Active Transportation Infrastructure Grants Program

The Active Transportation Infrastructure Grants Program offers two grant options, the Active Transportation Infrastructure Grant and the Active Transportation Network Planning Grant.

The 2020-21 grant program will cost share 23 infrastructure projects and 21 active transportation network plans provincwide, totalling nearly $9 million.

Active Transportation Infrastructure Grant recipients

Northern B.C.:

- Burns Lake and the Lake Babine First Nation are approved to receive $435,000 for a sidewalk improvement project that will connect the Lake Babine Nation to the local hospital, seniors care facilities, medical clinics and other community facilities.
- Fort St. John is approved to receive $413,100 for three multi-use pathways that will improve community connectivity.
- Gitga’at First Nation is approved to receive $433,866 for the Txalgiu Destination Trail that will include amenities and water access for paddling transportation.
- Terrace is approved to receive $217,635 for the Munroe Street Active Transportation Enhancements project that will better connect the community and provide easier access to local schools.
- Vanderhoof is approved to receive $328,226 for the Riverside Park Multi-Use Path project, to provide linkages to a community bus stop, seniors residence, key tourist attractions and downtown.

Cariboo

- Quesnel is approved to receive $406,000 for the Sugarloaf Multi-Use Pathway that will connect North Fraser Drive near Fawcett Street up to the Sugarloaf dog park area and the Baker Driver neighbourhood.
- 100 Mile House is approved to receive $500,000 for the Cariboo Trail Sidewalk from Horse Lake Road to Jens Street that will include pavement markings for crosswalks at intersections and additional lighting along the corridor.
Kootenays:

- Elkford is approved to receive $500,000 for the Balmer Drive and Alpine Way Connectivity Improvements Project. The project will deliver a new sidewalk that will include wheelchair ramps, crosswalks and connections to existing trails.

- Kimberly is approved to receive $120,416 for the 4th Avenue Pathway Connection, which will provide new active transportation connections between neighbourhoods, assisted-living facilities, a school and health centre.

- Nelson is approved to receive $424,510 for the Primary Bike Route Project (Phase 1) from the Fairview neighbourhood to downtown, which includes end-of-trip facilities for bike parking.

- Revelstoke is approved to receive $6,800 for the Revelstoke Bike Rack Project that will accommodate a total of 16 bikes at four locations around the community to provide safe bike parking.

Thompson Okanagan:

- Kelowna is approved to receive $500,000 to extend the Ethel Active Transportation Corridor with new protected bike lanes.

- Lake Country is approved to receive $401,880 for the Bottom Wood Lake Road Project that will provide active transportation improvements to the new H.S. Grenda Middle school.

- Westbank First Nation is approved to receive $500,000 for the Old Okanagan Highway/Louie Drive Sidewalk, which includes new sidewalks and bike lanes, as well as additional lighting to increase safety.

South Coast:

- The District of North Vancouver is approved to receive $500,000 for the Lynn Valley Road Active Transportation Project that will provide 0.8 km of pedestrian and 1.4 km of cycling infrastructure, extending existing cycling facilities and connecting to a regional park and demonstration trail.

- Sechelt is approved to receive $479,551 for the Wharf Avenue Sidewalk Improvements Project to enhance the main entrance to the District of Sechelt and improve access to commercial enterprises while reducing vehicle and pedestrian conflicts.

- Squamish is approved to receive $172,947 for the Government Road Multi-Use Path Project that will be accessible for all ages and abilities, and will connect to an existing pathway leading to Brackendale school.
Vancouver Island and Gulf Islands

- Comox Valley Regional District is approved to receive $35,000 for the Gull Road Trail on Hornby Island that will connect with the existing roadside trail network and regional and provincial parks. The new multi-use trail will benefit pedestrians, cyclists and equestrians.

- Nanaimo is approved to receive $500,000 toward Phase 1 of the Metral Drive Complete Street Corridor that will provide continuous sidewalks, unidirectional protected cycle tracks, raised intersections, curb extensions and marked crosswalks.

- North Cowichan is approved to receive $282,433 toward the Chemainus Road Multi-Modal Improvements Project that connects to the neighbouring Cowichan Valley Trail. The project includes pedestrian facilities, actuated crossings, protected bicycle parking and accessibility improvements.

- Oak Bay and the University of Victoria are approved to receive $316,380 toward Oak Bay’s University Drive Connection Pathway that will be a bi-directional bicycle pathway serving approximately 1,370 cyclists per school day. The existing pathway will be converted to a pedestrian-only pathway and serve approximately 700 pedestrians daily.

- Salt Spring Island is approved to receive $490,000 for Phase 2 of the Lower Ganges Road Pathway that will connect residents to the downtown core.

- Victoria is approved to receive $401,250 for Victoria’s Harbour Road Bi-Directional Protected Bike Lane Project that will improve the connection between the Capital Regional District’s regional trail network and downtown Victoria.

Provincewide Active Transportation Network Planning (ATNP) Grant recipients

- Bridge River Indian Band’s (Xwisten) ATNP will identify safe, comfortable walking and cycling connections to enhance access to local destinations, including access to Bridge River’s world-famous fishing rocks.

- Comox Valley Regional District’s (Electoral Area B on Hornby Island) ATNP will identify opportunities for interventions at key high-conflict locations, as well as safe routes for vulnerable populations to use safe modes.

- Esk’etemc First Nation’s ATNP will include access to major destinations and determine which roads to improve for protected trails, pathways and lighting.

- Esquimalt’s ATNP will provide a blueprint for development of road corridors that provide features to allow the movement of people with an increased degree of safety.

- Fernie’s ATNP will create more equitable, inclusive, age-friendly, accessible, safe and active year-round transportation options.
• Kimberly’s ATNP will ensure core services and facilities are connected by a safe and accessible network of sidewalks and pathways.

• Lake Cowichan’s ATNP will address issues of speed limits and wildlife collisions, as well as encourage activities such as hiking, tubing and camping through continuity of active forms of travel.

• Lhtako Dené Nation’s ATNP will identify connections to commercial and employment destinations, residential homes, recreational facilities and BC Transit stops.

• Matsqui First Nation’s ATNP will focus on connecting residents within the Momeqwem and Meqsel communities by identifying routes for improved lighting and crime prevention through environmental design principles.

• New Denver’s ATNP will include a footbridge connecting two main areas of the village and path connecting the grocery store to the school/residential area to provide an alternative to children crossing Highway 6.

• North Saanich’s ATNP will expand and better connect existing routes that will encourage more exploration of varied micro-businesses and business clusters.

• Port Hardy’s ATNP will promote a healthy built environment and encourage pedestrian-friendly residential developments through identifying bike lanes, safe crossings, traffic calming and connectivity.

• Port McNeill’s ATNP will support active aging through trails and bike paths, as well as improved connectivity to businesses and amenities near the marina.

• Revelstoke’s ATNP will connect neighbourhoods and amenities including schools, a ski hill, hospital and community centre by providing all residents of all abilities and ages with a safe and connected active transportation network.

• Shuswap Indian Band and District of Invermere’s ATNP will encourage use of BC Transit and safe access to commercial centres, community facilities, residential neighbourhoods, public parks and trails.

• Skwah First Nation’s ATNP will engage with the City of Chilliwack, Fraser Valley Regional District and other provincial/federal organizations to get feedback on linking active transportation routes from Skwah IR#4 and other reserves.

• Spallumcheen (Splats’in) First Nation’s ATNP will identify preferred trails and cycling routes, which will incorporate existing and new connections to encourage more walking and cycling in the township to support health and reduce vehicle air pollution.
• Sq’ewlets First Nation’s ATNP will include access to major destinations within IR#3, such as the administration office, youth centre, soccer fields, spray park and across Highway 7, which bisects the community.

• Thompson-Nicola Regional District’s (Blue River) ATNP will identify active transportation priorities, timelines for implementation and preliminary budgets, as well as other funding opportunities.

• White Rock’s ATNP will help the city achieve mode-share targets identified in TransLink’s Regional Transportation Strategy, making it possible for half of all trips to be made by walking, cycling and transit by 2040.

• Witset First Nation’s ATNP will identify an alternative to Highway 16 where residents can safely walk and bike, since the community has lost members on Highway 16.

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