrades, such as raising the road elevation for flood mitigation or addressing utility impacts.

Segment Length: 275 m; Cost Estimate (2026 Dollars): $425,000

Refer to the following page for illustrations.

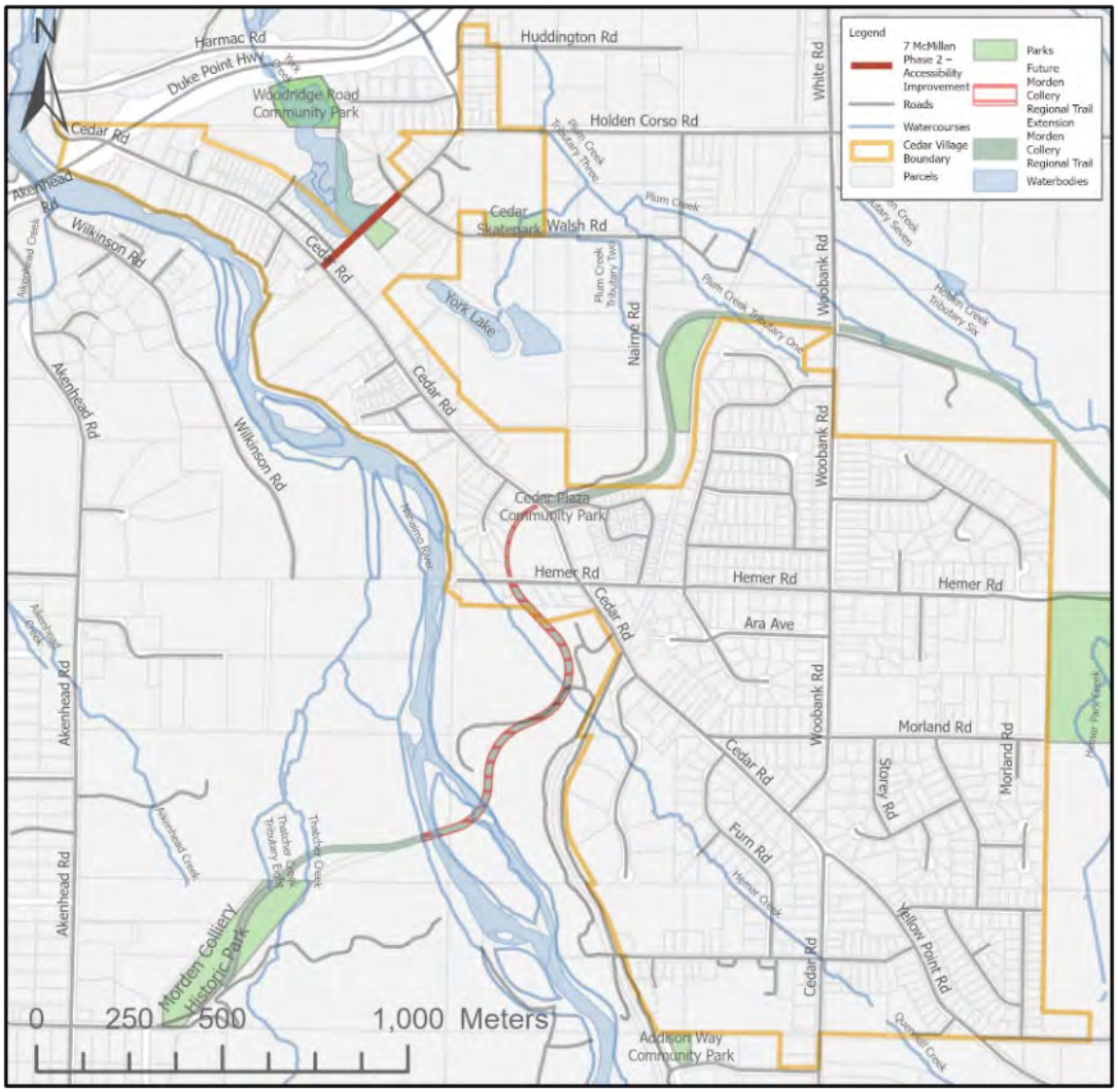


Figure 19: Segment 7 – McMillan Road West Corridor

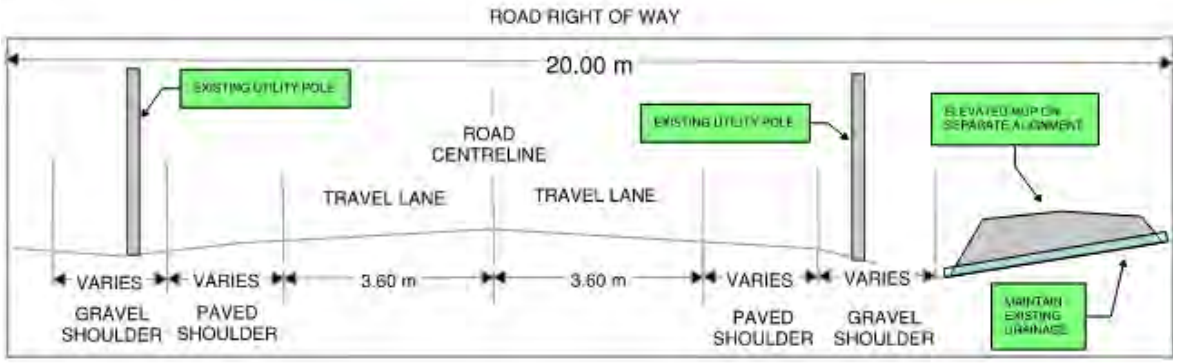


Figure 20: McMillan Road Typical Cross-Section Showing Elevated MUP for Active Transportation

7.2.8 Segment 8: Elementary School Area Connections

This section identifies an opportunity to explore improvements to pedestrian safety in the area surrounding Cedar Elementary School, with a focus on supporting safe school travel and managing pick-up and drop-off activity.

The concepts presented are preliminary and will require further discussion and collaboration with key partners, including the school, School District 68, and the Ministry of Transportation and Transit.

Potential measures include expanded 30 km/h school speed zones along Gould Road and Furn Road, as well as other improvements to encourage walking and cycling and enhance safety in the school area.

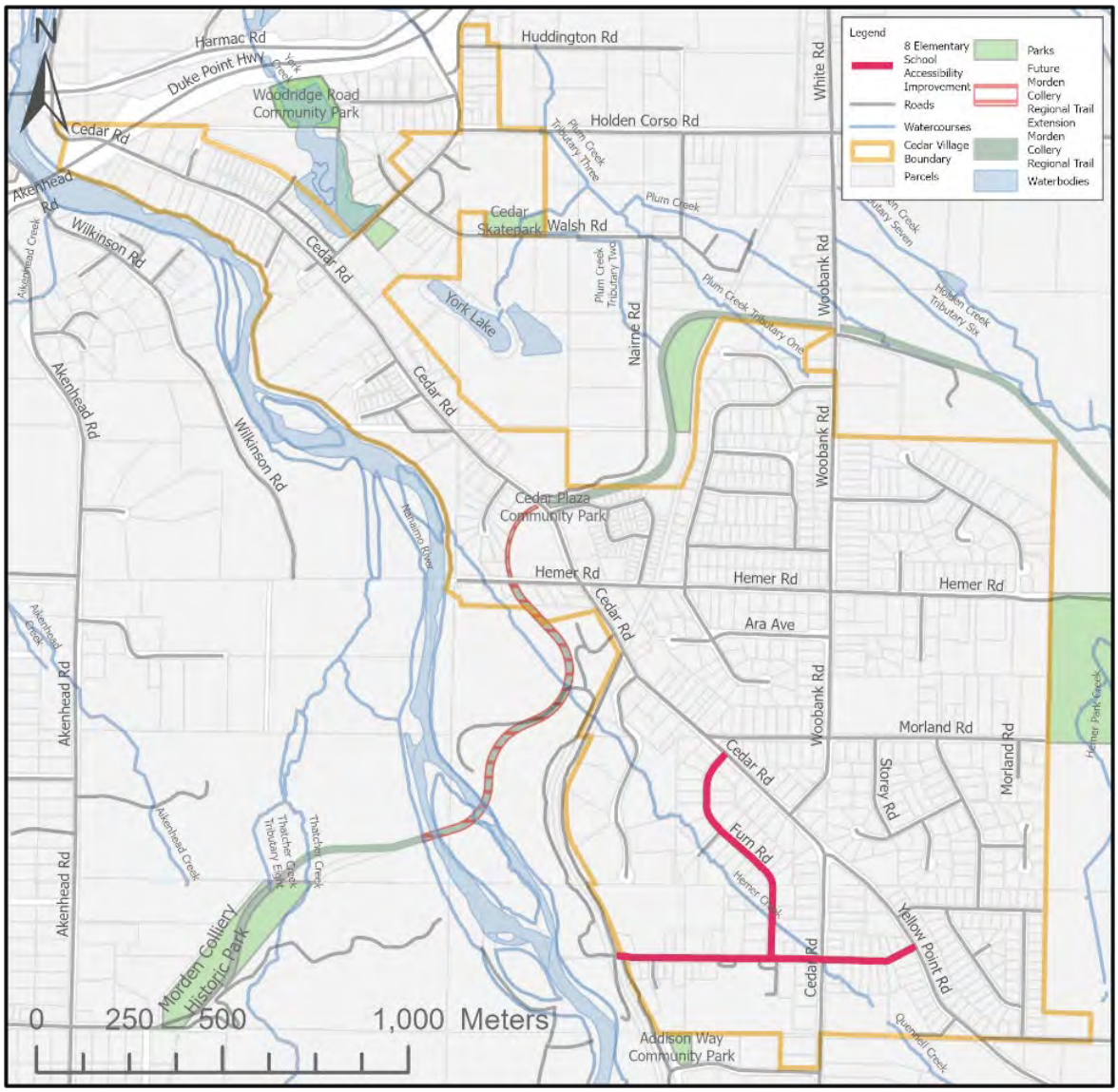


Figure 21: Segment 8 – Elementary School Area Connections

7.2.9 Segment 9: Secondary School Area Connections

This section identifies an opportunity to explore improvements to pedestrian safety in the area surrounding Cedar Secondary School, with a focus on enhancing walking and cycling connections along Walsh Road and Canin Road. Together with improvements along McMillan Road and Holden Corso Road, these connections could form an approximately 2 km loop around the school. This loop could support both school-related travel and recreational use, including school-based activities (e.g., physical education), as well as daily travel to and from the site and improved access to Cedar Community Park.

The concept presented is preliminary and will require further consultation with School District 68 and other partners. Potential treatments may include multi-use pathways, widened shoulders, or similar approaches, based on site-specific conditions. Lower-impact approaches may be appropriate in some locations, offering practical implementation, efficient maintenance, and flexibility for shared roadway use.

Expanded 30 km/h school speed zones along Walsh Road, Canin Road, and adjacent connecting roads may also be considered to improve safety and comfort. These improvements would support safer crossings and better integration with surrounding pathways and connections.

Segment Length: 1,100 m; Cost Estimate (2026 Dollars): $725,000

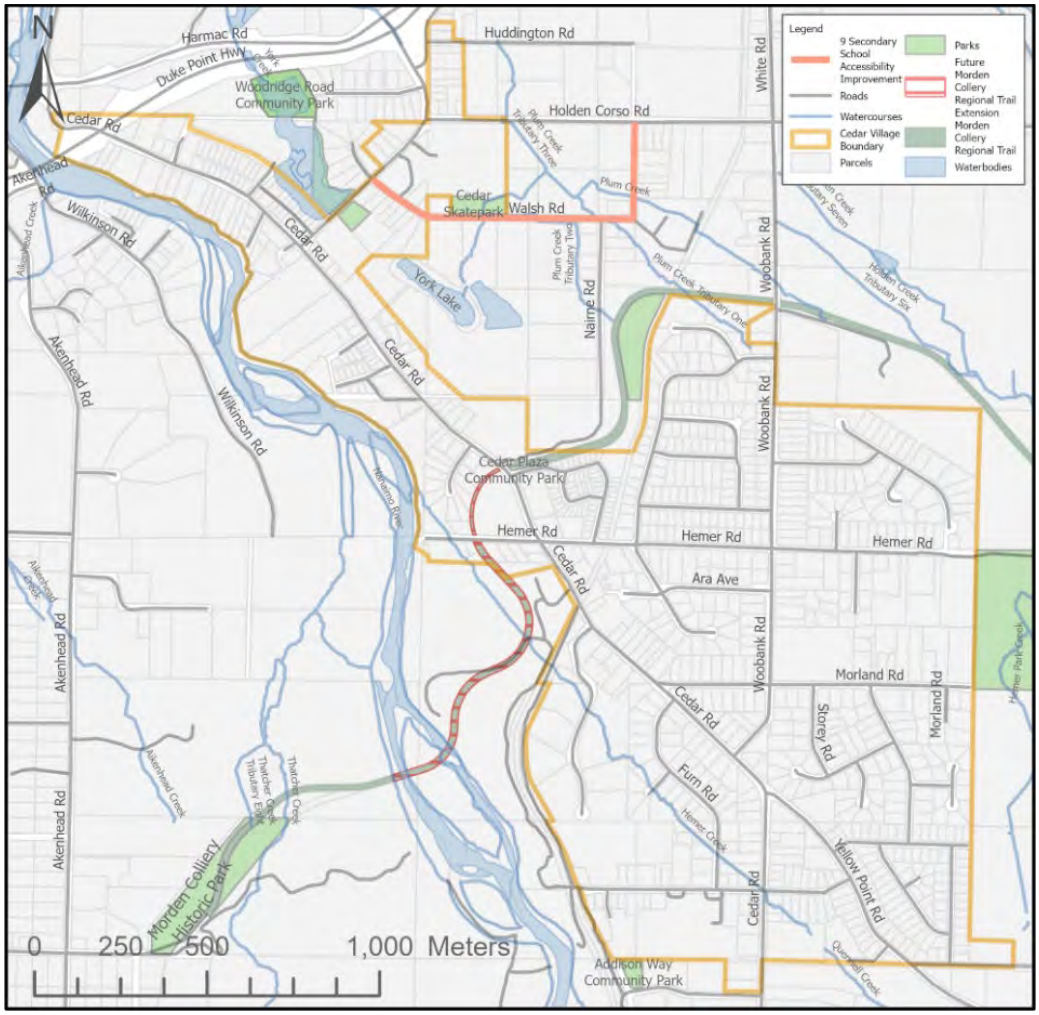


Figure 22: Segment 9 – Secondary School Area Connections

7.2.10 Segment 10: Secondary School Internal Connection

This segment identifies a north–south connection between Holden Corso Road and Cedar Community Park off Walsh Road, providing a convenient route for students and the community outside of school hours. Improvements may include a multi-use pathway or similar facility based on site-specific considerations.

The connection would be located on School District 68 property and would require consultation, feasibility assessment, and formal approval prior to implementation.

The cost estimate reflects a planning-level concept based on typical paved pathway construction and will be refined through future feasibility assessment and detailed design.

Segment Length: 310 m; Cost Estimate (2026 Dollars): $200,000

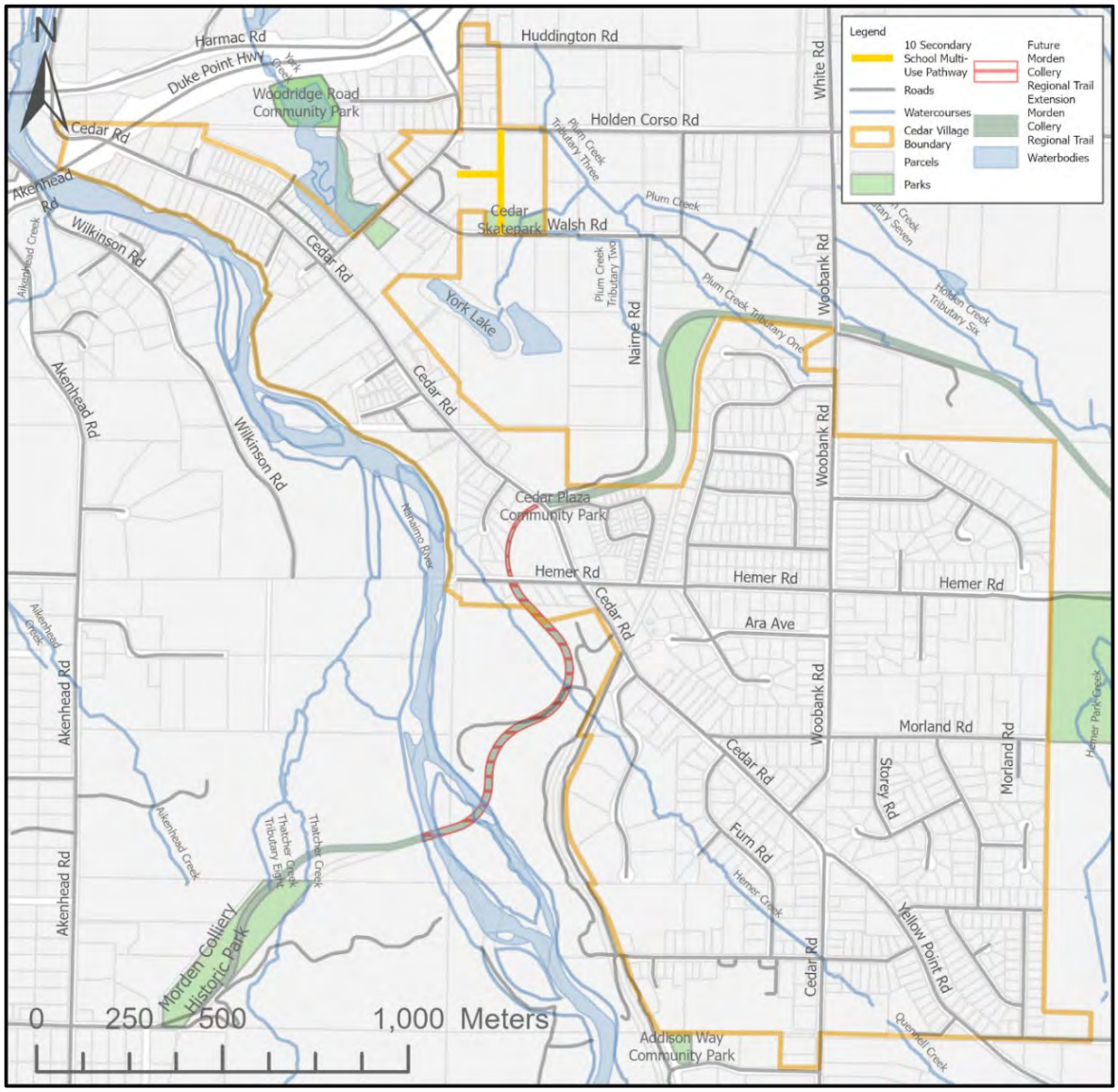


Figure 23: Segment 10 – Secondary School Internal Connection

7.2.11 Segment 11: Harmac Pipeline Trail Corridor

The Harmac Pipeline corridor is identified as a long-term opportunity linking Cedar Village with surrounding areas, providing a potential north–south connection through the community. It is included for network planning to reflect its strategic location and potential role in improving active transportation connectivity in Cedar Village.

Future use of the corridor would be subject to feasibility assessment, land availability, and coordination with landowners. The corridor is privately owned and not available for public use, and its inclusion does not imply public access rights or a commitment to land acquisition or construction. Any future improvements would need to address safety considerations related to the pipeline infrastructure and require further technical review and coordination with relevant agencies.

The cost estimate reflects a planning-level concept based on a typical paved multi-use pathway, excluding property acquisition, easement, or leasing costs, and will be refined through future feasibility assessment and detailed design.

Segment Length: 2,400 m; Cost Estimate (2026 Dollars): $1,425,000

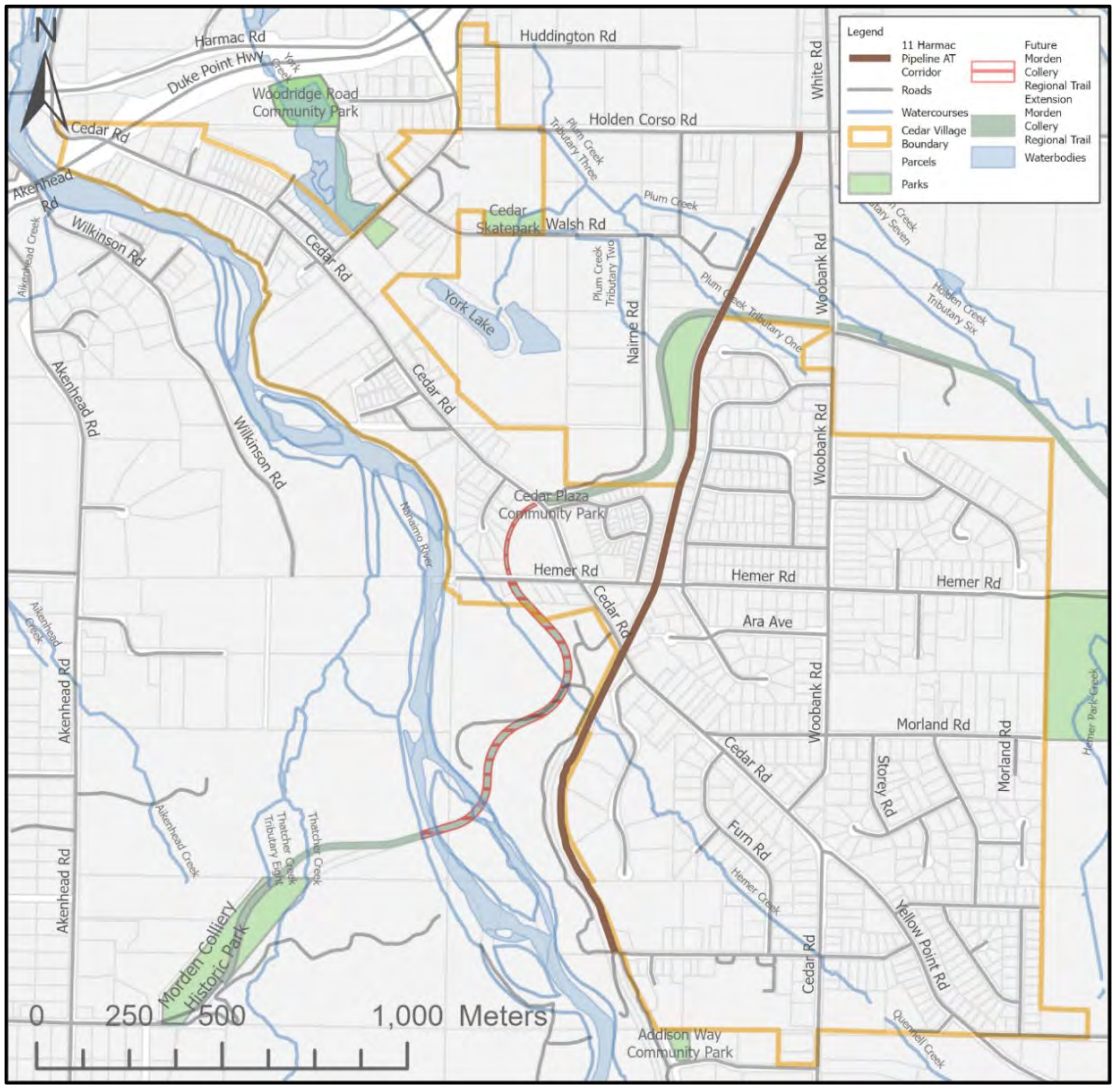


Figure 24: Segment 11 – Harmac Pipeline Trail Corridor

7.2.12 Segment 12: Nairne Road – Morden Colliery Regional Trail Connection

This segment connects Cedar Secondary School, Cedar Community Park, and the Cedar Heritage Centre to the Morden Colliery Regional Trail via Walsh Road and Nairne Road, improving access for students and the broader community. Improvements may include enhancements to on-street conditions, wayfinding, and a short connection to the regional trail network.

This segment supports improved access to the regional trail and responds to strong community demand for a more direct and formalized connection.

The alignment and design of any off-road component would be determined through future planning and feasibility assessment. This segment does not assume land acquisition or public access across private lands, and any off-road component would be subject to further study, engagement, and confirmation of access.

Segment Length: 620 m; Cost Estimate (2026 Dollars): TBD*

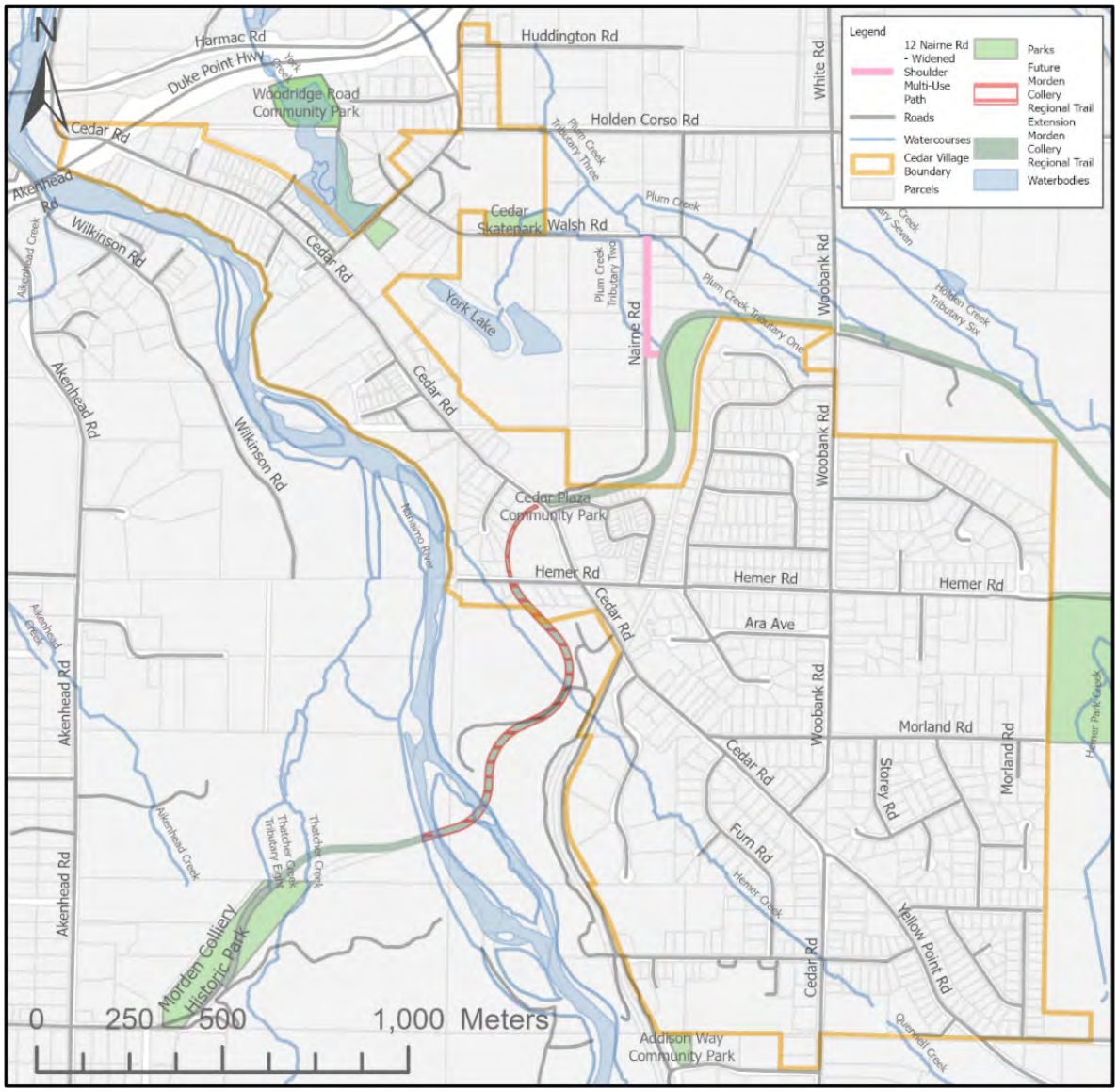


Figure 25: Segment 12 – Nairne Road – Morden Colliery Regional Trail Connection

7.2.13 Annual Crosswalk Safety Improvement Program

The Crosswalk Safety Improvement Program supports ongoing improvements to pedestrian safety at existing and proposed crossing locations. In coordination with the Ministry of Transportation and Transit, the Regional District supports the development and implementation of an annual program to prioritize higher-use crossings and advance targeted safety upgrades.

Measures may include enhancements to signage, pavement markings, accessibility improvements (such as curb letdowns and short segments of sidewalk or paved shoulders), and the installation of pedestrian-actuated Rectangular Rapid Flashing Beacons (RRFBs) and other crossing treatments.

Additional improvements may be considered based on site-specific conditions, including crosswalk lighting, vegetation management to improve sightlines, and curb extensions to reduce crossing distances.

Crosswalk locations may be prioritized based on factors such as pedestrian volumes, traffic volumes and speeds, surrounding walking infrastructure, and proximity to schools, parks, and commercial areas.

Funding for crosswalk improvements may be pursued through partnerships and available grant programs.

Cost Estimate (2026 Dollars): $40,000 (solar) to $60,000 (hard-wired) per location for RRFB installations

*Additional improvements are site-specific and not included in this estimate; cost assumptions exclude concrete curb extensions.

8 IMPLEMENTATION PLAN

This section outlines how the recommended network segments may be advanced over time. Implementation will depend on factors including feasibility, safety and connectivity benefits, funding availability, partnerships, and technical readiness.

The timing and sequencing of segments is flexible and intended to support a phased approach to implementation. Segments may be advanced independently or in coordination with other infrastructure projects, redevelopment opportunities, or partner initiatives.

8.1 Cost Estimates

Planning-level cost estimates (in 2026 dollars) summarize order-of-magnitude construction costs for segments within the Cedar Village Active Transportation Network. These estimates reflect the scopes described in Section 7.2 and exclude costs for property acquisition or easements, major utility relocations, and partner approvals. Final costs will be refined through feasibility, detailed design, and procurement.

Inclusion in this plan does not imply a funding commitment or implementation timeline. Annual program costs (e.g., Crosswalk Safety Improvement Program) will be confirmed through annual budget processes.

Network Segments	*Cost Estimate*
Segment 1: Cedar Road North Corridor	$935,000
Segment 2: Cedar Road South Corridor	$2,160,000
Segment 3: Holden Corso Road Corridor	$650,000
Segment 4: Woobank Road Corridor	$1,200,000
Segment 5: Hemer Road Corridor	$1,060,000
Segment 6: McMillan Road - Secondary School and Heritage Centre Frontage	$50,000
Segment 7: McMillan Road West Corridor	$425,000
Segment 8: Elementary School Area Connections	TBD
Segment 9: Secondary School Area Connections	$725,000
Segment 10: Secondary School Internal Connection	$200,000
Segment 11: Harmac Pipeline Trail Corridor	$1,425,000
Segment 12: Nairne Road – Morden Colliery Regional Trail Connection	TBD*
Annual Crosswalk Safety Improvement Program	$120,000 (per year)
Active Transportation Network Plan Total Cost	**$8,950,000**

The total estimated cost of implementing the active transportation network is approximately $8.95 million (2026 dollars), excluding segments with costs to be determined (TBD) and including one year of program-based costs. Implementation will occur over time and may be influenced by funding availability, partnerships, and evolving community priorities.

8.2 Implementation Timing and Considerations

Segments are grouped into general implementation timeframes (short-, medium-, and long-term) to support planning and delivery. These groupings provide general guidance only and do not represent a fixed sequence of implementation.

Short-term segments typically include improvements that can be delivered within existing road rights-of-way and align with current operational and maintenance practices. These may include lower-cost or interim treatments to address immediate safety needs.

Medium-term segments generally involve more substantial corridor improvements or coordination with external partners, and may require additional technical assessment, design development, and funding.

Long-term segments represent more complex opportunities that require further feasibility assessment, coordination with landowners or agencies, or resolution of physical or regulatory constraints.

Implementation of segments will depend on a range of factors, including:

- Safety and connectivity benefits
- Technical feasibility and site conditions
- Coordination with the Ministry of Transportation and Transit and other partners
- Availability of funding and grant opportunities
- Community and stakeholder support

Segments may be advanced individually or as part of coordinated projects, depending on opportunities and priorities.

Short-Term Implementation Segments	*Cost Estimate*
Segment 6: McMillan Road - Secondary School and Heritage Centre Frontage	$50,000
Segment 12: Nairne Road – Morden Colliery Regional Trail Connection	TBD
Annual Crosswalk Safety Improvement Program	$120,000 (per year)
Total Construction Costs	**$170,000 + TBD (Segment 12)**

Medium-Term Implementation Segments	*Cost Estimate*
Segment 1: Cedar Road North Corridor	$935,000
Segment 2: Cedar Road South Corridor	$2,160,000
Segment 3: Holden Corso Road Corridor	$650,000
Segment 9: Secondary School Area Connections	$725,000
Segment 8: Elementary School Area Connections	TBD
Segment 10: Secondary School Internal Connection	$200,000
Total Construction Costs	**$4,670,000 + TBD (Segment 8)**

Long-Term Implementation Segments	*Cost Estimate*
Segment 4: Woobank Road Corridor	$1,200,000
Segment 5: Hemer Road Corridor	$1,060,000
Segment 7: McMillan Road West Corridor	$425,000
Segment 11: Harmac Pipeline Trail Corridor	$1,425,000
Total Construction Costs	**$4,110,000**



8.3 Construction Approach

A range of construction approaches may be used to implement the network, depending on the segment and available resources.

Short-term improvements may be delivered using lower-cost or interim treatments, such as pavement markings, flexible delineators, or modular materials. These approaches allow for rapid implementation and can be used to test and refine design concepts before more permanent infrastructure is constructed.

Medium- and long-term improvements are expected to involve more permanent construction, including full-depth pathway construction, roadway modifications, and integrated crossing improvements.

The selection of construction approach will be informed by site conditions, safety considerations, cost, and long-term maintenance requirements.

8.4 Coordination and Approvals

Implementation of network segments will require coordination with multiple agencies and partners, including the Ministry of Transportation and Transit, School District 68, and, where applicable, private landowners and First Nations.

Improvements within provincial road rights-of-way will be subject to Ministry review and approval. Where infrastructure extends beyond the constructed roadway, the Regional District may be required to obtain a License of Occupation and assume ongoing maintenance responsibility.

Segments involving School District lands are conceptual and will require further consultation, feasibility assessment, and formal approval prior to implementation.

Early coordination with partners will be important to confirm feasibility, refine design approaches, and support successful delivery of improvements.

8.5 Funding and Implementation Strategy

The implementation of the Active Transportation Network will rely on a combination of Regional District capital funding, external grant programs, and partnerships.

The plan is intended to support funding applications by identifying priority improvements and providing planning-level cost estimates. Segments may be advanced as funding opportunities arise, rather than through a fixed implementation schedule.

A range of external funding programs may support implementation, including provincial, federal, and partner funding sources identified in **Appendix 2.**

Phased implementation allows the Regional District to advance improvements over time while responding to evolving funding opportunities and community needs.

9 MAINTENANCE AND MONITORING PLAN

9.1 Maintenance

Scheduled and ongoing rehabilitation and maintenance are essential to ensure that active transportation infrastructure in Cedar Village remains safe, functional, and accessible for year-round use.

Responsibility for maintenance varies by facility type. The Ministry of Transportation and Transit maintains roadways, while the Regional District maintains trails within its parks and rights-of-way, as well as facilities within the Ministry's road right of way under a license of occupation.

Widened shoulder treatments are generally maintainable through existing Ministry operations, including routine sweeping and roadway maintenance programs. Where facilities require additional maintenance beyond these programs, responsibility would fall to the Regional District under a license of occupation.

9.2 Monitoring

Monitoring is an important component of the Cedar Village Active Transportation Network Plan, supporting progress tracking, evaluation of effectiveness, and future updates to the network. A coordinated monitoring approach will help identify emerging issues, respond to safety concerns, and ensure the network continues to meet community needs over time.

9.2.1 Community Feedback and Reporting

Opportunities for residents to provide ongoing feedback should continue following completion of this plan. This may include online reporting tools, surveys, or community meetings. Resident input can help identify maintenance needs, emerging issues, and locations where additional safety improvements may be required. Feedback will also help assess how new facilities are being used and perceived by the community.

9.2.2 Road Safety and Data Sharing

Sharing road safety information between the Regional District, the Ministry of Transportation and Transit, and Emergency Services supports a consistent and informed approach to safety improvements. This may include the exchange of collision data, speed and traffic volume information, and observations related to emergency response and access. Regular coordination can help identify high-risk locations, monitor changes in safety performance, and prioritize future improvements.

9.2.3 School-Based Monitoring

Partnerships with local schools and School District 68 can support monitoring of active transportation improvements near schools. This may include observing changes in travel behaviour and monitoring safety outcomes following implementation. School communities can also identify operational issues and support education and awareness initiatives.

9.2.4 B.C. Active Transportation Grants Program – Usage Count Data Sheet

Projects seeking funding from senior levels of government are typically required to undertake monitoring using the Active Transportation Usage Count Form to measure changes in walking and cycling activity. This monitoring helps quantify shifts in travel behaviour by comparing active transportation use before and after infrastructure improvements, providing an indication of mode shift from vehicle travel. The following link provides access to the Ministry Usage Count Data Sheet: https://www.th.gov.bc.ca/forms/getForm.aspx?formId=1483

9.2.5 OCP Integration

To ensure the Cedar Village Active Transportation Network continues to inform land use decision-making over time, it is recommended that future reviews of the Electoral Area A Official Community Plan incorporate the active transportation network. This will help align land use designations and development approvals with the active transportation objectives as the community grows.

This is particularly important for Segment 12 (Nairne Road – Morden Colliery Regional Trail Connection), where a future development approval may present an opportunity to secure trail dedication through private property.

Appendix 1: Active Transportation Design Guidance



APPENDIX 1: ACTIVE TRANSPORTATION DESIGN GUIDANCE

The proposed Active Transportation Network Plan for Cedar Village includes 13 potential active transportation segments and programs to address accessibility concerns in the Village. These segments incorporate Multi-Use Pathways (MUPs), accessible shoulder widening, and crosswalk improvements to create a safer and more continuous walking and cycling environment.

MUPs are prioritized in locations with higher pedestrian activity to provide a greater level of separation and comfort, for example, near schools and along Cedar Road. In areas with a constrained right of way or lower volumes, widened and accessible shoulders provide a practical and cost-effective alternative that still improves safety and connectivity.

Additionally, crosswalk improvements are integrated throughout the network to improve visibility and reduce conflict between vehicles and pedestrians.

For planning purposes, it is assumed that all proposed facilities will be designed in conformance with the most recent edition of the British Columbia Active Transportation Design Guide and provincial standards. Alignment with these guidelines supports the incorporation of best practices related to safety and accessibility and is critical to position the Regional District of Nanaimo for higher levels of government funding programs.

As a rural community, Cedar Village is characterized by limited rights-of-way, variable roadside conditions, and existing infrastructure that was not originally designed to accommodate active transportation facilities, which limits where fully separated facilities are feasible. To respond to these constraints, active transportation design guidance is applied with flexibility to reflect lower traffic volumes, environmental considerations, and cost constraints. This approach allows the RDN to select facility types that respond to site-specific conditions while still achieving meaningful safety and accessibility outcomes.

A 1.1 User Operating Widths

Operating widths are used to define the minimum space required to safely and comfortably accommodate vulnerable road users within the Cedar Village Active Transportation Network. These widths are based on the concept of a design user, which represents a person or mobility device that governs the minimum design dimensions of a facility. For pedestrian facilities, this includes people walking as well as those using bicycles and mobility devices. A typical adult pedestrian requires approximately 0.5m of operating space, while a wheelchair user requires a horizontal operating width of 0.9m to allow for maneuvering and accessibility.

For multi-use pathways and cycling facilities the design vehicle is a bicycle. A single person cycling requires a minimum operating width of approximately 1.2m to account for balance and lateral movement. Refer to **Figures A1-1, A1-2, and A1-3** which illustrate pedestrians, wheelchairs, and cyclist operating widths. These widths inform the design of shoulders, pathways, and shared-use facilities throughout the network.

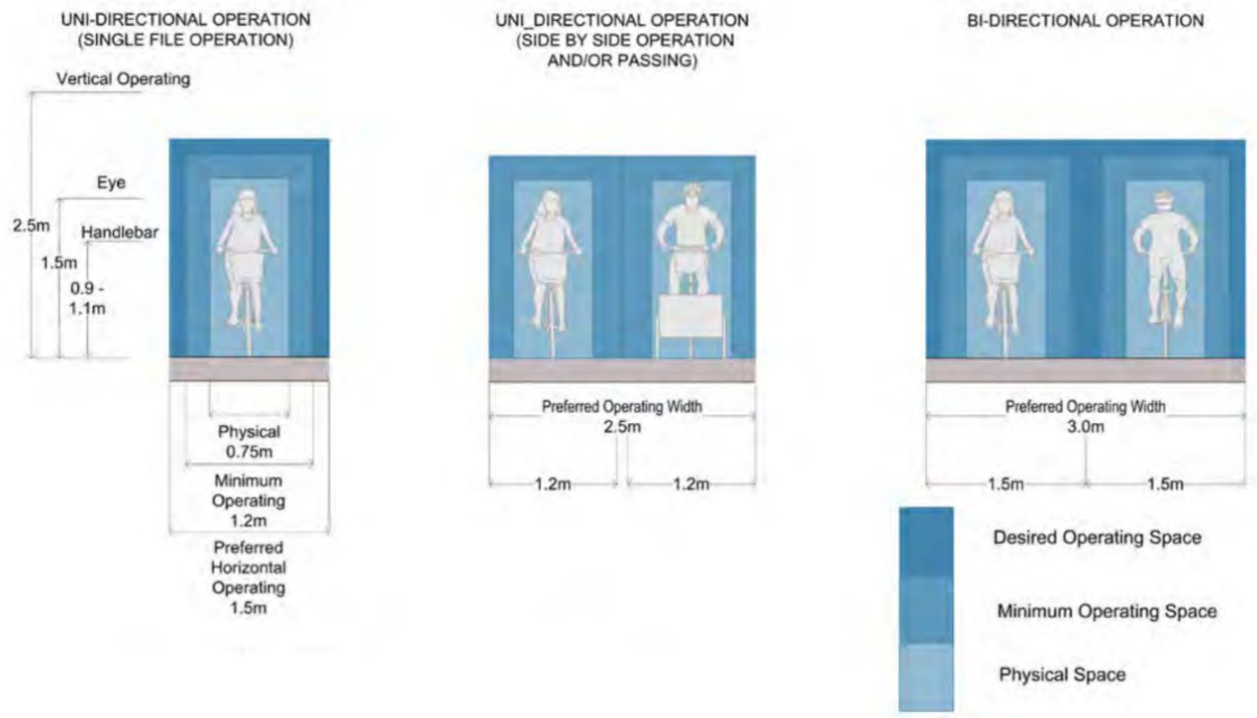


Figure A1-1 Cyclist Operating Space Requirements (BC AT Design Guide, 2019)

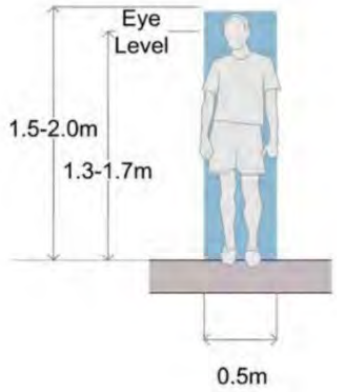


Figure A1-2 Typical Pedestrian Operating Space Requirement (BC AT Design Guide, 2019)

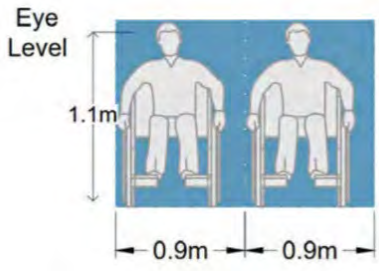


Figure A1-3 Space Required for Two Wheelchairs Side-By-Side (BC AT Design Guide, 2019)

A 1.2 Active Transportation Facilities

The primary active transportation facilities considered for the Cedar Village Active Transportation Network include multi-use pathways (MUPs), accessible shoulder widening, and crosswalk improvements. These facilities were identified as best suited to local travel patterns, informed by community input and physical constraints. Together, they provide a flexible approach that balances safety, accessibility, and constructability.

A 1.2.1 Multi-Use Paths

Multi-use pathways (MUPs) are off-street facilities that are physically separated from motor vehicle traffic and shared by multiple non-motorized users including pedestrians, cyclists, wheelchair users, skaters, and joggers. They are commonly referred to as shared-use pathways or trails and typically support bi-directional travel.

MUPs provide a high level of comfort and perceived safety due to their separation from vehicles and are generally suitable for users of all ages and abilities. They can offer direct connections between neighborhoods, access to areas otherwise served only by limited-access roadways, and convenient routes to natural and recreational destinations. Due to their relatively small footprint, multi-use paths can maintain a distinctly rural character and support tourism and recreational access, particularly for communities with limited transportation options.

The geometric design of multi-use paths should reflect the expected user types, speeds, and volumes. A minimum width of 2.4 m may be used for short, low-volume segments, while a width of 3.0 m is recommended for most conditions and is suitable for moderate to heavy use. In high-use areas with a diverse mix of users, widths of 3.6 to 4.3 m are recommended to accommodate passing, side-by-side travel, and maintenance vehicles. A clear shoulder of 0.6 m should be provided on each side of the path, free of vertical obstructions, to improve safety and comfort. Refer to Figure A1-4 for Multi-Use Path dimensions (noted as a Shared Path within the referenced figure).

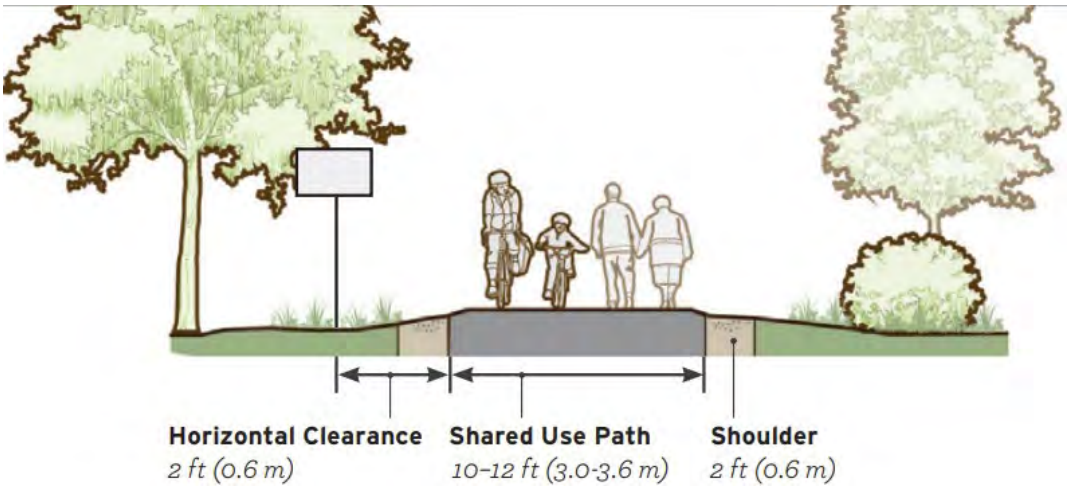


Figure A1-4 Multi-Use Path Dimensions (Small Town and Rural Multimodal Networks, FHWA, 2016)

A 1.2.2 Accessible Shoulders

Accessible shoulders are paved spaces along the edge of roadways that provide a travel area separated from vehicle lanes for people cycling, and in some cases for pedestrians and other active users. These shoulders are designed to enhance safety and comfort for cyclists on rural roads, offering an interim or lower-cost facility where fully separated pathways may not be feasible. Unlike painted bicycle lanes, shoulders may be temporarily shared with other road users for safety maneuvers, emergency stopping, or maintenance activities.

Accessible shoulders provide a cost-effective way to improve connectivity between communities and destinations in rural areas. They offer a dedicated space for cyclists to travel safely, support a range of users, and can increase transportation choices while maintaining the rural character of the corridor. Shoulders can also serve as a stepping stone toward more separated facilities where funding or right-of-way is limited.

The desired width for bicycle accessible shoulders depends on roadway speed and volume. For roads with posted speeds of 50 km/h or less, a width of 1.8 m is recommended to support single-file cycling and basic passing. For higher-speed or higher-volume roads, widths of 2.5 m or greater are preferred to allow side-by-side travel. Constrained sections may use a minimum width of 1.2 m, but this is only suitable for short segments. Shoulders should be free of obstructions, with additional buffer width of 0.9–1.2 m located between the shoulder and the adjacent travel lane where possible, to further separate cyclists from motor vehicles. Refer to Figure A1-5 for accessible shoulder dimensions. The buffer space provides the opportunity for physical protection (pre-cast concrete barrier) between the vehicle travel lane and adjacent active transportation facility.

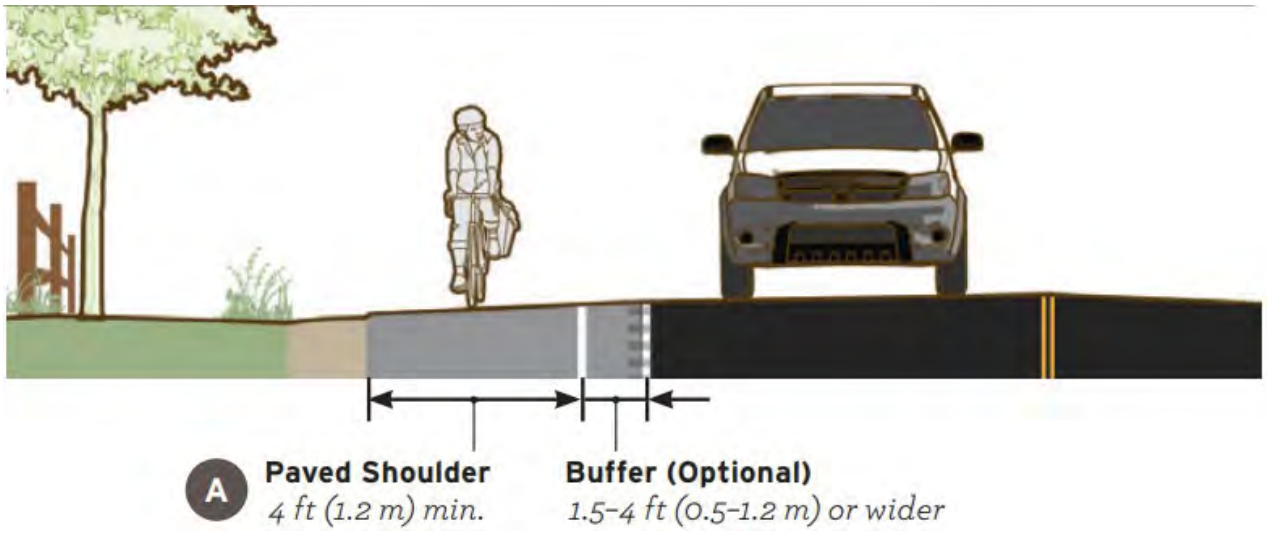


Figure A1-5 Accessible Shoulder Dimensions (Small Town and Rural Multimodal Networks, FHWA, 2016)

A 1.3 Crosswalks

Crosswalk safety improvements are best addressed through an annual program that prioritizes high-use pedestrian crossings. Such a program would focus on systematically upgrading crossing locations through measures such as improving existing crosswalks, installing pedestrian-actuated rapid flashing beacons, enhancing signage and pavement markings, and upgrading lighting and accessibility.

As part of the annual crosswalk safety improvement program, pedestrian crossings near schools require heightened attention to ensure the safety of children during arrival and departure periods. School zones are generally defined as roadways adjacent to elementary, middle, or high schools, and may include areas influenced by school activities even if outside formal boundaries. Measures such as school crosswalk signage, reduced speed limits, and enhanced visibility help slow traffic and improve driver awareness, reducing the risk of collisions in these high-activity areas.

In smaller communities and rural areas, roadways often serve as main streets but retain higher vehicle speeds, limited lighting, and minimal pedestrian infrastructure. Drivers may be less attentive to pedestrians due to low traffic density, increasing the risk of collisions, which are more likely to be fatal than in urban areas. Street lighting, pedestrian crossing controls, and maintaining connectivity in the pedestrian network are critical for improving safety and encouraging walking, even where pedestrian volumes are low.

The following treatment systems can be used for pedestrian crosswalks to improve safety:

- **Ground-Mounted Systems (GM):** Basic pedestrian crossing systems that rely on static signs without any active or flashing components.
- **Enhanced Ground-Mounted Systems (GM+):** Passive systems similar to GM but include zebra pavement markings and additional design features to increase the visibility of the crossing.
- **Rectangular Rapid Flashing Beacons (RRFB):** Pedestrian-activated systems with side-mounted signs and rapidly flashing amber beacons to alert drivers to crossing activity.
- **Overhead Flashing Beacon Systems (OF) / Special Crosswalks:** Pedestrian-activated systems with overhead illuminated signs, alternating amber flashing beacons, and down lighting to enhance visibility.
- **Traffic Signals (TS):** Provide controlled crossing opportunities by assigning right-of-way between pedestrians and vehicles, including pedestrian-only signals or full traffic signals.

Pedestrian crosswalk markings help identify crosswalk locations but must be used alongside other traffic control devices and should be made from skid-resistant materials for safety. There are three common types:

- **Twin Parallel Line Markings:** Two parallel white lines with a wide gap between them to delineate the pedestrian travel path; required at all crosswalk locations.
- **Zebra Markings:** Alternating wide white stripes across the crosswalk; recommended for mid-block crossings, areas with higher concentrations of older or visually impaired pedestrians, and locations outside school zones.
- **Advance Yield Line Markings:** Solid white isosceles triangles pointing upstream, placed 6–16 m before the crosswalk to prevent drivers from stopping too close when yielding; not used at crosswalks controlled by stop signs or traffic signals.

Signage at crosswalks is governed by the TAC Manual of Uniform Traffic Control Devices Canada (MUTCDC) standard signs. The following signage should be implemented in areas where crossing treatment is required:

- Pedestrian Crosswalk Sign **(RA-4)**: Required to mark the location of a pedestrian crosswalk and must be installed on both sides of the roadway, with sign orientation facing toward the centre of the road. This sign is not used at locations controlled by traffic signals or stop signs.
- Pedestrian Crosswalk Ahead Sign **(WC-2)**: Required where advance warning of a crosswalk is needed due to limited visibility and is installed approximately 50–150 m in advance of the crossing. The sign orientation reflects the side of the roadway on which the crosswalk is located.
- Special Crosswalk Overhead Sign **(RA-5)**: Required to identify a designated special crosswalk and must be installed overhead as part of a complete Special Crosswalk assembly. It is not used independently of the special crosswalk treatment.
- Yield Here to Pedestrians Sign: Required in advance of marked crosswalks on uncontrolled multi-lane approaches to indicate where drivers should yield. The sign is not part of MUTCDC and is placed 6–15 m in advance of the crosswalk and is not used at signalized, stop-controlled, or roundabout crossings.
- School Crosswalk Sign **(RA-3)**: Required to identify school crosswalks and must be installed on both sides of the roadway, with signs oriented toward the centre of the road. This sign is not used on approaches controlled by traffic signals or stop signs.
- School Crosswalk Ahead Sign **(WC-16)**: Required in advance of a school crosswalk where a SCHOOL AREA sign is not already present. It provides advance warning and is oriented based on the side of the roadway where the crossing occurs.
- In-Street School Crosswalk Sign **(RA-8)**: Used to increase the visibility of school crosswalks and is typically installed on a part-time basis during school crossing periods only. The sign is removed when school children are not present.

In small rural communities, consistent crosswalk treatments can improve driver awareness and reduce the risk of conflicts between vehicles and people crossing. Within Cedar Village, painted crosswalks without associated sidewalks or formal landing areas are considered an appropriate and sufficient treatment in locations where more extensive pedestrian infrastructure is not supported by the rural context. Where feasible, crossings should continue to be designed and implemented with consideration for accessibility, including providing the most direct, level, and stable connection possible within existing constraints.

A 1.4 Rapid Implementation Strategies

Rapid implementation projects can use a range of treatments and materials and are typically designed to be delivered quickly with minimal construction. These projects typically work within the existing curb-to-curb roadway width by reallocating space from vehicle travel lanes and/or on-street parking rather than expanding the roadway.

An understanding of existing conditions, including traffic volumes, lane widths, and parking use, is essential to determining where space can be safely and effectively reassigned. Budget considerations also play a key role in selecting treatments, as both upfront costs and long-term operations and maintenance need to be considered. Lighter, lower-cost materials may be quicker to install but often require more frequent maintenance, while more durable options involve higher installation effort and cost. Balancing initial investment with ongoing maintenance needs is essential to ensure projects remain effective over time.

A range of rapid implementation treatments can be used to separate pedestrians and cyclists from motor vehicle traffic, each offering different levels of protection, cost, durability, and maintenance requirements for any type of project adjacent or near traveling motor vehicles.

Flexible delineator posts are low-cost and quick to install, mainly improving visibility rather than providing physical protection. They work best on lower-speed streets or alongside other separation elements but require frequent replacement and are generally viewed as temporary.

Modular plastic curbs provide a continuous, low-height barrier that improves comfort and perceived safety. They are relatively easy to install and allow drainage but can be driven over and may shift if struck by vehicles.

Parking-protected pathways use parked vehicles as a buffer between pedestrian and cyclist pathways and vehicle traffic. They are among the most cost-effective options and maintain curb access, though protection is reduced when parking turnover is high or spaces are empty.

Planter boxes add both physical separation and visual appeal, making them well suited for main streets and community-focused areas. While they boost the streetscape, they require more space and ongoing maintenance.

Pre-cast concrete curbs offer a more durable and reliable form of separation than plastic curbs and can be used on higher-volume roads. They provide consistent protection but limit curbside access and require equipment for installation and repair.

Extruded concrete curbs deliver a higher level of protection and durability and are appropriate for busier or faster roadways. They involve higher upfront costs, limited flexibility once installed, and careful design to address drainage and accessibility.

Concrete barriers provide the highest level of physical protection and are best suited to high-speed or high-volume corridors. While effective, they significantly affect curb access, reduce usable pathway width, and come with higher costs.

In many cases, combining treatments along a corridor can address varying conditions, such as access needs, emergency routes, or areas where improved aesthetics are desired. Hybrid approaches allow flexibility while maintaining overall network continuity and safety.

Appendix 2: Funding Strategies and Opportunities



APPENDIX 2: FUNDING STRATEGIES AND OPPORTUNITIES

Implementation of the Cedar Village Active Transportation Network will be supported through a combination of Regional District funding, external funding programs, and coordination with partner agencies.

Many of the proposed segment improvements and safety programs align with provincial and federal funding objectives related to active transportation, greenhouse gas reduction, and community safety. Segments that improve safety, provide separation from vehicle traffic, and enhance connections to schools and key destinations are typically well positioned to compete for external funding.

This plan has been developed to support future funding applications by identifying key corridors and connections, defining segment-level scopes, and providing planning-level cost estimates. This enables the Regional District to respond to funding opportunities as they arise and advance segment projects that align with program requirements.

Funding strategies are presented for future consideration and do not indicate implementation timing or funding commitments.

A.2.1 External Funding Opportunities

Building out Cedar Village's active transportation network is a multi-year effort that requires coordination with the Ministry of Transportation and Transit, School District 68, and other partners. Implementation will also rely on securing external funding through provincial or federal partnership programs. The following subsections outline key funding opportunities that may support this work.

A.2.1.1 BC Active Transportation Infrastructure Grant Program

The B.C. Active Transportation Infrastructure Grants Program provides cost-sharing opportunities for infrastructure improvements that support all ages and abilities. The province contributes up to $500,000 per project.

A.2.1.2 BC Transit Minor Betterments

The Transit Minor Betterments program provides up to $100,000 in funding for minor transit-supportive improvements such as bus stop upgrades (pullouts, paving), shelters and lighting, accessibility improvements, pedestrian connections to transit, signage and wayfinding.

A.2.1.3 ICBC Road Improvement Program

The ICBC Road Improvement Program provides funding for road safety projects that address high-risk locations through infrastructure upgrades such as intersection improvements, traffic signals, and crosswalks enhancements. Funding is discretionary and evaluated on a case-by-case basis.

A.2.1.4 BC Vision Zero Funding Program

BC Vision Zero provides up to $20,000 per project to support safety improvements for road users, including pedestrians and cyclists. Funding may be used for infrastructure, education, enforcement initiatives, or other measures that improve safety.

A.2.1.5 BC Growing Communities Fund

The BC Growing Communities Fund grant is a one-time funding program supporting infrastructure needed to enable community growth. Eligible funding may include early-stage development work and infrastructure improvements that support active transportation.

A.2.1.6 National Active Transportation Fund

The National Active Transportation Fund supports planning and construction of active transportation infrastructure. Planning grants may provide up to $50,000 (covering 100% of eligible costs), while capital funding may contribute up to $50 million, depending on project eligibility.

A.2.1.7 FCM Green Municipal Fund

The FCM Green Municipal Fund is a Canadian federal program administered by the Federation of Canadian Municipalities (FCM), providing grants and low-interest loans to Canadian municipalities for innovative environmental projects that improve air, water, and soil quality, reduce greenhouse gases, and build climate resilience, including active transportation initiatives.

A.2.1.8 Union of BC Municipalities (UBCM) – Active Transportation Planning Funding Program

This program supports local governments in developing or enhancing active transportation components within planning documents. Eligible communities may receive up to $30,000 to support planning-related work.

A.2.1.9 Union of BC Municipalities (UBCM) – Complete Communities Funding Program

The Complete Communities program supports local governments in advancing identified community goals through the creation of more complete communities. The program supports communities in undertaking assessments to inform land use decision-making, considering housing needs, supply, and location; providing transportation options including increased walkability; and making connections to infrastructure investment and servicing decisions. The Complete Communities program can contribute a maximum of 100% of the cost of eligible activities to a maximum of $150,000.

A.2.1.10 Union of BC Municipalities (UBCM) – Community to Community Funding Program

The Community-to-Community program provides funding to help local governments and First Nations strengthen relationships and develop shared agreements or planning initiatives. Eligible projects can receive up to $20,000 in support.

A.2.1.11 Indigenous Community Infrastructure Fund

For potential collaborative and partnered projects with local First Nations, the Indigenous Community Infrastructure Fund supports and invests in the immediate infrastructure needs of Indigenous communities for ongoing, new and shovel-ready projects.

A.2.2 Coordination and Partnership Opportunities

Implementation will require ongoing coordination with local and regional partners to align active transportation improvements with planned infrastructure upgrades and community initiatives.

Ministry of Transportation and Transit (MOTT)

Active transportation improvements may be coordinated with planned roadway rehabilitation and maintenance projects, including resurfacing, bridge upgrades, and intersection improvements. Integrating active transportation elements into these projects can improve efficiency and reduce overall costs.

School District 68

Collaboration with the School District will support improvements to walking and cycling access to schools, including enhancements to pick-up and drop-off areas and Safe Routes to School initiatives. Projects on or adjacent to school district property will require further consultation and formal approval.

First Nations

The Regional District will continue to collaborate with Snuneymuxw and Stz'uminus First Nations to support coordinated planning efforts and advance improvements that enhance connectivity and safety for all residents.

Development Contributions

As development occurs within Cedar Village, there may be opportunities to secure active transportation improvements through development approvals, including road dedication, pathway construction, and frontage improvements that align with the ATNP network.

Community and Placemaking Initiatives

As projects advance, opportunities may be explored to integrate active transportation improvements with broader village-scale placemaking objectives, particularly within the Cedar Main Street area.

This coordinated approach allows the Regional District to advance projects strategically and leverage partnerships and funding opportunities to accelerate implementation of the active transportation network.

APPENDIX 3: Cedar Road North Corridor – Area Map



Segment 1: Cedar Road North Corridor Planning and Costing Note

This note provides context for the planning-level cost estimate presented in Section 7.2.1.

The Cedar Road North corridor follows Cedar Road between McMillan Road and the village core and includes sections with limited right-of-way and constraints related to ditches and utilities.

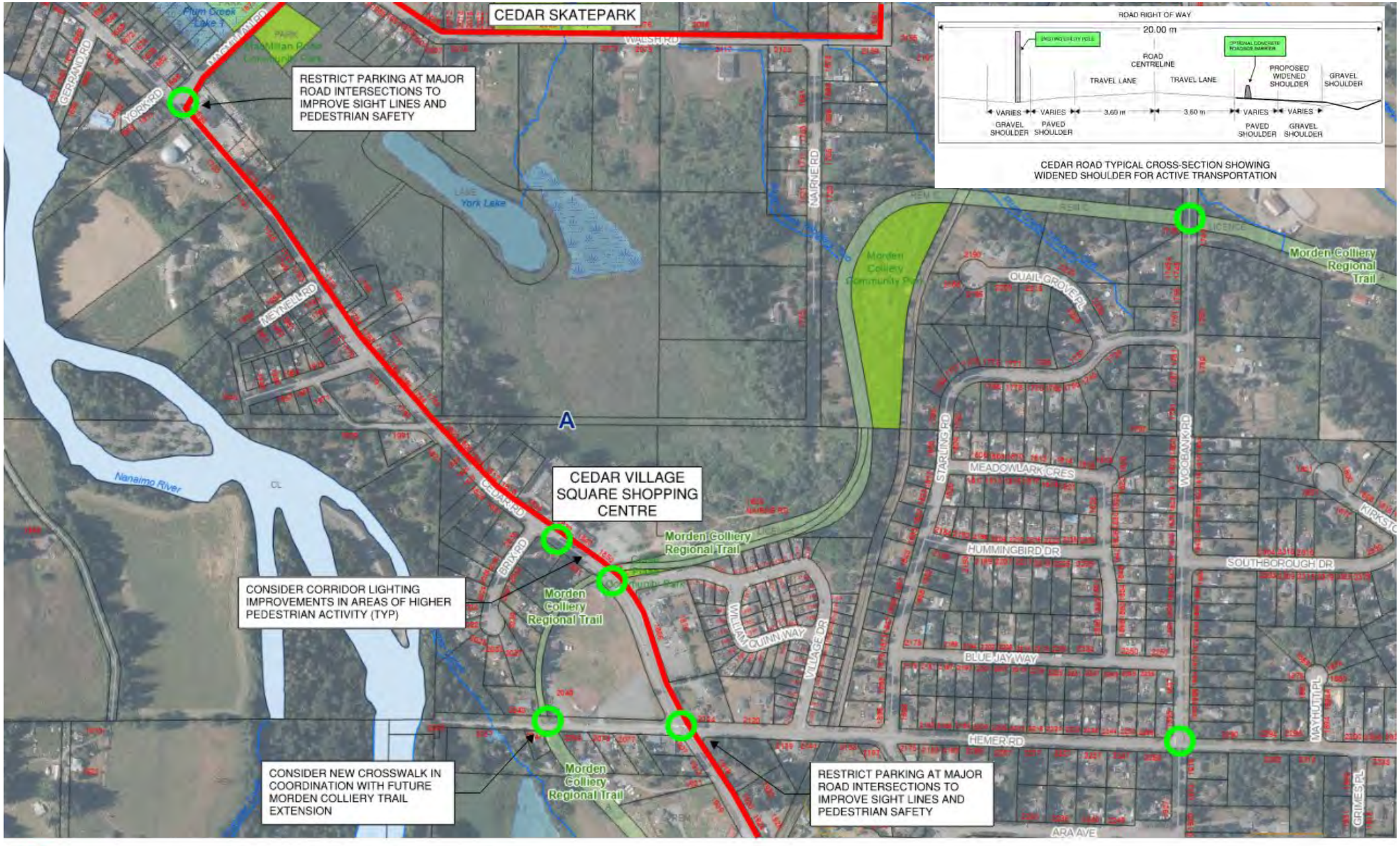
Planning-level cost estimates reflect a range of potential construction approaches, from widening the existing shoulder within the current roadway to constructing a separated multi-use pathway where space permits. The lower-cost estimate reflects improvements that can generally be accommodated within the existing roadway, while the upper-cost estimate reflects a higher standard of facility that may require additional space or localized roadway adjustments.

In some locations, minor adjustments to the roadway alignment may be considered to accommodate a separated facility while minimizing impacts to roadside drainage and utilities.

Improvements are generally anticipated on the east side of Cedar Road, reflecting available space and reduced impacts to roadside features.

Barrier protection is incorporated along portions of the corridor where additional separation between active transportation users and vehicle traffic is appropriate.

Cost estimates assume construction within the existing public right-of-way and exclude property acquisition and major utility relocation. These assumptions will be confirmed through future feasibility assessment and detailed design.



PROPOSED CROSSWALK SAFETY / ACCESSIBILITY IMPROVEMENTS

PROPOSED SHOULDER WIDENING / PEDESTRIAN AND CYCLING ACCESSIBILITY IMPROVEMENTS

APPENDIX 4: Cedar Road South Corridor – Area Map



Segment 2: Cedar Road South Corridor Planning and Costing Note

This note provides context to support the planning-level cost estimate in Section 7.2.2.

The Cedar Road South corridor includes three components:

1. Cedar Road between the village core and Yellow Point Road
2. Cedar Road between Yellow Point Road and Gould Road
3. A portion of Yellow Point Road south of the Cedar Road intersection

These components reflect different land use contexts and corridor constraints, which influence the range of cost estimates.

1. Cedar Road: Village Core to Yellow Point Road (approximately 1,200 m)

The primary corridor between the village core and Yellow Point Road supports higher activity levels and includes a range of potential improvements, from shoulder widening to separated multi-use pathways. The lower-cost estimate reflects improvements within the existing roadway, while the upper-cost estimate reflects higher-standard facilities that may require additional space or localized roadway adjustments.

2. Cedar Road: Yellow Point Road to Gould Road (approximately 300 m)

The section of Cedar Road between Yellow Point Road and Gould Road provides a connection to the existing crossing at Gould Road and improves access to the elementary school. Improvements in this section are anticipated to be lower intensity, with cost estimates based primarily on shoulder widening using typical unit rates. Barrier installation may be applied selectively where additional separation is warranted but is expected to be more limited than in higher-activity areas.

3. Yellow Point Road:(approximately 650m)

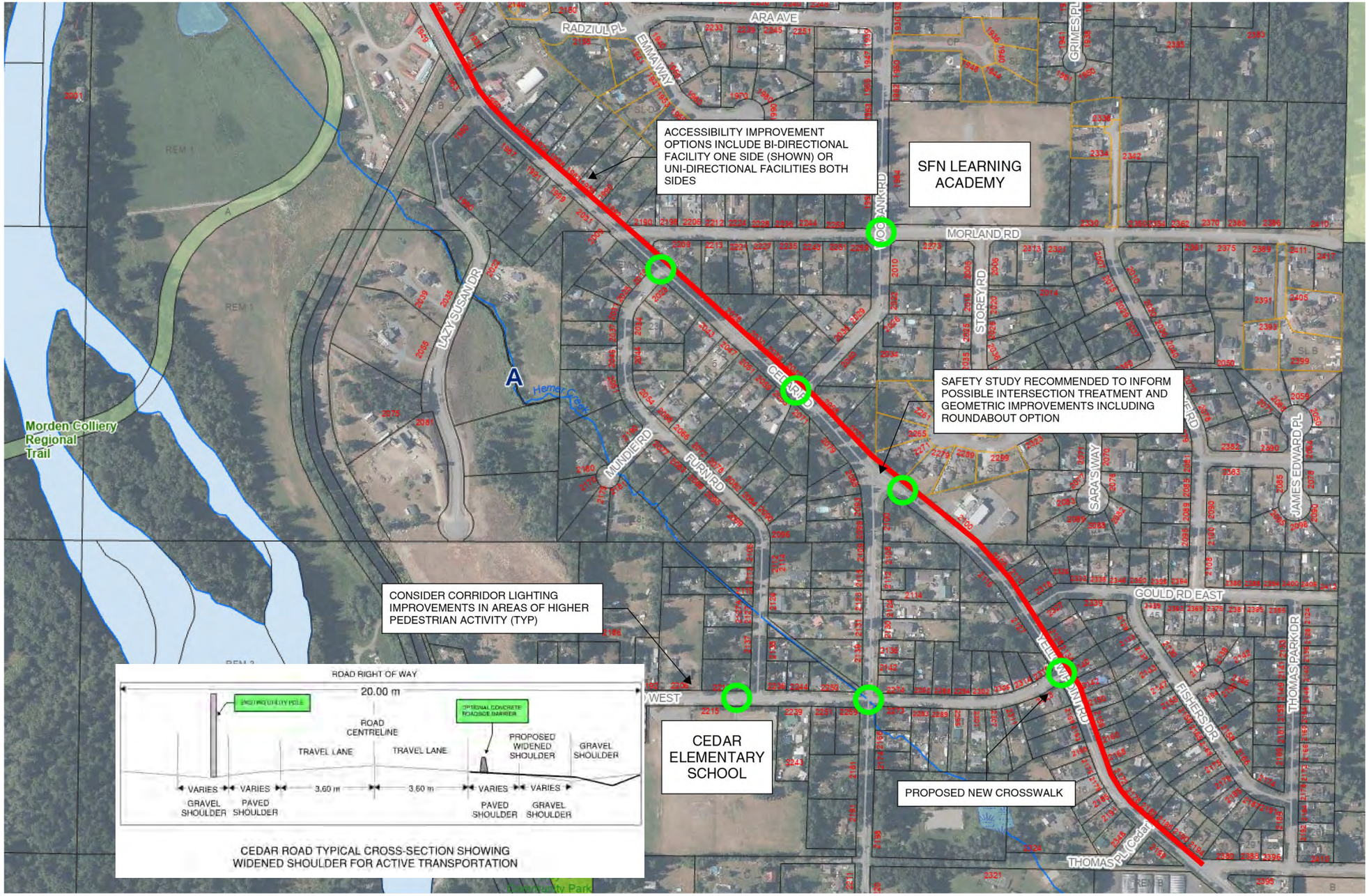
Improvements along this portion of Yellow Point Road support neighbourhood connectivity and access to the Cedar Road corridor and are anticipated to be lower intensity, with cost estimates based primarily on shoulder widening and selective barrier installation where warranted.

Corridor-Wide Considerations

Improvements are generally anticipated on the east side of Cedar Road and Yellow Point Road, reflecting greater available right-of-way, improved connections to key destinations, and reduced impacts to roadside features.

Barrier protection is incorporated along portions of the corridor where additional separation between active transportation users and vehicle traffic is appropriate.

Cost estimates assume construction within the existing public right-of-way and exclude property acquisition and major utility relocation.



PROPOSED CROSSWALK SAFETY / ACCESSIBILITY IMPROVEMENTS

PROPOSED SHOULDER WIDENING / PEDESTRIAN AND CYCLING ACCESSIBILITY IMPROVEMENTS

REGIONAL DISTRICT OF NANAIMO