TRANSPORTATION AND MOBILITY

Local terrain, land use and employment patterns, and rural and remote residential neighbourhoods constrain and influence citizens' transportation choices and behaviors. Accessible and sustainable transportation is a cornerstone of a healthy, liveable community and a key to lowering greenhouse gas emissions. RDCK is working towards a multi-modal transportation system where people can have choice in their transportation modes.

CURRENT TRENDS

Remote and Rural. In Area I remote communities are often accessed by one road. A cable ferry is used to access the community of Glade.

Highways. Highway 3A forms the main corridor connecting Nelson and Castlegar. All public roads in the RDCK are the jurisdiction of the Ministry of Transportation and Infrastructure.

Car Dependency. 90% of Area I residents drive their own car to work, and the majority of commutes are 15 to 29 minutes (46.6%). Residents in Area I may be travelling in either direction for employment opportunities.

Area	Commuters	Less than 15 minutes	15 to 29 minutes	30 to 44 minutes	45 to 59 minutes	Greater than 60 minutes
I	1105	225	515	225	100	45
J	1395	535	485	265	75	35
Castlegar	3480	1655	1155	460	135	65
RDCK	23,180	10,870	6,505	3,305	1,180	1,310

GHG Contributor. Vehicle transportation currently makes up the bulk of community greenhouse gas emissions (41% of total emissions).

Transit. Transit routes 38 & 99 connect the rural communities of Area I to Nelson, Castlegar and Selkirk College. Utilization is high and increasing.

Air. West Kootenay Regional Airport is located in Castlegar with flights to/from Vancouver and Calgary - 12,500 annual aircraft movements and 74,000 annual passengers.

Active Transportation. Amenities such as walking trails, bike lanes, sidewalks, park and rides and transit bays are limited in the area. Recreational trails such as the Ward Ferry and Skattebo Reach Trails follow along the east side of Kootenay River.

WHAT DOES THE CURRENT OCP SAY?

The OCP contains transportation policies addressing highways, airport lands and trail development.

Plan for the provision of a road network capable of safely servicing existing and future development.

Encourage alternatives to motor vehicles along roadways.

Minimize conflicts between the Castlegar airport and adjacent land uses.

Minimize conflicts between rail lines and adjacent land uses.

Encourage development of a comprehensive trail system adjacent to the Columbia and Kootenay rivers.

Encourage maintenance and enhancement of the existing Canadian Pacific Railway bridge for pedestrian use.

Encourage public use of abandoned railway rights-of-ways for community purposes.

Encourage the maintenance of the existing airport as a regional airport.

OPPORTUNITIES

- Promote land development and further density in areas that can be connected to transit and other transportation options
- Transportation-related air pollutants are the largest contributors to poor air quality and produce greenhouse gas (GHG) emissions - more trips by active means can result in a reduction of GHG emissions
- Affordable and equitable multi-modal transportation networks can enable residents of all incomes and abilities to access necessary services and supports
- Transportation and urban planning policies can effectively encourage physical activity - more multi-modal transportation options people can be more active

CHALLENGES

- Low density and remote communities make it difficult to provide alternative transportation options that are cost efficient
- Existing road design may be difficult to retrofit for alternatives like bike lanes, sidewalks, trails or transit bays and is under the jurisdiction of the Ministry of Transportation and Infrastructure
- Existing transit routes are at or near capacity – especially during the school year

RESOURCES

BC Transit - Transit Future Service Plan (2021)
RDCK Parks and Recreation Master Plan (in development)
BC Active Transportation Design Guide
Ministry of Transportation and Infrastructure

Stay Involved:
https://rdck.ca/PlanArea1