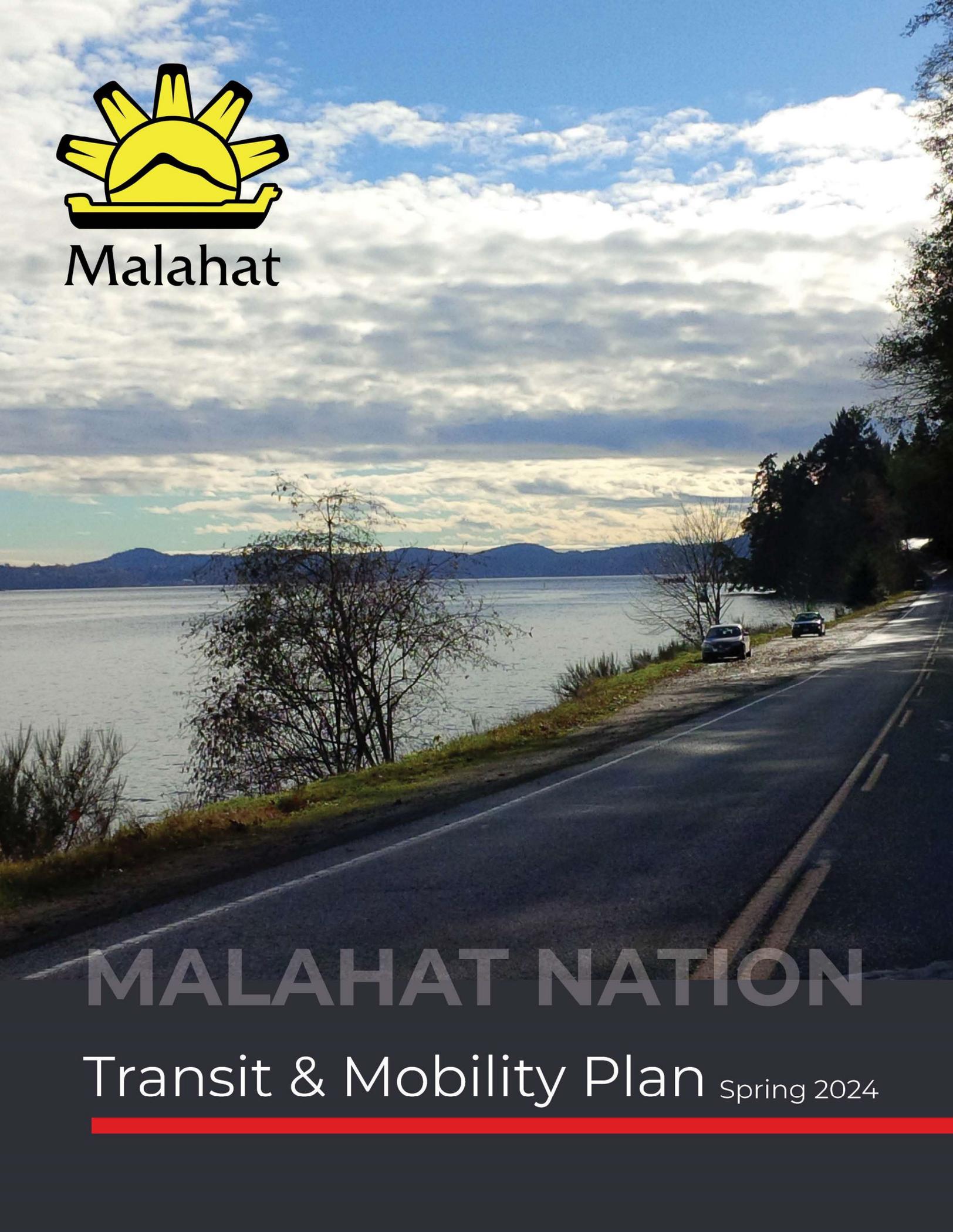


Malahat



MALAHAT NATION

Transit & Mobility Plan Spring 2024

PREPARED FOR:

MALAHAT NATION

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1.0 INTRODUCTION

Malahat Nation wants to improve transit and mobility options for community members to allow everyone to access important local and regional destinations. These include essential services, employment, areas of cultural significance, recreation, nature, and other key locations.

As such, this plan sets out to establish Malahat Nation's alternate transportation and mobility priorities, including the Nation's vision, objectives, and policies. These priorities include building new infrastructure and other capital investments, developing programs and services, and working with partner agencies and governments. As a rural First Nation, Malahat Nation's needs may be different from other communities, but are aligned with similar objectives to improve the comfort, convenience, and safety of transportation and mobility options.



1.1 PLAN PROCESS

The Malahat Transit and Mobility Plan was developed in four phases, including:



1. Project Kick-Off and Community Understanding

The first phase sets out to establish the project objectives, identify key partners, establish engagement dates, and understand the current community context, including Malahat's demographics, guiding documents, and other ongoing or influential initiatives.

2. Community and Contributor Engagement

Engagement with both the Malahat community and important transportation contributors provided insight into the needs, challenges, and opportunities that have informed this Plan and should be addressed in its directions.

3. Plan Development

Combining the findings of engagement and community understanding, this Plan was developed including the vision, objectives, policies, and actions to support a more multi-modal transportation system that serves the needs of the Malahat Nation community.

4. Review & Final Plan

The Plan will be reviewed by Nation staff and leadership to ensure that directions are consistent with other initiatives and provide a strong platform for Malahat Nation to achieve its multi-modal transportation vision and objectives. Once updated, Chief and Council will decide whether to endorse the Plan.

A cyclist is riding a road bike on a paved, winding road that curves to the right. The road is surrounded by a dense forest of tall, dark evergreen trees. The scene is captured in a dark, low-key lighting style, with the cyclist and the road's edge being the primary light sources. The overall mood is quiet and focused.

2.0

PUBLIC

ENGAGEMENT

2.0 PUBLIC ENGAGEMENT

In April and May 2023, the consulting team engaged with the community on mobility-related challenges and opportunities to inform the Transit and Mobility Plan.

Through informal conversations with members, a contributor session and community survey, meaningful feedback was collected and informed the next stages of this project.

A summary of the approach and findings is included below.

2.1 CONTRIBUTOR SESSION

On May 10, 2023, a Contributor Session was hosted by Malahat Nation and the consulting team. This session was held virtually and included participants from Cowichan Valley Regional District, BC Transit, BC Ferries, and Friends of Rails to Trails Vancouver Island. Representatives from the Vancouver Island Health Authority and Ministry of Transportation and Infrastructure were not able to attend the session.

An overview of the planning process and background information gleaned in Phase 1 of the process was provided to the group and discussion opportunities followed each portion of the presentation.

Contributors shared current and upcoming initiatives that may influence this planning process. These included:

- South Cowichan Local Area Transit Plan (CVRD and BC Transit)
- Accessible BC (identified by BC Transit)
- Considerations for the future of the E&N corridor (Island Rail Corridor Interests and Possible Uses Assessment was also mentioned)
- Future funding opportunities such as BC Active Transportation Fund and the National Active Transportation Fund from Infrastructure Canada were both mentioned.

Projects that are underway that may be of interest for review were also mentioned such as transit services along Highway 16 (Yellowhead Highway), North Okanagan Rail Trail, and ongoing routine meetings with BC Ferries, particularly when terminal changes are anticipated or forthcoming.

The group was informed of next steps which included technical planning throughout the summer of 2023, and was invited to review and provide input on the Transit and Mobility Plan in draft form prior to finalizing.

2.2 COMMUNITY SURVEY

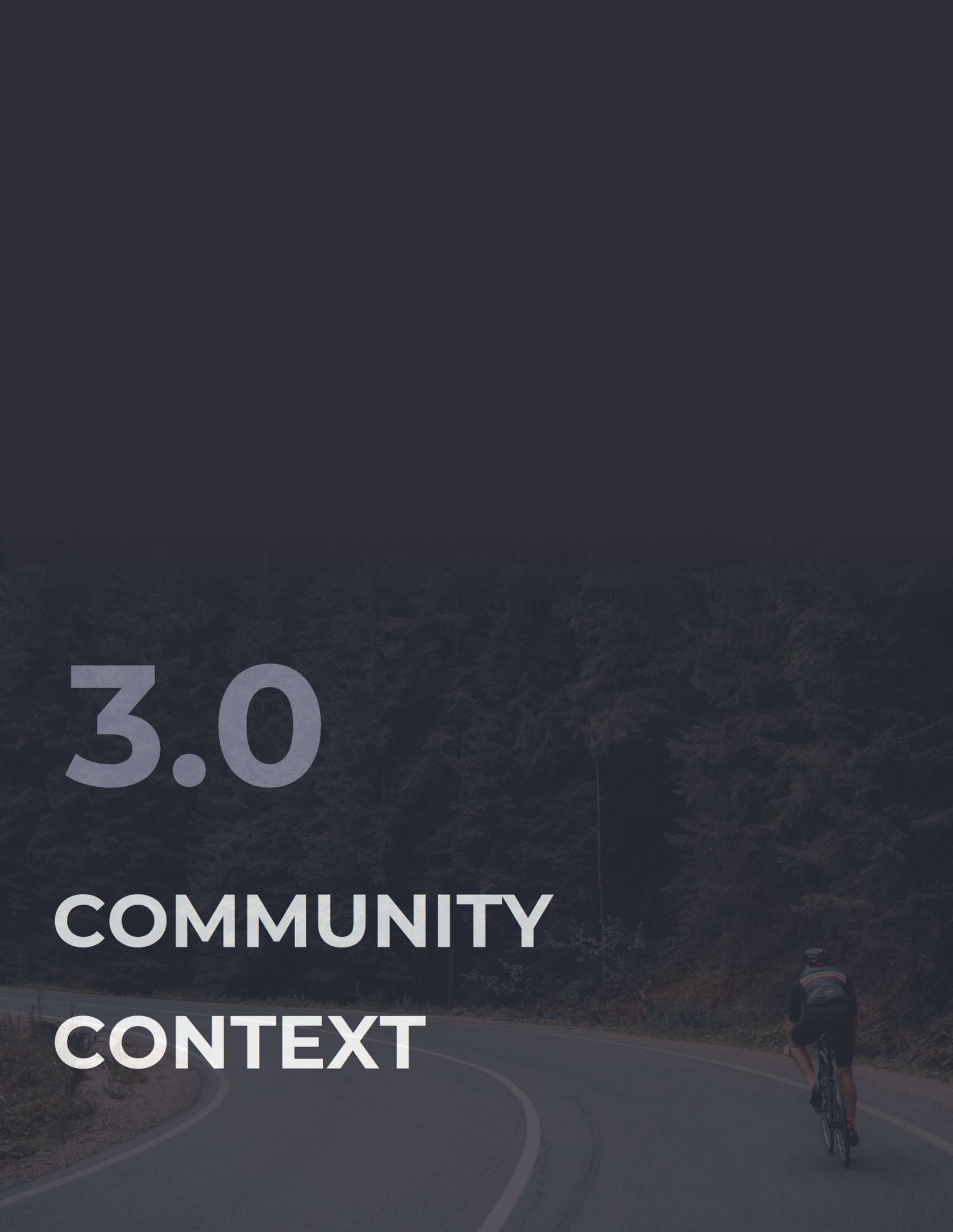
The community survey was promoted to Nation members through community events, the Nation's website, and through one-on-one discussions between staff and community members. The survey aimed to identify current barriers to accessing community amenities on reserve and to understand priorities and values for future mobility options to reach frequent destinations and essential services beyond the Nation.

The survey was available from April 3 to May 15, 2023. Prizes were offered to participants to encourage participation. The survey received 42 responses.

2.2.1 KEY TAKEAWAYS

The following is a summary of what we heard through the survey responses, including the responses to open-ended questions. **Section 3.2** outlines results from the survey.

- **Private vehicles are the main mode of transportation used by members to access key destinations off-reserve.** Over 50% of respondents indicated using a vehicle to access work, errands and community events and meetings.
- **The community wants improved transportation services.** 83% of respondents felt it was very important to improve mobility services for Malahat Nation members.
- **Accessing services, shops and work are the main reasons members need transportation services to travel off-reserve.** 47% of respondents use public transit to access shops and services and 22% of respondents use public transportation to access work.
- **More than half of respondents indicated they would take public transportation more often if barriers were addressed.** Key barriers to public transportation mentioned were frequency of service and long travel times. Opportunities from members included adding a bus stop near the business park (to access the Cowichan Commuter) and educating members on how to use transit, including how to interpret schedules and use online trip planning tools.
- **Walking is an enjoyable form of transportation for members,** but is predominantly used for exercise, enjoying nature and spending time with community. Identified barriers to walking included lack of lighting, shortage of sidewalks and trails, and steep topography.
- **Improving road safety for all road users is the top priority for transportation.** Respondents especially identified the need for safer facilities for children, including walking pathways and crosswalks. Members identified disrespectful behaviour from vehicles driving past, including travelling at high speeds as a concern.
- **The shuttle service is helpful but could use improvement.** 44% of respondents used the Nation's shuttle vehicle in the last two years. Respondents offered opportunities to improve the service by being more adaptable to members' schedules and reasons for needing to travel off-reserve as it is currently only intended to fulfill rides for medical appointments. Others suggested that a carpool service for members would be helpful to fill the service gaps of the shuttle.

A cyclist is riding a road bike on a paved road that curves to the right. The road is surrounded by a dense forest of tall evergreen trees. The scene is captured in a dark, low-key lighting style, with the cyclist and the road's edge highlighted against the dark background. The overall mood is quiet and focused.

3.0

COMMUNITY

CONTEXT

3.0 COMMUNITY CONTEXT

3.1 COMMUNITY PROFILE

3.1.1 MALAHAT NATION LANDS

The Nation's Land Use Plan refers to Malahat IR #11 as Malahat Nation Land which encompasses 241.6 hectares (597 acres). This is the primary residential and community support hub for the Nation, with a residential subdivision in the southeast corner of the reserve, near community-serving facilities. These facilities include the longhouse, administration offices, cemetery, learning centre, daycare, recreation centre, health centre, and community beach with a canoe storage facility.

The Nation also holds a joint interest in the Goldstream IR #13 alongside Pauquachin First Nation, Tsartlip First Nation, Tsawout First Nation, and Tseycum First Nation. The reserve is located to the east of Goldstream Provincial Park at the mouth of the Goldstream River.

Malahat Nation Land has areas with significant slopes, which have the potential to result in geotechnical hazards and/or high development costs. A 30% ground slope reflects a common threshold where geotechnical concerns and associated costs become a significant factor in developing land, including transportation infrastructure. Pursuing transportation projects on steep slopes incurs greater costs due to creating appropriate grades or facilities may be too steep to accommodate people of all ages and abilities.

3.1.2 TREATY

The land uses described in the Land Use Plan (2018) will remain in place until the ratification of treaty, when all Nation-owned land, including reserve, fee simple, and incremental treaty land, will become Malahat Nation Treaty Land. Incremental treaty lands are located to the south of Shawnigan Lake and the west of the current Nation Land.

An Incremental Treaty Agreement was adopted in 2013. This transferred the Malahat Mountain Village lands to Malahat Nation ahead of the finalization of treaty. Other treaty settlement lands were offered to the Nation in 2017. These include sites in West and North Shawnigan, two smaller parcels along Highway 1, and further lands around Malahat Mountain Village. Additional lands, known as Bamberton North and South will be added to future treaty settlements. Bamberton North is immediately adjacent to the Malahat Nation Reserve to the west and south, and Bamberton South will include an addition to the Malahat Industrial Lands. These lands are referenced below in **Figure 1**.

Malahat IR #11 is the focus area for this Transit and Mobility Plan, however it is recognized that strengthening transportation services for both on- and off-reserve members is critical.

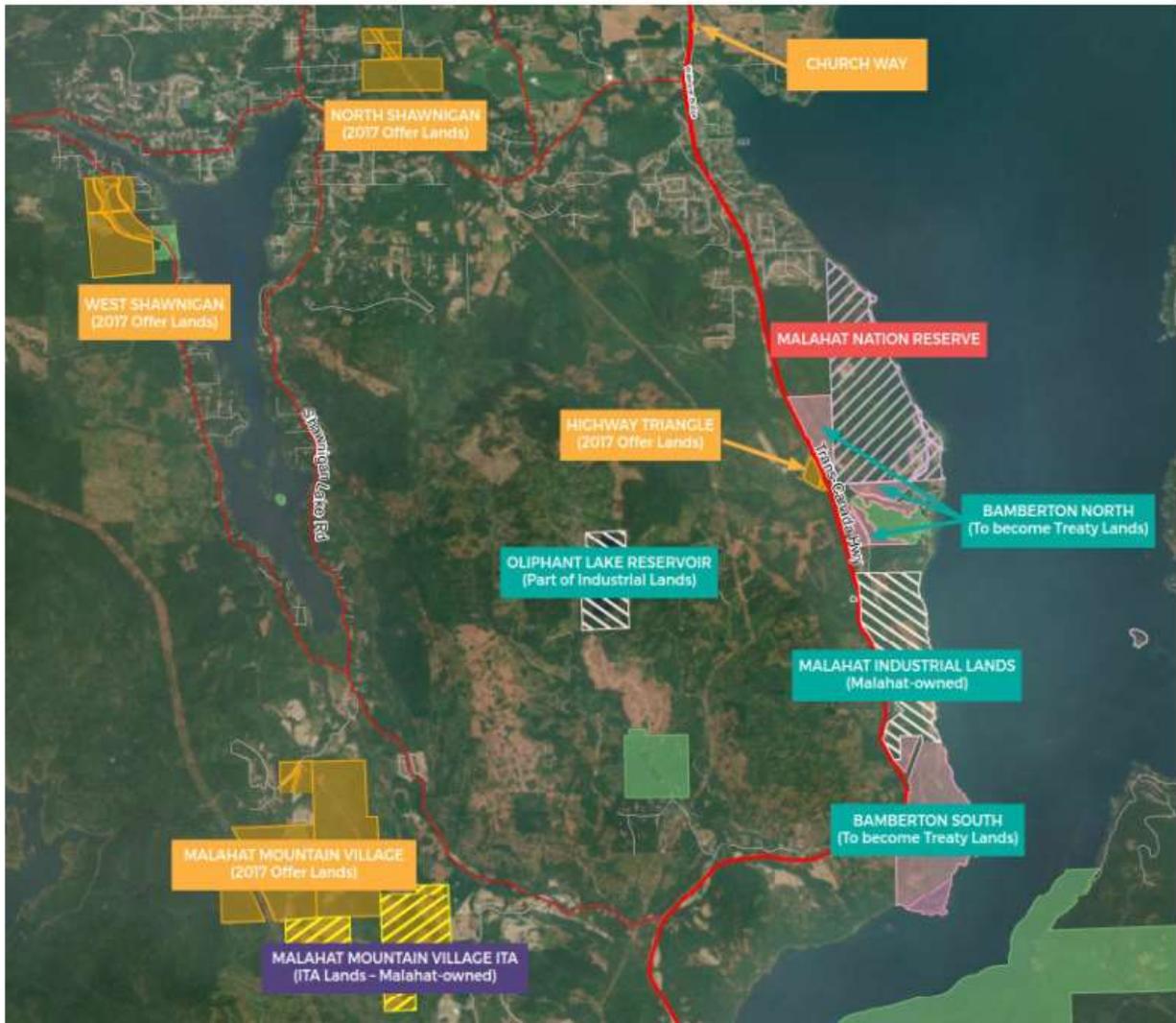


Figure 1: Malahat Settlement Treaty Lands

3.1.3 ADJACENT LANDS

To the west, Malahat IR #11 is bound by several private lots which have had little development. The Trans-Canada Highway (TCH) is located beyond these lots, coming close to the southwest portion of Malahat's land. A small subdivision and docking facilities are located adjacent to Malahat's southern boundary. Mill Bay Road divides the reserve lands along the eastern edge, separating most of the land from the waterfront.

To the south and west of Malahat Nation Land are the Malahat Industrial Lands. These are the current economic hub and an employment centre within Malahat Nation and provide access to the deep-sea port, a mining permit, and opportunities for clean fill sites and eco-tourism to take advantage of the extensive waterfront access. The Malahat SkyWalk was recently completed at the south end of these lands, providing a new commercial tourism opportunity.

3.1.4 EXISTING TRANSPORTATION INFRASTRUCTURE

The main transportation corridor through the reserve land is Mill Bay Road, which runs from north to south, intersecting the eastern edge of the reserve and providing access from TCH and into Mill Bay. Access to the TCH leads directly to the southwest corner of the reserve and Mill Bay Road. Currently, the Malahat community buildings and homes are concentrated in the southeast area of the reserve with growth intended to remain on the south side of Malahat Creek with upslope expansion to the west. The condition of Mill Bay Road is known to be deteriorating, with the threat of high tides and erosion impacting access to the community along its lower alignment.

Internal connections within the community are provided by a limited number of roads, as shown in **Figure 2**. These include Jesken Rd, which is a steep, unpaved street and connects the upper part of the community lands to two points on Mill Bay Road. Malahat Nation's administrative buildings are located along Thunder Road, along with other homes in the lower part of Malahat Lands.

Mill Bay Road is the primary external access route to the community and the Mill Bay Ferry, which provides transportation for vehicles to and from Brentwood Bay across the Saanich Inlet on the Saanich Peninsula. Preliminary discussions have taken place regarding the possible relocation of the ferry terminal further north along Mill Bay Road to limit disruptions to the Malahat community. Trowsse Road connects the TCH to Mill Bay Road at the southeastern corner of the Malahat Lands.

The Cowichan Valley Trail (CVT) crosses Malahat Nation Treaty Settlement Lands in two locations, Malahat Mountain Village and West Shawnigan, and is part of the larger Trans-Canada Trail (TCT). Between these two locations, approximately 4.8 km of the Trail is located on Malahat lands. The Yos pole welcomes visitors along the Malahat Connector, a section of the TCT running through Malahat Nation territory, linking Cowichan and Greater Victoria.

The E&N railway is near Nation lands but does not cross any of the current Malahat lands or treaty settlement lands.

Active transportation infrastructure such as sidewalks, crosswalks, or a formal network of pathways is not currently available on reserve. This deficiency creates barriers to active transportation participation and limits accessibility particularly for those who may require the assistance of a mobility device. Indigenous Services Canada (ISC) level of service standards for roads and bridges do not typically include active transportation facilities and therefore a lack of safe walking and cycling infrastructure is common within First Nations communities.



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Figure 2: Existing Transportation Conditions

3.1.5 POPULATION

Understanding how the Nation may grow over the short-, medium, and long-term is critical to framing current and future transportation needs. Based on projections from 2018 in the Nation's Land Use Plan, Malahat Nation would reach an on-reserve population of 258 by 2028, 687 by 2048, and 1,823 by 2068. These projections illustrate a rapidly growing overall population and substantial growth on Malahat IR #11. To align with this growth, the plan also anticipates that over 400 new housing units will be needed over the next 50 years to supplement the existing housing supply of 40 homes. As such, improved transportation infrastructure and services, such as transit, will be required to facilitate internal and external connections.

3.1.6 MODE SHARE

Census data provides some indication of transportation modes used within the Malahat community to commute to work. As a small community, the sample size of individuals is limited, however, the data shows that most of the population drives or walks to work. No commute trips were shown to be fulfilled by bicycle or transit. Through engagement with the community it was shown that community members travel by transit for errands and appointments, work, school, community events and social activities however driving is largely the most common mode for these trips as well.

3.1.7 TRANSIT

There is one transit stop (Stop ID 136300) in the community, located at Ferry Road / Mill Bay Road, which features a transit shelter and a covered transit pad. Route #8 provides service between Duncan, Shawnigan, Mill Bay Shopping Centre and Malahat Nation seven times per day. The trip between Malahat Nation and the Mill Bay Shopping Centre is approximately 12 minutes.

There are currently two morning departures and five afternoon/evening departures that align with the Brentwood Bay – Mill Bay ferry route schedule.

From Mill Bay, regional transit connections are available to Duncan and to Greater Victoria via Route #66, a commuter service to Downtown Victoria. The closest stop to Malahat Nation is located at Lodgepole Road / Frayne Road Park & Ride (Stop ID 104000 & 104001), which can be accessed via Route #8. However, due to the limited scheduling of Route #8, it would not be possible to connect with the early morning schedule of Route #66.

It is understood that the Nation also operates a shuttle style vehicle funded by the First Nations Health Authority to help meet the health-based needs of the community including transportation services for medical appointments. However, this community-based service does not address other essential needs such as groceries, recreation, employment, and socialization.

3.2 POLICY CONTEXT

3.2.1 COMPREHENSIVE COMMUNITY PLAN (2021)

The community's desire for improved transportation services emerged as a priority through consultation undertaken during the development of the Nation's Comprehensive Community Plan (CCP), as directed by two key actions in the CCP:

- **2.2.2** – Explore approaches for easier access to community services (for example, providing transportation for community programs, events, grocery shopping, and medical services).
- **3.1.2** – Provide transportation for off-reserve members to community programs and events.

Malahat's children also provided a variety of transportation-related ideas for the community including developing bike lanes or paths, a Malahat bus service, more roads and sidewalks, a water taxi, and a commuter train station.

3.2.2 MALAHAT LAND USE PLAN (2018)

The Malahat Land Use Plan (LUP) guides planning, protection, and development decisions for Nation Land (Malahat IR #11), now and into the future. The document describes the Nation's vision for these lands, and the values and guiding principles that will be embedded in long-term decision-making.

Three general land use designations are defined in the LUP: Community Lands, Industrial Lands, and Multiple Use. These designations are summarized as follows:

Community Lands – The Community Lands designation includes existing member residential areas and community-serving facilities. Transportation directions in the Community Lands include upgrading and paving all community roads and providing safe pedestrian access through the construction of sidewalks and improved lighting.

Industrial Lands – The Industrial Lands designation allows for light industrial and warehouse businesses on the southwest corner of Malahat Lands to support tax revenue for the Nation, diversify the local economy, and provide community education and employment opportunities.

Mixed Use – This designation provides for a range of uses, including mixed-use neighbourhoods, residential/market housing, and/or light industrial uses. The boundaries of the various uses will be established through future planning and community consultation.



Figure 3: Malahat Land Use Designations (Land Use

Transportation

The LUP contains transportation-specific objectives and policies to support the Nation's current and future land use. Transportation objectives include creating an integrated transportation network that provides options for people to travel to, from, and within Malahat Lands, and ensuring that the growth of the community will include safe, convenient, and accessible forms of non-automobile transportation to, from and within the community. Transportation policies include specific directions for roads, transit, ferries, and pedestrians and cyclists.

Parks, Trail Network and Amenities

The Parks, Trail Network, and Amenities section identifies investment in wayfinding and the provision of greenbelt corridors between development areas to permit active transportation uses and promote environmental protection and connectivity.

Sustainability

Transit is identified as an important component of community sustainability and is supported through actions in the LUP. Other relevant directions in this section include support for walkable communities and non-automobile transportation options and developing road standards to include appropriate active transportation infrastructure and vegetation.

3.3 SUPPORTING POLICIES, PLANS, AND LEGISLATION

Several regional and provincial plans, policies, and legislation influence Malahat Nation's transportation system and how the Cowichan Valley, Capital Region, and British Columbia more broadly envision future transportation and how Indigenous communities will be involved moving forward. The documents reviewed as part of this Plan include the following and were used to inform actions where applicable as outlined in **Section 5**, below.

Regional

- Transit Future Plan – Cowichan Valley Region (2011)
- Transit Future Action Plan – Cowichan Valley (2023)
- South Island Transportation Strategy (2020)
- Cowichan Valley Regional District Active Transportation Plan (2023)

Provincial

- Provincial Transit Plan (2008)
- BC Transit 2020-25 Strategic Plan
- CleanBC (2018)
- Move, Commute, Connect – B.C.'S Active Transportation Strategy (2019)
- British Columbia Active Transportation Design Guide (2019)
- Declaration On The Rights Of Indigenous Peoples Act Action Plan 2022-2027
- Accessible BC (2022)



4.0

VISION

4.0 VISION

MALAHAT NATION IS CONNECTED TO KEY COMMUNITY DESTINATIONS, AND NEIGHBOURING COMMUNITIES AND REGIONS, PROVIDING OPPORTUNITIES FOR RESIDENTS TO MEET THEIR DAILY NEEDS USING SAFE, CONVENIENT, COMFORTABLE, AND SUSTAINABLE TRANSPORTATION OPTIONS REGARDLESS OF AGE OR ABILITY. WE WILL PROVIDE INNOVATIVE, MULTI-MODAL SOLUTIONS THAT WORK FOR OUR SMALL POPULATION AND RURAL CONTEXT.

MALAHAT NATION WORKS CLOSELY WITH PARTNERS TO ENSURE THAT OUR PRIORITIES ARE REFLECTED IN THE TRANSPORTATION NETWORK AND ALL PARTIES VALUE THE MOBILITY OF MALAHAT NATION MEMBERS.

The Transit and Mobility Plan will adhere to the seven values of Malahat Nation as identified in the Comprehensive Community Plan:

1. Community Growth
2. Community Services
3. Community Unity
4. Cultural Continuity
5. Cultural Respect
6. Empowerment & Leadership
7. Government Transportation

A cyclist is riding a road bike on a paved, winding road that curves through a dense forest. The scene is captured from a low angle, showing the road's edge and the surrounding trees. The overall lighting is dim, suggesting a dusk or dawn setting. The text '5.0' is overlaid in a large, light blue font on the left side of the image, and 'THEMES & ACTIONS' is overlaid in a white font across the bottom center.

5.0

THEMES & ACTIONS

5.0 THEMES AND ACTIONS

To achieve Malahat Nation's transportation vision, five key themes guide the Transit and Mobility Plan. Actions under each theme are not listed in order of priority, however some key priorities are identified from these actions in **Section 6.0, Implementation**.



Connection

Provide new and improved transportation connections throughout Malahat Lands and to key destinations beyond.



Integration

Connect the various travel options and services available to community members, making them easy and available for all.



Safety

Ensure community members can travel safely where they need to when they need to.



Access and Comfort

Develop transportation facilities and services that are prioritized for access by all, regardless of age and ability, and are therefore comfortable for all users.



Education and Encouragement

Encourage and promote the use of mobility services as are they are established and educate community members on the benefits of each service.

THEME 1 – CONNECTION



Providing connected mobility options both within the community and to destinations in neighbouring communities and regions is important to meet the needs of Malahat members and promote and encourage sustainable travel. This theme focuses on establishing a network of transportation facilities and services that is connected to key destinations inside and outside of the community.

The mobility network should provide connections to key destinations such as schools, libraries, local businesses, the Community Centre, and healthcare facilities, and allow community members to travel safely regardless of age and ability. Active transportation facilities in this context include multi-use pathways, off-street pathways or nature trails, and sidewalks. The proposed active transportation network is a key component of the Transit and Mobility Plan and will help to create connections within the community.

Action 1-A: Implement an active transportation network that connects community members to destinations within the community.

- The proposed active transportation connections for Malahat Nation Lands can be seen in **Figure 4: Future Transportation Connections**. This figure highlights potential priority routes to improve mobility connections between community nodes and to residential areas. These projects include:
 - Developing a future multi-use connection on the east side of Mill Bay Road to connect the Malahat Community Core to Mill Bay.
 - Constructing new trails or upgrading and formalizing existing pathways.
 - Upgrading and building new pedestrian facilities (sidewalks and roadside pathways) on high-volume and high-speed roads.
 - Improve connectivity to the Nation's waterfront for all community members.
- Prioritize key connections and priority projects within the community. Implementation costs may be reduced by securing external funding sources and seeking partnership opportunities. This requires checking regularly with all levels of government and foundations to keep up to date on opportunities for funding that align with the priorities as outlined within this plan.

Action 1-B: Seek opportunities to improve permeability for active modes when new development occurs in the community.

- Dedicate land to providing trail connections across residential land when there are opportunities to better connect community members to community nodes or other key destinations.



Figure 4: Future Transportation Connections

Action 1-C: Identify and construct new road rights-of-way on Malahat Nation Lands to improve traffic circulation and safety.

- Explore opportunities to redirect traffic away from Mill Bay Road through an alternate north-south route connecting across Malahat Nation Lands to the Malahat Business Innovation Park, that is upland and will not be impacted by sea-level rise.
- Connect new local roads in future community residential development with the existing local road network.

Action 1-D: Avoid negatively impacting environmentally sensitive areas while implementing the mobility facilities.

- All new roads, trails, pathways, and supporting amenities should be designed to limit impacts on environmentally sensitive areas, to preserve them for current and future generations.
- Conduct environmental, cultural, and archeological reviews before implementation.

Action 1-E: Continue to work with BC Transit to grow transit service with the goal of having transit stops within 500m of every activity area on Malahat Lands.

- Transit service that is well connected to the community now and as it grows will be essential to growing transit ridership for the community. Considering how transit can connect to emerging employment areas and housing or other community amenities should be considered in site planning and design.
- Begin the feasibility and design process of connecting transit service into the community along Kwunew Kwasun Lane or Jesken Road with input and in collaboration with BC Transit and the CVRD.

Action 1-F: Work with potential partners who have an interest in offering transportation services to better utilize available resources through strategic partnerships to address mutually beneficial outcomes.

- Tourism groups, attractions such as Malahat's SkyWalk, nearby resorts or tourist accommodations, local employers, etc. may also have a mobility gap for the people they serve or work with. Partnerships should be explored to achieve sustainable funding for community-based transportation services and other community benefits.

Action 1-G: Create a business plan for a community shuttle service that explores scheduled services, on-demand services or flexible services and seek capital funds to support the acquisition and maintenance of the vehicle, if eligible.

- Conduct a detailed business plan to estimate these costs accurately and plan for potential contingencies.
- Soliciting feedback on routing and potential schedules will be required for the informed preparation of a business plan for a shuttle service.

THEME 2 – INTEGRATION



Integrating transit and mobility into existing Malahat Nation plans and projects, and transportation facilities and services offered by other jurisdictions will ensure effective implementation of the Plan and efficient use of resources.

Malahat Nation's relationship with the neighbouring communities and partner agencies, including the CVRD, MoTI, and BC Transit provides opportunities to work together to continue to improve the transportation and mobility networks connecting to and within Malahat Nation Lands.

This theme also addresses rapidly changing mobility technology, including new modes and ways for people to connect to mobility services. It recognizes that it is important to prioritize users with accessibility needs and the operating space and speed of users with mobility aids. The following is a list of actions for the development of a well-integrated active transportation network.

Action 2-A: Continue to work with other organizations to provide well-integrated active transportation connections to adjacent communities and regional/national trails.

- Continue to work with the Cowichan Valley Regional District, Capital Regional District, and other federal and provincial authorities to maintain and/or enhance the Cowichan Valley Trail (Great Trail) within Malahat Nation lands.
- Evaluate other opportunities to work with regional, provincial, and federal governments, or other organizations to enhance trail and active transportation connections to other regional destinations including:
 - Commercial and service centres
 - Transit exchanges and park and rides
 - Existing or planned trails
- Continue to look for opportunities to promote tourism and economic development along with potential funding opportunities through the development of trail systems, transit improvement, and improved community connectedness.

Action 2-B: Continue to work with neighbouring communities and partner agencies to address safety concerns on provincial roadways.

- Safety for people travelling along Mill Bay Road is among the top mobility concerns for the community. Collaboration with the CVRD and MoTI to improve safety conditions on this key transportation corridor will help to ensure a safe and comfortable connection can be made for all road users.
- Explore opportunities to partner with the CVRD and MoTI on opportunities to enhance the comfort and safety of roads under municipal jurisdiction for people walking and cycling including through joint funding applications.
- Engage with BC Ferries to ensure that the impacts of ferry traffic on road safety are mitigated.

Action 2-C: Ensure that trips can be made by combining travel modes by coordinating infrastructure and services.

Integrating transit with active transportation facilities such as future multi-use paths, sidewalks, and trails ensures that trip chaining – or using multiple modes – is a realistic and attractive mobility option. In addition, ensuring passengers are able to bring their bicycles or other equipment along, or safely store them at their onboarding location can extend the reach of future shuttle or transit trips.

- Improving integration between travel modes that can support different types of trips, such as carpooling, ride hailing, shuttle and transit service, and active modes.
- Prioritize active transportation connections to transit and mobility service stops so community members can easily walk or cycle to access these services.

Action 2-D: Consider the impact of new mobility technologies and different users on the active transportation network and designs (ex. e-bikes and scooters).

- New mobility options can allow people who may not be able to partake in active transportation to participate. For example, e-bikes can make cycling accessible for people with reduced mobility and can enable longer commuting trips by bike, especially where steep slopes are found on Malahat lands. However, they bring additional considerations such as faster travel speeds, e-bike charging requirements/stations, and the need for more secure bicycle parking.
- Ensure new active transportation facilities are designed for all intended users, recognizing that the operating space and speeds of new mobility technologies may impact facility design (i.e. facility width, accessibility).

Action 2-E: Continue to work with BC Transit to create a transit-friendly community that is integrated into the regional transit system.

- Currently transit service can not reach the community core due to the condition of the roadway and challenging slopes. Improving this connection within the community is a first step to creating a transit friendly environment.
- Continuing to investigate on-demand transit service for areas served by low performing routes and low-density areas is also a conventional service priority for BC Transit. This presents a great opportunity to create a transit friendly community that offers flexibility to better meet the Malahat community's needs.

Action 2-F: Seek opportunities to implement transportation facilities in conjunction with other projects, plans, or developments.

- Implementing new transportation facilities can be more efficient by coordinating with other capital projects “to build back better” or building upon existing community plans and developments with complementary goals.
- Ensure future community infrastructure projects include considerations for active transportation infrastructure (including new sidewalks, bicycle facilities, multi-use pathways, trails, lighting, seating, and other amenities) and are connected to the mobility network outlined in **Figure 4: Future Transportation Network**.
- Work with BC Transit to ensure that future development includes appropriate road standards for transit and transit facilities such as bus exchanges or park and rides that are connected to Malahat’s transportation network and activity centres.

Action 2-G: Provide new accessible community shelters and seating to act as informal ride share locations, serve as shuttle stops and provide rest stops for people travelling by active means.

- Ensuring shuttle stops and future transit stops are accessible and comfortable will enhance the riders experience and ensure the service is accessible to everyone.
- The Nation should take an opportunistic approach to installing covered shuttle stops or community shelters to ensure shuttle and transit services are well integrated with all modes of transportation.

Note: CVRD is responsible for transit infrastructure in the region. If it is to be acquired, owned and maintained by CVRD, it must be to BC Transit standards. However, Malahat Nation may wish to develop their own culturally appropriate transit infrastructure (e.g. shelters) within their community that they maintain. Shelters may also be used as part of a car stop program.

- Explore opportunities to integrate technological upgrades, such as Wi-Fi or real-time data, at current or future shuttle stops.

Action 2-H: Explore opportunities with BC Transit for handyDART or a Taxi Saver program to serve the Malahat community.

- Under the right circumstances there may still be a role for Taxi Supplement (referred to as Taxi Saver by BC Transit through the handyDART program) to augment more traditional transit services and help fill a service gap for those eligible for handyDART Service.

THEME 3 – SAFETY



The safety theme focuses on ensuring that the transportation system is safe for all users regardless of their preferred travel modes. Creating a safe mobility network involves a thorough understanding of areas and intersections where safety is a concern, and taking steps to ensure new infrastructure enhances safety for all modes. Community input is critical to understanding and addressing various safety concerns and perspectives.

The actions outlined below have considered community input and understand the main area of concern is along Mill Bay Road through Malahat Nation lands and beyond, connecting to the TCH and Mill Bay.

Action 3-A: Develop standard road and trail cross-sections to be implemented where feasible.

- Creating standard road and trail standards will help to ensure that new transportation infrastructure meets the needs of the Malahat community when opportunities arise to build new or upgraded connections.
- Recommended cross-sections include:
 - Community-serving local road
 - Economic development local road
 - Roadside and/or off-road multi-use path
 - Community trails
- Cross-sections should include context-appropriate provisions for some or all the following:
 - Vehicle movement and parking
 - Active transportation infrastructure
 - Lighting for vehicles and active transportation users
 - Landscaping

Action 3-B: Separate active transportation users from traffic whenever possible.

- Where possible, ensure that pedestrians, cyclists, and other active modes are separated from vehicle traffic, particularly on high-volume and high-speed routes, such as Mill Bay Road.

Action 3-C: Explore opportunities to manage vehicle speeds through Malahat Nation Lands.

- Traffic Calming uses physical design and other measures to improve safety for motorists, pedestrians, and people on bikes. It aims to encourage safer, more responsible driving and can potentially reduce traffic flow. Traffic calming can involve treatments such as curb extensions, speed humps, raised crosswalks, traffic circles and a range of other physical devices to reduce vehicle volumes and speeds.
- Monitor vehicle speeds on Mill Bay Road and work with MoTI to review and reduce speed limits along Mill Bay Road, including identifying opportunities to introduce

lower speeds and inform the crosswalk warrant process where appropriate in the Reduced Speed Corridor in **Figure 5: Potential Corridor Zones**.

- Monitor vehicle speeds within the Traffic Calmed Corridor on Ferry Road to identify the needs for traffic calming such as speed bumps, speed displays, and other infrastructure as identified in **Figure 5: Potential Corridor Zones**.
- Consider traffic calming measures in any new or upgraded street or road design project and apply them according to best practices.



Figure 5: Potential Corridor Zones

Action 3-D: Monitor any collisions and safety issues involving people walking, cycling, and using trails to understand, monitor, and address safety concerns.

- Host community discussions involving people walking, cycling, and using trails to understand, monitor, and address safety concerns.
- Work with other agencies, including the ICBC, CVRD and MoTI to monitor collisions, near misses, and other safety concerns for all modes along Mill Bay Road. Work collaboratively to identify and implement safety mitigation measures on a case-by-case basis.

Action 3-E: Enhance lighting along sidewalks, pathways, trails and at key intersections and crossings wherever possible.

- Lighting is important for both comfort and safety ensuring that individuals feel confident walking, cycling, and crossing key intersections, and in waiting areas, when visibility can be difficult due to time of day, season, or inclement weather.
- Install lighting along key routes that is appropriate within the local context and for the specific transportation facility. Lighting should be pedestrian scale, and dark sky compliant if feasible.
- Follow the lighting guidance provided in the *B.C. Active Transportation Design Guide* for active transportation facilities.

Action 3-F: Consider pedestrian-activated crosswalks with any new installations along Mill Bay Road and ensure they are well-lit to improve the visibility of those using them.

- Increasing the availability of crosswalks can help make walking routes more direct and improve safety. Enhanced crosswalks further improve conditions for people using them.
- Rectangular Rapid Flashing Beacons (RRFBs) are a type of active warning beacon with amber lights that flash in an irregular pattern. They make the crosswalk more visible and can significantly improve motor vehicle driver yielding behaviour. RRFBs may be used at mid-block crossings and unsignalized intersections. They can be user activated using a push button or can be activated passively by detecting nearby users. These may be well suited for the local context.

Note: New or enhanced crosswalks along Mill Bay Road will require warrant review and permissions from the Ministry of Transportation and Infrastructure.

THEME 4 – ACCESS AND COMFORT



The **Access and Comfort** theme focuses on ensuring that the mobility network can be used by everyone year-round regardless of preferred travel modes. This includes strategies that focus on the user experience from general accessibility, daily maintenance, and access to important amenities such as seating, and bicycle parking. Ongoing engagement with community members is recommended as part of all new active transportation planning and design projects. There are two action areas under the theme Access and Comfort: Universal Design and Maintenance and Amenities.

UNIVERSAL DESIGN AND MAINTENANCE

Community infrastructure must be built or improved to ensure the best practices in accessibility are used to remove barriers to walking, cycling, and transit use, while making all modes safer. To understand barriers and community needs, extra effort must be made to engage all community members and ensure they are part of larger infrastructure projects' planning and design process.

If facilities are intended to be used year-round, it is critical to maintain sidewalks, bike lanes, pathways, trails, transit stops, and other transportation facilities. This requires planning and designing facilities to accommodate drainage and snow removal/storage. This may also require additional resources and funding for maintenance equipment over time. The following is a list of actions for developing an accessible mobility network that can be used year-round.

Action 4-A: Ensure best practices in accessibility are considered in conjunction with all new or improved roadway and active transportation projects.

- It is important to consider accessibility needs with all new infrastructure projects. This includes removing barriers to access transportation facilities such as transit stops, multi-use trails, and key community services. This ensures all members can participate fully in community life regardless of physical and cognitive ability.
- Ensure all transportation facility designs meet current best practice requirements for universal design and can be used by all community members.
- Integrate roadway improvements within the community with connections to residences and all new housing to best support residents in connecting from their homes to adjacent transportation facilities.

Action 4-B: Design facilities based on best practices.

- Follow best practices for transportation facility design including the *B.C. Active Transportation Design Guide* and the *Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads*.
- The *B.C. Active Transportation Design Guide* outlines recommended policies, specifications, standards, and guidelines to be followed in the development of active transportation infrastructure in British Columbia. Adhering to this guide will help

the community build safe and effective active transportation infrastructure that is accessible and comfortable for people of all ages and abilities and ensure projects are eligible for provincial grant funding opportunities.

Action 4-C: Conduct targeted communication and engagement regarding mobility projects with community members to understand their needs and issues.

- Identify community members that use mobility aids (wheelchairs, walkers, strollers etc.) and reach out to them to learn how they would like to share their input to reflect accessibility concerns and opportunities within all new projects or when retrofitting existing locations of concern.
- Continue to reach out to members of the community who may not engage typically to best ensure their concerns and challenges are mitigated through design processes or service development.
- After project implementation, monitor and check in with community members to make sure the project is having the desired effect and that the design has not created unintended negative consequences.

Action 4-D: Design transportation infrastructure to facilitate drainage, snow removal, and snow storage and work to maintain facilities so they can be used year-round.

- Create a maintenance strategy to ensure the optimal use and lifespan of transportation infrastructure investments. A maintenance strategy is a valuable planning tool to understand what kind of community resources or partnerships will be required to care for transportation facilities. Maintenance activities likely to be included in the strategy may consist of inspection and patrols of existing routes, surface repairs to ensure surfaces are smooth and continuous, ensuring pavement markings and signage are visible, and regular sweeping to remove leaves, debris, and dirt from facilities. Additionally, snow and ice removal, vegetation trimming, and litter collection may be required.
- Follow the guidance provided in the *B.C. Active Transportation Design Guide* specific to maintenance considerations for active transportation facilities.

AMENITIES

The installation of physical amenities provides safety, comfort, and enjoyment to residents as part of their trips. This can be a combination of seating options, public art, landscaping, and waste bins, secure short- and long-term bicycle parking options at key destinations throughout the community, and well-designed transit stops.

The integration of public art can be a way to share community history and profile local artists. Consider guidelines for the installation of amenities as part of local projects and developments and identify an effective budgeting process to plan for these important placemaking features within the community.

Ensuring bike parking is provided at key destinations and as part of new developments is critical to make cycling a practical option particularly as e-bikes grow in popularity. The following is a list of actions for developing an active transportation network with amenities that make walking and cycling more comfortable and enjoyable.

Action 4-E: Improve the design and amenities of all transit stops in the community.

- Transit stops are the key interface between community members and the transit system, whether that be Malahat Nation's own community-based service or BC Transit service. By providing easily identifiable, convenient, and comfortable transit stops, Malahat Nation and partners can work to remove barriers to transit use.
- Work with BC Transit to invest in transit stop improvements to provide seating, shelter, lighting, and scheduling information at all stops on Malahat Nation Land and at key destinations for Malahat Nation members.
- Ensure that all transit stops are accessible for people of all ages and abilities by including transit pads or other compatible infrastructure in transit stop design.

Action 4-F: Support the installation of public amenities such as seating, landscaping, and public art.

- These kinds of amenities enhance the experience for community members, and provide important functions like providing seating, enhancing accessibility, sharing community history, and enhancing the natural environment. Consider installing amenities at appropriate locations within the community, such as in the community core and at trail heads.
- Identify strategic locations where seating, landscaping, and public art are most needed with a focus on resting places required due to terrain, places of cultural significance, and viewpoints.
- Identify an annual budget for planning and maintenance of public amenities and identify and pursue grant opportunities.
- Develop a public art program that includes guidelines for partnering with local artists and provides opportunities for Band members to profile their work.

Action 4-G: Look for opportunities to install bicycle parking and end-of-trip facilities throughout the community.

- Bike parking ensures that community members and visitors have a secure and convenient location to lock their bicycles when travelling around the community. Suitable locations include the Band Administration Office, Health Centre, Big House, beach accesses, trailheads, and other community destinations. Bike parking best practices can be found in the *B.C. Active Transportation Design Guide*.
- Identify opportunities in new housing developments to incorporate long-term bike parking where appropriate.
- Identify an annual budget for the installation of bicycle parking facilities and pursue grant opportunities where possible.

Action 4-H: Identify locations for public charging stations, including identifying candidate locations for Level 3 charging stations.

- To encourage greater uptake of electric vehicles new infrastructure is needed, including public charging stations and designated parking to make everyday use possible. Supporting electric vehicle infrastructure will be a proactive approach and may be required to accommodate Nation-owned electric vehicles, including e-bikes and micromobility devices such as e-scooters.
- Various funding streams demonstrate support for electrification and the purchase of zero-emissions vehicles and supporting infrastructure. A proactive approach may better prepare the Nation for funding opportunities.

THEME 5 – EDUCATION AND ENCOURAGEMENT



Education and Encouragement focuses on ensuring that alternative transportation is celebrated and supported within the community to help adoption of new and/or sustainable modes. This theme includes actions and strategies that focus on educating the community and visitors about the local history and features on the land. An equal priority is building an environment where community members feel supported to walk, cycle, or use Malahat Nation mobility services and where these options are encouraged as part of their daily trips.

There are two action areas under the theme of Education and Encouragement: Wayfinding, and Encouragement.

WAYFINDING

Providing signage that guides individuals and helps them understand travel distances to key destinations and features will make for a more enjoyable and safer user experience. Providing maps, and directional information along trails helps residents learn new infrastructure and supports accessing key destinations including those with cultural significance within the community. The following action is intended to improve navigation of the Nation's future active transportation network.

Action 5-A: Develop a Wayfinding and Signage Strategy and add directional and informational signage on all new trails and at existing connections throughout the community. Provide information on culture, traditions, local species, important locations, and language.

- Work with community members and potential partners to identify directional, cultural, historical, and ecological information that is important to the community.
- Identify local artists that can collaborate to include art and language as part of signage.
- Create a Wayfinding and Signage Strategy (including proposed signage locations and information to be on each sign) to develop consistency on signage through Malahat Lands and identify funding opportunities.

ENCOURAGEMENT

The actions under this area focus on finding ways to educate and encourage using alternative modes. Providing opportunities to practice bicycle handling and repair skills are critical to building confidence for all ages. Developing a culture around education for cycling and pedestrian safety are important skill builders and provide opportunities to celebrate individual achievements and the installation of new facilities, programs, and initiatives.

Monitoring changes to walking and cycling over time is important to understanding how the community is travelling, the value of investments, and to evaluate and prioritize

projects. Understanding where and how many people are walking and cycling is critical to planning and fostering support for ongoing projects.

The following actions support educational opportunities around transportation and mobility and promote the usage of facilities.

Action 5-B: Promote the installation of new transportation facilities.

- Celebrate the installation of new active transportation or transit facilities with the community.
- Share updates on the community's social media pages and with local newspaper media to get people excited about the ongoing implementation of the Transit and Mobility Plan.

Action 5-C: Investigate options to develop a community bicycle 'library' so community members can try various walking and cycling options.

- Providing community access to shared bicycles can help to encourage individuals to try cycling and to build confidence. The community can purchase bikes and set up a program that will allow members to borrow and use the bicycle for a set time. This program may focus on changing technologies such as e-bikes and/or other micro-mobility devices should they be approved for use within British Columbia to allow members to become familiar with and envision how they may help fulfill their daily mobility needs.

Action 5-D: Support programs that encourage active mobility for all community members including older adults, people with disabilities, and youth.

- Find ways to support local community initiatives that are getting people active (e.g., walking clubs, scavenger hunts, sharing land knowledge and history).
- Support and encourage targeted bike skills programs for youth and older adults.
- Find opportunities to recognize community members who are working to incorporate active transportation into their daily routine.

Action 5-E: Share materials and resources with community members on the health benefits of walking and cycling to encourage more trips.

- Walking and cycling provide opportunities to increase physical, spiritual, and mental health and wellness. Knowledge and understanding of these benefits are likely to encourage individuals to choose active transportation when the opportunity arises.
- Materials and resources on the health benefits of active transportation can build upon any materials currently used by Malahat Nation to promote and support healthy habits.

Action 5-E: Support driver's license training for community members.

- By offering resources for community members to train for, and acquire, a Class 5 driver's license, Malahat Nation can support independent mobility in the community. This could include offering training on Malahat Nation Lands or subsidizing classes off Nation lands.
- Training for Class 4 driver licenses should also be explored to help prepare drivers for a future community-based shuttle service and/or other employment opportunities.

6.0

IMPLEMENTATION



6.0 IMPLEMENTATION

Implementing the actions as outlined within this Transit and Mobility Plan will require commitment, time, and funding to support programs, services, and build infrastructure to better meet the needs of the Malahat community now and into the future.

Priorities for implementation have been identified under each theme. Some priorities may better align with specific funding opportunities and therefore presenting priorities under each theme should present the Nation a chance to adapt applications to best align with funding eligibility and available funding amounts. If an opportunity presents itself to pursue other actions identified within this plan the Nation is encouraged to pursue them. However, to provide direction and strengthen funding applications, the following actions have been identified as priorities.

THEME	PRIORITY ACTION
Connections	<p>Action 1-A: Implement an active transportation network that connects community members to destinations within the community.</p> <p>A multi-use pathway connection from Kwunew Kwasun Lane to the Big House access may be a priority project as it connects two key community nodes and may improve road safety along Mill Bay Road where there is no safe place for community members to travel by active means.</p>
Integration	<p>Action 1-G: Create a business plan for a community shuttle service that explores scheduled services, on-demand services or flexible services and seek capital funds to support the acquisition and maintenance of the vehicle, if eligible.</p> <p>It will be critical to conduct a detailed business plan to estimate these costs accurately and plan for potential contingencies. Start-up and capital investments must also be proven out through a detailed business case and aligned with current market pricing for fleet vehicles if the shuttle is to be a part of the Nation's dedicated fleet, among other options for ownership and operations.</p>
Safety	<p>Action 3-C: Explore opportunities to manage vehicle speeds on Malahat Nation Lands.</p> <p>Implement traffic calming on Ferry Road within the Traffic- Calmed Corridor as shown in Figure 5. Improved pedestrian-activated crossings on Mill Bay Road should also be considered a priority.</p>

Access and
Comfort

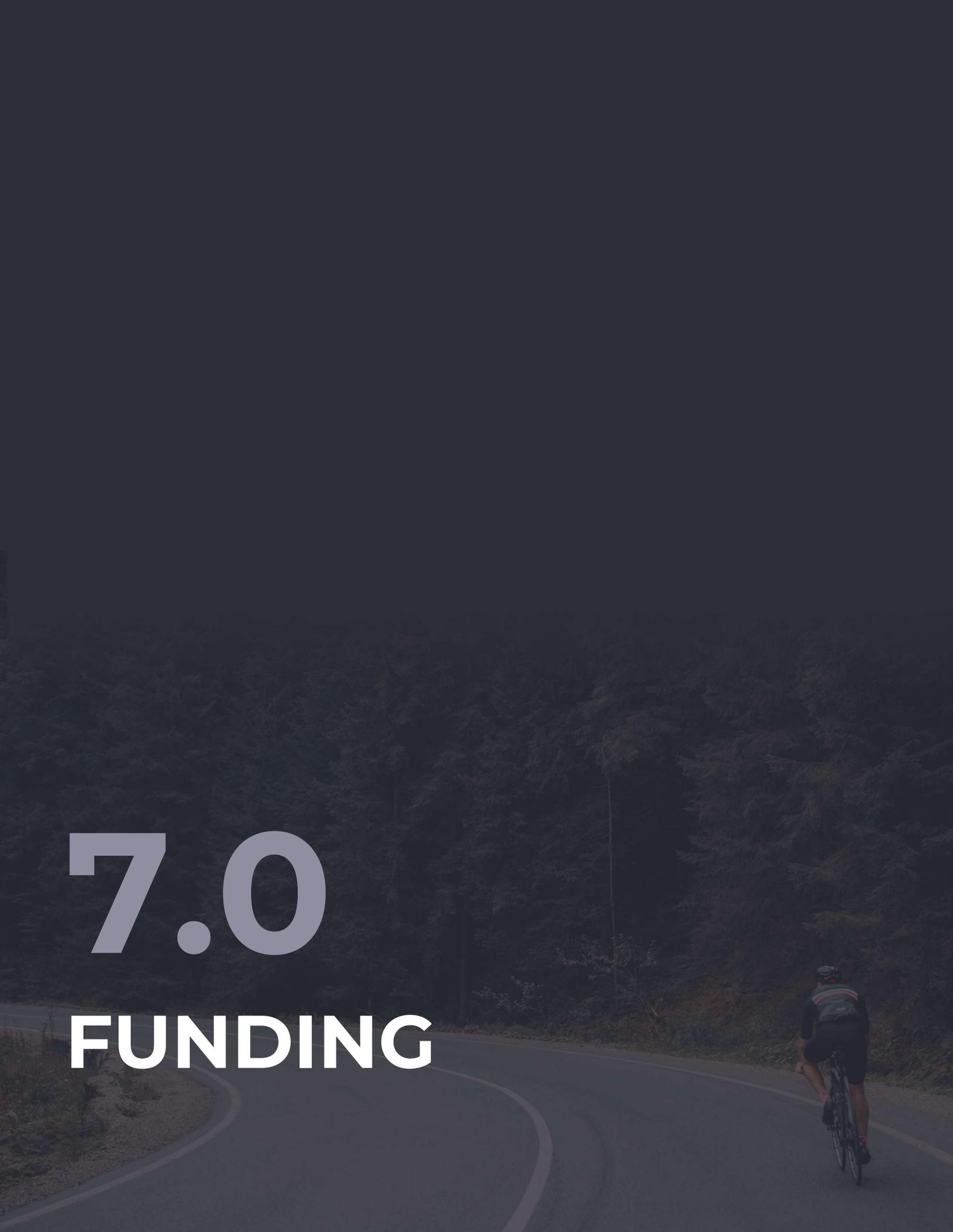
Action 4-D: Improve the design and amenities of all transit stops in the community.

This complements the priority for integration and further strengthens improved shelters and access to shuttle and transit services as a priority.

Education and
Encouragement

Action 5-C: Investigate options to develop a community bicycle 'library' so community members can try various walking and cycling options.

Promoting the use of e-bikes to meet mobility needs for those who can travel by bike may be done through making them available for use by community members or to allow them to "test them" and understand how they may benefit their everyday mobility.

A cyclist is riding a road bike on a paved road that curves to the right. The cyclist is wearing a dark jersey with a red stripe on the back and a helmet. The road is surrounded by a dense forest of tall, thin trees. The overall scene is dimly lit, suggesting dusk or dawn.

7.0

FUNDING

7.0 FUNDING & PARTNERSHIPS

This section describes some potential funding strategies and sources that Malahat Nation may leverage for transit and mobility investments for the community, along with amenity and policy improvements. Indigenous communities can seek financial assistance opportunities to subsidize or cover the cost of many types of transportation investments.

The community should regularly check with all levels of government to keep up to date on current funding opportunities and should pursue all available sources of funding for mobility facilities, services and programs, including the programs identified below. Note: as funding opportunities change regularly, the information in this section is subject to change.

PARTNERSHIPS

For Malahat to be successful in achieving its transportation vision strong and collaborative partnerships with different levels of government agencies, and crown corporations are critical. This section introduces some of these key partners, the role they currently play in delivering, maintaining, or operating transportation facilities or services, and how they will be engaged moving forward.

MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

Like many other First Nations, Malahat Nation is bisected by a provincial highway, Mill Bay Road. As such, Mill Bay Road and other roads on Nation lands that do not only connect within the reserve, are under the jurisdiction of the Ministry of Transportation and Infrastructure (MoTI). MoTI is responsible for maintaining these roads and has traditionally prioritized vehicle movements and flow over other modes, which is reflected in the design and operations of most provincial highways.

MoTI will be a key partner in pursuing improvements to Mill Bay Road and other roads on Malahat Lands under provincial jurisdiction. Funding available through MoTI will also support new infrastructure and programs on non-provincial highways through programs like the BC Active Transportation Grant Program.

BC TRANSIT

BC Transit provides all transit services in BC outside of Metro Vancouver. The Cowichan Valley Regional Transit System plans, funds, and operates transit service to Malahat Nation through Route no. 8, while also providing connections to other parts of the Cowichan Valley and the Capital Region.

Moving forward, BC Transit and Malahat Nation must collaborate to ensure that current and future transit service meets the needs of community members and is accessible and comfortable for all. This includes allowing opportunities for the Nation to provide input on potential routes, schedules, and destinations as transit service is reviewed and new routes are implemented.

COWICHAN VALLEY REGIONAL DISTRICT

As the neighbouring regional government, the Cowichan Valley Regional District (CVRD) play a multi-faceted role in both transportation and land use decision-making. The CVRD conducts regional-level transportation planning and is responsible for the operation of the transit system and in the Cowichan Valley. Transit service itself, at the time of this plan's development, is contracted to an operating company, Transdev.

In partnership with BC Transit, CVRD sets the service levels for transit, funds the local government's share of the transit service, and is responsible for transit infrastructure. BC Transit works with the provincial government to secure the remaining funding.

Malahat Nation and the CVRD will collaborate on collective priorities, such as active transportation improvements along Mill Bay Road, and the ongoing maintenance of the Cowichan Valley Trail where it crosses Malahat lands. In addition, any agreements for expanded transit service through Malahat Nation will require working closely with CVRD.

BC FERRIES

The Mill Bay Ferry Terminal is located on Malahat Nation lands, meaning BC Ferries is a key partner in current and future transportation. Mitigating the impacts of ferry traffic on community safety is crucial. Malahat Nation will continue to work with BC Ferries to allow for safe access and egress to the Mill Bay Ferry Terminal while the terminal remains in its current location. It is expected that BC Ferries will consult and collaborate with Malahat Nation on terminal improvements that impact the Nation and its members.

FIRST NATIONS HEALTH AUTHORITY

The First Nations Health Authority (FNHA) is the only provincial First Nations health authority in Canada, providing health governance and service delivery to 200 First Nation communities in BC. FNHA supports a broad range of health-focused initiatives, including the Medical Transportation Benefit, which has been used by Malahat Nation to provide shuttle service for community members to specialized medical appointments.

FEDERAL FUNDING

At the federal level, there are several programs that provide funding for transportation infrastructure projects in communities across Canada. The Provincial government may contribute the remaining funds (fund stacking), and in some instances, there may be private sector investment as well.

NATIONAL ACTIVE TRANSPORTATION FUND

The objective of the Fund is to increase the total amount, usage, and quality of active transportation infrastructure throughout Canada. The Fund will support capital and planning projects that encourage a modal shift away from cars and improve the safety and

security of Canadians. There are two funding streams: planning and design, and capital projects.

The Active Transportation Fund will provide \$400 million over five years to support the expansion and enhancement of active transportation infrastructure and a modal shift away from cars and toward active transportation. The Fund will also support the goals of Canada's Strengthened Climate Plan and will seek to enhance the impact of other modes of transit by supporting first-and-last kilometre connections to existing and planned infrastructure.

RURAL TRANSIT SOLUTIONS FUND

Infrastructure Canada's Rural Transit Solutions Fund seeks to help residents of rural and remote areas travel throughout their communities and connect to other communities near by more easily. The Rural Transit Solutions Fund has funded the planning process for this Transit and Mobility Plan under the planning and design projects stream. The fund also offers a capital projects stream which can cover a broad range of activities related to the delivery of rural transit solutions.

FIRST NATIONS INFRASTRUCTURE INVESTMENT PLAN (FNIIP)

The First Nations Infrastructure Investment Plan (FNIIP) helps Indigenous Services Canada (ISC) assess infrastructure needs and strategically plan infrastructure investments in First Nation communities across Canada.

Whenever possible, Malahat Nation may incorporate the infrastructure recommendations from the Transit and Mobility Plan into its FNIIP table to ensure that the projects are considered in Malahat's infrastructure planning process. Malahat Nation should also seek to integrate transit and mobility improvements with utility and housing projects, parks and trails, or other planned infrastructure projects.

COMMUNITY OPPORTUNITY READINESS PROGRAM (CORP)

The Community Opportunities Readiness Program (CORP) provides project-based funding for First Nation and Inuit Communities for a range of activities to support communities' pursuit of economic opportunities. Some active transportation facilities are considered eligible community economic infrastructure projects, and several of the proposed projects in the Transit and Mobility Plan that can support economic development would be considered, including community signage and wayfinding, sidewalks, and potential trails linking to community destinations and The Great Trail and overall community connectivity through various services.

PROVINCIAL FUNDING

ACTIVE TRANSPORTATION INFRASTRUCTURE FUNDING

The Provincial Government administers the Active Transportation Infrastructure Funding program (previously known as BikeBC). Funded projects promote active transportation to work, school, or errands. Funded projects can also generate tourism-related traffic based on their proximity to amenities and points of interest for tourists and through linkages to other communities. To ensure maximum success at obtaining grant funding, Malahat should have grant-ready concepts pre-developed for application.

The Province provides cost-share funding of up to \$500,000 per project. Funding is offered based on the applicant's community profile. Indigenous governments or partnerships between local government(s) and an Indigenous government may apply for up to 80% of total projects.

TRANSIT BETTERMENTS FUND

The Transit Minor Betterments Program provides funding to improve how British Columbians get around. Under this fund Ministry (MOTI) staff partner with a community to identify and deliver transit infrastructure. For a project to be eligible it must support or address one or more of the following goals: safety, customer service, ridership, accessibility, reduced greenhouse gas emissions. Projects are encouraged to be cost shared with local governments or other parties. Costs are not to exceed \$100,000.

RURAL ECONOMIC DIVERSIFICATION AND INFRASTRUCTURE PROGRAM

The Provincial Government also administers the Rural Economic Diversification and Infrastructure Program (REDIP), which is intended to help rural communities navigate changes to their economies and to recognize their contribution to the economic well-being of British Columbia as a whole. The program funds a diverse range of projects that help build community capacity, develop the workforce, and promote community, economic and business sector development. The REDIP is administered by the Ministry of Jobs, Economic Development, and Innovation.

BC MINISTRY OF HEALTH – AGE-FRIENDLY COMMUNITIES GRANTS

The Age-Friendly Communities program assists communities in BC to develop and implement age-friendly policies and plans, undertake projects that enable seniors and Elders to age in place, and facilitate the creation of age-friendly communities. Project examples include active transportation planning, increased community accessibility, and some minor capital expenditures.

INSURANCE CORPORATION OF BRITISH COLUMBIA

ICBC provides funding for road improvements, including pedestrian and bicycle infrastructure, particularly where these have the potential to reduce crashes, improve

safety, and reduce claims costs to ICBC. Funding is available through ICBC's Road Improvement Program.

VISION ZERO BC

This funding program provides up to \$20,000 for each project aimed at protecting vulnerable road users, people who walk, cycle, or connect to transit within their communities. Organizations can use these funds to make infrastructural improvements to roadways that are not under MOTI jurisdiction, enact policies or enforcement measures, launch educational campaigns, or carry out other innovative projects that make travelling safer and more equitable.

OTHER POTENTIAL FUNDING OPPORTUNITIES

Beyond active transportation planning and infrastructure projects, proposed actions such as purchasing bicycles to be shared by community members and signage that includes information about the community's history and language may be funded through other existing programs. Other funding options include:

COMMUNITY PASSENGER TRANSPORTATION FUND

This Fund aims to provide funding for projects that would enable people in communities to access and improve inter-community passenger transportation planning and services within communities on Vancouver Island, the Sunshine Coast, and parts of coastal B.C., to safely, reliably, cost-effectively, and sustainably travel to other communities within the region.

The specific objectives are to:

- Strengthen passenger transportation governance and collaboration;
- Broaden regional partnerships on inter-community passenger transportation;
- Expand or enhance inter-community passenger transportation services, especially in rural and remote communities; and
- Create and/or expand innovative and non-traditional passenger transportation opportunities (e.g., car sharing, ride hailing etc.).

PRIVATE SECTOR AND SERVICE CLUBS

In addition to support from community members, many small businesses and corporations from outside the community may also wish to be good corporate neighbours or partners, to be active in the community, and to promote environmentally beneficial causes. Bicycle routes and multi-use trails are well-suited to corporate sponsorship and have attracted significant sponsorship both at the local level and throughout North America.