



## Issue Area: Getting Around

Digging a little deeper

On our website and in the summary report for Vital Signs, we have provided a number of statistics for each of our areas. Following is much more detailed data and sources for each statistic.

### Overview

How we get around is becoming increasingly important to our community as travel is required for specialized health services, our population ages and we need to look at some of the larger questions related to climate change and the need to reduce greenhouse gas emissions.

Indicators related to `getting around` can include the ease of transport for health services out of the community, the use of alternative modes of transportation walking, biking or public transportation as well as ridesharing and other modes of transportation that are easier on the environment.

The presence and connectivity of bike paths in your community as well as the number of designated parking spaces for people with disabilities are other measures of a caring, vibrant and inclusive community.

The background data for this issue area found, that the community is making progress in many areas; however our challenging climate and geography require substantial investment of resources.

Grade assigned by researcher: 4 ([More](#))

Citizens grade: 4 ([More](#))

Kicking Horse Transit Ridership between 2008 and 2010 for Golden and Area A has increased by 38%. While the Snows Shuttle use has decreased by 56%. ([More](#)) 'The Town of Golden is waiting on a report from the 2010 'Transit Consultation Session.' Town staff suspect that the report will show there is a need for a second bus, with higher frequency of stops within Golden and Area A.' Jon Wilsgard, August 2011.

Community members, who need to attend medical appointments in Cranbrook, can travel on the Health Connection ([More](#)).

As early as 2005 the Town of Golden (ToG) recognized active transport. Shortly after the ToG's Official Community Plan committed the community to reducing green house gases and forming an 'Active Transport Committee.' In 2008 the ToG held a one-day session to among other things, introduce the concept of active transport to the community. One of the goals from this workshop was to establish an active transport committee ([More](#)). The Active Transport Committee has been very busy in the community, initiating BC's 3<sup>rd</sup> Generation Community Bike Share program and commenting on new infrastructure, including the 5.4 km, 2 meter cycling lane connecting Golden to Nicholson and the walking/bike trail connecting Golden to the Golden Donald Upper Road ([More](#)).

In 2006, 19 percent of Golden's residents walked or biked regularly to work; double both the national and BC average ([More](#)).

## Challenges

In discussing the issue area 'Getting Around' several seniors explained to the researcher that one challenge they face is winter snow. Not only getting to doctor's appointments out of town, but also their concerns about inadequate (mounds of snow over sidewalks) or slow snow removal after heavy snowfalls ([More](#)). While there is a Kicking Horse Country Health Connections service to Cranbrook. The schedule is limited, Mondays and Fridays, and the service is only offered to Cranbrook.

There was an average of 61 hours annual closure time on the Trans-Canada Highway resulting from avalanche closure in Rogers Pass. These closures averaged 2 hours in length. This combined with the increase in commercial traffic over time does make winter travel challenging ([More](#)).

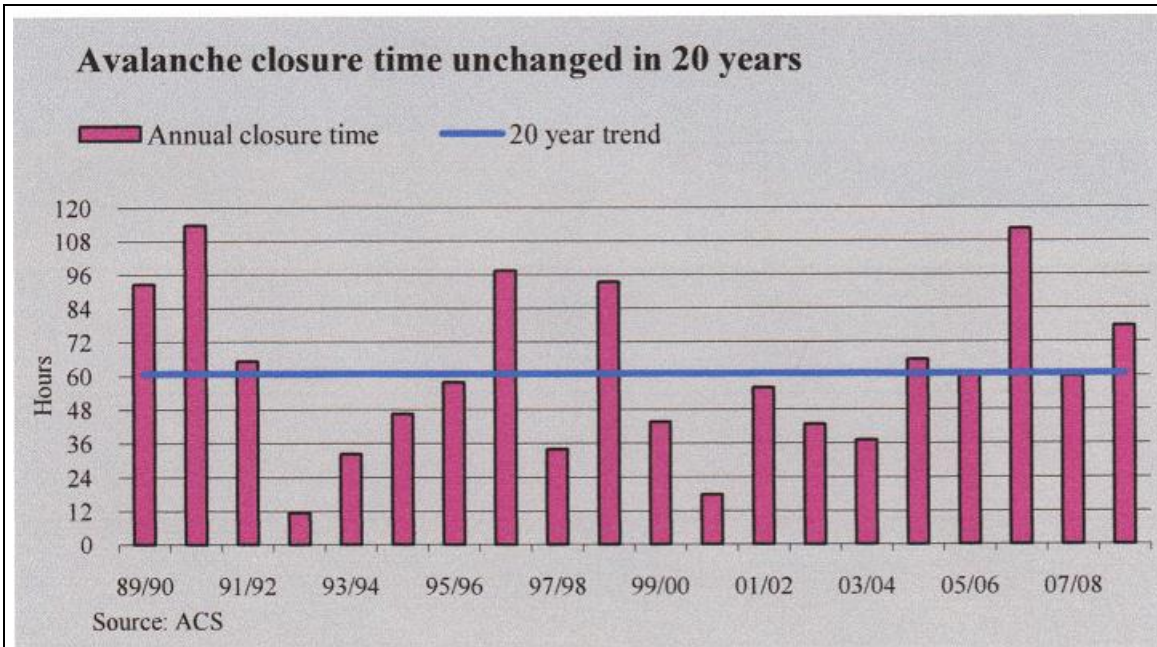
For those residents that are required to commute either within or around Golden, or travel to medical appointment out of town, fuel is an added cost to living. Golden and Area A residents fueling up in Golden paid 11% more for fuel than those in Revelstoke and 4% more than those fueling up in Brisco ([More](#)).

Grading of Issue Area, Getting Around		
Data Summary		
Grade is based on data and summary of data presented within the tables below and uses same grading parameters as for the citizens grading.		
Date		
Various 2001 to 2011		
Geography		
Golden, Area A, British Columbia and Canada		
Description		
Indicator Date Table	Data Summary as applied to graded	Grade
Rogers Pass, Avalanche closure times ( <a href="#">Go to table</a> )	Traffic has increase by 1.8% over time and the review found 'no noticeable change in the number or duration of closures.' <u>Progress is being made.</u>	4
Kicking Horse Country Transit Ridership ( <a href="#">Go to table</a> )	Ridership between 2008 and 2010 for Golden and Area A has increased by 38%. While the Snows Shuttle use has decreased by 56%. <u>Progress is being made.</u>	4
The snow ( <a href="#">Go to table</a> )	It is difficult to compare to Revelstoke as the snowfall has double. Revelstoke, however has a plan for sidewalk removal that is related to seniors and is developing a system around safe routes for schools. <u>Of concerns, needs attention.</u>	3
Official Community Plan (OCP) and Golden Active Transport Committee (GATC). ( <a href="#">Go to table</a> )	As early as 2005 the ToG was supporting the concept of Active Transport. Golden's OCP committed to reducing GHG and forming an ATC. The first ATC workshop presents data showing that 18.6 % of Golden residents walk or biked to work. This is more than double the provincial and national average. <u>Awesome our community is tops.</u>	6
Golden as an active community ( <a href="#">Go to table</a> )	Golden and Area A offer a number of options for citizens to get around. Although not all perfect, there are many items in this table that the community can be proud of. <u>We are doing well and headed in the right direction.</u>	5
Golden Gas Prices ( <a href="#">Go to table</a> )	Golden and Area A residents fueling up in Golden paid	3

Grading of Issue Area, Getting Around		
	11% more for fuel than those in Revelstoke and 4% more than those fueling up in Brisco. <u>Of concerns, needs attention.</u>	
Researcher Grade		25/6=4.2
Grade as assigned by community opinionnaire		4
Comparison		
NA		
Data Considerations		
An attempt has been made to use the most up to date data		
Source		
Various		

## Getting Around: Details

Rogers Pass, Avalanche closure times
Data Summary
In the past 20 winters, the average annual closure time in the Rogers Pass resulting from avalanche control is 61:35 hours, with a steady trend (no change) in 20 years (Figure 8). While the range of total closure time and number of closures vary, this difference correlates closely with annual snowfall amounts. The more it snows, the higher the avalanche hazard, the more overall time the road is closed. The distribution of avalanche closure periods can be seen in Table 5. Closures greater than 24 hours are very rare, and have only occurred once in the past 20 years. This same review shows that traffic volumes grew by 1.8 %, between 1980 and 2006. Further the review identified that the increased volume of commercial traffic and its effects on overall traffic flow, with tractor trailer combinations making up 37% of the winter traffic over Roger`s Pass. “The long delays associated with these closures are a significant inconvenience to motorists, and a major impact on the Golden and Revelstoke communities.”
Date
1989 to 2008
Geography
Trans Canada Hwy, Rogers Pass
Description



Closure period (hr)	Percentage of all closures
< 2	28%
2 - 4	29%
4 - 12	28%
12 - 24	13%
> 24	2%

Table 5: Distribution of avalanche closure periods from 1989-2009

**Figure 8:** Avalanche closure time unchanged in 20 years.

Comparison
N/A
Data Considerations
NA
Source
<b>Excerpt from Parks Canada's 2010 Avalanche Control Section Review: For Ryan Watmough, Golden and District Community Foundation, Sent August 2011</b>
Link
NA

## Kicking Horse Country Transit Ridership

**Data Summary**  
 Ridership between 2008 and 2010 for Golden and Area A has increased by 38%. While the Snows Shuttle use has decreased by 56%. 'The Town of Golden is waiting on a report from the 2010 'Transit Consultation Session.' Town staff suspect that the report will show there is a need for a second bus, with higher frequency of stops within Golden and Area A,' (Jon Wilsgard, August 2011).

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Link
<a href="http://www.town.golden.bc.ca">http://www.town.golden.bc.ca</a> <a href="http://www.transitbc.com/regions/khc/">http://www.transitbc.com/regions/khc/</a>

## The Snow

### Data Summary

In gathering information regarding 'Getting Around' several seniors explained to the researcher that one challenge they face is winter snow. Not only getting to doctor's appointments out of town, but also their concerns about inadequate (mounds of snow over sidewalks) or slow snow removal after heavy snowfalls.

### Date

2011

### Geography

Golden

### Description

Golden currently has 1 sidewalk cleaners, also known as trackless (Dave Polland, ToG, August 2011). Golden's annual snowfall is 184cm/72in.

Revelstoke has 3 trackless (Brian Mallett, City of Revelstoke, September 2011). Revelstoke annual snowfall is 448 cm/177 inches.

Dave Polland explained; "Revelstoke has wider city roads which makes snow removal easier."

Mallet explained; "Revelstoke has implemented their 'Age Friendly Walking Plan,' which prioritizes snow removal of sidewalks and resulted in 8 grit box locations which facilitates citizens sanding of sections of slippery sidewalks. Revelstoke also has completed a traffic study in conjunction with schools to develop a 'safe route to schools,' system."

"Golden does not have an 'Age Friendly Walking Plan,' or a 'safe route to schools,' system," (Gary Smith, ToG, Sept 30, 2011).

The Town of Golden has a taxi service. "We are fortunate enough to have a taxi service in a town of this size, because the taxi service is supported in a big part by CP," (August 2011, Jon Wilsgard, Town of Golden).

### Comparison

Golden and Revelstoke

### Data Considerations

Verbally recorded. Revelstoke has over twice the annual snowfall as Golden.
Source
See links below
Link
Golden climate information: <a href="http://www.hellobc.com/en-CA/Geography/Golden.htm">http://www.hellobc.com/en-CA/Geography/Golden.htm</a> Revelstoke snowfall: <a href="http://www.revelstokecc.bc.ca/vacation/about-weather.htm">http://www.revelstokecc.bc.ca/vacation/about-weather.htm</a>

<b>Town of Golden(ToG), Official Community Plan (OCP) and Golden Active Transport Committee (GATC)</b>
Data Summary
As early as 2005 the ToG was supporting the concept of Active Transport. Golden’s OCP committed to reducing GHG and forming an ATC. The first ATC workshop presented data showing that 18.6% of Golden residents walk or biked to work. This is more than double the provincial and national average.
Date
2008, 2009
Geography
Town of Golden only
Description
Active Communities Initiative, Council asked that the Town of Golden be registered as an Active Community with the Active Communities program (Oct 18, 2005 ToG, Council Highlights).  ‘Golden’s aim is to have a continuous active transportation system through which will integrate with the planning of transit systems and the development of trails in surround communities...Golden’s OCP advocates reducing GHG emissions, and the preparation of the ATC,` ( 2009, Fraser Basin).  ‘In 2006, 18.6% of Golden’s residents walked or biked regularly to work. This is more than double the national average,’ (2008, Haynes).  In April 2009 Golden Active Transport Committee launched their blog, since that time this committee has been instrumental in initiating the ToG, 3rd Generation Community Bike Share program. A first in BC.
Comparison
N/A
Data Considerations

NA
Source
Town of Golden, Council Highlights, 2005 Fraser Basin Council, 2009, Transportation Demand Management, A Small and Mid-Size Communities Toolkit Golden (Prepared by Michael Haynes Trans Active Solutions), 2008, Community Active Transportation Workshop.
Link
<a href="http://www.town.golden.bc.ca/agendas/index.php?SUID=&amp;selectedFolder=35">http://www.town.golden.bc.ca/agendas/index.php?SUID=&amp;selectedFolder=35</a> <a href="http://www.fraserbasin.bc.ca/programs/documents/FBC_TDM_toolkit_web.pdf">http://www.fraserbasin.bc.ca/programs/documents/FBC_TDM_toolkit_web.pdf</a> <a href="http://ubcm.ca/assets/Funding-Programs/Documents/beat-golden-report.pdf">http://ubcm.ca/assets/Funding-Programs/Documents/beat-golden-report.pdf</a> <a href="http://goldenactivetransport.blogspot.com/">http://goldenactivetransport.blogspot.com/</a> <a href="http://goldenactivetransportation.com/">http://goldenactivetransportation.com/</a>

<b>Golden as an active community</b>
Data Summary
Golden and Area A offer a number of options for citizens to get around. Although not all perfect, there are many items in this table that the community can be proud of.
Date
2011
Geography
Town of Golden and Area A
Description
In 2011, a 5.4km 2-meter cycling lane connecting Golden to Nicholson was paved along Highway 95.  Town of Golden created BC's first 3rd generation Community Bike Share program.  Golden is proud of the 10 kilometres of Rotary Trail and Timber Framed Bridge that connect our schools, parks and historic town site (2011, ToG, Rotary Trail Signage).  Golden Cycling Club has over 175 kilometres of trails designated as Recreation Trails (August 2011, Andy Bostock, Golden Cycling Club).  Golden Nordic Club has 36 kilometres of groomed trails.

This August also marked the beginning of the new trail that will be going up Golden Hill. “The work that has been going on included partnering with the Town of Golden on adding some amenities including an improved viewpoint area that will become a feature and from there the pathway will go to the Visitors Centre. The pathway provides a way for people on Pine Drive to cross the highway without having to dodge traffic. The trail will lead down to the viewpoint, then the path will go to the old viewpoint but that one will now only be accessible to people biking or walking.” (Golden Star, August 30, 2011).

**Comparison**

N/A

**Data Considerations**

Various

**Source**

Various

**Link**

Rotary Trail Map: [http://www.tourismgolden.com/pdfs/Map\\_Rotary\\_Trail.pdf](http://www.tourismgolden.com/pdfs/Map_Rotary_Trail.pdf)

Golden Nordic Club: <http://goldennordicclub.ca/club-profile>

Golden Star Article: [http://www.bclocalnews.com/kootenay\\_rookies/thegoldenstar/news/128701078.html](http://www.bclocalnews.com/kootenay_rookies/thegoldenstar/news/128701078.html)

**Golden Gas Prices**

**Data Summary**

Golden and Area A residents fueling up in Golden paid 11% more for fuel than those in Revelstoke and 4% more than those fueling up in Brisco.

**Date**

Summer 2011

**Geography**

Golden, Revelstoke, Brisco

**Description**

	Gas Prices (\$/L)	% v. Golden
Community	Summer 2011	
Golden	1.339	
Revelstoke	1.119	11.0
Brisco	1.259	4.0

Comparison
Revelstoke, Brisco
Data Considerations
NA
Source
Gas Ticker
Link
<a href="http://www.gasticker.com/pricelist.php?location=421">http://www.gasticker.com/pricelist.php?location=421</a>

Researcher: Denise English