

Regional Trails Management Plan

Draft For Review

Capital Regional District | September 2015



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Our thanks also go to the public who participated in developing this Management Plan.



Photo: Brenda Robson

DRAFT

Executive Summary

The Capital Regional District (CRD) has prepared a management plan to guide development, operations and management decision-making for Regional Trails. Regional Trails are recognized by the CRD as recreation and transportation corridors.

This management plan includes overarching guidance and policies for regional trails as a whole, as well as specific policies and priority management actions for three Regional Trails—the Galloping Goose, the Lochside, and the E&N Rail Trail-Humpback Connector. These trails are an important part of the cycling and walking network and provide transportation and recreation opportunities for visitors and residents alike.

The public participation program used in developing the trail management plan included a Municipal/Provincial/CRD Advisory Group; liaison with First Nations that have lands adjacent to the three trails, and various public participation opportunities (on-line and public sessions). Input was sought from each of these groups at the beginning of the project, before the plan was drafted. Themes and ideas raised through the public participation process have been considered in developing the plan. A second public participation process will occur to receive comments on the Draft Regional Trails Management Plan before the Plan is finalized.

The Vision for Regional Trails is:

“As the Regional Trails system grows and matures, a network of interconnected trails emerges. The trails connect the Capital Region’s communities, key destinations, and the regions beyond. The network facilitates active, healthy lifestyles for people of all ages and abilities by providing opportunities for both recreation and active transportation. We work together to create and maintain a trail system that accommodates a diversity of users, promotes respect among users, and supports positive experiences for all.”

Section 2 of the plan provides strategic policies that relate to all regional trails and are used for good management and decision-making. The policies cover topics including trail use and safety, planning and development, trail operations and maintenance, enforcement, and partnering opportunities. Strategic actions are also identified. Sections 3, 4 and 5 provide management plans for each of the regional trails, including further background about the trail, the mission of the trail, a development concept, and priority actions. Section 6 outlines plan implementation, monitoring and evaluation information.

The Regional Trails Management Plan becomes effective upon adoption by the CRD Board. Implementation of the approved plan is subject to the availability of staff and budget resources, as supported by CRD-wide strategic priorities. A ten year implementation timeframe is envisioned.

Some of the priority actions for implementation include:

- work with municipalities to improve safety at road-trail crossings and where trails are on-street, and create links between the regional trails and key regional destinations;
- develop a trail related public awareness and outreach program regarding safety, trail rules and respectful trail practices;
- assess feasibility of separating trail uses or widening the Galloping Goose to 5-6 m between the Selkirk Trestle and the Switch Bridge;
- pave remaining sections of the Lochside Trail; and
- complete development of the E&N Rail Trail, including a link to Sooke Hills Wilderness Regional Park Reserve parking/staging area.

The Regional Trails Management Plan will be used to assist in service planning, capital planning and budget planning. Periodic reviews will be undertaken to assess progress on plan implementation. If substantive changes in direction are required, due to significant issues or new information, an amendment or plan update process will be initiated. A review of the Plan and its implementation should occur after 10 years.



Lochside Regional Trail, Saanich Photo: John Luton

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E&N Rail Trail – Humpback Connector, Langford

1.0 Introduction and Context

The Capital Regional District (CRD), through Regional Parks, has been developing and managing regional trails for more than 25 years. Management Plans have been developed in the past for the Galloping Goose Regional Park Corridor (1989) and for the Lochside Regional Trail (2001). The Regional Trails Management Plan (RTMP) provides strategic direction for all regional trails and management plans for the Galloping Goose Regional Trail (Galloping Goose), Lochside Regional Trail (Lochside) and E&N Rail Trail – Humpback Connector (E&N Rail Trail).

The RTMP is consistent with CRD's Regional Parks Strategic Plan (2012) and has been developed with consideration given to the CRD's Regional Transportation Plan (2014), including the Pedestrian and Cycling Master Plan. The RTMP provides more specific direction and will guide decision-making relating to the planning, development, management, and operation of the regional trails system.

A glossary of terms is included in Appendix 1 to aid the reader in understanding acronyms and technical wording used in this management plan.

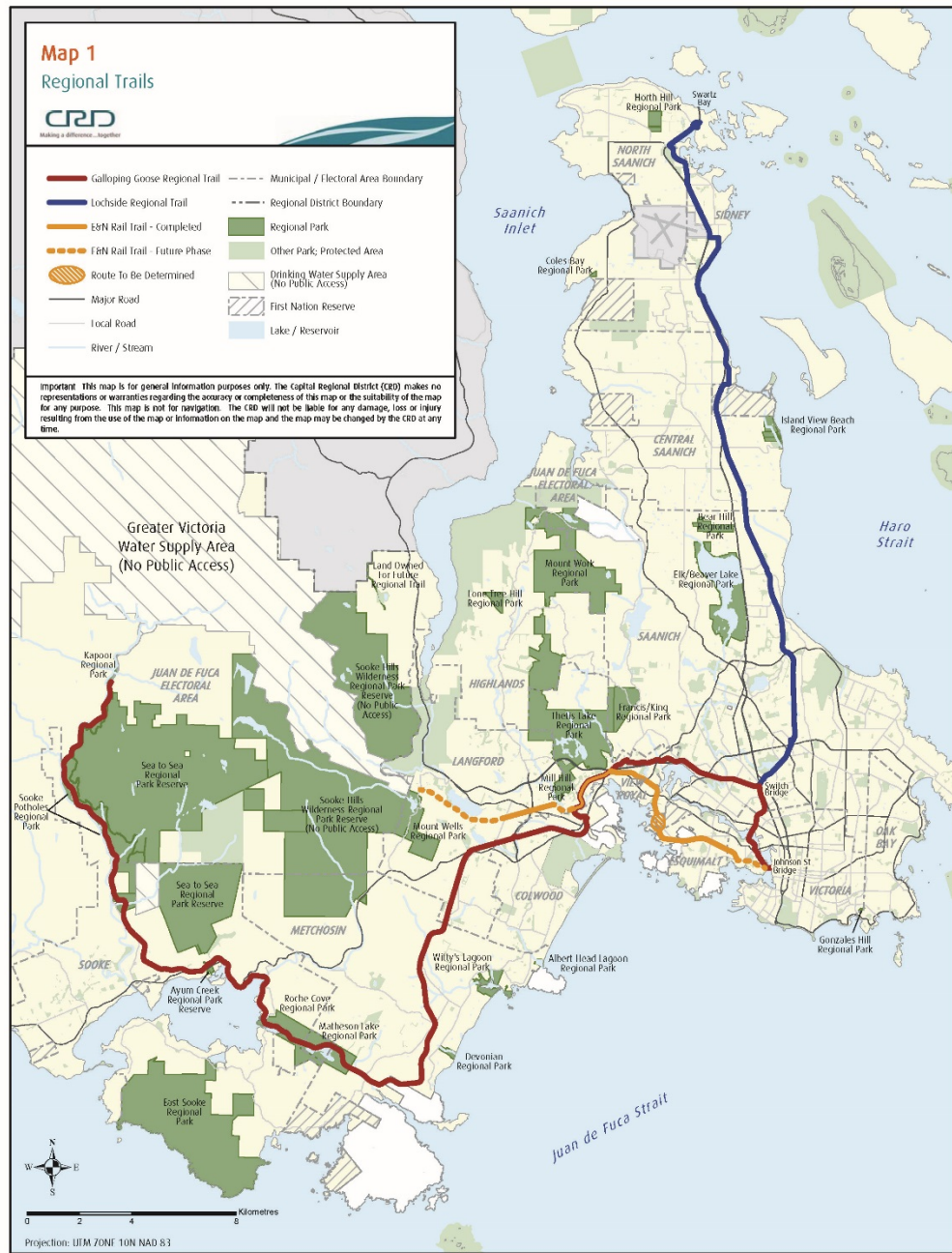
1.1 Purpose of the Plan

The purpose of the plan is threefold:

1. to provide strategic direction for regional trails, including a vision for the regional trail system, management principles, overarching policies, and key strategic actions;
2. to provide specific policy direction and priority actions for each of the three existing regional trails—Galloping Goose, Lochside, and E&N Rail Trail; and
3. to identify an implementation strategy for regional trail priorities to assist in service, capital and budget planning processes.

1.2 Description of the Current Regional Trails

The three regional trails addressed specifically in the RTMP are the Galloping Goose, Lochside, and E&N Rail Trail (Map 1). The following provides a short description of the regional trails.



Galloping Goose Regional Trail

This 55 km trail was established in 1987 along a former railway corridor. The majority of the route is owned by the Province of BC and a lease allows the CRD to develop, operate and maintain a regional trail within the corridor. Approximately 1.6 km of the route, south of the Selkirk Trestle, is owned and managed by the City of Victoria.

Starting in the City of Victoria and ending at Kapoor Regional Park in the Juan de Fuca Electoral Area, the Galloping Goose Regional Trail (Galloping Goose) has both urban (22 km) and rural (32 km) sections. Horseback riding, cycling and pedestrian uses are permitted in the rural section, which is classified in the Regional Parks Strategic Plan as a Multiple Use Trail; cycling and pedestrian uses are permitted in the urban section, which is classified as a Bike and Pedestrian Trail. In 2014, the trail sees nearly 2 million visits per year (CRD Regional Parks Annual Report).

Lochside Regional Trail

The 29 km Lochside Regional Trail (Lochside) was established in 2001 and runs mainly along a former railway corridor. Approximately 12 km of the route are off-street while 17 km are located on roads. The former rail corridor is owned by the municipalities through which it runs. Some sections of the trail are located on lands owned by the Province. Agreements with the municipalities and the Province permit the CRD to establish, operate and maintain a regional trail within the corridor.

Starting at the "Switch Bridge" on the Galloping Goose in Saanich and ending at the Swartz Bay ferry terminal in North Saanich, the Lochside travels through both urban and rural areas. This trail is classified in the Regional Parks Strategic Plan as a Bike and Pedestrian Trail. As of 2014, it receives approximately 1 million visits per year (CRD Regional Parks Annual Report).

E&N Rail Trail – Humpback Connector

The E&N rail corridor is owned by the Island Corridor Foundation (ICF), a consortium of municipalities and First Nations, and the CRD has an agreement with ICF allowing the development, operation and maintenance of a regional trail within the corridor. Construction of the 17 km E&N Rail Trail was initiated in 2009 and the trail is being developed in five phases. This rail route is recognized as an active railway, making this the only 'rail with trail' in the CRD. This urban trail is classified in the Regional Parks Strategic Plan as a Bike and Pedestrian Trail. In the interim, completed sections will be linked by bike lanes and sidewalks in various municipalities. Once complete, the trail will run from the Johnson Street bridge in Victoria to Humpback Road

in the City of Langford. The intention is to extend the trail to the Humpback Reservoir in Sooke Hills Wilderness Regional Park Reserve.

1.3 Links to Other Plans

The CRD Board sets overarching priorities for the CRD through the Regional Sustainability Strategy and the Board's 4-year strategic priorities. Flowing from these, the various Departments develop strategic documents to guide their work. Regional trails play a role in both the Regional Parks (recreation) function and in the Regional Planning & Protective Services (transportation) function. A brief discussion is provided below relating to the links between the Regional Parks Strategic Plan (RPSP), the Regional Transportation Plan (RTP) and the Regional Trails Management Plan (RTMP).

Regional Parks Strategic Plan

The RPSP, which was approved by the CRD Board in 2012, sets out strategic direction for both regional parks and regional trails. Regional trails are an important part of the regional recreational system and they provide easily accessible opportunities for a wide range of residents and visitors to undertake low cost outdoor recreational activities. The RPSP provides an overarching vision for a regional system of parks and trails, management goals, a trail classification system, and initial implementation priorities. Regional park and trail management plans must be consistent with the RPSP.

The vision in the Regional Parks Strategic Plan is:

Capital Regional District (CRD) parks and trails secure the region's ecology and quality of life by establishing, in perpetuity, an interconnected system of natural lands. Parks protect and restore our region's biodiversity, offer compatible outdoor recreation and education opportunities and accessible, nourishing, joyful connection with the natural world and our cultural heritage. Regional trails connect communities and provide many outdoor recreation opportunities and an alternate non-motorized transportation network. Parks and trails support the health of our region, its inhabitants and the planet as a whole. In this century, regional parks and trails will become part of a larger, integrated and connected system of natural areas. Subscribing to the idea that "nature needs half", policies and action are explored through sustainability planning to significantly enhance the system of natural areas in the region in order to sustain life supporting ecological processes. By conserving at least half of the Capital Region's land and water base for nature, residents may live and work in harmony with the environment.

The RPSP sets out the following strategic priorities related to regional trails:

- Complete and update trail management plans for priority parks and trails;
- Continue construction of the E&N Rail Trail;
- In partnership with other public agencies, local government and private landowners, initiate planning for the regional trails system on Salt Spring Islands and the Southern Gulf Islands.
- Integrate First Nations interests into planning for and management and stewardship of regional trails;
- Undertake a visitor use survey;
- Partner with other levels of government and health agencies to promote the health benefits to the community of regional trails; and
- Provide more accessible opportunities for people of all ages and abilities to connect with nature.

Regional Transportation Plan (RTP)

Active transportation (cycling and walking) is promoted by the CRD and is facilitated by having a regional trail system connecting our communities. The Regional Transportation Plan (RTP) and the Pedestrian and Cycling Master Plan (PCMP) also provide guidance that is applicable to regional trails.

The RTP discusses transportation challenges and opportunities, outlines a vision and principles to guide transportation actions, proposes regional outcome statements, and identifies actions and strategies to implement those actions.

The RTP vision is:

A future where transportation is sustainable, offers choice, enables smart growth, and makes livable communities possible.

Flowing from the RTP vision, the following states are desired over time:

- A multi-modal and integrated approach to transportation exists;
- Cycling is an appealing, safe and viable transportation option for residents and visitors of all skill and confidence levels;
- Walking is an increasingly popular and desirable mode of transportation that is supported by safe, convenient, and accessible pedestrian infrastructure; and
- Existing regional trails are enhanced and funding exists for expansions of the regional trail system.

The Pedestrian and Cycling Master Plan (PCMP) was approved as part of the Regional Transportation Plan. It provides additional guidance.

Pedestrian and Cycling Master Plan (PCMP)

The PCMP lays out a plan of action for achieving a significant shift in patterns and modes of transportation throughout the region. It sets out numerous objectives and covers topics including engineering, education, enforcement, encouragement, and evaluation. The PCMP establishes a primary inter-community cycling network and pedestrian priority areas, both of which include the regional trails.

The PCMP vision is:

The Capital Region will be a truly livable and environmentally sustainable community, where walking and cycling are key components of an innovative and integrated transportation system. Citizens of all ages in all parts of the region will find active travel irresistible on a seamless network of Class 1 on and off-street facilities appropriate for users of all abilities. In 2038 CRD will be lauded for its 25% mode share for cycling in urban centres and 15% region wide, as well as 15% mode share for pedestrian travel for all trip purposes.

Some of the points raised in the PCMP include:

- CRD wants to create a livable and environmentally sustainable region where walking and cycling are key components of the transportation system;
- Within the region a concerted effort is needed to shift new trips and portions of existing trips (from motor vehicles) over to walking, cycling and transit;
- It is important to establish a cycling network that is safe and comfortable for all – not just the courageous and intrepid cyclist; and
- CRD will manage a multi-use regional trail system that provides regionally significant pedestrian corridors.

1.4 Priorities for Future Regional Trails (as per the Regional Parks Strategic Plan)

The Regional Parks Strategic Plan (2012-2021) outlines key regional trail development priorities, including:

- Completion of the 17 km E&N Rail Trail – Humpback Connector and connecting it to the Trans Canada Trail (TCT); and
- Planning for a network of regional trails in the Southern Gulf Islands and on Salt Spring Island.

Based on direction in the Regional Transportation Plan, creating linkages from regional trails to key regional cycling and pedestrian facilities and regional employment, education, commercial and tourism centres, is also important future trail planning work.

In addition to these trail planning and development priorities, CRD will advocate for linkages to be developed by other agencies or municipalities that will further the trail network envisioned within the region as illustrated in the Regional Parks Strategic Plan.

2.0 Regional Trails Strategic Direction

2.1 Vision for Regional Trails

This vision for Regional Trails illustrates the desired state that the CRD is working toward. It outlines what CRD hopes to achieve over the life of this plan, and beyond.

As the Regional Trails system grows and matures, a network of interconnected trails emerges. The trails connect the Capital Region's communities, key destinations and the regions beyond. The network facilitates active, healthy lifestyles for people of all ages and abilities by providing opportunities for recreation and active transportation. We work together to create and maintain a trail system that accommodates a diversity of users, promotes respect among users, and supports positive experiences for all.

2.2 Management Principles

Management principles are sometimes referred to as values. The following ten principles provide an overarching philosophy to guide management and decision-making over the next ten years.

1. The vision for regional trails should be considered in all decision-making.
2. Regional trails provide both transportation and recreation opportunities, which are equally important for a healthy region.
3. The overall trail system provides opportunities for a diversity of non-motorized uses for people of all ages and abilities.

4. Liaison and cooperation with local and provincial authorities is critical to creating an integrated trail system and the CRD should promote partnership opportunities in areas of mutual interest.
5. Developing and maintaining relationships with First Nations with lands close to the trails is important and the CRD should promote partnership opportunities in areas of mutual interest.
6. Public awareness and education are important for effective trail management and for positive user experiences and will be considered as part of all projects.
7. Adjacent land use and development should enhance the trail system and not negatively impact the specific trail corridor and, where possible and appropriate, liaison with developers and local governments should aim to ensure this.
8. Respect for nature and maintenance of the greenway character are important and, where possible and appropriate, natural buffer vegetation should be maintained or enhanced.
9. Any new uses being considered must be consistent with the policies of this Regional Trails Management Plan and other CRD strategic direction.
10. Adaptive management is used to address changing needs or information, recognizing that substantive changes will require a plan amendment.



Galloping Goose Regional Trail and E&N Rail Trail, Atkins Road Rest Stop, View Royal

2.3 Outcome Statements

The outcome statements below set the main 'aims' or 'intentions' that the CRD will work toward over the next ten years. These targets break down the vision and align with the management principles outlined in 2.1 and 2.2 above to reinforce the long term direction being proposed. They will be used to document and evaluate progress when the management plan is reviewed in the future.

1. A network of interconnected trails connects the Capital Region's communities.
2. The regional trail system links to key regional destinations and the regions beyond.
3. The regional trail system facilitates active, healthy lifestyles by providing opportunities for active (non-motorized) transportation and recreation.
4. The regional trail system accommodates multiple uses and people of all ages and abilities.
5. The CRD works collaboratively with municipal and provincial governments to ensure an integrated trail system is created within the region.
6. Regional trail management promotes and supports respect among trail users and positive experiences for all.
7. The public is aware of, supports, and is satisfied with management of the regional trail system.

2.4 Overarching Policies for Regional Trails

The following policies are broken down into categories that relate to management issues or needs that were identified during the development of the management plan.

2.4.1 General

1. Each regional trail will be classified as a Bike and Pedestrian Trail, Multiple Use Trail, or Hiking and Walking Trail, as per the Regional Parks Strategic Plan.
2. Generally, the regional trail system allow for active transportation and recreation uses, as follows:
 - Bike and Pedestrian Trails allow for cycling, walking, running, skateboarding, and rollerblading;
 - Multiple Use Trails allow for cycling, walking, running, and horseback riding;
 - Hiking and Walking Trails allow for walking, hiking and running.

- In the future, additional single use trails may be added to the system (e.g., cycle-only, equestrian only).
 - Regional trails that allow bicycle use will accommodate bicycle trailers up to a maximum width of 1.2 m;
 - Motor-assist cycles, as defined by the *Motor Vehicle Act*, are permitted on regional trails that allow bicycle use;
 - Generally, motorized wheelchairs and mobility scooters (used by mobility-challenged individuals) are permitted on regional trails, though not all trails will be suitable for these uses;
 - For the safety of trail users, their pets, and wildlife, all pets must be on-leash at all times while on regional trails*. Pet owners or guardians should ensure that their pets remain both on the trail and on the proper side of the trail; and
 - Trail management plans may further clarify and/or restrict the types of permitted uses and locations of uses based on considerations such as geography, sensitive ecosystems, site capacity, and public input, subject to consistency with the Regional Parks Strategic Plan.
3. The regional trail system as a whole will be managed to accommodate users of different ages and abilities, although not all sections or trails will necessarily accommodate people of all ages and abilities.
 4. The CRD will use a variety of communication tools to inform the public about key initiatives, safety, trail rules, and trail etiquette.
 5. The CRD will collaborate with trail corridor landowners to establish and maintain necessary agreements regarding trail development, operations, and maintenance responsibilities.
 6. CRD Park Use Permits are required in advance for any event, special use or organized activity planned to be held on or along a regional trail.
 7. The CRD supports municipalities and the Ministry of Transportation and Infrastructure (MOTI) using artistic murals on municipal and MOTI tunnels/structures along the regional trail routes.

*Appendix 2 outlines designated municipal off-leash and leash-optional areas within the region (2014 information).

2.4.2 Trail Use & Safety

1. Users are responsible for their own safety. The CRD will strive to provide safe trail opportunities, identify hazards to the public, and stress proactive safety measures.
2. For safety reasons and recognizing the multiple uses on regional trails, the CRD highly recommends, and will promote, that:
 - cyclists, skateboarders and rollerbladers wear helmets at all times when using regional trails;
 - all trail users carry or affix to their equipment lights that provide adequate visibility (both to see and to be seen) and wear light coloured and/or reflective clothing if they are using trails after sunset and/or in poor weather conditions;
 - cyclists slow down when pedestrians or horses are in the vicinity;
 - when using off-street sections of regional trails, all users keep right except to pass other users;
 - when using on-street sections, the applicable rules of the road be followed;
 - all users should only pass other users when there is adequate space to do so in a safe manner;
 - cyclists notify other users before passing (by bell or voice);
 - parents and pet owners ensure their children and pets remain on the right hand side of centerline or center of the trail;
 - all trail users move to the right if stopping.
3. Weather conditions should be considered by all users before and while using regional trails. People using regional trails during or after inclement weather should do so with extra caution.
4. The CRD supports regionally-consistent practices where possible, and will advocate for municipalities to:
 - develop local bylaws or implement appropriate signage, as per the *Motor Vehicle Act* requirements, to allow cyclists to cycle across crosswalks where they join two sections of a regional trail route;
 - mark all road-regional trail crossings and provide advance warning of the trail crossing to road vehicles (e.g. crosswalks and advance warning signs);
 - work with the CRD to identify and maintain acceptable sight lines for road and trail users where regional trails cross public roads; and
 - work with the CRD, MOTI, and interest groups to explain trail-road crossing rights-of-way and to promote safe practices to trail and road users.

5. The CRD will promote respect among users and fair and practical trail etiquette practices to facilitate positive, enjoyable experiences for all trail users.
6. The CRD will encourage municipalities to close/remove any road-trail crossings that are unnecessary.
7. The CRD will regularly collect data and monitor types and levels of use on regional trails.



Lochside Regional Trail, Central Saanich Photo: John Luton

2.4.3 Trail Planning and Development

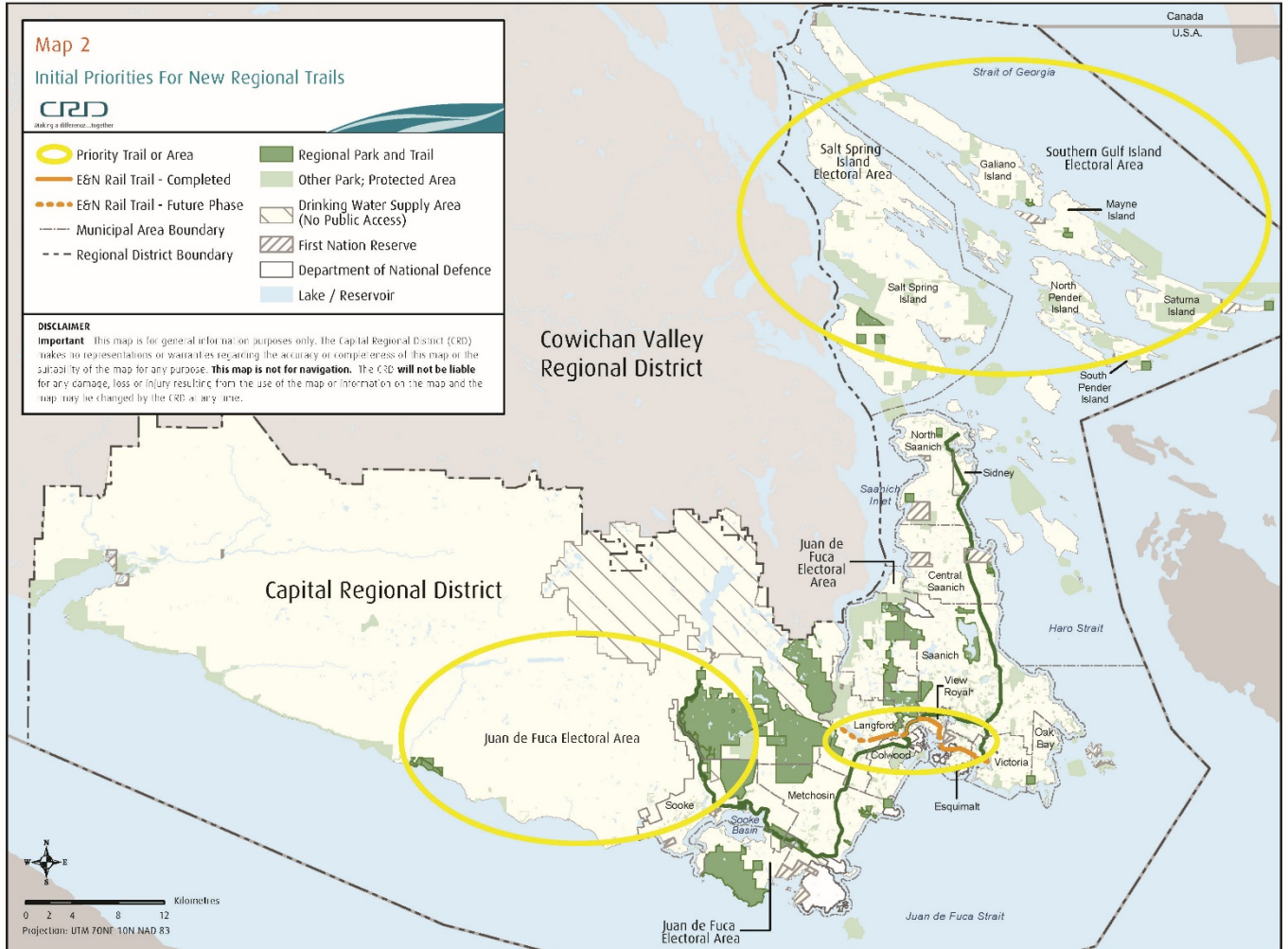
1. Priority will be given to developing regional trails as off-street facilities, where feasible. In some cases, on-street sections will exist. In such cases, the CRD will recommend that municipalities/MOTI incorporate road calming and/or road sharing measures for cyclists (e.g. reduced speed limits, bike lanes, sharrows) and walking space for pedestrians (sidewalks, wide road shoulders).
2. Where feasible, regional trails will interlink in order to connect the region's communities and to create loop-route opportunities. In some cases, regional trails will provide a "spine" that connects key areas and to which other trails connect.

3. Where feasible, regional trails should provide access to, or link with, other key transportation routes that provide access to regionally significant areas (e.g. key parks, regional employment centres, colleges/universities, regional commercial hubs, regional tourism attractions, and transportation hubs).
4. Although both transportation and recreation needs will be considered in trail planning, in high-use urban areas the transportation role of trails will be given first consideration in planning and then recreation. In wilderness, rural and low-use urban areas, the recreation role will be given first consideration and then transportation.
5. Universal accessibility will be considered in trail planning. Trails that are accessible will be noted in public information. Where significant hills exist along trails that generally provide universal accessibility, they will be highlighted.
6. The trail development guidelines in Appendix 3 will guide regional trail development. Additional or revised guidance may be developed, from time to time, to augment or update these guidelines without requiring an amendment to the RTMP.
7. The CRD will consider widening trails or separating trails based on consideration of criteria, including:
 - public feedback;
 - congestion;
 - volume of each type of use;
 - accidents/near misses;
 - feasibility based on corridor width and characteristics;
 - cost;
 - opportunities through adjacent development projects; and
 - other potential options/solutions.
8. Generally, visitor facilities will be located at key access points. Where feasible, affordable, and needed, vehicle parking, washrooms, drinking water, benches, bike racks, information kiosks, and garbage containers will be combined at these locations. Outside of key accesses, facilities may be considered, as follows:
 - vehicle parking - where there is a significant need for a 'park and ride' facility and/or partnership opportunities;
 - washrooms – when there is significant need, limited alternate opportunities, and/or partnership opportunities;

- drinking water - where there is a significant need, limited alternate opportunities, a cost-effective option and/or partnership opportunities;
 - benches - where there is a significant change in elevation or a scenic vista;
 - bike racks – where there is a significant transit hub that may provide combined bike and transit commuting opportunities or proximate to regional destinations;
 - information kiosks – at other key locations where there is significant need for welcoming, interpretive and regulatory information; and
 - garbage containers – where there is a significant need, easy access for maintenance, and limited alternate opportunities.
9. Public engagement will be undertaken if significant changes are proposed to this Regional Trails Management Plan (e.g. amendment or update) or if significant projects not identified in the Management Plan are proposed.
10. Initial priorities for new regional trail development will include (see Map 2):
- completion of the E&N Rail Trail – Humpback Connector including a link to Sooke Hills Wilderness Regional Park Reserve; and
 - planning for a network of regional trails in the Southern Gulf Islands Electoral Area and Salt Spring Island.
11. Emergency and maintenance access needs will be considered in trail planning.
12. Regional Trails will be named by the CRD using the following criteria:
- Trail location, geographic feature, or historical reference and
 - “Regional Trail” will be included in the official name of all regional trails.

2.4.4 Trail Operations and Maintenance

1. The CRD will conduct a formal annual maintenance inspection of each trail in the spring to identify possible hazards and maintenance requirements. Requirements will be prioritized for action, subject to the existing maintenance budget. Through regular work programming, the CRD staff will monitor the trails for additional maintenance needs.



2. The public is encouraged to notify the CRD regarding maintenance and public safety issues on the trails. New maintenance needs identified throughout the year will be assessed and, as appropriate, be added to the maintenance list.
3. Regular trail maintenance, such as vegetation management or leaf blowing, is conducted at various times throughout the year. Special maintenance requirements, such as snow management or tree blow-down removal, are assessed and addressed after significant weather events. Maintenance is undertaken during regular CRD work hours.
4. The CRD will conduct regular assessments of significant trail facilities and structures as part of an asset management program.

2.4.5 Signs

1. The CRD will use standardized signs for welcoming, trail etiquette, wayfinding, caution, and regulatory needs. Each trail will have a separate identifier that will be incorporated into or with trail route wayfinding signs. The sign guidelines in Appendix 4 will guide development of regional trail signage. Additional signs may be developed, from time to time, to augment or update these guidelines without requiring an amendment to the RTMP.
2. The CRD will develop a Sign Plan for each regional trail, will review the Sign Plan at least every ten years, and update as necessary.
3. Wayfinding methods such as signage, maps, and pavement markings may be used to help users orient themselves, make route decisions, and identify destinations that may be accessible from the trail.
4. The CRD will work with local municipalities to improve wayfinding between regional trails, local active transportation routes, and key regional destinations.
5. Where multiple trails are co-located along a single route, the CRD will work with the appropriate organization to include trail wayfinding signs for each trail (e.g. the Trans Canada Trail, Vancouver Island Spine Trail, and Galloping Goose are co-located for approximately 20kms and the E&N Rail Trail is co-located with these three over approximately 2km).

2.4.6 Enforcement

1. The CRD will work cooperatively with police and municipal bylaw enforcement services for enforcement needs on regional trails.
2. The CRD will, and the public should, contact local police or RCMP if criminal activities are noted on the trails.
3. The CRD will notify its bylaw enforcement staff and provide information when CRD bylaw infractions are noted on the trails.
4. The CRD will, and the public should, notify the appropriate municipal enforcement staff/contractors if local bylaw issues are noted on the trails.

5. The CRD will notify the owners of the trail corridor (municipalities, MOTI, ICF) when encroachments from adjacent land uses are noted within the corridor. If the encroachment directly affects trail infrastructure, the CRD will notify its bylaw enforcement division.

2.4.7 Adjacent Land Use

1. Adjacent developments should enhance the trail corridor and/or should not negatively impact the trail corridor.
2. The following criteria will be used to advise landowners, developers and municipalities on regional trail interests relating to development proposals on lands adjacent to the regional trails:
 - In the interests of public safety, no new road crossings of existing regional trails should be permitted;
 - No negative drainage impacts or new drainage flows shall be directed onto or created within the trail corridor;
 - No encroachments on the trail corridor shall occur during or following construction and temporary property boundary fencing should be required prior to any construction occurring;
 - Consideration should be given to whether the development provides opportunities to expand or enhance the regional trail system;
 - No individual residential or commercial accesses shall be developed to the trail without prior written approval of the trail corridor landowner and the CRD;
 - Natural vegetative buffers on the adjacent lands should be maintained wherever possible. Where this is not possible, native vegetation or fencing along the property line should be required to maintain the greenway character of the trail corridor or to minimize potential for creation of individual accesses to the trail corridor;
 - A CRD park use permit is required in advance if any work needs to be undertaken from/within the trail corridor; and
 - Any other comments relating to a specific development proposal in relation to the regional trail.

2.4.8 Environmental

1. The CRD will assess invasive plant management needs along regional trail corridors, as part of a larger ecological management program, based on ecological risk.
2. The CRD will notify the trail corridor landowner if species at risk are documented along the regional trail corridors.

3. The greenway character of trail corridors will be maintained wherever possible, giving consideration to public safety.

2.4.9 Partnering Opportunities

1. The CRD supports public involvement through donations and partnering opportunities and will solicit external assistance through partnerships and legacy programs.
2. The CRD will build relationships with, and work cooperatively with municipalities, First Nations, tourism organizations, and others to facilitate partnering opportunities for trail-related projects of mutual interest and benefit.
3. The CRD will provide regional trail-related volunteer opportunities as part of a larger regional volunteer program.
4. Park use permits are required in advance for any event, special use, or organized activity planned on or along any regional trail.

2.5 Strategic Actions

To address some of the strategic management issues the following new projects and actions are proposed:

1. Work with municipalities and electoral areas on:
 - improving safety at road/trail crossings including, but not limited, to consideration of the following:
 - conducting warrant analyses of trail-road intersections to assess sightlines and signage needs;
 - adequately marking and lighting at road-trail crossings; and
 - improving crossings where needed.
 - allowing cycling across trail-related crosswalks, through bylaws or signage, as per the *Motor Vehicle Act* requirements;
 - improving safety on on-street portions of trails;
 - establishing, mapping, and signing links between regional trails and key regional destinations and active transportation routes; and
 - partnering on public outreach regarding safe and respectful trail use practices.

2. Develop and implement a public outreach program including but not limited to:
 - road/trail crossing rights of way;
 - trail safety;
 - trail rules; and
 - respectful trail practices (etiquette).
3. Identify and develop needed operational policy, procedures, guidelines, and standards for regional trails.
4. Map the locations of all visitor facilities along the regional trails using Geographic Positioning System technology (GPS) and incorporate the data into the CRD's Geographic Information System (GIS).
5. Continue regional trail planning for the Southern Gulf Islands and for Salt Spring Island.
6. Undertake a trail lighting study. The study should include, but not be limited to, assessment of:
 - crime prevention through environmental design (CPTED) considerations;
 - where lighting should or should not be provided;
 - feasibility of using various types and styles of lighting (e.g. solar, electric, motion-sensing; low to ground, street light style, brightness);
 - environmental considerations;
 - impacts on neighbours;
 - costs to implement and maintain trail lighting; and
 - other potential options to increase visibility and user comfort after dark and in poor weather.
7. Establish a cooperative enforcement patrol program and enforcement protocols for regional trails with area police and bylaw enforcement services.
8. Improve the CRD's web-based data and mapping and develop mobile applications to provide increased trip planning capabilities and customizable trail information for the public.
9. Collaborate with interested First Nations along the trails to establish a standard welcome sign identifying traditional First Nations territories and potential themes/cultural heritage messages for possible interpretation along regional trails.
10. Regularly update the Partnerships and Legacy Programs to include the CRD's trail-related needs that can be undertaken and/or maintained through donations and partnerships.



View from the Galloping Goose Regional Trail, Sooke

DRAFT

3.0 Galloping Goose Regional Trail Management Plan

3.1 Background and Context

The railway corridor, within which the Galloping Goose Regional Trail is built, was established between 1911 and 1924 by the Canadian Northern Pacific Railway (CNPR) and subsequently, the Canadian National Railway (CNR). It traversed 177 km (73 miles) between Victoria and Youbou, on Cowichan Lake. This rail line was largely used for transporting logs and freight, though some passenger service was provided. The passenger car was a gas-powered vehicle known as the “Galloping Goose”. Between 1930 and the 1970s, rail use steadily declined, and in 1979 the rail line was abandoned. The railway corridor was taken over by the Province of British Columbia.

The initial concept of using the rail corridor for recreation and park purposes was studied in the early 1970s and the “Dogwood Provincial Parkway Proposal” recommended that the entire right-of-way from downtown Victoria to Cowichan Lake be established as a non-motorized Class “A” Provincial Park. The Provincial Park did not come to fruition; however, in 1987 the Province leased a 43 km portion of the corridor to the Capital Regional District for the purpose of a regional trail within a linear park. The lease provided the authority for the CRD to establish, manage and maintain the trail and park corridor from Atkins Avenue in View Royal to Leechtown, in the Juan de Fuca Electoral Area. In 1993, two additional sections of the former CNR corridor were leased to the CRD to extend the Galloping Goose trail and park corridor—from Atkins Road to Switch Bridge and from Switch Bridge to the south side of the Selkirk Trestle. The Galloping Goose Regional Trail is now 55 kms long.

The Regional Parks Strategic Plan splits the Galloping Goose into two trail classifications. From Victoria to Luxton (Marwood Avenue in Langford), the trail is classified as a Bike and Pedestrian Trail. From Luxton to Leechtown (Kapoor Regional Park in the Juan de Fuca Electoral Area) it is classified as a Multiple Use Trail for pedestrians, cyclists and equestrians.

CRD statistics show that the Galloping Goose Regional Trail receives 2 million visits per year. Generally, the urban section is more heavily used on weekdays and the rural areas tend to see increased use on weekends. In recent years, the volume of cyclists using the urban section of the trail between 6-9am and 3-6pm has risen. The 2013 Regional Trails Survey found that 92% of respondents (2,068) indicated they had used the Galloping Goose in the past 12 months and 55% of respondents (1,102) indicated the Galloping Goose Regional Trail was the regional trail they used most often.



Galloping Goose Regional Trail, Cooper Cove Crossing, Sooke

3.2 The Mission of the Galloping Goose Regional Trail

The mission of a trail explains its role or function. The Galloping Goose is split into two trail classifications and each of the two sections has a slightly different mission, as noted below.

Victoria to Luxton (in Langford)

As an urban Bike and Pedestrian Trail, the Galloping Goose Regional Trail provides a major route for active transportation and recreation. It provides access to key regional and local destinations within Victoria, Saanich, View Royal, Colwood and Langford for users of all ages and abilities. The trail links these communities together and, through connections with other trails and active transportation routes, provides access to places beyond the immediate area. The Galloping Goose Regional Trail supports an active, healthy community.

Luxton (in Langford) to Kapoor Regional Park (at Leechtown in the Juan de Fuca Electoral Area)

As a rural Multiple Use Trail, the Galloping Goose Regional Trail provides active recreation and transportation opportunities for cyclists, pedestrians and equestrians. It facilitates use and enjoyment of the outdoors. The trail connects several regional parks and provides an off-street active transportation route from Langford to Sooke. The Galloping Goose Regional Trail supports an active, healthy community.

3.3 Management Goals and Direction Statement

3.3.1 Management Goals

As with the Mission of the trail, there are slightly different management goals given the different trail classifications that exist on the Galloping Goose Regional Trail.

Management Goals for the Victoria to Luxton (in Langford) section of the Galloping Goose

- To provide a safe and enjoyable trail for pedestrians, cyclists, rollerbladers and skateboarders between Victoria and the western communities.
- To promote safe and respectful use practices on the trail to help ensure positive experiences for all users.
- To provide an arterial route within a larger active transportation and recreation network.

Management Goals for the Luxton to Kapoor Regional Park (in Juan de Fuca Electoral Area) section of the Galloping Goose

- To provide a safe and enjoyable trail for pedestrians, cyclists, and equestrians between Luxton (in Langford) and Kapoor Regional Park (in Juan de Fuca Electoral Area).
- To provide an off-street route to access several regional parks.
- To promote safe and respectful use practices on the trail to help ensure positive

3.3.2 Management Direction Statement

The vision, management principles, outcome statements, and strategic policies outlined in Chapter 2 apply to, and guide the management of, the Galloping Goose Regional Trail.

3.4 Development Concept

The Galloping Goose Regional Trail has existed for more than 25 years and use has increased significantly over the years. The focus during the timeline of this Management Plan will be to manage and improve the

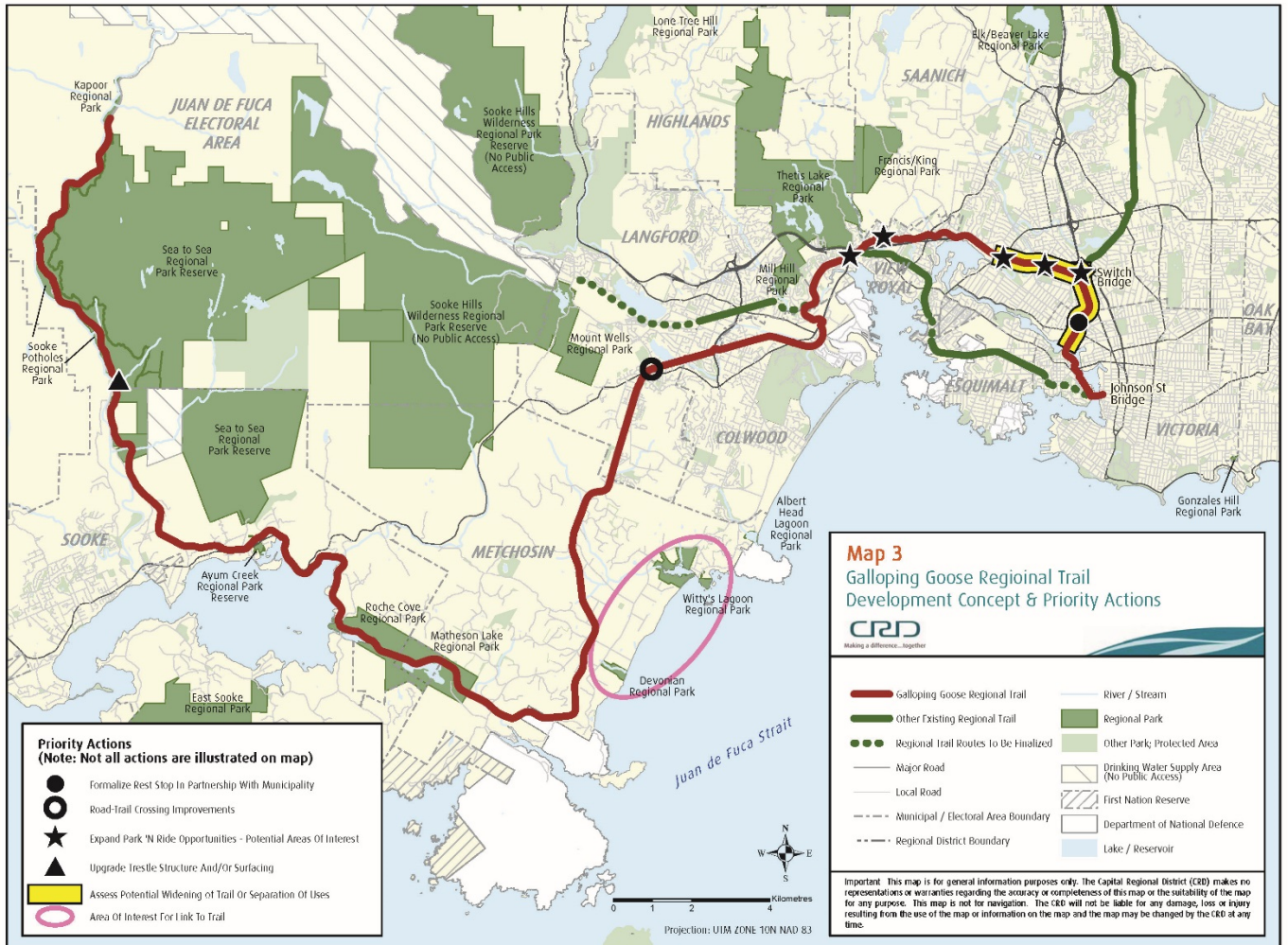
regional trail infrastructure, as needed. In the highest use urban sections of the trail, additional attention will be put to resolving conflicts between user groups.

Key aspects of the development concept are illustrated on Map 3.

3.5 Priority Actions

1. Work with each municipality and the MOTI to ensure safe road-trail crossings along the trail route. This may include partnering on intersection warrant assessments and seeking transportation engineering recommendations. Some key locations include:
 - Sooke Road (Hwy 14) at Glen Lake Road/Happy Valley Road in Langford;
 - Harriett Road in Saanich;
 - Rocky Point Road at Kangaroo Road in Metchosin; and
 - Gillespie Road in Sooke.
2. Develop an updated Sign Plan for the trail and update signage.
3. Conduct a comparative study to assess the engineering feasibility and costs/benefits of separating the trail into two adjacent dual-direction paved trails (one for pedestrian use, one for wheel uses) and/or widening the existing trail to 5-6 m between the Selkirk Trestle and the Switch Bridge, and between Switch Bridge and McKenzie Avenue/Highway 1.
4. Undertake major infrastructure upgrading (e.g. trestles and bridges) as part of the on-going asset management program and improve trestle surfacing, where appropriate and feasible, to be smoother for trail users.
5. Formalize, through agreements, any sections of trail route that are outside of the MOTI lease area, as necessary.
6. Work with BC Transit regarding the implications of transit development on the trail route.
7. Expand the Atkins Avenue parking lot or create an additional park and ride opportunity somewhere between Atkins Road (View Royal) and Tillicum Road (Saanich), when required.

8. Work with the City of Victoria to formalize the rest stop in the Cecilia Ravine, including adding an information kiosk.
9. Work with Colwood and Metchosin to create a pedestrian and cycling link/loop route from the Galloping Goose to Witty's Lagoon Regional Park.



4.0 Lochside Regional Trail Management Plan

4.1 Background and Context

Beginning in 1917, the Canadian Northern Pacific Railway (CNPR) ran a daily train that transported up to 74 passengers and freight between Victoria and the steamship dock at Patricia Bay on the Saanich Peninsula, with connecting service to the Lower Mainland. Passenger service continued until the 1920s, when competition from cars, buses and other railways forced the CNPR into bankruptcy. The Canadian National Railway took over and operated freight trains on the line until the 1930s. Freight continued to be transported along a spur line past Swan Lake until 1990.

When the rail line was abandoned, it was turned over to the various municipalities along the route as a road allowance known as Lochside Drive. In some municipalities, the road was developed while in others, it remains unopened to motor vehicles.

The 1988 Official Regional Parks Plan included a proposal for a 225 km regional trail route from Swartz Bay (North Saanich) to Point-No-Point (Juan de Fuca Electoral Area), part of which included the 29 km that became the Lochside Regional Trail. At the time, the municipalities were asked to include the regional trail in their Official Community Plans and partnerships were envisioned for the purpose of developing and maintaining the trail. The CRD Parks Master Plan (2000), developed through an extensive three-year public consultation process, outlined in greater detail the vision, objectives and management direction for the regional trail system. At that time, the CRD's role was to advocate, coordinate and cooperate with public agencies, municipalities or private organizations to establish and operate the trail system. One of the strategic directions noted was to complete the Lochside Regional Trail and provide opportunities for outdoor recreation use from Swartz Bay to the Galloping Goose Regional Trail. The various municipalities developed their respective sections of the Lochside Regional Trail, a Trail Management Plan was approved in 2001, and Agreements were established allowing the CRD to operate the Lochside as a Regional Trail, working in cooperation with the municipalities and the MOTI.

The Lochside Regional Trail stretches from the Switch Bridge on the Galloping Goose Regional Trail to the Swartz Bay ferry terminal in North Saanich. The majority of the trail is along the former rail corridor, though some sections have been developed outside of that corridor, including sections within the Provincial Pat Bay Highway right-of-way and along McDonald Park Road. The following provides updated policy and management direction for the Lochside Regional Trail.



Saanich's Blenkinsop Trestle, Lochside Regional Trail Photo: John Luton

4.2 The Mission of the Lochside Regional Trail

In line with the Vision for Regional Trails, the mission of the Lochside Regional Trail is:

As a Bike and Pedestrian Trail, the Lochside Regional Trail provides a major route for active transportation and recreation. It provides access to key regional and local destinations in Saanich, Central Saanich, North Saanich and Sidney for users of all ages and abilities. The trail links these communities together and, through connections with other trails and active transportation routes, provides access to places beyond the immediate area. The Lochside Regional Trail supports an active, healthy community.

4.3 Management Goals and Direction Statement

4.3.1 Management Goals

- To provide a safe and enjoyable trail for pedestrians and cyclists between the Galloping Goose Regional Trail in Saanich and Swartz Bay in North Saanich.
- To provide access to key regional destinations, such the Greater Victoria airport, ferries, and regional parks, along the trail and through links with other trails and active transportation routes.
- To promote safe and respectful use practices on the trail to help ensure positive experiences for all users.

4.3.2 Management Direction Statement

The vision, management principles, outcome statements, and strategic policies outlined in Chapter 2 apply to, and guide the management of, the Lochside Regional Trail.

4.4 Development Concept

The focus during the timeline of this Management Plan will be to update and improve the regional trail infrastructure, as needed, to facilitate safe cycling and pedestrian use. Horseback riding will continue to be permitted along a small section of the trail, between Island View Road (Central Saanich) and Lochside Park (Saanich,) until the trail is paved. Separate surfacing will not be provided for horses alongside the trail.

Key aspects of the development concept are illustrated on Map 5.

4.5 Priority Actions

1. Develop and implement an updated Sign Plan for the trail, including working cooperatively with key organizations to install a southbound trailhead information kiosk by the ferry.
2. Pave remaining sections of the trail, starting at south end and working north.
3. Work with municipalities to improve high use/high conflict areas and/or to shift the trail off-street where appropriate (e.g. Lochside Park, Lochside Road in Saanich).

4. Work with municipalities to develop and sign active transportation links (e.g. from the trail to Elk/ Beaver Lake, Island View Beach and Horth Hill Regional Parks, to 'The Flight Path' trail around the Victoria International Airport, to Mt. Douglas Park and Swan Lake Nature Sanctuary, and to the Brentwood Bay ferry).
5. Work with the Town of Sidney to consider a trail route change from Ocean Street to Weiler Street.
6. Assess, and if feasible, widen the trail to 5-6 m from the Switch Bridge to Quadra Street in Saanich.
7. Partner with Saanich to establish the following trail facilities:
 - a "park and ride" and trail rest stop facility at Fowler Park, potentially including a washroom, drinking water fountain, bench, garbage can, and bike rack; and
 - a washroom in the vicinity of the Blenkinsop Connector rest stop area or adjacent parking area.
8. Formalize, through agreements, any sections of trail route that are outside of the Lochside Road allowance and/or former railway corridor.



Lochside Regional Trail, Mt. Newton Cross Road Rest stop, Central Saanich

Map 4 Lochside Regional Trail Development Concept & Priority Actions

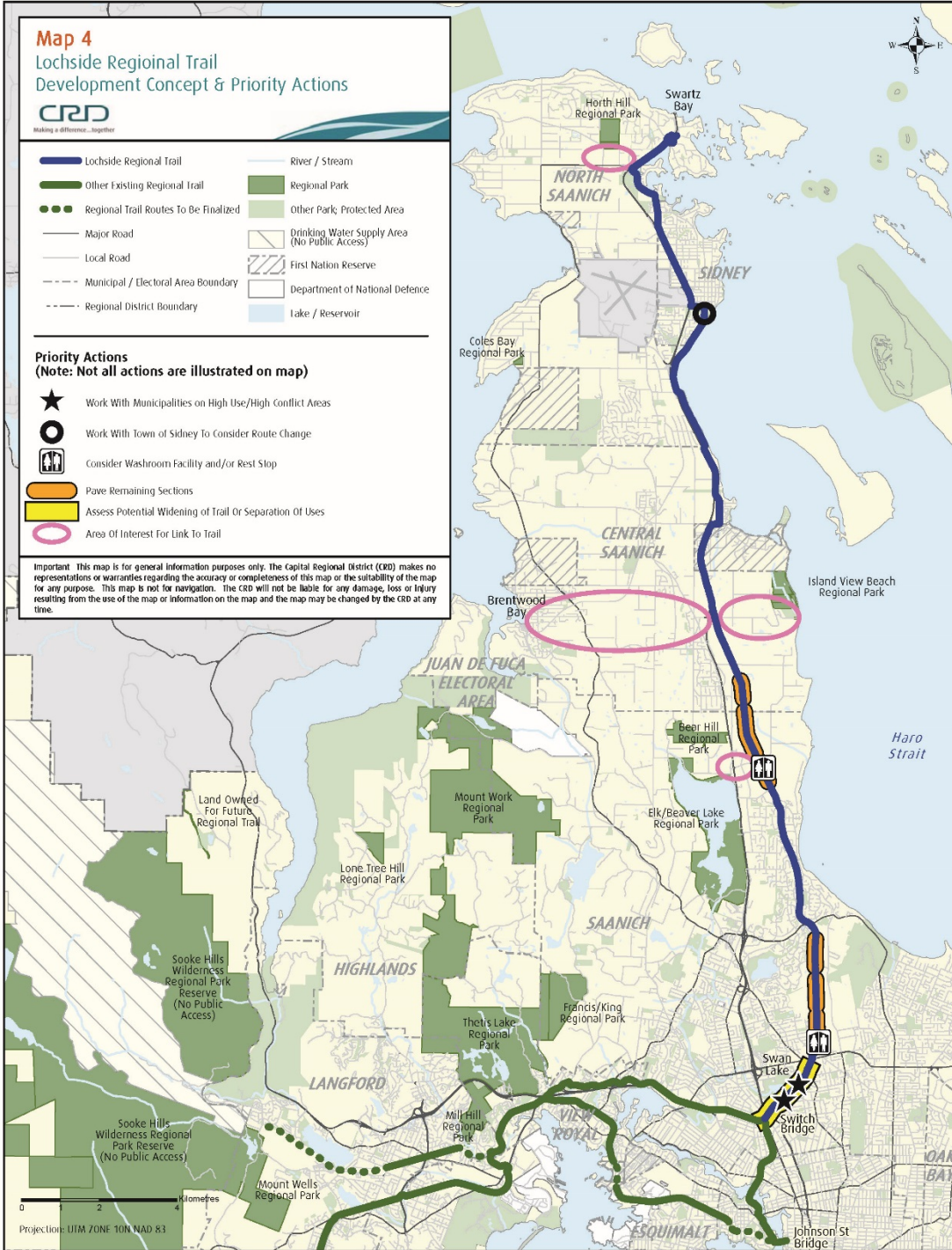


- | | |
|---------------------------------------|---|
| Lochside Regional Trail | River / Stream |
| Other Existing Regional Trail | Regional Park |
| Regional Trail Routes To Be Finalized | Other Park; Protected Area |
| Major Road | Drinking Water Supply Area (No Public Access) |
| Local Road | First Nation Reserve |
| Municipal / Electoral Area Boundary | Department of National Defence |
| Regional District Boundary | Lake / Reservoir |

Priority Actions (Note: Not all actions are illustrated on map)

- Work With Municipalities on High Use/High Conflict Areas
- Work With Town of Sidney To Consider Route Change
- Consider Washroom Facility and/or Rest Stop
- Pave Remaining Sections
- Assess Potential Widening of Trail Or Separation Of Uses
- Area Of Interest For Link To Trail

Important: This map is for general information purposes only. The Capital Regional District (CRD) makes no representations or warranties regarding the accuracy or completeness of this map or the suitability of the map for any purpose. This map is not for navigation. The CRD will not be liable for any damage, loss or injury resulting from the use of the map or information on the map and the map may be changed by the CRD at any time.



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5.0 E&N Rail Trail – Humpback Connector Management Plan

5.1 Background and Context

Incorporated in 1883 by Sir Robert Dunsmuir, the Esquimalt and Nanaimo (E&N) Railway played a significant role in the Province’s coal and lumber industry, and for the Royal Navy base in Esquimalt. The original rail line traversed 115 kms between Esquimalt and Nanaimo and was extended to the City of Victoria in 1888. Owned and operated at various times by the Canadian Pacific Railway, ViaRail, and Rail America, the E&N railway is now wholly owned by the Island Corridor Foundation (ICF), a partnership of First Nations and municipal governments along the corridor. The rail line is considered active and ICF is in the process of updating its infrastructure to reinitiate passenger travel.

As far back as 2000, a proposal for a recreation trail along the E&N rail line had local support. The Township of Esquimalt proposed that a new 3m wide, 8km long trail be built along the E&N rail line in Victoria, Esquimalt and View Royal to create a 17km loop route with the Galloping Goose Regional Trail. The proposed trail was referred to as the West Side Rail Trail. It was felt that this new linear parkway would achieve many goals including:

- providing a safe alternative route for pedestrians currently walking along the tracks;
- making Greater Victoria a more cycle-friendly community;
- improving pedestrian and cycling access in Victoria, View Royal, Esquimalt and for the Songhees and Esquimalt First Nations;
- transforming a neglected industrial corridor;
- Reducing the risk of fire, criminal behavior, and graffiti issues along the rail line; and
- improving property values for lands adjacent to the rail line.

In 2006, the CRD became involved and took it on as a larger regional trail project – extending the proposed route through Langford to Humpback Road. In 2007, ICF, the owner of the railway corridor, agreed to provide the CRD with a licence allowing it to develop and operate a trail adjacent to the rail line—the first “Rail with Trail” in the region. CRD contracted preliminary designs for the trail and was successful in obtaining initial grant funding for Phase 1 of the project. Along with the Galloping Goose and Lochside Regional Trails, the E&N Rail Trail facilitates active transportation and recreation pursuits within the CRD.

Phase 1 of the trail consisted of approximately 6.5 km of new trail spread over four municipalities (Langford, View Royal, Esquimalt and Victoria) and upgrading (paving) of 2.5 km of the Galloping Goose Regional Trail

route, where the two trails are co-located. Phase 1 construction was initiated in 2009. Phase 2 construction, a further 2km in View Royal, was initiated in 2014. Three additional phases (two in Langford and one in Victoria) will be developed in the future. There is intent to extend the trail along Humpback Road to Sooke Hills Wilderness Regional Park Reserve, where it will link with the Sooke Hills Wilderness Trail in Sooke Hills Wilderness Regional Park Reserve.

Once complete, the 17 km trail will connect Langford, View Royal, Esquimalt and Victoria and provide a largely off-street bicycle and pedestrian trail.

5.2 The Mission of the E&N Rail Trail – Humpback Connector

In line with the Vision for Regional Trails, the mission of the E&N Rail Trail – Humpback Connector is:

As an urban Bike and Pedestrian Trail, the E&N Rail Trail – Humpback Connector provides a major route for active transportation and recreation. It provides access to key regional and local destinations within Victoria, Esquimalt, View Royal and Langford for users of all ages and abilities. The trail links these communities together and, through connections with other trails and active transportation routes, provides access to places beyond the immediate area. The E&N Rail Trail supports an active, healthy community.



E&N Rail Trail – Humpback Connector, Portage Park Rest Stop, View Royal

5.3 Management Goal and Direction Statements

The E&N Rail Trail is notable as the first 'Rail with Trail' in the CRD. It is expected that, in the future, passenger rail service will occur on the tracks located beside the trail. This, along with the transportation and recreation roles of the trail itself, must be considered as the trail development and management continue.

5.3.1 Management Goals

- To provide a safe and enjoyable trail for pedestrians, cyclists, rollerbladers and skateboarders, located within the municipalities of Victoria, Esquimalt, View Royal, and Langford and proximate to the Songhees and Esquimalt Nations' Reserves.
- To provide an arterial route within a larger active transportation network.
- To links to other trails and active transportation routes and provide access to key regional destinations.
- To promote safe and respectful use practices on the trail to help ensure positive experiences for all users.

5.3.2 Management Direction Statement

The vision, management principles, outcome statements, and strategic policies outlined in Chapter 2 apply to and guide the management of the E&N Rail Trail.

5.4 Development Concept

The focus during the timeline of this Management Plan will be to complete the development of the E&N Rail Trail – Humpback Connector, including extending it to the Humpback Reservoir in Sooke Hills Wilderness Regional Park Reserve (SHWRPR), where it will link with the Sooke Hills Wilderness Trail in Sooke Hills Wilderness Regional Park Reserve. Acquiring both internal and external funding is critical to achieving this goal.

Phase 1 (9km) is nearly complete, phase 2 (2km) was initiated in 2014 and is substantially complete. The next section to be developed, Phase 3 (1.15km) in Langford, will provide a significant link between Phase 1

and Phase 2 areas. Two additional phases, one in Victoria (1.3 km) and one in Langford (3.6 km, respectively) need to be developed to complete the trail. To connect the E&N Rail Trail to SHWRP and the Trans Canada Trail route an additional 700m trail extension along Humpback Road and through the regional park is required. The Jacklin Road to Humpback Road phase should be modified to include this extension.

Visitor facilities will be developed at primary and secondary hubs along the trail, allowing opportunities for users of varying ages to find options that suit their abilities. As sections of the trail are completed, they will be opened for use. Once fully complete, a trail celebration and official opening will be held.

Key aspects of the development concept are illustrated on Map 5.

5.5 Priority Actions

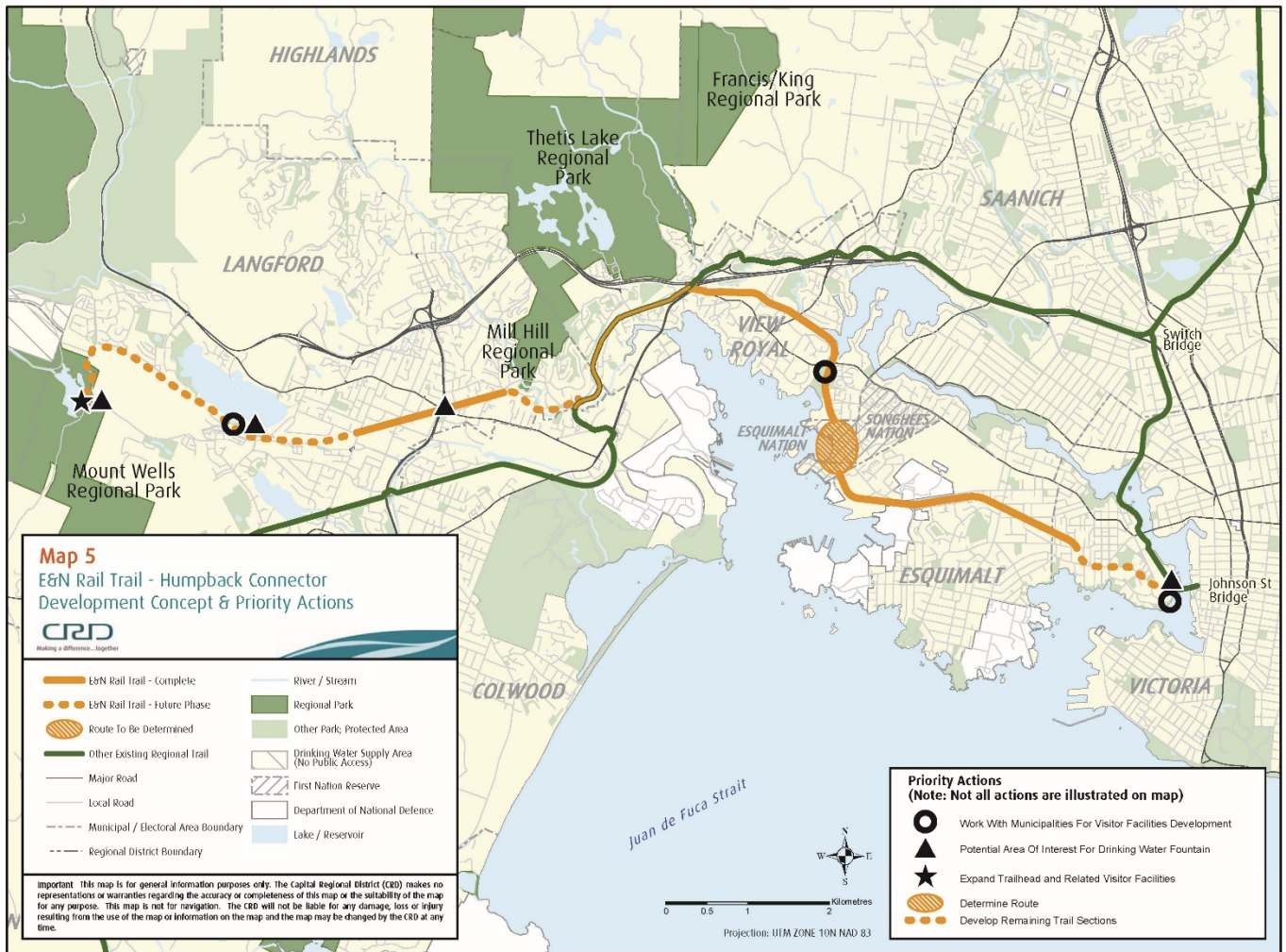
1. Complete the trail development, including:

- Esquimalt Road to Wilson Street in the City of Victoria, including safe crossing of Esquimalt Road (Phase 1);
- Hallowell Road in the Town of View Royal to Maplebank Road on the Songhees Nation Reserve (Phase 1);
- Atkins Road to Savory School in the City of Langford (Phase 3);
- Jacklin Road to Sooke Hills Wilderness Regional Park staging area in the City of Langford; and
- Esquimalt Road to Johnson Street Bridge section in the City of Victoria; and
- An extension to Sooke Hills Wilderness Regional Park Reserve.

2. Work with municipalities, First Nations and other partners on the following potential partnership visitor facilities projects:

- E&N Rail Trail/Regional Parks information map at Colville Park (with the Township of Esquimalt);
- Potential visitor facilities hub on First Nations Reserve lands (with Esquimalt and Songhees Nations and Department of National Defence);
- A trailhead and visitor facilities hub by the Johnson Street bridge (with the City of Victoria);
- A rest area at Hereward Green (with the City of Victoria);
- Washroom facility at Portage Park (with the Town of View Royal); and
- A visitor facilities hub in Leigh Road Park or elsewhere in the Jacklin Rd to Humpback Reservoir trail section and at Veterans Memorial Way (with the City of Langford).

3. Develop a Legacy Project (for public donations) for four additional drinking water fountains along the trail.



PT_RTMP_Map 5.mxd | Parks and Environmental Services | August 2015

6.0 Implementation, Monitoring and Evaluation

6.1 Plan Implementation

The Regional Trails Management Plan (RTMP) comes into effect upon CRD Board approval and continues to apply until a new or updated plan is approved by the Board. The RTMP replaces the existing Galloping Goose Regional Park Corridor Management Plan (1998) and the Lochside Regional Trail Management Plan (2001), provides a management plan for the E&N Rail Trail, and management direction for all new regional trails. This RTMP is expected to guide management of the regional trails for at least a 10 year period.

Recommended priority management actions are provided in Table 1. These recommendations have been developed having given consideration to input received from the public, interested First Nations, and municipal, regional, and provincial staff. Many of these actions will require additional resourcing prior to implementation. This list is provided to assist Regional Trail managers in Service Planning, Budget Planning, Capital Planning, and Work Planning processes and to guide and assist decision-makers. Detailed project scoping and budgeting will be required before implementation of management actions can occur. Management actions will be undertaken as resources are available.

Table 1: Recommended Implementation Priorities

Action	Strategic or Trail Specific	Recommended Priority*
Work with municipalities and electoral areas on: <ul style="list-style-type: none"> • increasing safety at road/trail crossings; • allowing cycling across trail-related crosswalks, through bylaws or signage, as per the <i>Motor Vehicle Act</i> requirements; • improving on-road trail sections; • establishing, mapping and signing links between regional trails and key regional destinations and active transportation routes; and • a public outreach regarding safe and respectful trail use practices. 	Strategic and Galloping Goose	Short Term

*Note: the actions within this table are identified as short, medium and longer term priorities. Within these categories (e.g. short term priority), the proposed actions are not further ranked or prioritized. They are listed in order as noted in the Management Plan (Strategic actions, then Galloping Goose Regional Trail actions, followed by Lochside Regional Trail actions, finally E&N Rail Trail – Humpback Connector actions).

Develop and implement a public outreach program, particularly relating to trail rules, etiquette, and safety.	Strategic	Short Term
Identify and develop needed operational policy, procedures, guidelines, and standards for regional trails.	Strategic	Short Term
To aid in the development and ongoing maintenance of CRD's Geographic Information System (GIS) and Asset Management System, GPS the locations of all visitor facilities along the regional trails and incorporate into the data into the CRD's Asset Management system.	Strategic	Short Term
Develop and implement an updated Sign Plan for the Galloping Goose Regional Trail.	Galloping Goose	Short Term
Conduct a comparative study to assess the engineering feasibility and costs/benefits of separating the Galloping Goose into two adjacent dual-direction paved trails (one for pedestrians; one for cycling) or widening the existing trail to 5-6 m between the Selkirk Trestle and the Switch Bridge and between the Switch Bridge and McKenzie Avenue along Highway 1.	Galloping Goose	Short Term
Undertake major infrastructure upgrading (e.g. trestles and bridges) as part of the on-going asset management program and improve trestle surfacing.	Galloping Goose	Short Term
Develop and implement an updated Sign Plan for the Lochside Regional Trail.	Lochside	Short Term
Pave remaining sections of the Lochside trail, starting at south end and working north.	Lochside	Short Term
Complete the E&N Rail Trail – Humpback Connector, including an extension/link to Humpback Reservoir in Sooke Hills Wilderness Regional Park Reserve.	E&N Rail Trail	Short Term (may continue into Medium term)
Info/kiosk/rest stop at Johnson St kiosk (for Goose and E&N) in association with City of Victoria	Galloping Goose and E&N Rail Trail	Short Term (may shift to Medium Term given Johnson St bridge and E&N Rail Trail construction)

Contract a regional trail lighting study.	Strategic	Medium Term
Establish a cooperative enforcement patrol program and enforcement protocols for regional trails with area police and bylaw enforcement services.	Strategic	Medium Term
Improve CRD's web-based data and mapping and develop mobile applications to provide increased trip planning capabilities and customizable trail information for the public.	Strategic	Medium Term
Collaborate with interested First Nations along the trails to establish a standard welcome sign identifying traditional First Nations territories and potential themes/cultural heritage messages for possible interpretation along regional trails.	Strategic	Medium Term
Regularly update the Partnerships and Legacy Programs to include CRD's trail-related needs that can be undertaken and/or maintained through donations and partnerships.	Strategic	Medium Term
Regional Parks and Regional Planning collaboration re: pedestrian and cycling data collection and use monitoring program.	Strategic	Medium Term
Formalize, through agreements, any sections of Galloping Goose, Lochside and E&N Rail Trail routes that are outside of the MOTI lease area, Lochside Rd allowance/former railway corridor, or Island Corridor Foundation railway corridor, as necessary.	Galloping Goose, Lochside and E&N Rail Trail	Medium Term
Work with BC Transit re: implications of transit development on the trail route.	Galloping Goose	Medium Term
Expand Atkins Rd parking lot or create an additional park and ride opportunity somewhere between Atkins Rd (View Royal) and Tillicum Rd (Saanich), when required.	Galloping Goose	Medium Term
Work with municipalities to improve high use/high conflict areas and/or to shift the Lochside trail off-street where appropriate (e.g. Lochside Park, Lochside Rd in Saanich).	Lochside	Medium Term

Work with the Town of Sidney to consider a possible trail route change from Ocean St to Weiler St.	Lochside	Medium Term
Assess, and if feasible, widen the trail from the Switch Bridge to Quadra St in Saanich to 5-6m.	Lochside	Medium Term
<p>Work with municipalities, First Nations and other partners on the following potential partnership visitor facilities projects:</p> <ul style="list-style-type: none"> • E&N Rail Trail/Regional Parks information map at Colville Park (with Township of Esquimalt); • Potential visitor facilities hub on First Nations Reserve lands (with Esquimalt and Songhees Nations and Department of National Defence); • A trailhead and visitor facilities hub by the Johnson Street bridge (with City of Victoria); • A rest area at Hereward Green (with City of Victoria); • Washroom facility at Portage Park (with Town of View Royal); and • A visitor facilities hub in Leigh Road Park or elsewhere in the Jacklin Rd to Humpback Reservoir trail section and at Veterans Memorial Way (with the City of Langford). 	E&N Rail Trail	Medium Term
Work with Colwood and Metchosin to create pedestrian and cycling link/loop route from the Galloping Goose to Wittys Lagoon Regional Park.	Galloping Goose	Longer Term
Work with the City of Victoria to formalize the rest stop in the Cecilia Ravine, including adding an information kiosk.	Galloping Goose	Longer Term
<p>Partner with Saanich to establish the following trail facilities:</p> <ul style="list-style-type: none"> • a “park and ride” and trail rest stop facility at Fowler Park, potentially including washroom, drinking water fountain, bench, garbage can, and bike rack; and 	Lochside	Longer Term

<ul style="list-style-type: none"> • a washroom in the vicinity of the Blenkinsop Connector rest stop area or adjacent parking area. 		
Develop a Legacy Project (for public donations) for 4 additional drinking water fountains along the trail.	E&N Rail Trail	Longer Term

6.2 Plan Monitoring and Evaluation

The RTMP will be reviewed regularly by the CRD to link the recommended management actions into CRD planning and approval processes, such as capital planning, service planning and the annual budget process. Regular reviews should be undertaken to assess the progress on implementing the recommended actions.

If significant issues or new information arise over the lifespan of the Management Plan, that require a substantive change in policy or management direction to address, a plan amendment may be considered. Amendments to the RTMP must be approved by the CRD Board.

Prior to initiating a full Management Plan update, an evaluation of the current plan will be undertaken.

The Evaluation will consider:

- if the vision, management principles and management outcomes have been useful in guiding management of the regional trails;
- if the vision, management principles and management outcomes are still relevant;
- if the strategic policies covered all or most of the major issues and management considerations that arose over the span of the management plan timeframe;
- if the strategic policies still apply or require updating/modification;
- to what extent the outcome statements and recommended actions were implemented;
- to what extent each trail development concept was met or advanced;
- if the plan was used by/helpful to staff responsible for managing regional trails;
- if minor or major changes to the plan's direction are needed; and
- if the outstanding actions are still relevant and should be undertaken.

Appendix 1: Glossary of Terms

Active Transportation: Active transportation includes all human powered forms of transportation, in particular walking and cycling, but also skateboarding, rollerblading and the use of mobility aids such as wheelchairs.

Adaptive Management: Allows one to take action given available information, assess the action taken, and modify the action if needed given the post-implementation assessment or when further information is available.

Bike and Pedestrian Trail: Regional trails that are designated primarily to accommodate high volume of users for recreational and commuting cycling, and for walking and running. Non-motorized vehicle transportation corridors for commuters, they are the arterial cycling trails in the region. These trails have major infrastructure and a paved surface.

CRD: Acronym used for the Capital Regional District, which provides regional and sub-regional services for the 13 municipalities and three electoral (unincorporated) areas. As a corporate entity the CRD is governed by a Board of Directors, made up of elected municipal and electoral area representatives from the municipalities and electoral areas. The CRD's administration is overseen by a Chief Administrative Officer and an Executive Leadership Team that are appointed by the Board as officers of the corporation.

The CRD is directly accountable to the municipal partners and electoral areas for services it provides.

E&N Rail Trail – Humpback Connector: A regional trail located largely with the E&N Railway corridor, through portions of Victoria, Esquimalt, View Royal and Langford. This is the first 'Rail with Trail' in the CRD and it is anticipated that the rail transportation will be reinstated along this rail line in the future. This trail is also referred to as the E&N or the E&N Rail Trail.

Encroachment: The placement of any building, structure, or material by a landowner, or their designate, on land that is not owned by that landowner.

First Nations: An organized aboriginal group or community, especially any of the bands officially recognized by the Canadian government.

GIS: Acronym used for a Geographical Information System, which is a tool to capture, display and analyze

mapped information.

GPS: Acronym for Global Positioning System, which is a tool to digitally record locational information for mapping purposes.

Hiking & Walking Pathways: Regional trails that link regional and other parks into one continuous pathway system in the capital region. They are corridors used for walking, running, hiking, and where possible, horseback riding. These regional pathways are modelled on the pathway system found in Great Britain. Pathways provide natural greenway connections between parks through suburban land and other landscapes, such as farms and resource lands. Regional pathways, as a general rule, will be a single-track trail that may, at times, be embedded in and parallel to a regional trail. They can also exist on streets.

Invasive species: Non-native/introduced species of plants or animals that out-compete native species in a specific habitat.

MOTI: Acronym used for the Provincial Ministry of Transportation and Infrastructure.

Multiple Use Trails: Regional trails that are designed for biking, hiking and horseback riding. The surface of these trails will be improved with gravel and designed to prevent degradation of the natural surface area through erosion and runoff.

Positive Visitor Experience: When users are satisfied that both their needs and their expectations have been met or exceeded.

Public Consultation/Public Participation: A process through which the public is informed about proposals proposed by a planning authority and invited to submit input and comments.

Regionally Significant Destinations: Areas that are regional in nature, such as regional employment centres, regional scale commercial facilities, universities/colleges, transit stations, major tourist venues, regional parks and trails.

Regional Parks Strategic Plan: A strategic document that is system-wide in scope. It provides a vision and purpose for CRD Regional Parks. It also gives direction for achieving the highest standards of public service and stewardship in protecting the natural environment and providing opportunities for outdoor experiences and activities.

Regional Trail: A trail developed, operated and/or maintained by the Capital Regional District that links several communities within the region and provides for long distance recreation and transportation opportunities.

Sharrows: A term used for shared use lane markings on roadways. Two white chevron markings (inverted Vs) are used, usually with a bicycle symbol beneath, to raise awareness of both cyclists and motorists of the correct cyclist positioning in the lane.

Universal Accessibility: refers to the design of facilities or environments for people with disabilities. The concept of accessible design ensures both "direct access" (unassisted) and "indirect access" meaning compatibility with a person's assistive technology (e.g., wheelchairs).

Warrant analysis: A warrant is a set of criteria used in assessing a situation to identify the relative need for, and appropriateness of, a traffic control device (e.g., STOP or YIELD sign, traffic signal, etc.). Warrants may consider the volume of vehicular and pedestrian traffic, sight lines, elevation, etc.

Appendix 2: Off-leash or Leash Optional Dog Areas in the Capital Region (2014)

The following identifies known off-leash or leash optional dog areas within the Capital Region. This is a reference only and should not be relied upon as an accurate or complete synthesis of municipal park bylaw requirements. Additional requirements or restrictions may apply. All persons should check municipal bylaws before using the areas listed below for off-leash activities to ensure they have accurate and up-to-date information.

City of Victoria

Alexander Park (6:am-10am and 4pm-10pm)

Arbutus Park (6am-10pm)

Banfield Park (April 1-September 20, 6am-9am and 5pm-10pm; October 1-March 31, 6am-10pm)

Beacon Hill Park (south of Dallas Road, from Douglas Street to Clover Point)

Clover Point Park

Gonzales Beach (September 1-May 31)

Oswald Park (6am-10pm)

Pemberton Park (6am-10pm)

Redfern Park (6am-10am and 4pm-10pm)

Songhees Hilltop Park (6am-10pm)

Topaz Park (Off Leash Area: Monday-Friday, 6am-10am and 4pm-10pm; Saturday and Sunday, 6am-8am and 5pm-10pm)

Topaz Park (Alternate off leash area: 6am-10pm)

Vic West Park (6am-10pm)

District of Oak Bay:

Anderson Hill Park (January-December, Sunrise to Sunset; leash recommended April-June due to bird nesting season)

McNeil Bay Beach (January-December, Sunrise to Sunset)

McMicking Point, Trafalgar Park, Walbran Park (January-December, Sunrise to Sunset)

Cochrane's Commons (January-December, Sunrise to Sunset)

Marina Park/Beach (January-December, Sunrise to Sunset)

Mary Tod Island (January-December, Sunrise to Sunset)

Haynes Park (January-December, Sunrise to Sunset)

Cattle Point (January-December, Sunrise to Sunset; dogs must be leashed when on roadway and in parking lot; dogs must be in control around seabirds on shoreline)

Loon Bay Park Oakdown Park (January-December, Sunrise to Sunset)

Windsor Park (May 1-Sept 15 sunrise to 9am; Sept 15-April 30 sunrise to 11am; excluding playground area and rose garden)

Willow Beach (October 2–April 30)
Uplands Park (January–March and July–December)

Town of Sidney: Peter Grant Park

Town of View Royal:

Aldersmith Park (excluding Garry Oak Meadow)
Centennial Park (between October 1–March 31)
Knockan Hill Park
Portage Park
View Royal Park (northwest of footbridge)

Township of Esquimalt:

Highrock Park
Macaully Point (east of breakwater)
Captain Jacobson Park
Saxe Point Park (westerly side only)

In other jurisdictions in the Capital Region, dogs must be “under effective control” or “under direct and continuous control” when in public areas. Again, all persons should check the relevant municipal requirements to ensure compliance requirements.

Appendix 3: Trail Development Guidelines

General Trail Development Guidelines for Regional Trails

1. Bike & Pedestrian Trails:

- Primarily dual use (cycling and pedestrian use, the latter includes walking, hiking, running, skateboarding and roller blading),
- In some areas equestrian use may be permitted through a Management Plan;
- Double track/Two way travel;
- Paved surface; Surface material: pathway fines (gravel);
- Maximum grade of 10% with short sections up to 15%. In some areas, due to natural terrain grades may exceed standards. In these cases, signage will be used to warn users of steep slopes;
- Standard tread width 4m; may be up to 7m width in high use areas or high use areas with separated-use sections; may be as narrow as 3 m in areas with restricted corridors and 2 m in environmentally sensitive areas;
- Standard shoulder width (each side) 0.5m minimum;
- Cleared width - tread width plus 1m on each side; and
- Cleared height – 3 m in height.

2. Multi-Use Trails:

- Multiple uses including cycling, pedestrian (excluding roller blading and skateboarding), and equestrian uses;
- Double track/Two way travel;
- Gravel surface;
- Surface material: pathway fines (gravel);
- Maximum grade of 10% with short sections up to 15%. In some areas, due to natural terrain grades may exceed standards. In these cases signage will be used to warn users of steep slopes;
- Standard tread width 4m; may be up to 6m width in high use areas, as narrow as 3 m in areas with restricted corridors. In sensitive areas or low use rural or wilderness areas a 2m minimum tread is acceptable;
- Standard shoulder width (each side) 0.5m minimum; in sensitive areas or low use rural or wilderness areas a shoulder width of 0.25 is acceptable;
- Cleared width – tread width plus 1 m on each side;
- Cleared height – 3-4 m in height; and

3. Hiking and Walking Trails:

- Primarily single use for walking, hiking, and running use;
- In some areas equestrian use may be permitted;
- Single track/two way travel;
- Gravel surface;
- Standard tread width 2m;
- Standard shoulder width 0.25-0.5m
- Cleared width – tread plus 0.5 m on each side
- Cleared height – 3m; 4m if horses are permitted.

4. Single Use Trails (new trail type):

- Single use for cycling-only or equestrian-only use;
- Double track/two way travel or single track/one way travel;
- Paved surface (urban cycling-only trails);
- Gravel surface (for mountain biking-only or equestrian-only trails);
- Standard tread width for double track 3-4 m;
- Standard tread width for single track 1-2 m;
- Standard shoulder width – 0.25-0.5 m;
- Cleared width – tread plus 0.5 m on each side; and
- Cleared height – 3 m in height for cycling or pedestrian; 4 m for equestrian trails.

Trail Markings

- A dashed centre line will be used on paved trail surfaces (including paved bridge decks), as long as the trail surface is a minimum of 3m in width. Where the trail tread is less than 3m wide no centre line will be used but instead, a narrow surface sign will be used at each end of the narrow surface and white edge lines will be used to provide a visual guide for users. Where significant sightline challenges exist, solid centerlines may be used.
- The solid centre line will be used on paved trail surfaces approximately 5 m in advance of bollards, a diamond shape will be painted around the centre bollard, and the solid line will extend toward the road.
- White edge lines will be used on paved trails to alert users to identify where curbs or fences located in close proximity to the trail may pose a hazard.
- Kilometre markings may be painted on the trail surface or posted on signs.
- Symbols for permitted or restricted uses may be painted on the trail surface and/or posted on signs.

- On single use trails a diamond and use symbol may be painted on the trail surface to identify the permitted use and/or posted on signs.
- Directional information may be painted on the trail surface and/or posted on signs.

Bollards

- Bollards will be used in advance of trail-road intersections to preclude motor vehicles from accessing the trail and to alert trail users that they are approaching an intersection. Modifications/exceptions may be made in areas of steep slopes. In such cases signage should be considered to alert users to the intersection.
- Generally, bollards will be located 5 m back from the edge of road or edge of sidewalk. Depending on the terrain, in some cases bollards may be located further back from the road or chicanes may be used in place of bollards to slow trail users.
- Bollard placement will be such that they allow for wheelchair and mobility scooter access and standard child bike trailer (1.3 m maximum width) access.
- Reflective tape will be used on bollards to increase visibility.
- Bollards will be silver or white in colour.

Trail Widening/Use Separation

- As use increases widening of the trail surface or separation of trail users should be considered, as per the strategic policies in this management plan.
- Where regional trails are expected to accommodate significant numbers of in-line skaters or skateboarders, as well as cyclists and pedestrians, a minimum trail width of 4m should be used.
- If separation of uses is implemented, the ideal design, subject to space and resourcing, would be a dual direction pedestrian trail with a minimum 2m width, a separation/buffer between it and a wheeled use trail (cyclists, skateboarders, in-line skaters) of 3-5 m in width.

Appendix 4: Example of Standard Regional Trail Signs

The following is provided as an example of standard types of signage used on regional trails. Additional signs may be added as appropriate without amendment to the Management Plan. The signs below are based on the E&N Rail Trail signage. It should be noted that each regional trail will have a separate trail identifier incorporated into the signage. Sign sizing will be based on the Transportation Association of Canada's Bikeway Traffic Control Guidelines, where appropriate.

Sign Type	Examples of Signs in this category	General Use
Regulatory Signs	Stop Yield Dismount & Walk CRD Regulations	To advise trail users of what is legally required, permitted and/or prohibited on the trail.
Caution/Warning Signs	Share the Road Stop Ahead Yield Ahead Signal Ahead Concealed Intersection Ahead Road Crossing Ahead Railway Crossing Slippery When Wet Hill Sign for bicycles Caution Slow Down or Slow Narrow structure	To alert trail users to the unusual or uncommon dangers that may occur along the trail
Wayfinding	Trailhead Orientation (kiosk) Trail identifier (logo) Trail direction (straight, left, right) Welcome to Municipality (at or near municipal boundaries) Cross at Lights Trail Ends Road names Local connections (adjacent facilities)	To provide trail users with comfort that they are on their chosen trail, know where the trail goes, and when they have reached key destinations along the trail.

	Regional Destination Wayfinding	
Temporary Signs	Work zone Detour Change in Use Pattern	To provide trail users with specific information for a temporary timeframe. May relate to work underway, detours, etc.

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