

Active Transportation: Shared Challenges, Practical Solutions

ACTIVE TRANSPORTATION

SHARED CHALLENGES, PRACTICAL SOLUTIONS

Adam Krupper
BC Ministry of Transportation & Transit

Brian Patterson
Urban Systems

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Ministry of
Transportation
and Transit

URBAN
systems

LAND ACKNOWLEDGMENT

The B.C. Public Service acknowledges the territories of First Nations around B.C. and is grateful to carry out our work on these lands. We acknowledge the rights, interests, priorities, and concerns of all Indigenous Peoples - First Nations, Métis, and Inuit - respecting and acknowledging their distinct cultures, histories, rights, laws, and governments.



BC AT Planning and Design Guide Vision:
Enabling the design of accessible and high-comfort
active transportation facilities in every B.C. community

AGENDA

1. Opening Remarks
2. Why Active Transportation Matters
3. The Need for Enhanced Guidance
4. What's New in the Guide
5. Elected Official Panel

Mayor Alan Harrison, City of Salmon Arm

Councillor Loyal Wooldridge, City of Kelowna

Councillor Kimberly Guiry, City of Langford

5. Small Group Discussions

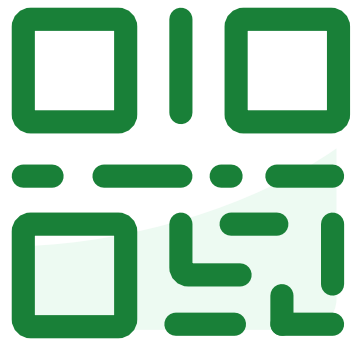


1. OPENING REMARKS

Kenedee Ludwar, P.Eng.
Executive Director,
Engineering Services
Ministry of Transportation
and Transit



Do not edit
How to change the
design



Join at slido.com
#UBCM

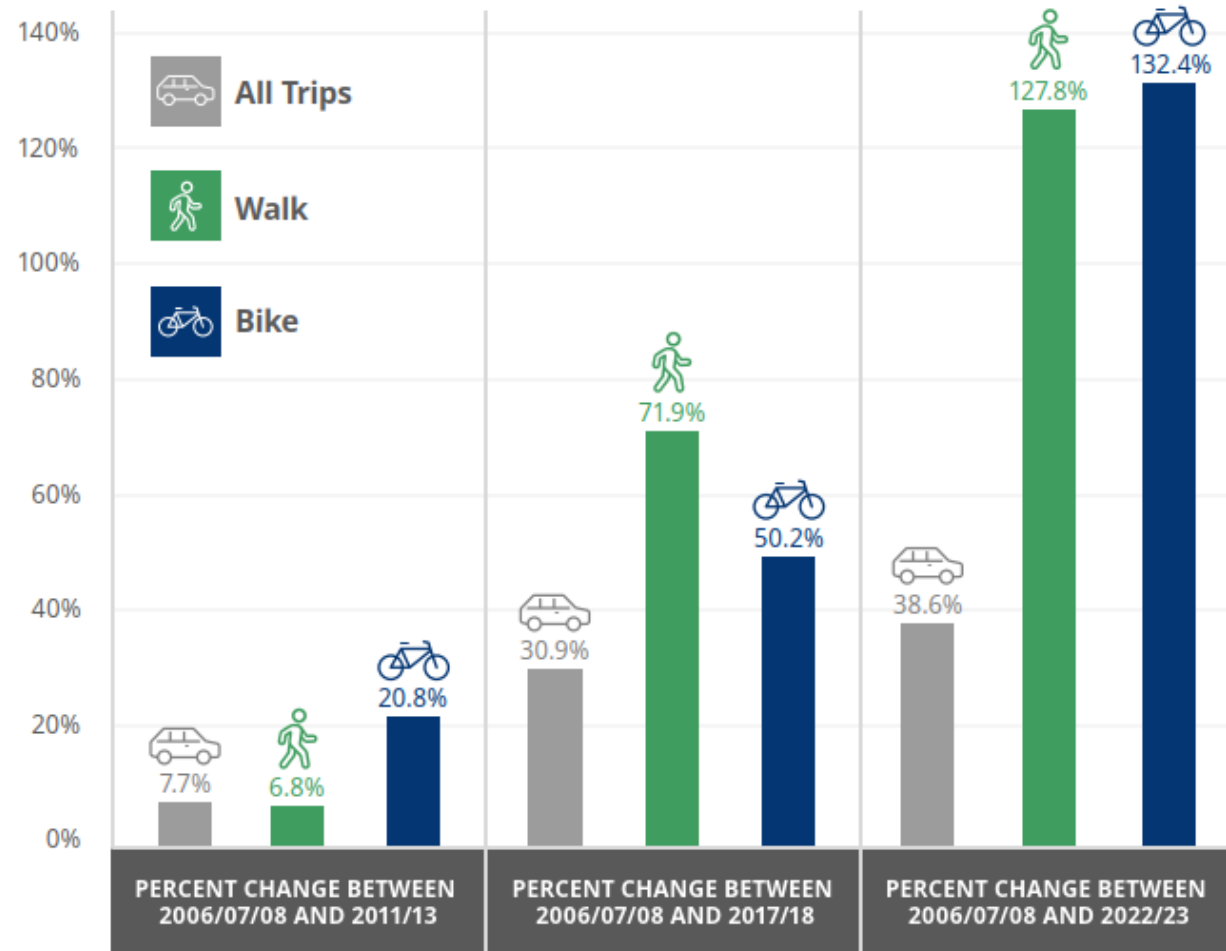
 The Slido app must be installed on every computer you're presenting from

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2. WHY ACTIVE TRANSPORTATION MATTERS

Active transportation is the fastest growing mode of transportation in B.C.

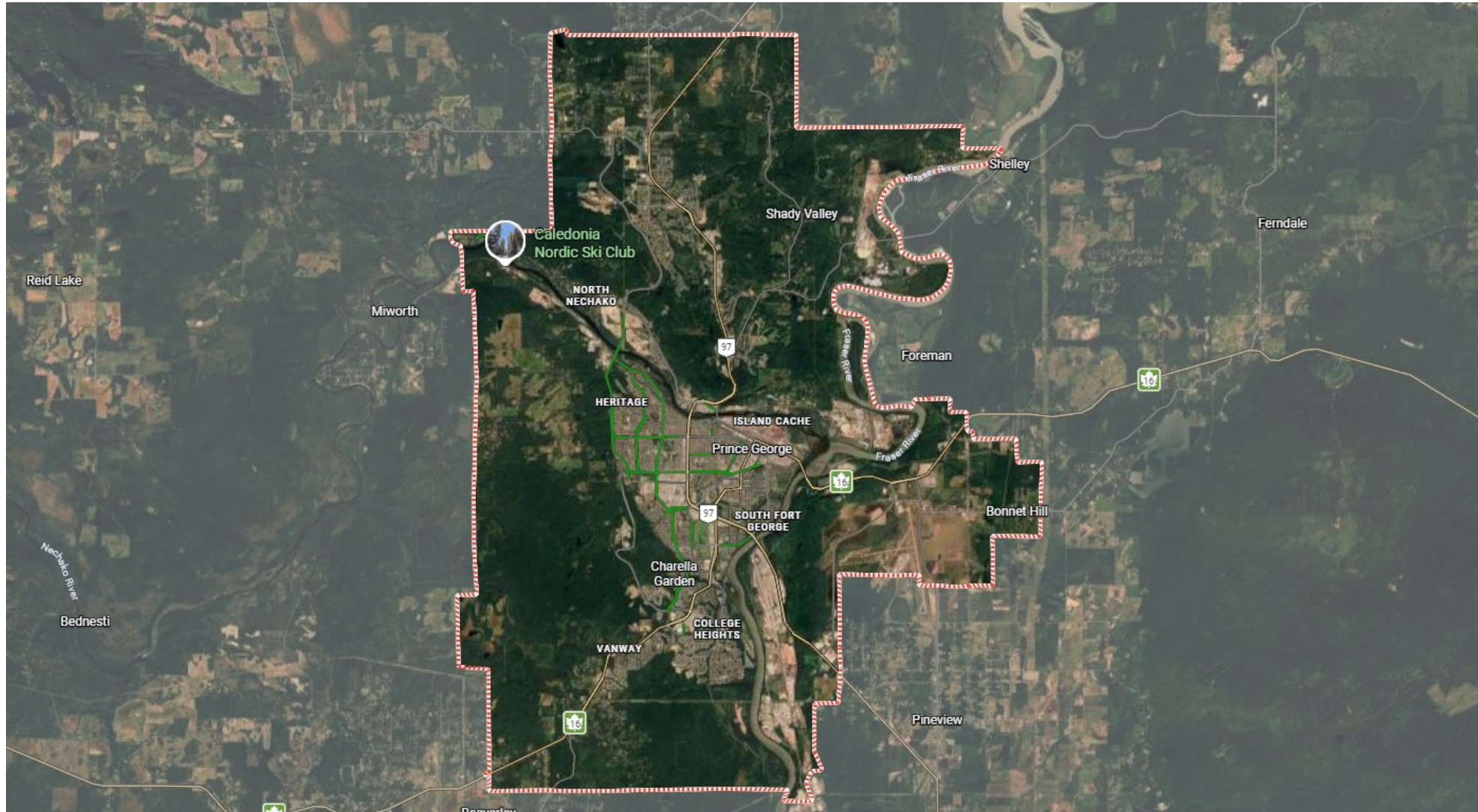


Dense Communities, Small Communities



Victoria, BC

Dense Communities, Small Communities



Prince George, BC

People Who Cannot – or Choose Not to – Drive



Supporting Recreation



Making it Easier for Everyone





3. THE NEED FOR ENHANCED GUIDANCE



a. DESIGNING FOR GROWTH

An aerial photograph of a city intersection. A new green-painted bike lane runs through the center of the intersection, with white dashed lines and bicycle symbols. Crosswalks are marked with white stripes and yellow bollards. A group of people is gathered on a sidewalk in the lower center. A train bridge is visible in the upper left. The text "b. MEET SAFETY NEEDS" is overlaid in a dark blue box in the center.

b. MEET SAFETY NEEDS



c. DESIGN FOR COMFORT



d. ACCESSIBILITY AND EQUITY



What is the biggest challenge your community faces when planning or implementing active transportation projects?



4. WHAT'S NEW IN THE GUIDE

GUIDE OVERVIEW

9 Sections
36 Chapters
1,200 + Pages



PLANNING FOR ACTIVE TRANSPORTATION



SAFE



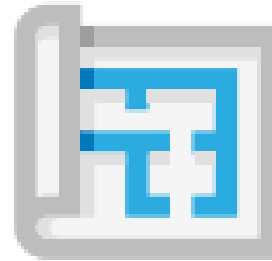
INCLUSIVE



INVITING
AND
INTUITIVE



COHESIVE
AND DIRECT



CONTEXT-
SENSITIVE

GUIDING PRINCIPLES FOR INFRASTRUCTURE



INCREASING DESIGN
EXPECTATIONS



MAXIMIZING
WHENEVER
POSSIBLE



PROGRESS OVER
PERFECTION



CONTINUOUS
IMPROVEMENT



ATTRACTIVE AND
FUNCTIONAL FACILITIES

GUIDING PRINCIPLES FOR INFRASTRUCTURE

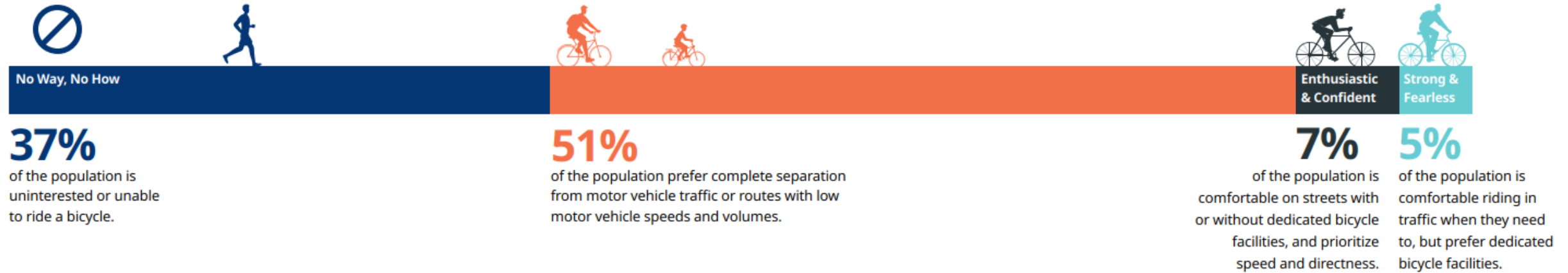
Before



After

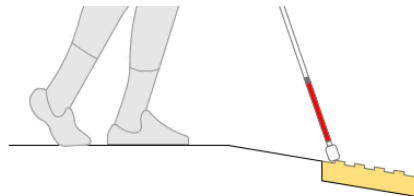
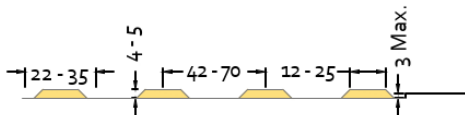
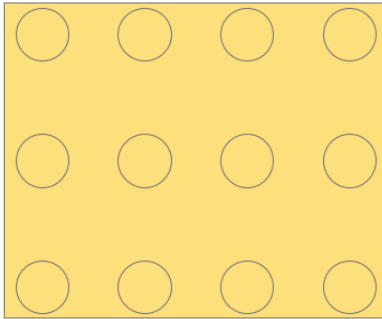


KEY CHANGE #1: A COMFORT-BASED APPROACH

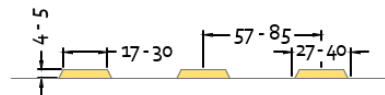
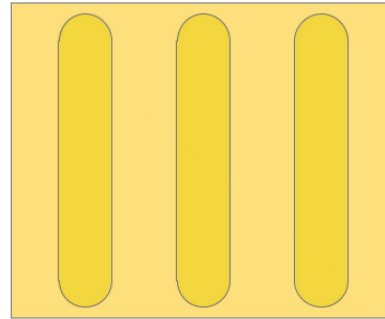


KEY CHANGE #2: EXPANDED ACCESSIBILITY GUIDANCE

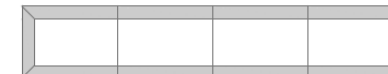
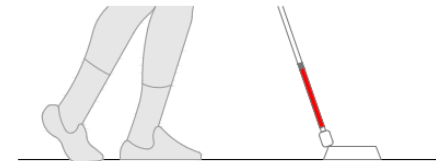
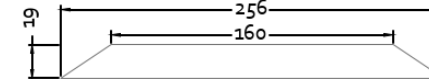
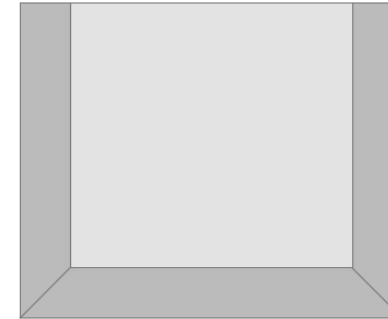
Tactile Attention Indicator (TAI)
Purpose: Hazard Detection



Tactile Directional Indicator (TDI)
Purpose: Wayfinding, Alignment, or Guidance



Tactile Warning Delineator (TWD)
Purpose: Delineate Edge Between Sidewalk and Bicycle Facility



KEY CHANGE #3: FOCUS ON INTERSECTIONS



KEY CHANGE #4: LOW-COST TREATMENTS



Image: Flexible delineator post separation with on-street parking



Image: Flexible delineator post separation



Image: Placemaking and activation



Image: Modal filter on neighbourhood bikeway



Image: Painted concrete barrier separation

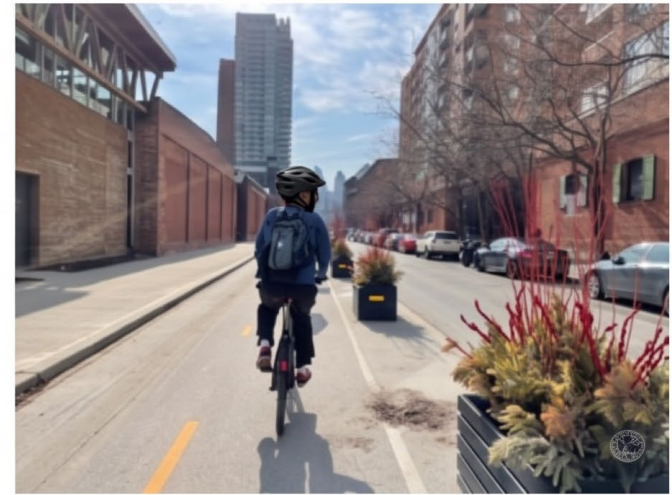


Image: Planter box separation

KEY CHANGE #5: SMALL AND RURAL COMMUNITIES



PANEL DISCUSSION

How to get
started



Mayor Alan Harrison
City of Salmon Arm

How to plan
ahead for future
growth



Councillor Kimberly Guiry
City of Langford

How to evolve
and modernize

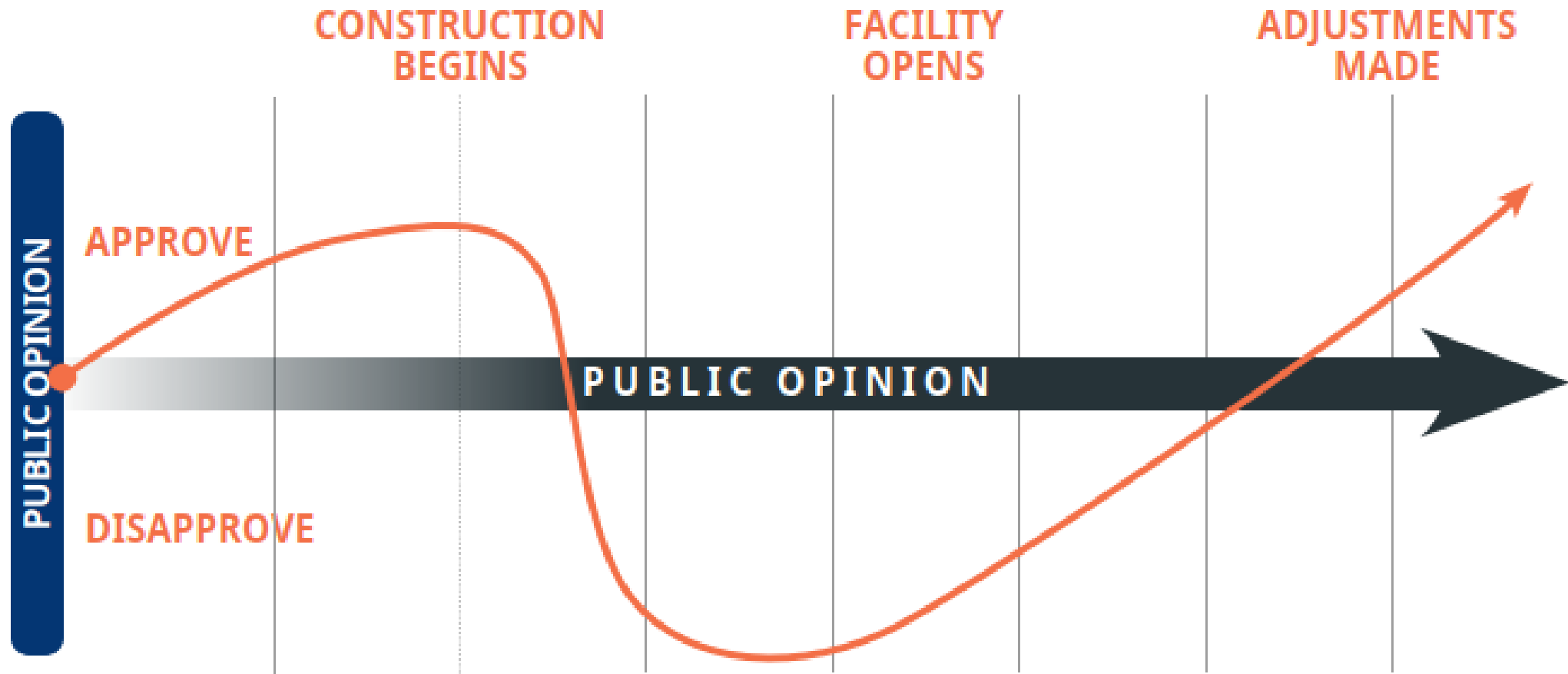


Councillor Loyal Wooldridge
City of Kelowna



Which statement best describes your community's active transportation journey?

MOVING FROM PLANNING TO ACTION



Public opinion trajectory often follows a “political valley” path

ADDRESS CHALLENGES & FALSE NARRATIVES

- On-street parking changes
- Change to motor vehicle lanes
- Waste of tax dollars
- Perception that it's not a priority
- Perception that it won't be used
- Nobody cycles in the winter
- It's already a 'done deal'

"Nobody cycles here"

"Why are you spending taxpayer money on a minority user?"

"We are a winter city. Why are you building infrastructure for 4 months a year?"



6. SMALL GROUP DISCUSSIONS



What was the most valuable idea or insight from your small-group discussion?

THANK YOU!



*Stay tuned for the
final guide!*



Adam Krupper
B.C. Ministry of Transportation & Transit
adam.krupper@gov.bc.ca



Brian Patterson
Urban Systems
bpatterson@urbansystems.ca



**COMMON
GOOD** UBCM
2026



The Rural Coordination Centre of BC

In appreciation of our speakers today and with thanks for your contribution, UBCM has made a donation to the Rural Coordination Centre of BC. Since their inception in 2007, RCCBC has grown into a network of hundreds of people - rural physicians and other healthcare providers, healthcare administrators, community members, policymakers, educators, researchers, and non-profit and business leaders – guided by the principles of cultural safety and humility.