

2013 Regional Trails Survey

Summary of Findings

Capital Regional District | March 2014



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CRD
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2013 *Bike to Work Week* activity at the Victoria side of the Selkirk Trestle, Galloping Goose Regional Trail.

Purpose of this Report

This report presents a summary of findings from the 2013 Regional Trails Survey. It was prepared to support the development of a Regional Trails Management Plan in 2014. The survey effort included the Galloping Goose, Lochside, and E&N Regional Trails and was conducted between May and August 2013.

1.0 Executive Summary

In 2014, Regional Parks will undertake a management planning process for the Galloping Goose Regional Trail, the Lochside Regional Trail, and the new E&N Rail Trail-Humpback Connector. In preparation for the development of a Regional Trails Management Plan, CRD Regional Parks (Regional Parks) undertook a visitor use survey relating to the three regional trails between May and August 2013.

An identical on-line and hard copy survey instrument was developed to collect public feedback during the survey period (see Appendix A). The Regional Trails survey asked 25 questions relating to patterns of use, trail experience, trail management, and general demographic information. The survey utilized a combination of closed-ended and open-ended questions.

The on-line survey was available on the Regional Parks website from May 27th to August 8th. In addition, two auxiliary park attendants were hired to administer hard copy versions of the survey at six locations along the three regional trails to obtain a representative sample of regional trail users.

The Regional Trails Survey was widely communicated to the public through various means, including social media, print media, the CRD website, municipal websites, and 2013 “Bike to Work Week” events.

A total of 2,259 responses were received. Results of the hard copy and on-line survey forms were combined and analyzed together. Findings were summarized by survey question into a series of charts and graphs with accompanying explanations. The results are presented in Section 4 of this report.

Some of the key findings to emerge from the survey include:

- The most frequent use of regional trails is for recreational cycling.
- Scenery and nature emerged as the regional trails’ highest value.
- The most important thing that would improve the regional trail experience is more washrooms.
- Virtually all trail users indicated they feel moderately to very safe when using the regional trails.

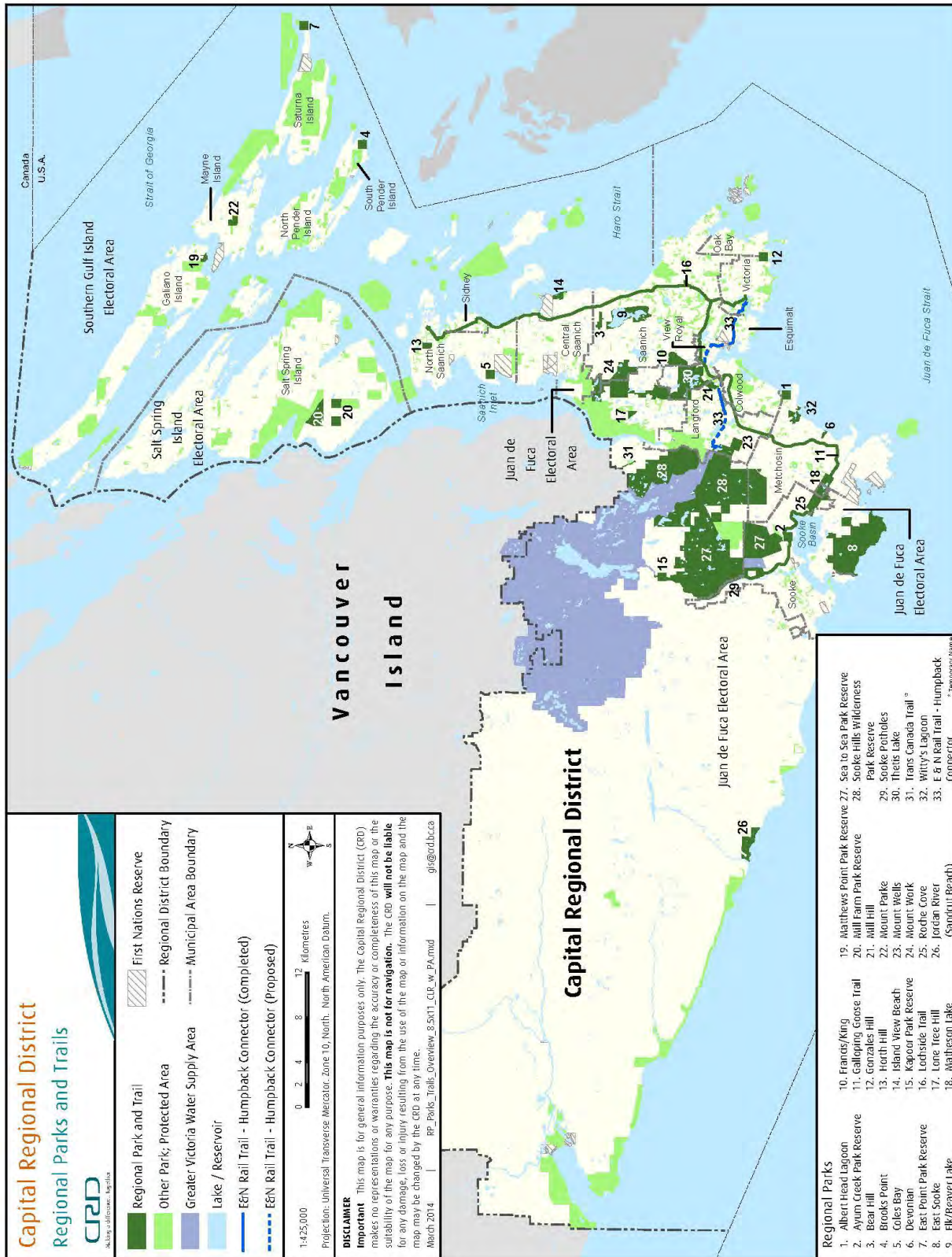
- The overwhelming majority of people describe their experiences on the regional trails as generally to very satisfying, positive and enjoyable.
- The top priority for managing regional trails over the next ten years is to expand and connect the regional trails system.
- The most important public places that regional trails could connect with are educational institutions, with the University of Victoria the most frequently cited.
- The majority of trail users do not support motorized use on regional trails, with the exception of some support indicated primarily for electric mobility scooters/wheelchairs and electric motor-assist bicycles.
- The danger to public safety resulting from higher speeds is the most frequently cited reason for opposing motorized use on regional trails.

Overall, the survey findings indicate that a large majority of trail visitors enjoy and are satisfied with their experience on the regional trails and feel safe using them. They value the scenic nature found alongside the trails and the ability to engage in diverse outdoor recreational activities. Trail users would like to see the trail system expanded and better connected over the next ten years, and more amenities provided such as washrooms, water fountains, pavement, and lighting. Although there is limited support for some types of electric vehicle use on the regional trails, there is very little support for most types of motorized use. Trail users come from every jurisdiction within the CRD and also from outside of the region, and they represent every age group.

Given the absence of a truly randomized data collection method, the findings cannot be interpreted as being statistically representative of the entire regional population. However, given the large sample size, the survey results do purport to reflect a fairly accurate view of the diversity of perspectives that exist about the regional trails. These perspectives will help Regional Parks prepare a trail management plan for the Galloping Goose, Lochside, and E&N trails, and assist in improved visitor service and regional trails management.



An equestrian enjoying the Lochside Regional Trail in Saanich. Photo credit John Luton.



Map 1 – CRD Regional Parks and Trails

2.0 Background

2.1 About the CRD Regional Trails

CRD Regional Parks manages three regional trails including the Galloping Goose Regional Trail, the Lochside Regional Trail, and the new E&N Rail Trail. A brief description of each trail is provided below.

Galloping Goose Regional Trail

The Galloping Goose Regional Trail, established in 1987, is a 55-kilometre multi-use trail stretching from Victoria to Sooke. It was originally a freight railway line built during World War I. It is now part of the Trans Canada Trail, a national multi-use trail system linking trails from coast to coast. See Map 2.

Lochside Regional Trail

The Lochside Regional Trail, established in 2001, is a 29-kilometre former railway line that stretches from Saanich to Sidney. Parts of the Lochside Trail are off-road, but in some places trail visitors share paved or gravel public roads with motor vehicles and farm vehicles. See Map 2.

E&N Rail Trail – Humpback Connector

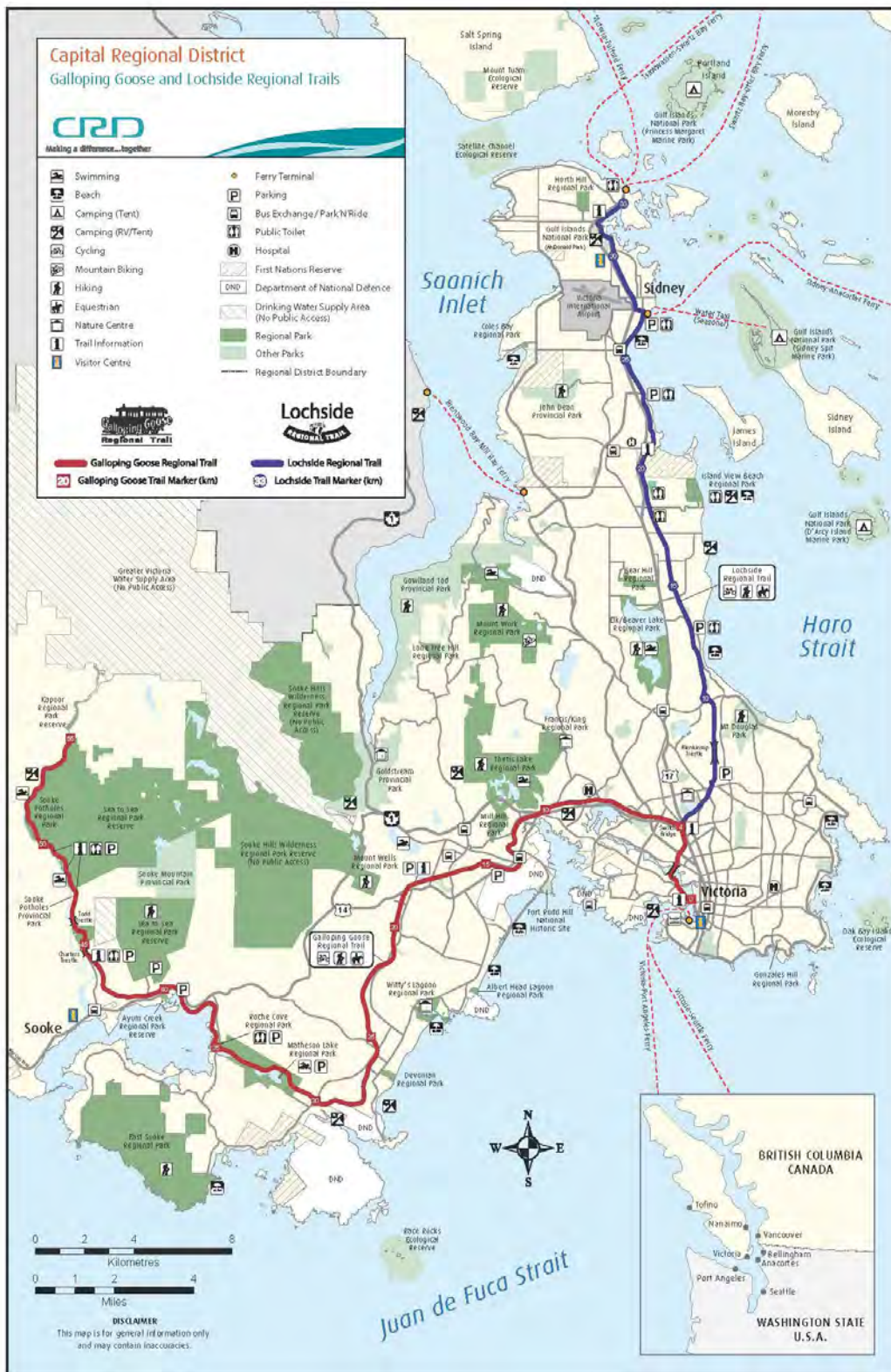
This cycling and pedestrian rail-with-trail is being constructed largely within the E&N rail corridor. The E&N Rail Trail – Humpback Connector (E&N Rail Trail) is being built in phases and when complete will run ~17-kilometers from the Johnson Street Bridge in Victoria to Humpback Road in Langford. See Map 3.

2.2 Regional Trails Management Plan

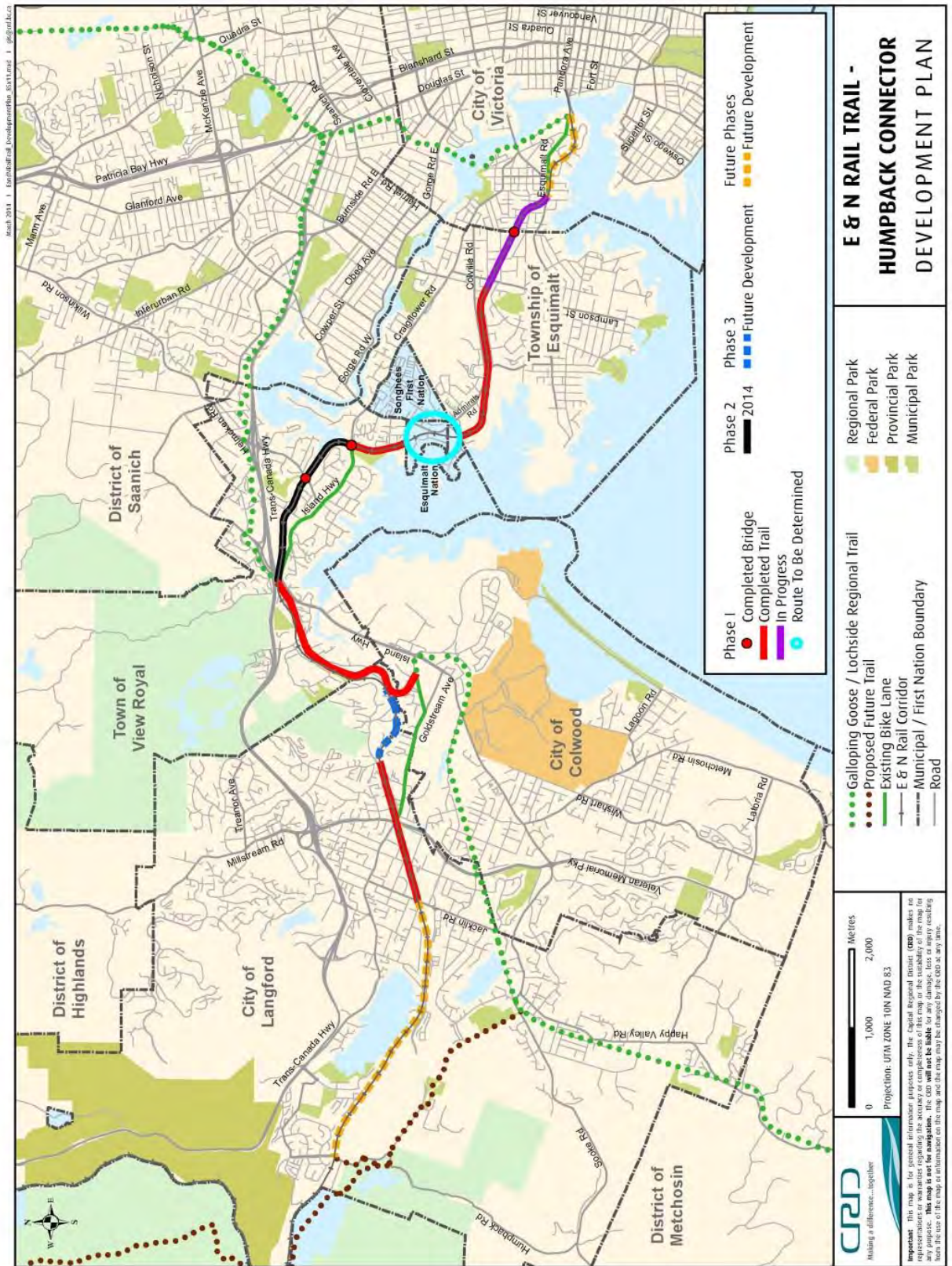
In 2014, Regional Parks will undertake a management planning process for the regional trails. This Plan will encompass the update of existing management plans for the Galloping Goose and Lochside regional trails and the first management plan for the E&N Rail Trail – Humpback Connector.

The purpose of the Regional Trails Management Plan is threefold:

- to provide strategic direction for regional trails generally, including an overall vision, management objectives, and key management principles and policies;
- to provide specific management policies and actions regarding visitor use, infrastructure and operations for the next 10 years for the Galloping Goose, Lochside and E&N regional trails; and
- to identify regional trail priorities for annual business planning and budget processes.



Map 2 – Galloping Goose and Lochside Regional Trails



Map 3 - E&N Rail Trail – Humpback Connector

3.0 Regional Trails Survey

3.1 Objectives

Between May and August 2013 Regional Parks undertook a Regional Trails visitor use survey. The purpose of the visitor use survey was to gather information about the regional trails in support of the 2014 Regional Trails Management Plan process. The objectives of the regional trails survey was to:

- Provide multiple ways for the public to participate and voice their opinions about regional trails;
- Gather feedback on patterns of use, trail experiences, trail management, and general demographics;
- Provide information to the public about CRD Regional Parks and the regional trail system; and
- Inform the public about the upcoming Regional Trail Management Plan process.

3.2 Survey Methodology

In preparation for the development of a Regional Trails Management Plan, CRD Regional Parks (Regional Parks) undertook a visitor use survey relating to regional trails between May and August 2013. An identical on-line and hard copy survey instrument was developed to collect public feedback during the survey period. The on-line survey was available on the Regional Parks website from May 27th to August 8th. The on-line survey was created in “Check Box” and managed by Regional Parks’ staff.

In addition, two auxiliary park attendants were hired to administer hard copy versions of the survey at six locations along the Galloping Goose, Lochside, and E&N Rail Trail from June 27 to August 8, 2013. The six locations were:

- Mt. Newton Crossroads (Lochside Regional Trail)
- Blenkinsop rest stop (Lochside Regional Trail)
- Switch Bridge (Galloping Goose Regional Trail/Lochside Regional Trail)
- Atkins Road rest stop (Galloping Goose Regional Trail)
- Veterans’ Memorial Parkway (E&N Rail Trail-Humpback Connector)
- Roche Cove rest stop (Galloping Goose Regional Trail)

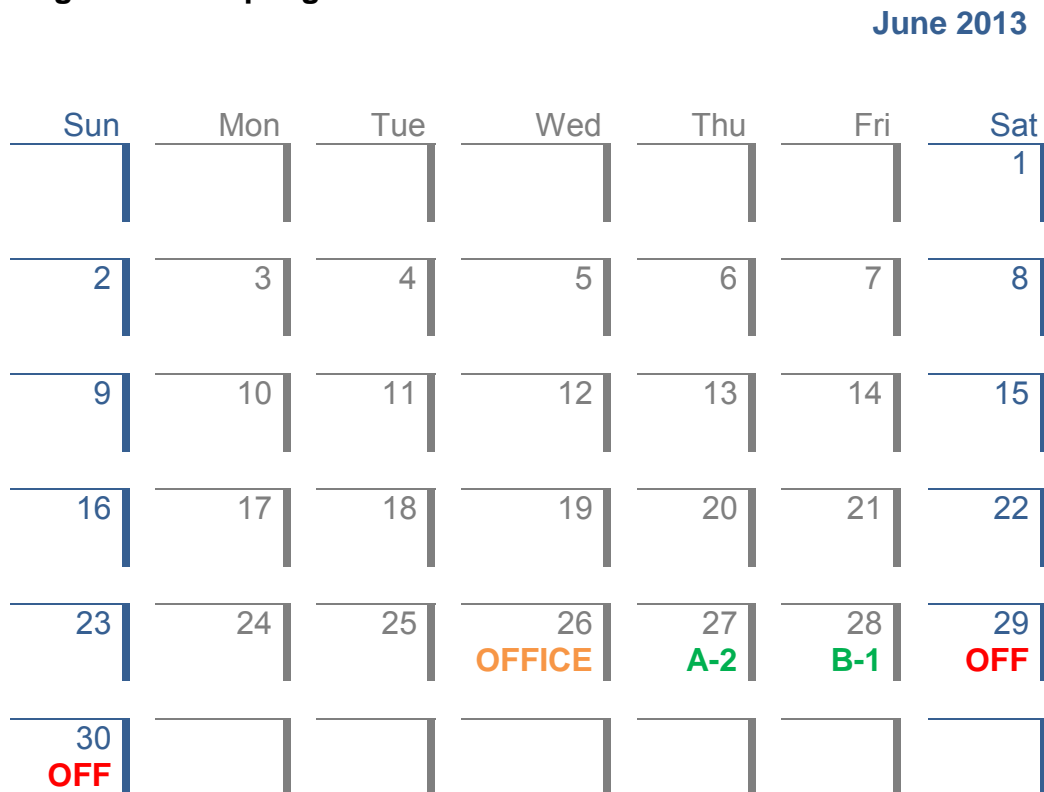
Sampling Strategy

A sampling schedule was developed that consisted of six days of consecutive sampling followed by two days off. Sampling occurred in two time shifts of seven hours each. Time was allowed for in each sampling day for travel, set-up and breaks. The order of sampling locations was fixed for the entire survey period based on an initial random draw. A sampling time period was then randomly drawn for each sampling location for the entire survey period. The sampling schedule included a few breaks to accommodate previously scheduled days off by the park attendants. Survey participants were instructed to complete the hard copy at the sampling location and were not allowed to take the surveys away.

The calendars below present the detailed sampling schedule. The letter under each date represents the sampling location and the number represents the sampling time period according to these definitions:

- | | |
|--|---|
| <p>A Mt. Newton Crossroads</p> <p>B Switch Bridge</p> <p>C Blenkinsop</p> <p>1 7:30 a.m. – 2:30 p.m.</p> | <p>D Atkins Road</p> <p>E Veterans Memorial</p> <p>F Roche Cove</p> <p>2 11:30 a.m. – 6:30 p.m.</p> |
|--|---|

Figure 1. Sampling Schedule



July 2013

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1 C-2	2 D-1	3 E-1	4 F-1	5 A-1	6 B-1
7 OFF	8 OFF	9 C-2	10 D-2	11 E-1	12 F-1	13 A-2
14 B-2	15 OFF	16 OFF	17 C-2	18 D-2	19 E-1	20 F-2
21 A-1	22 B-1	23 OFF	24 OFF	25 C-2	26 D-2	27 E-1
28 F-2	29 A-2	30 B-1	31 OFF			

August 2013

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1 C-1	2 D-1	3 OFF
4 OFF	5 OFF	6 E-2	7 F-2	8 A-1	9 OFFICE	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

The response to the survey was very strong, with 927 on-line surveys completed and 1,332 hard copy surveys completed for a total of 2,259 responses.

Survey Design

The Regional Trails survey asked 25 questions relating to patterns of use, trail experience, trail management, and general information. On-line surveys were developed using the survey program “Checkbox.” The same survey was printed for use at the trail-side survey booths (see Appendix A).

Of the 25 questions, 18 were “closed,” meaning that respondents had to choose from a selection of possible answers. Eleven of the closed questions allowed for only one response (e.g. please check one), two questions allowed for a selected number of responses (e.g. choose your top 3), and five questions allowed for the respondent to pick all they felt were applicable (e.g. check all that apply). Two further questions used a Likert scale (range of possibilities or scale of 1-5) to ascertain the level of agreement or disagreement with statements—these two questions related to level of satisfaction with trail experience and feeling of safety of the trails.

The survey allowed for “qualitative” answers for some of the questions, meaning that respondents could write as much as they wanted based on their thoughts in answering the question. This allowed for a rich collection of information, but required significant data reduction techniques for analysis.

Coding was used as a data entry method for the 1,332 paper surveys—codes were used to summarize responses rather than entering answers verbatim (see Appendix B). To develop the initial coding a thematic analysis was conducted on a subset of the paper surveys (100 surveys). This analysis reviewed and interpreted the text for implicit and explicit ideas and established content themes. The coding system was expanded during data entry to include additional content encountered. The codes were grouped in related areas and were used to summarize the prevalence of the content. The on-line surveys were read and codes were applied consistent with the coding of the paper surveys.

In data analysis and reporting, percentages were rounded up to the nearest whole number. In some cases, the percentages and related graphics add up to more than 100% due to rounding. Questions that allowed participants to respond with multiple answers are illustrated by the number of respondents since percentages add up to more than 100%.

The general approach to the survey format was based on the “Total Design Method” developed by Dillman (1978, 1994, and 2001). Central to this approach is the notion that response quality is influenced by the perceived interest of the questionnaire and the perceived effort. If effort is reasonably small and interest reasonably high, then people tend to participate and provide thoughtful and useful information (see Appendix C).

In this survey, the questionnaire was probably viewed by most participants as interesting because they view the regional trails favorably and would welcome the opportunity to express views that might help with the management of the regional trails. This was borne out by the strong response to the survey.

3.3 Advertising and Outreach

The Regional Trails Survey was widely communicated to the public through various means, including:

- A media release was published on May 27, 2013.
- The regional trails survey was highlighted on the CRD website and the Regional Parks page.
- The survey was promoted using social media including Facebook and Twitter.
- Municipalities were invited to provide a link on their websites to the regional trails survey.
- Signage boards and a banner were displayed on the trails to promote participation in the survey.
- A gift certificate draw prize (\$100 dinner for two at the restaurant of choice) was offered as a giveaway for participating in the survey;
- A postcard was developed to promote the survey and widely distributed on-line and in person.
- Participation in various 2013 “Bike to Work Week” events

Appendix D highlights some of the advertising and outreach materials produced for the survey effort.

3.4 Treatment of Results

Results of the hard copy and on-line survey forms were combined and analyzed together. Findings have been summarized by survey question into a series of charts with accompanying explanations. These results are presented in Section 4.0. Given the absence of a truly randomized data collection method, the findings cannot be interpreted as being statistically valid results representative of the entire regional population. However, given the large sample size, the survey results do purport to reflect a fairly accurate view of the diversity of perspectives that exist about the regional trails.

The survey findings will help Regional Parks prepare a trail management plan for the Galloping Goose, Lochside, and E&N trails, and assist in improved visitor service and regional trails management.

4.0 Responses and Findings

4.1 Part 1 – Patterns of Use

4.1.1 Question 1: *Which CRD regional trails have you used in the past 12 months? Please check all that apply.*

- *Galloping goose*
- *Lochside*
- *E&N Rail Trail*
- *I have not used any regional trails in the past 12 months (Skip to Question 10)*

There were 2,247 responses to this question, distributed as follows*:

92% used the Galloping Goose Trail (2068 respondents)

80% used the Lochside (1804 respondents)

31% used the E&N Rail Trail (688 respondents)

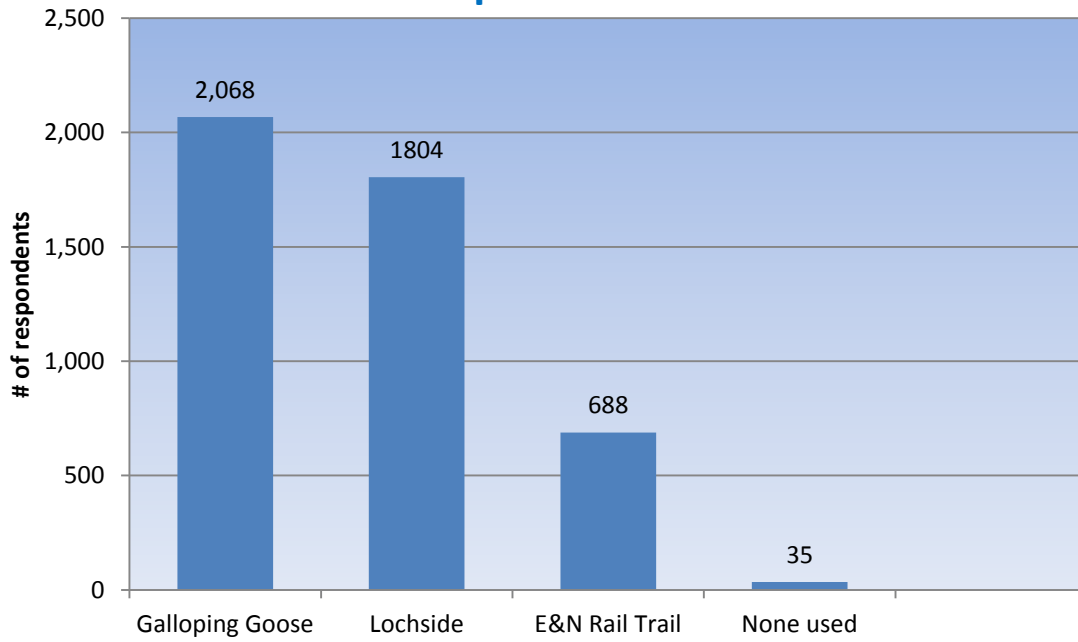
Less than 2% did not use any trails (35 respondents)

* This question allowed multiple responses. What the results say is that 92% of respondents have used the Galloping Goose, 80% have used the Lochside and 31% have used the E&N.



Taking a break along a section of the Galloping Goose Regional Trail.

Table 1. Which regional trails have you used in the past 12 months?



Sharing the Lochside Regional Trail with farm equipment on the Saanich Peninsula.

4.1.2 Question 2: Which CRD regional trail do you use most often? Please check one.

- Galloping goose
- Lochside
- E&N Rail Trail

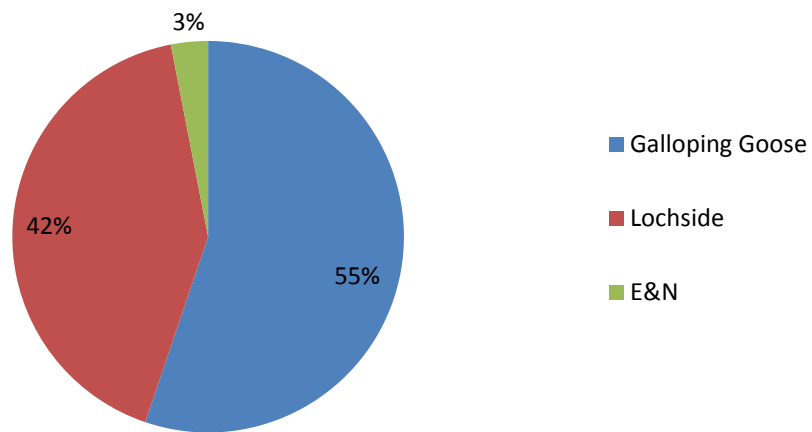
There were 1,996 responses to this question, distributed as follows:

55% use the Galloping Goose most often (1102 respondents)

42% use the Lochside most often (833 respondents)

3% use the E&N most often (61 respondents)

Table 2. Which Regional Trail do you use most often?



4.1.3 Question 3: Over the fall/winter (October – April), how often do you use the regional trails?
Please check one.

- 5-7 days/week (daily)
- 1-4 days/week
- Less than once/week
- Less than once/month

There were 2,204 responses to this question, distributed as follows:

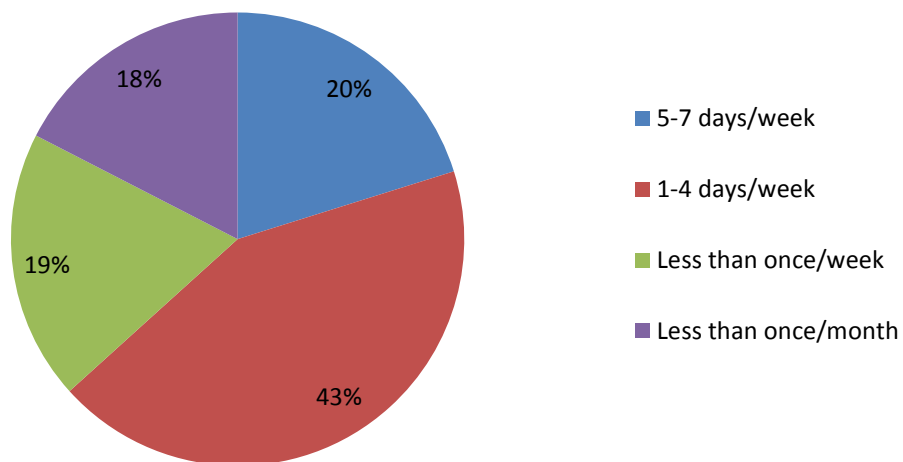
43% use the trails 1-4 days/week in the fall/winter (952 respondents)

20% use the trails 5-7 days/week in the fall/winter (445 respondents)

19% use the trails less than once/week in the fall/winter (425 respondents)

18% use the trails less than once/month in the fall/winter (385 respondents)

Table 3. Frequency of trail use from October-April



4.1.4 Question 4: Over the spring/summer (May - September), how often do you use the regional trails? Please check one.

- 5-7 days/week (daily)
- 1-4 days/week
- Less than once/week
- Less than once/month

There were 2,193 responses to this question, distributed as follows:

49% use the trails 1-4 days/week in the spring/summer (1,064 respondents)

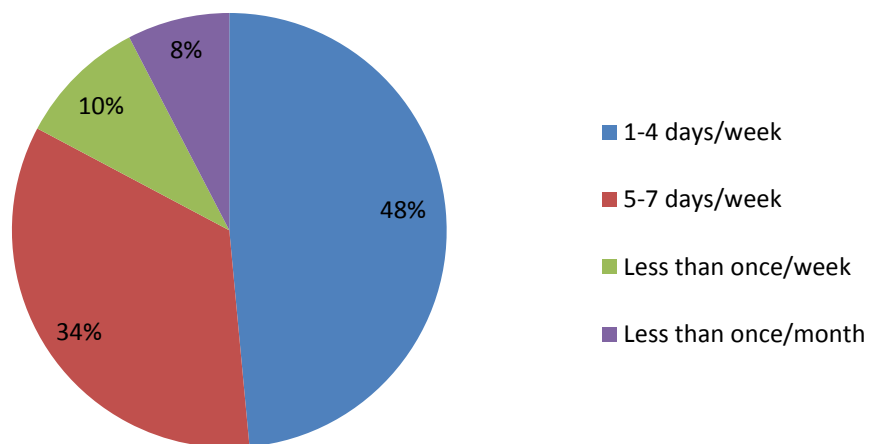
34% use the trails 5-7 days/week in the spring/summer (751 respondents)

10% use the trails less than once/week in the spring/summer (211 respondents)

8% use the trail less than once/month in the spring/summer (167 respondents)

*these percentages add up to more than 100% due to rounding up.

Table 4. Frequency of trail use from May-September



4.1.5 Question 5: What activities do you use regional trails for? Please check all that apply.

- *Recreational cycling*
- *Walking*
- *Functional cycling (instead of using car/bus, includes commuting)*
- *Running*
- *Wheelchair/mobility scooter use*
- *Horseback riding*
- *Skateboarding*
- *Rollerblading*
- *Other*

There were 2,203 responses for this question, distributed as follows:*

78% use the trails for recreational cycling (1711 respondents)

53% use the trails for walking, including dog walking (1164 respondents)

51% use the trails for functional cycling (1127 respondents)

24% use the trails for running (530 respondents)

2% use the trails for rollerblading (53 respondents)

2% use the trails for “other” activities (47 respondents)

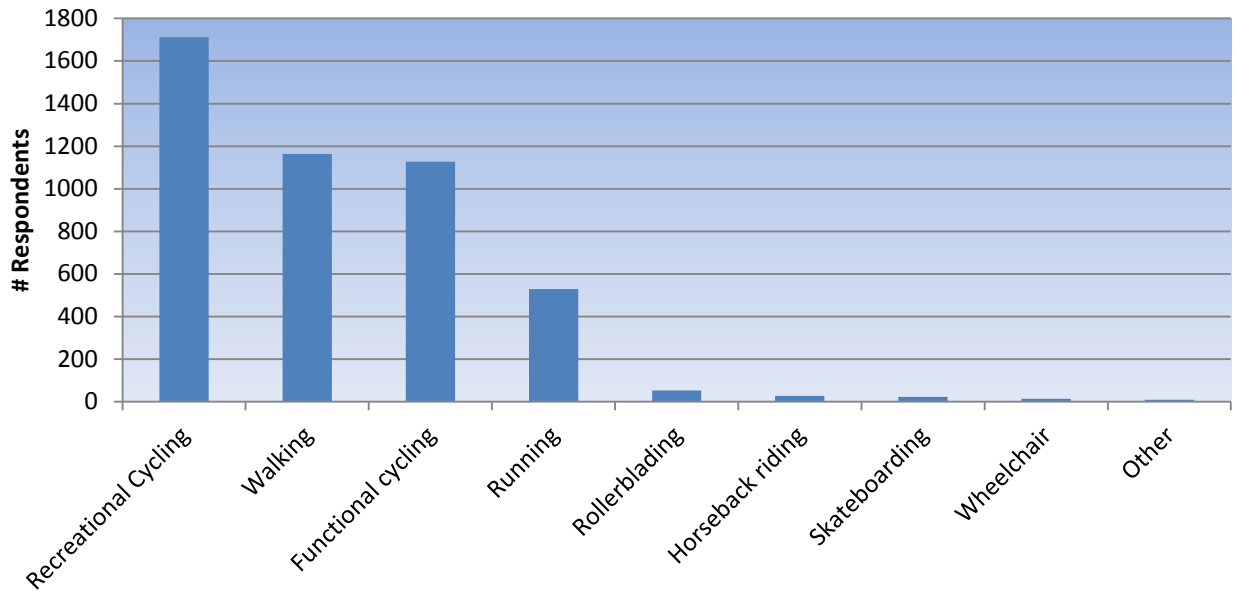
1% uses the trails for horseback riding (27 respondents)

1% uses the trails for skateboarding (23 respondents)

0.6% uses the trails for wheelchair/mobility scooter use (14 respondents)

* this question allowed multiple responses.

Table 5. Trail Use by Activity



Travelling on the Selkirk Trestle, Galloping Goose Regional Trail. Photo by John Luton.

4.1.6 Question 6: What activity do you undertake most often on regional trails?

There were 1,389 responses to this question, distributed as follows:

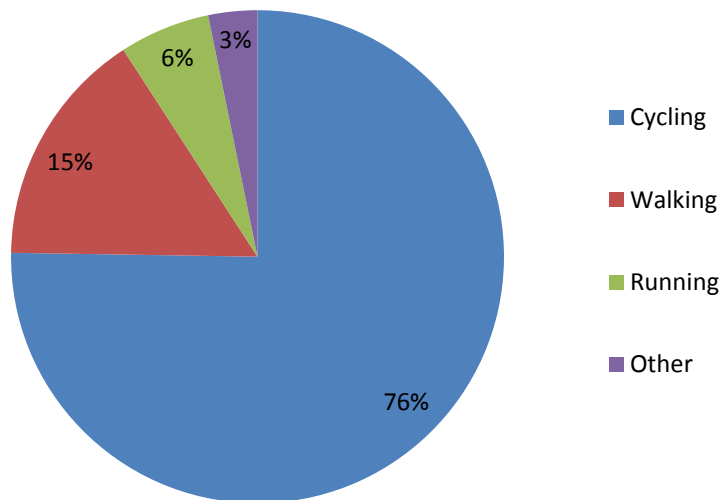
76% indicated they use the trails most often for cycling (1052 respondents)

15% indicated they use the trails most often for walking, including dog walking and hiking (218 respondents)

6% indicated they use the trail for running or jogging (83 respondents)

3% indicated they use the trail for other activities, such as horseback riding, bird watching, longboarding/skateboarding, and exercising/training.

Table 6. What activities do you undertake most often on regional trails?



4.1.7 Question 7: What size group are you usually in when you use the regional trails? Please check one.

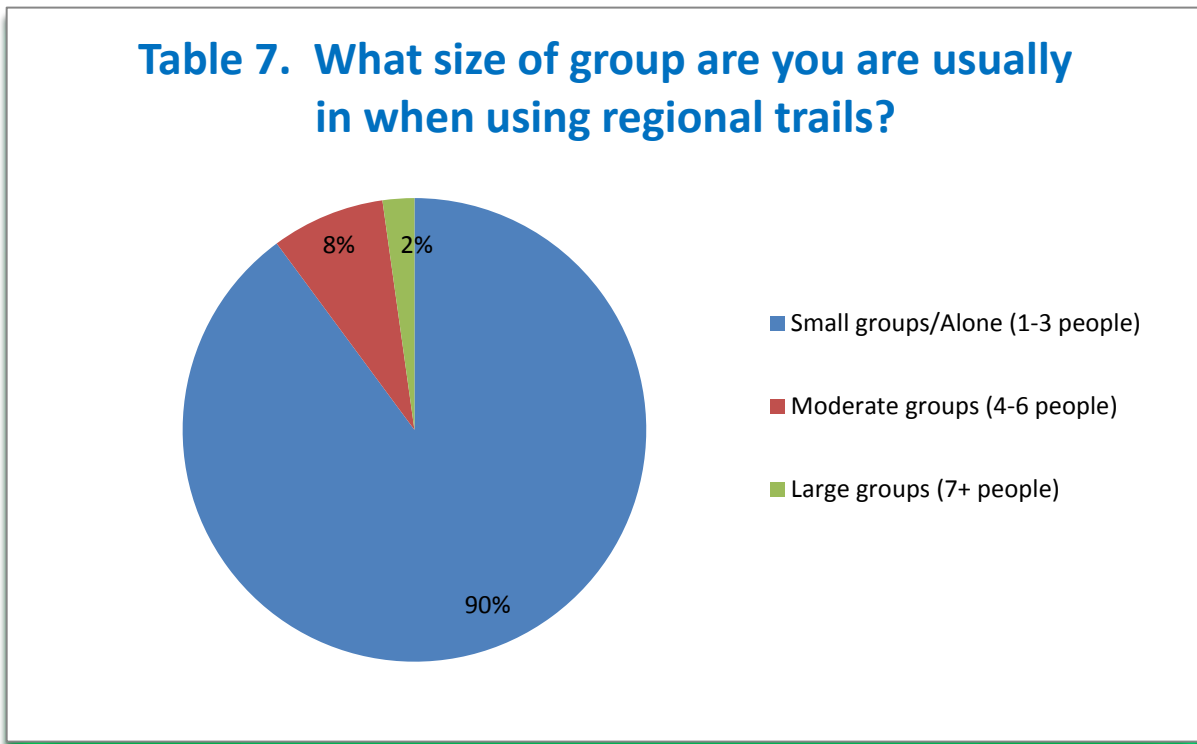
- Small groups/Alone (1-3 people)
- Moderate groups (4-6 people)
- Large groups (7+ people)

There were 2,172 respondents to this question, distributed as follows:

90% indicated they are usually in small groups/alone when using the trails (1952 respondents)

8% indicated they are usually in moderate groups when using the trails (172 respondents)

2% indicated they are usually in large groups when using the trails (48 respondents)



4.2 Part 2 – Trail Experience

4.2.1 Question 8.a: Which of the following best describes your experiences on regional trails? Please check one.

- *Very satisfying, positive and enjoyable*
- *Generally satisfying, mostly positive and usually enjoyable*
- *Somewhat dissatisfying, mix of positive and negative and less than totally enjoyable*
- *Dissatisfying, negative and not enjoyable*

There were 2,203 respondents to this question, distributed as follows:*

61% indicated they find the trails very satisfying (1,352 respondents)

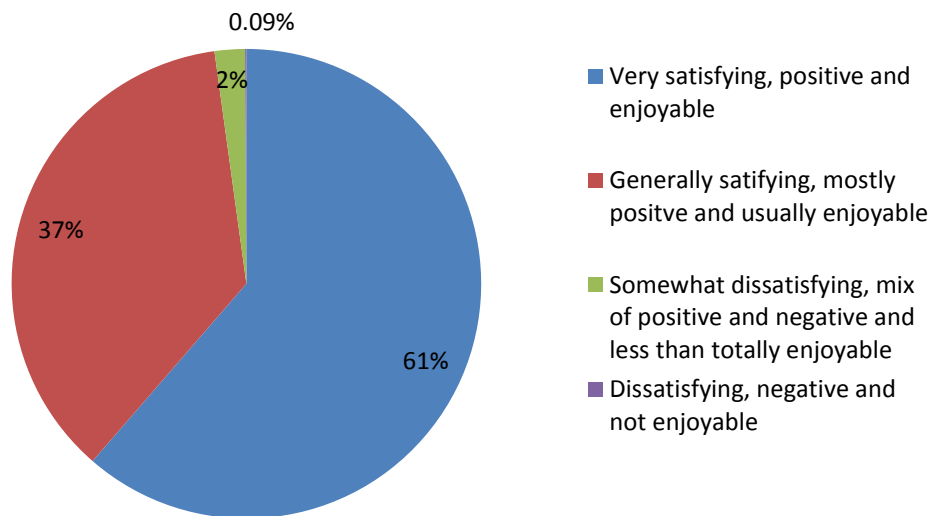
37% indicated they find the trails generally satisfying (803 respondents)

2% indicated they find the trails somewhat dissatisfying (46 respondents)

<1% indicated they find the trails dissatisfying (2 respondents)

*these percentages add up to more than 100% due to rounding up.

Table 8. Level of Satisfaction/Enjoyment with Regional Trail Experiences



Question 8.b: If your experiences have not been satisfying, please suggest reasons why.

There were 48 responses to this question. The top five responses were:*

15% are concerned that cyclists ride too fast on the trails (7 respondents)

15% are concerned that cyclists are not passing safely (7 respondents)

13% are concerned about the behaviour of some cyclists on the trail (6 respondents)

13% are concerned about the safety at intersections (6 respondents)

13% are concerned about the surface of the trestles for cycling (6 respondents)

* the percentages add up to less than 100% because the smallest percentages were dropped.

4.2.2 Question 9.a: How safe do you feel when using regional trails? Please check one.

- Very safe
- Moderately safe
- Unsafe

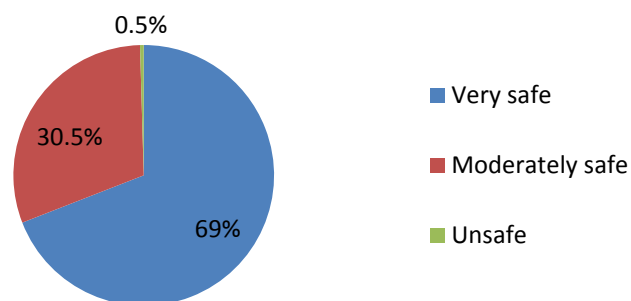
There were 2,203 responses to this question, distributed as follows:

69% indicated they feel very safe when using the regional trails (1,522 respondents)

30.5% indicated they feel moderately safe when using the regional trails (671 respondents)

<1% indicated they feel unsafe when using the regional trails (10 respondents)

Table 9. Feeling of Safety on Regional Trails



4.2.2 Question 9.b: If you feel moderately safe or unsafe, please explain why.

There were 680 responses to this question. The top five reasons for feeling moderately safe or unsafe on the trails were:*

18% are concerned for their personal safety on the trails (122 respondents) due to:

- Feeling isolated on the trails in some sections;
- Being a female who feels vulnerable in sections of the trails; or
- Feeling nervous about encountering wildlife such as bears or cougars.

16% are concerned about safety at intersections (108 respondents)

11% feel unsafe on the trails at night (75 respondents)

11% are concerned about the lack of light and visibility on the trails at night (74 respondents)

10% are concerned about the speed of cyclists on the trail (69 respondents)

* these percentages add up to less than 100% because the smallest percentages were dropped.



Barnes Station rest-stop at Sooke Potholes Regional Park along the Galloping Goose Regional Trail.

4.2.3 Question 10.a: *If you have not used a regional trail in the past 12 months, have you used them before?*

- Yes
- No
- Not Applicable

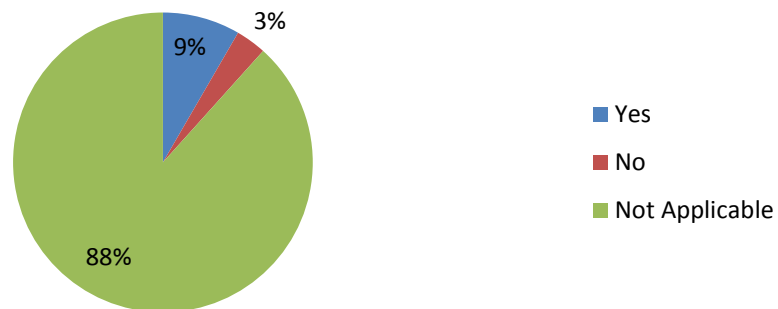
There were 1,518 responses to this question, distributed as follows:

88% indicated this question was not applicable because they had used a regional trail in the past 12 months (1,341 respondents)

9% indicated they had not used a regional trail in the past 12 months (127 respondents)

3% indicated they had not used a regional trail before (50 respondents)

Table 10. If you have not used a regional trail in the past 12 months, have you used them before?



4.2.3 Question 10.b: *If yes to Question 10, generally why have you not used the trails recently?*

There were 21 responses to this question, with the top three responses being:

29% have moved or have been relocated (6 respondents)

19% have been too busy to use the trails (4 respondents)

19% use other routes because they do not live near the regional trails (4 respondents)

4.2.4 Question 11: *If you have not used a regional trail in the past 12 months, what might prompt you to use one in the next 12 months?*

There were 117 responses to this question, with the top three reasons being:*

56% were tourists (66 respondents)

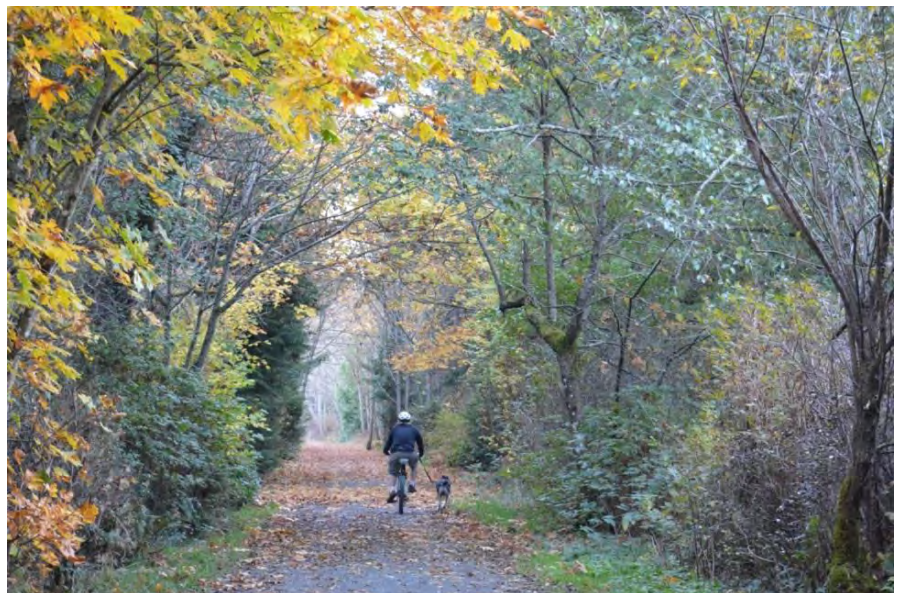
6% mentioned safety, security or enforcement (7 respondents)

5% would be prompted to use the trails if they were expanded (6 respondents)

* these percentages add up to less than 100% because the smallest percentages were dropped.

4.2.5 Question 12: *What do you like best/value most about the regional trail(s) you use? Please check your top three:*

- *That they exist*
- *Scenery/nature*
- *A good place to be with family/friends*
- *Ease of access/easy to get to*
- *They connect to key places I want to go*
- *Off-road nature of the trails*
- *Relative flatness*
- *Distance I can go*
- *Paved surfacing*
- *Gravel surfacing*
- *Facilities*
- *Other*



A scenic stretch along the Galloping Goose Regional Trail.

There were 1,959 responses to this question. The top nine responses were: *

53% value the scenery and nature along the trails (1,044 respondents)

52% value that the trails exist (1,011 respondents)

36% value that the trails connect to key places they want to go (697 respondents)

29% value the distance they can go on the trails (563 respondents)

27% value the relative flatness of the trails (529 respondents)

27% value the paved surface of the trails (528 respondents)

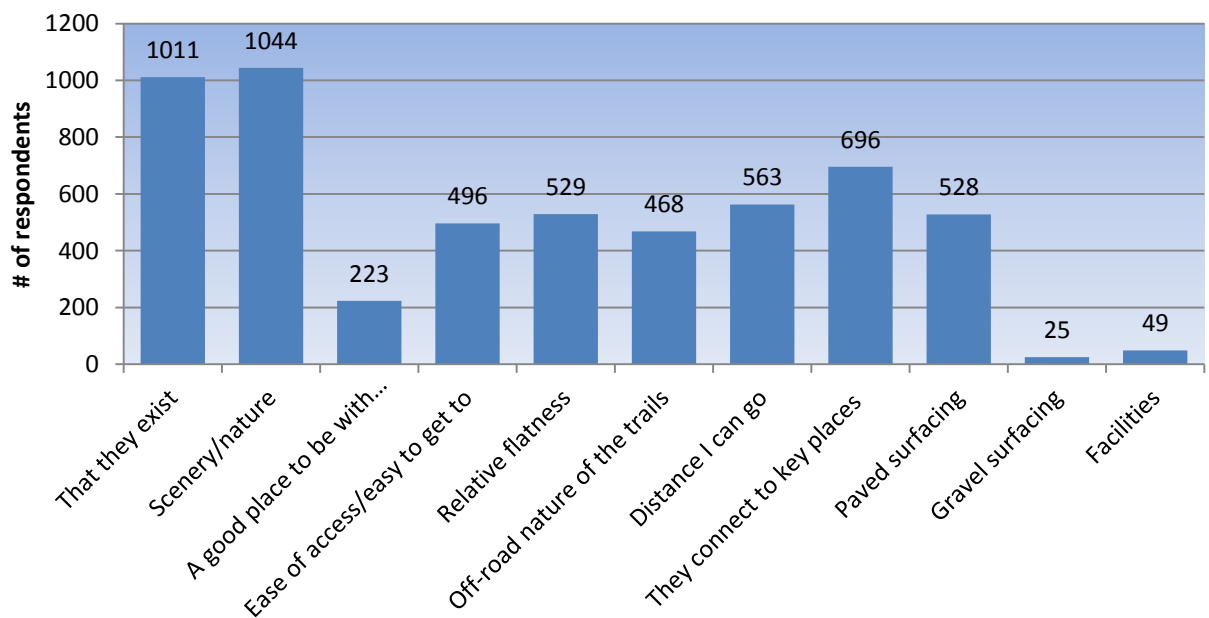
25% value the ease of access of the trails and that they are easy to get to (496 respondents)

24% value the off-road nature of the trails (469 respondents)

11% value that the trails are a good place to be with family and friends (223 respondents)

* this question allowed multiple responses.

Table 11. What do you value most about Regional Trails?



4.2.6 Question 13: What would improve your experience on the regional trails? Please check all that apply:

- Better route planning maps on website
- Parking at more access points
- More connections to municipal bike lanes
- More looped trail opportunities
- More way-finding signs
- More maps along the trail
- More education about sharing the trail
- More benches/rest stops/picnic areas
- More water fountains
- More washrooms
- More interpretive signs
- More paved sections
- Lighting along trails
- Better dog management
- Better horse management
- Better bike management
- Better pedestrian management
- Separation of types of use

There were 2,167 responses to this question, distributed as follows:*

41% indicated the need for more washrooms (885 respondents)

39% indicated the need for more connections with municipal bike lanes (850 respondents)

37% indicated the need for more water fountains (800 respondents)

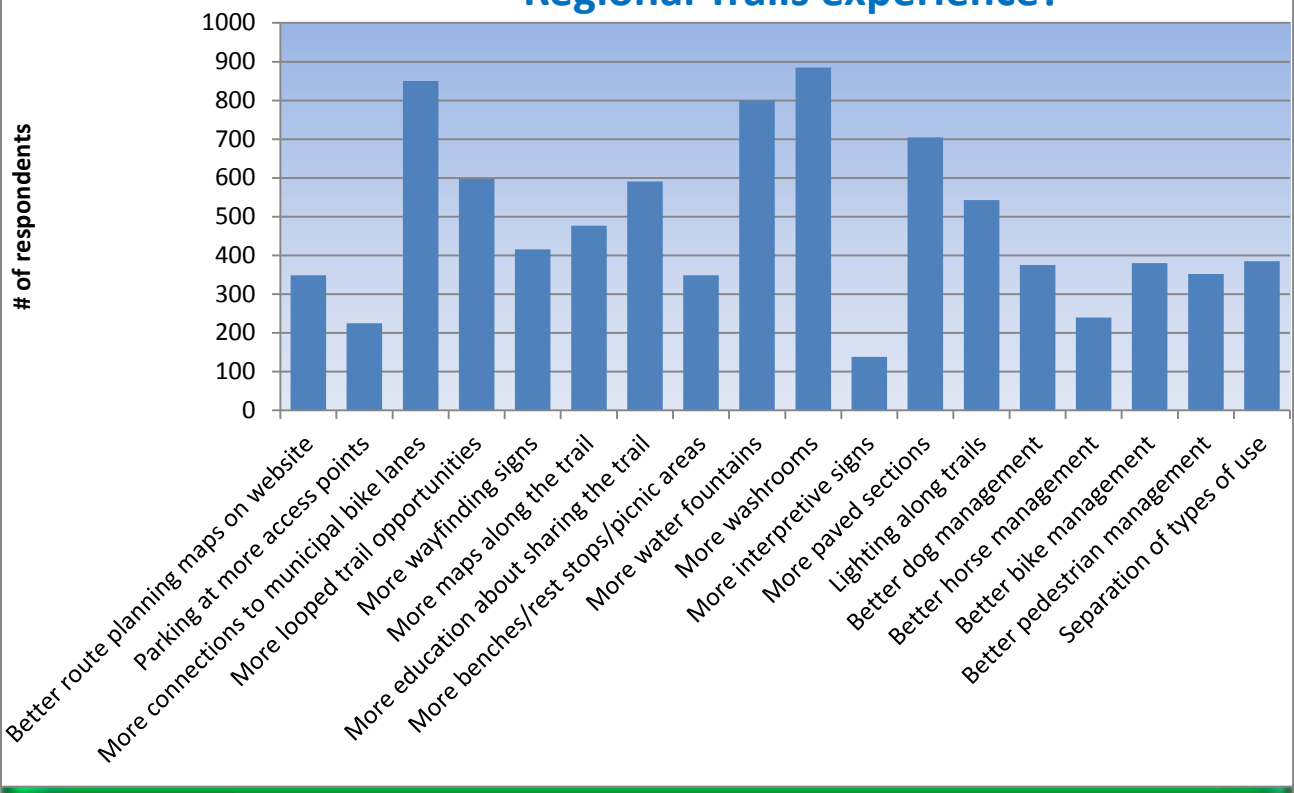
32.5% indicated the need for more paved sections (705 respondents)

27.5% indicated the need for more looped trail opportunities (597 respondents)

- 27% indicated the need for more education about sharing the trail (591 respondents)
- 25% indicated the need for more lighting along the trails (543 respondents)
- 22% indicated the need for more maps along the trail (477 respondents)
- 19% indicated the need for more way-finding signs (416 respondents)
- 18% indicated the need for better separation of types of use (385 respondents)
- 17.5% indicated the need for better bike management (380 respondents)
- 17% indicated the need for better dog management (375 respondents)
- 16% indicated the need for better pedestrian management (352 respondents)
- 16% indicated the need for better route planning maps on the website (349 respondents)
- 16% indicated the need for more benches, rest stops and/or picnic areas (349 respondents)
- 10% indicated the need for parking at more access points (225 respondents)

* this question allowed multiple responses.

Table 12. What would improve your Regional Trails experience?



4.3 Part 3 – Trail Management

4.3.1 Question 14: What are the main issues to be addressed on regional trails?

There were 1,337 responses to this question. The top ten issues were:*

- 13.5% want the regional trail system expanded (181 respondents)
- 13% are concerned about shared use of the regional trails (175 respondents)
- 10% want the regional trails paved (135 respondents)
- 10% want more connections for the trails (132 respondents)
- 9.5% are concerned about trail maintenance (127 respondents)
- 9% want improved signage on the trails (120 respondents)
- 8.5% want improved safety at intersections (114 respondents)
- 7% want lighting for the regional trails (99 respondents)
- 7% are concerned about safety on regional trails (91 respondents)
- 5.5% are concerned about the speed of cyclists on the regional trails (74 respondents)

* these percentages add up to less than 100% because the smallest percentages were dropped.



Many types of recreational uses are enjoyed on the regional trails.

4.3.2 Question 15: How would you suggest the CRD manage/resolve the issues noted in Q. 14?

There were 1,139 responses to this question. The top eight responses to managing trail issues were:*

23% suggested improved signage (265 respondents)

12% suggested education (137 respondents)

7% suggested improved lighting (83 respondents)

7% suggested increased enforcement (82 respondents)

7% suggested paving the regional trails (78 respondents)

6% suggested expanding the regional trail system (72 respondents)

6% suggested separating trail lanes by uses (70 respondents)

6% suggested maintaining the regional trails (67 respondents)

* these percentages add up to less than 100% because the smallest percentages were dropped.



Reviewing a trail map at the Atkins Road rest-stop on the Galloping Goose Regional Trail.

4.3.3 Question 16.a: Should motorized use be permitted on regional trails? Please check one.

- Yes
- Some
- No

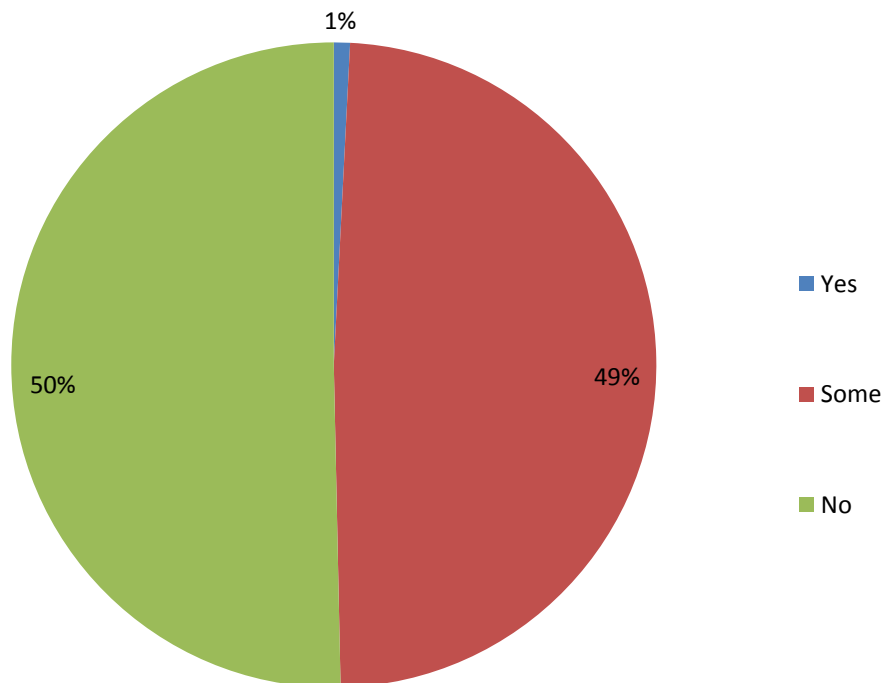
There were 2,235 responses to this question, distributed as follows:

50% said no motorized use should be permitted on regional trails (1,125 respondents)

49% said some motorized use should be permitted on regional trails (1092 respondents)

1% said yes, that motorized use should be permitted on regional trails (18 respondents)

Table 13. Should motorized use be permitted on the regional trails?



Question 16.b: If you answered “yes”, please explain why.

There were no responses to this question.

Question 16.c: If you answered “no”, please explain why.

There were 965 responses to this question. The top five reasons were:*

24% indicated increased speed with motorized users would be dangerous (236 respondents)

21% indicated motorized users on the regional trails would be dangerous (206 respondents)

21% indicated the quiet nature of the regional trails would be lost (199 respondents)

20% indicated the regional trails would be less safe with motorized users (191 respondents)

20% indicated regional trails are “off-road” and shouldn’t have motorized users (189 respondents)

* this question allowed multiple responses.



A motor-assist bicycle approved for use on the regional trails.

Question 16.d: If you answered "some," please indicate which you would support. Please check all that apply.

- Motor-assist bicycles (currently permitted as defined in the Motor Vehicle Act)
- Mobility motor scooters/wheelchairs (for individuals with physical challenges)
- Segways (2 wheeled stand-on personal movement device)
- Motorized skateboards/scooters
- Gas motor scooters (that can drive on roads)
- Electric motorcycles (that can drive on roads)
- Gas motorcycles (that can drive on roads)
- Other, please specify

There were 1,092 responses, distributed as follows:*

87% support mobility motor scooters/wheelchairs (952 respondents)

61% support motor-assist bicycles (665 respondents)

33% support Segways (358 respondents)

16% support motorized skateboards/scooters (177 respondents)

7.5% support electric motorcycles (82 respondents)

1.5% support gas motor scooters (16 respondents)

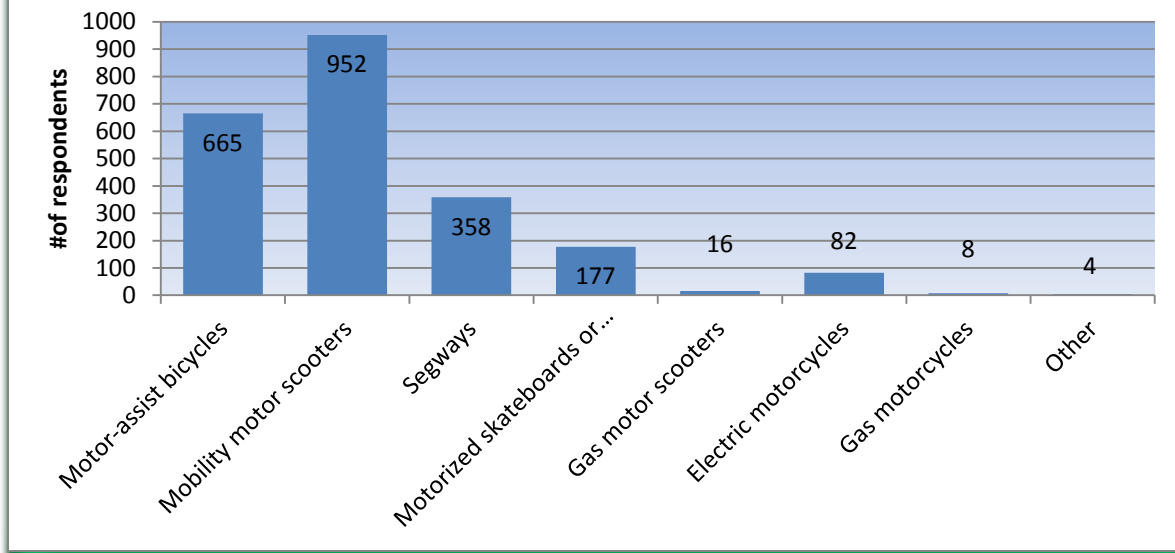
1% support gas motorcycles (8 respondents)

* this question allowed multiple responses.



Cycling in Saanich on a typical section of the regional trail.

Table 14. If you support some motorized use of the trails, what use do you support?



4.3.4 Question 17: If you support motorized uses, how would you suggest potential conflicts between uses be reduced?

There were 522 responses to this question, with the top nine suggestions given as:*

- 32% indicated controlling speed would reduce conflicts (168 respondents)
- 25% indicated that a speed limit would reduce conflicts (128 respondents)
- 15% indicated that education would reduce conflicts (76 respondents)
- 14% indicated that signage would reduce conflicts (71 respondents)
- 11% indicated lane separation by types of use would reduce conflicts (59 respondents)
- 9% indicated the need for rules to reduce conflict (45 respondents)
- 8% indicated the need for appropriate trail etiquette to reduce conflict (44 respondents)
- 8% indicated the need for some warning when passing to reduce conflict (43 respondents)
- 8% indicated the need for more enforcement to reduce conflicts (41 respondents)

* this question allowed multiple responses.

4.3.5 Question 18: What do you think the CRD should set as its priorities for managing the regional trails over the next 10 years (most important things to accomplish)?

There were 1,556 responses to this question, distributed as follows:*

- 36% indicated expanding the regional trails should be a priority (566 respondents)
- 20% indicated maintenance of the existing regional trails should be a priority (305 respondents)
- 14% indicated paving of the regional trails should be a priority (223 respondents)
- 12% indicated connecting the regional trails to more destinations is a priority (192 respondents)
- 10% indicated networking the regional trails should be a priority (156 respondents)
- 7% indicated safety on the regional trails should be a priority (108 respondents)
- 6% indicated lighting on the regional trails should be a priority (100 respondents)
- 6% indicated completing the E&N regional trail should be a priority (89 respondents)

* this question allowed multiple responses.



Paving a section of the E&N Rail Trail.

4.3.6 Question 19: Are there important public places within the CRD that you think the regional trails should connect users to? Please specify.

There were 819 responses to this question, distributed as follows:*

34% indicated the regional trails should connect to educational destinations (280 respondents)

- University of Victoria (205 respondents)
- Camosun (25 respondents)
- Royal Roads University (6 respondents)

23% indicated the regional trails should connect to municipal centers (156 respondents)

- Downtown Victoria (96 respondents)
- Oak Bay (60 respondents)

15% indicated the regional trails should connect to more parks (119 respondents)

- Lakes and Beaches (30 respondents)
- Elk/Beaver Regional Park (28 respondents)
- Goldstream Provincial Park (20 respondents)
- Thetis Regional Park (15 respondents)

12% indicated the regional trails should connect to service centers (96 respondents)

- Recreation centers (53 respondents)
- Shopping Centers and restaurants (50 respondents)
- Hospitals (25 respondents)
- Libraries (6 respondents)

8% indicated the regional trails should connect up island (68 respondents)

- Shawnigan Lake (12 respondents)
- Trans Canada Trail (11 respondents)
- Over the Malahat (11 respondents)
- Cowichan Lake (10 respondents)
- Duncan (7 respondents)

8% indicated the regional trails should connect to the waterfront including Dallas Road and Ogden Point (62 respondents)

- Beacon Hill (15 respondents)
- Inner harbor (9 respondents)
- James Bay (9 respondents)

7% indicated the regional trails should connect to West Saanich (61 respondents)

- Brentwood Bay (21 respondents)

7% indicated the regional trails should connect to employment hubs (53 respondents)

- Esquimalt DND/Dockyard (41 respondents)

5% indicated the regional trails should connect west of Vancouver Island (42 respondents)

- Sooke (27 respondents)
- Jordan River (6 respondents)

* this question allowed multiple responses.



Cycling on a section of the E&N Rail Trail in Langford.

4.3.7 Question 20: How do you usually get information about regional trails? Please check your top two methods.

- CRD/Regional Parks website
- Phone call or email to CRD staff
- Media (radio/newspaper)
- Word of mouth
- Other, please specify

There were 2,075 responses to this question, distributed as follows:*

58% indicated they get information from the CRD/Regional Parks website (1,211 respondents)

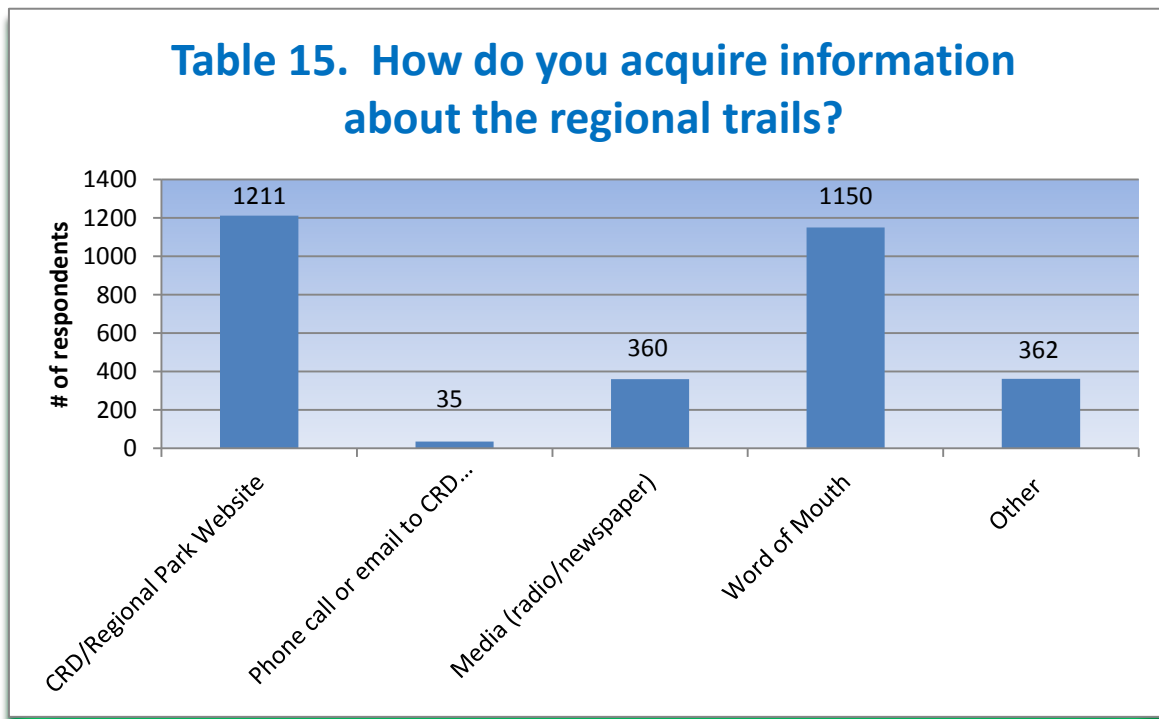
55% indicated they get information by word of mouth (1,150 respondents)

17% indicated they get information in other ways (362 respondents)

17% indicated they get information from the media (radio or newspaper) (360 respondents)

2% indicated that they get information by phoning or emailing CRD staff (35 respondents)

* this question allowed multiple responses.



4.3.8 Question 21.a: Do you feel that adequate regional trail information is available on the CRD/Regional Parks website?

- Yes
- No
- Don't know

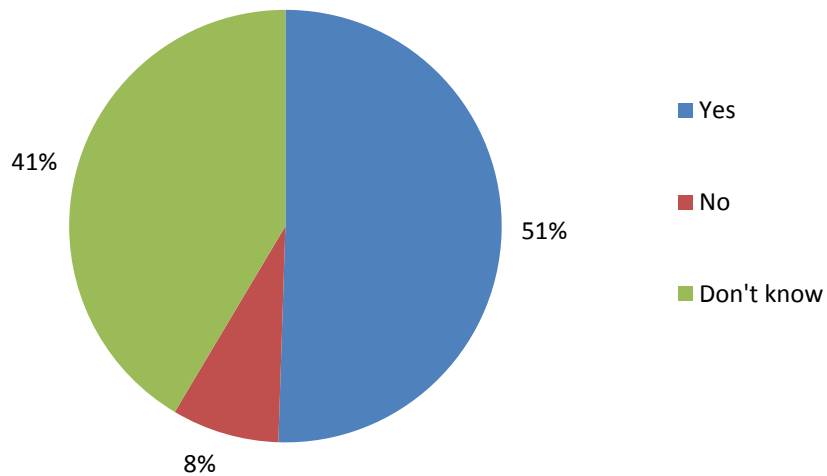
There were 2,118 responses to this question, distributed as follows:

50.5% indicated adequate information is available on the website (1,070 respondents)

41.5% indicated they did not know (878 respondents)

8% indicated adequate information is not available on the website (170 respondents)

Table 16. Is adequate information available on the Regional Parks website?



4.3.8 Question 21.b. *What additional information would be useful to you? Please specify.*

There were 304 responses to this question, with the top responses being:*

72% indicated the website could provide additional information and more detailed maps (220 respondents)

- Show current trail updates including trail surface, current conditions, and development (34 respondents)
- Include route planning information including distances and estimated times between A&B (28 respondents)
- Include municipal trails (19 respondents)
- Show services along the trails including food, washrooms, accommodation and bike shops (18 respondents)
- Show connections to public transport, bike lanes and access points (16 respondents)
- Show distance on maps (10 respondents)
- Offer a printable map (9 respondents)
- Show parking access (6 respondents)
- Include topographic maps (5 respondents)
- Integrate with Google Maps (4 respondents)
- Include a street view (2 respondents)
- Show inclines and elevation (2 respondents)
- Show speed limits (1 respondent)
- Show locations of art along the trail (1 respondent)

3% indicated the website should have more information on rules and bylaws (10 respondents)

2% indicated that the navigation of the website is confusing (6 respondents)

2% indicated they would like a downloadable app available from the website (5 respondents)

* these percentages add up to less than 100% because the smallest percentages were dropped.

4.4 Part 4 – General Information

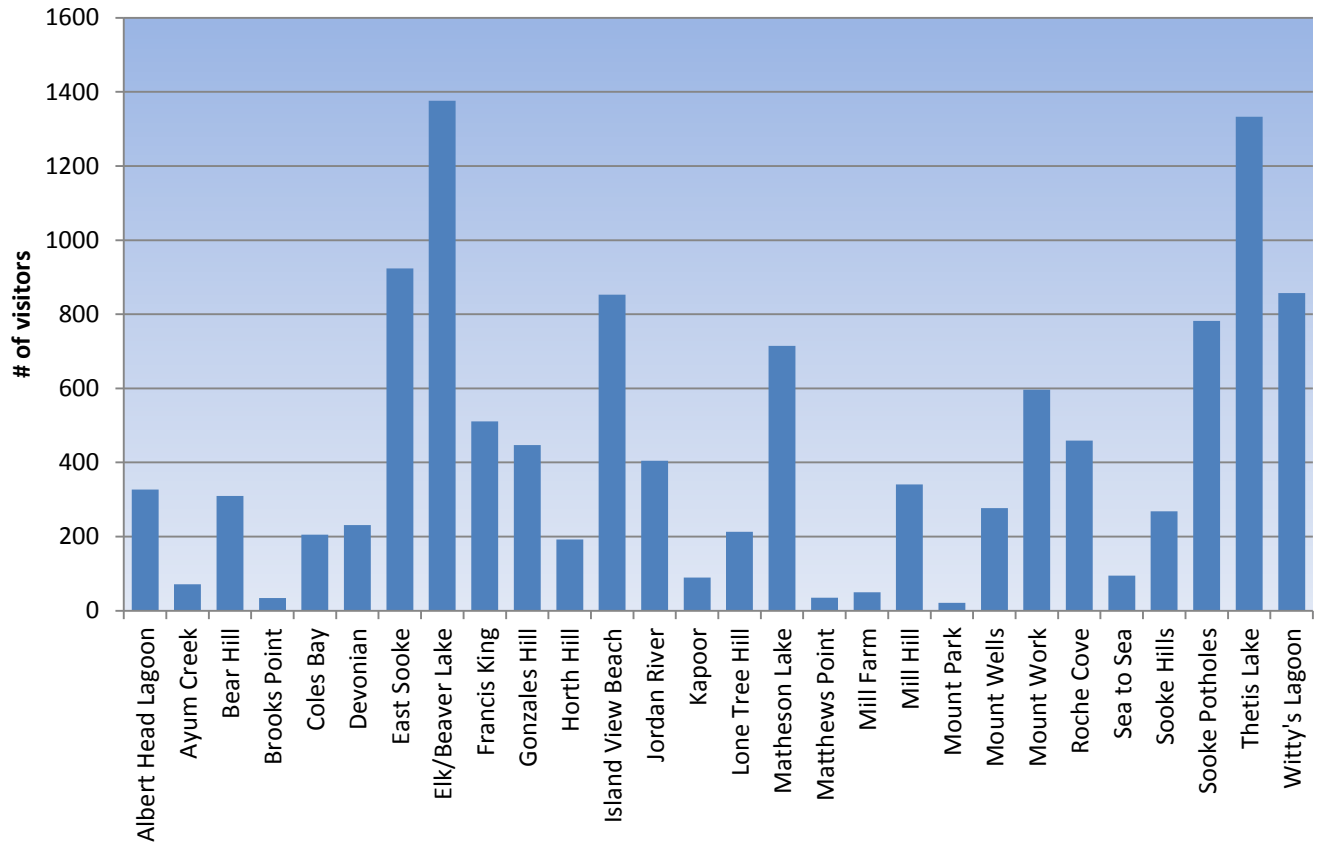
4.4.1. Question 22: Have you visited any CRD regional parks in the past 12 months? Please check all that apply.

There were 2,259 responses to this question. The top most visited parks over the last twelve months were:*

- 61% visited Elk/Beaver Lake (1,376 respondents)
- 59% visited Thetis Lake (1,333 respondents)
- 41% visited East Sooke (924 respondents)
- 38% visited Witty's Lagoon (857 respondents)
- 38% visited Island View Beach (853 respondents)
- 35% visited Sooke Potholes (782 respondents)
- 32% visited Matheson Lake (715 respondents)
- 26% visited Mount Work (596 respondents)
- 23% visited Francis King (511 respondents)
- 20% visited Roche Cove (459 respondents)
- 20% visited Gonzales Hill (447 respondents)
- 18% visited Jordan River (405 respondents)
- 15% visited Mill Hill (341 respondents)
- 15% visited Albert Head Lagoon (327 respondents)
- 14% visited Bear Hill (310 respondents)
- 12% visited Mount Wells (277 respondents)
- 12% visited Sooke Hills Wilderness (268 respondents)
- 10% visited Devonian (231 respondents)

* this question allowed multiple responses.

Table 17. What CRD Regional Parks have you visited in the past 12 months?



Enjoying the E&N Regional Trail.

4.4.2 Question 23: Where do you live?

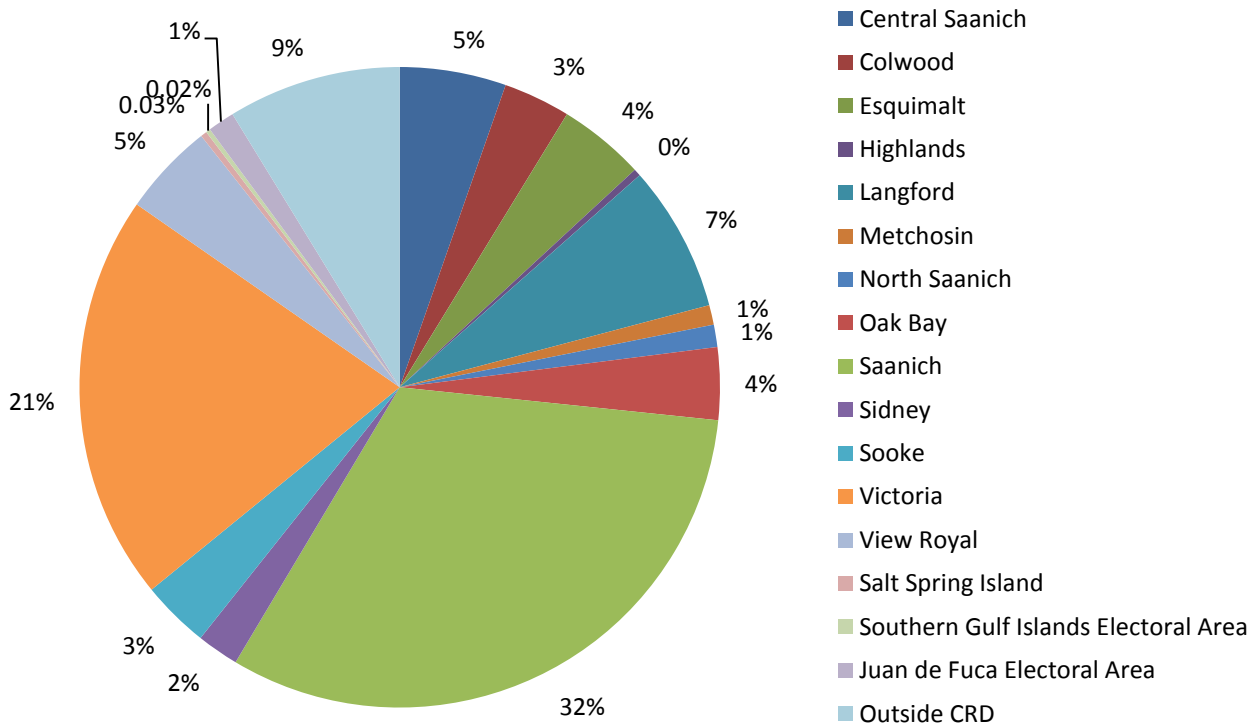
There were 2,218 responses to this question, distributed as follows:*

- 32% live in Saanich (708 respondents)
 - 20.5% live in Victoria (456 respondents)
 - 9% live outside the CRD (194 respondents)
 - 7.5% live in Langford (167 respondents)
 - 5% live in Central Saanich (119 respondents)
 - 5% live in View royal (104 respondents)
 - 4% live in Esquimalt (97 respondents)
 - 4% live in Oak Bay (81 respondents)
 - 3% live in Sooke (76 respondents)
 - 3% live in Colwood (75 respondents)
 - 2% live in Sidney (47 respondents)
 - 1% live in Juan de Fuca Electoral Area (30 respondents)
 - 1% live in North Saanich (25 respondents)
 - 1% live in Metchosin (22 respondents)
 - <1% live in Highlands (8 respondents)
 - <1% live in Salt Spring Island (7 respondents)
 - <1% live in the Southern Gulf Islands Electoral Area (5 respondents)
- Of the 194 respondents from outside the CRD, their place of origin was:
- British Columbia (115 respondents)
 - Greater Vancouver (56 respondents)
 - Vancouver Island not in the CRD (31 respondents)
 - USA (41 respondents)
 - Washington (20 respondents)
 - Oregon (5 respondents)
 - California (4 respondents)

Alberta (14 respondents)
 Ontario (12 respondents)
 Saskatchewan (5 respondents)
 Quebec (3 respondents)
 Germany (2 respondents)
 Manitoba (1 respondent)
 Japan (1 respondent)
 Nigeria (1 respondent)

*these percentages add up to more than 100% due to rounding up.

Table 18. Where do you live?



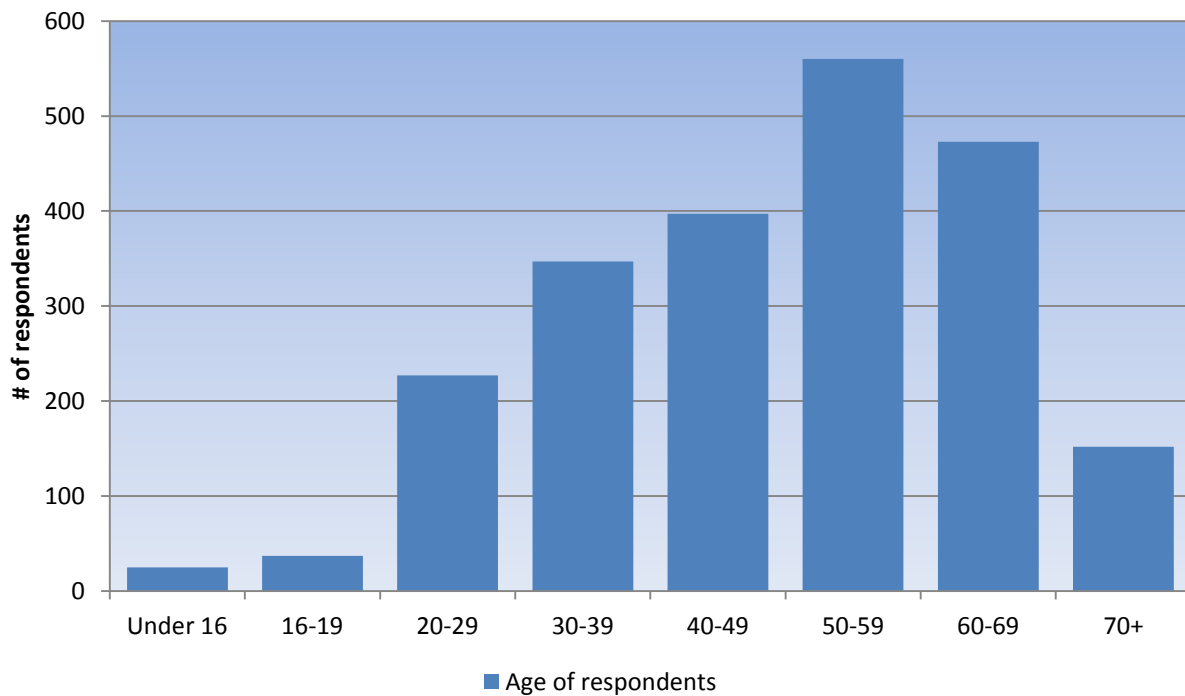
Note: The distribution of trail users generally reflects the distribution of the regional population by jurisdiction. Source: <https://www.crd.bc.ca/plan/planning-other-initiatives/regional-growth-strategy>.

4.4.3 Question 24: What is your age? Please check one.

There were 2,218 responses to this question, distributed as follows:

- 25% were 50-59 years old (560 respondents)
- 21% were 60-69 years old (473 respondents)
- 18% were 40-49 years old (397 respondents)
- 16% were 30-39 years old (347 respondents)
- 10% were 20-29 years old (227 respondents)
- 7% were 70+ years old (152 respondents)
- 2% were 16-19 years old (37 respondents)
- 1% was under 16 years of age (25 respondents)

Table 19. What is your age?



5.0 Summary of Findings

Between May and August 2013, Regional Parks undertook a Regional Trails Survey. The survey could be completed on-line or at survey booths set up along the regional trails, thus allowing both trail users and non-users to provide input. A total of 2,259 responses were received. Key findings to emerge include:

- The most frequent use of regional trails is for recreational cycling.
- Enjoying scenery and nature along regional trails is the top reason why people value the regional trails.
- The top thing that would improve the regional trail experience is having more washrooms.
- The majority of trail users do not support motorized use on regional trails, with the exception of some support for electric mobility scooters/wheelchairs and electric motor-assist bicycles.
- The top reason for opposing motorized use on the regional trails that the increased speed with motorized users would be dangerous for trail users.
- The top priority for managing regional trails over the next ten years is to expand and connect the regional trails system.
- The overwhelming majority of people describe their experiences on the regional trails as generally to very satisfying, positive and enjoyable.
- Virtually all trail users indicated they feel moderately to very safe when using the regional trails.
- The most important public places that regional trails could connect with are educational institutions, with the University of Victoria being the most frequently cited.
- The primary ways the public get information about regional trails is from the CRD/Regional Parks website and by word of mouth.
- Most trail users think that adequate regional trail information is available on the CRD/Regional Parks website, although they also think that the website could provide more detailed maps.
- The most frequently visited regional parks in the past twelve months were Elk/Beaver Lake Regional Park and Thetis Lake Regional Park.
- The top two origins of survey respondents are the District of Saanich and the City of Victoria.
- Of trail users from outside the CRD, the most frequent origins are British Columbia and the USA.
- Of survey respondents, 50-59 year olds were the most frequently represented group, followed closely by 60-69 year olds.

Appendices



Having fun on the Blenkinsop Trestle in the District of Saanich. Photo credit Esther Harlow.

Appendix A – Regional Trails Survey Form

Regional Trails

Survey 2013

Capital Regional District | Regional Parks

Capital Regional District (CRD) Regional Parks will be starting work on a Regional Trails Management Plan later in 2013. Information from this survey will provide background to assist us in developing the plan. The survey focuses on the Galloping Goose Regional Trail, Lochside Regional Trail and the E&N Rail Trail - Humpback Connector.

Your ideas and information are important to us. This survey should take approximately 10-15 minutes to complete. If you prefer, an online version is available at www.crd.bc.ca/parks.

Please return your completed survey to the Survey Administrator

PART 1: PATTERNS OF USE

1. Which CRD regional trails have you used in the past 12 months? Please check all that apply.
 - Galloping Goose
 - Lochside
 - E&N Rail Trail
 - I have not used any regional trails in the past 12 months (Skip to Question 10)
2. Which regional trail do you use most often? Please check one.
 - Galloping Goose
 - Lochside
 - E&N Rail Trail
3. Over the fall/winter (October-April), how often do you use the regional trails? Please check one.
 - 5-7 days/week (daily)
 - 1-4 days/week
 - Less than once/week
 - Less than once/month

4. Over the spring/summer (May-September), how often do you use the regional trails? Please check one.

- 5-7 days/week (daily)
- 1-4 days/week
- Less than once/week
- Less than once/month

5. What activities do you use regional trails for? Please check all that apply.

- Walking
- Running
- Recreational cycling
- Functional cycling (instead of using car/bus, includes commuting)
- Wheelchair/mobility scooter use
- Horseback riding
- Skateboarding
- Rollerblading
- Other, please specify

6. What activity do you undertake most often on regional trails?

7. What size group are you usually in when you use the regional trails? Please check one.

- Small groups/Alone (1-3 people)
- Moderate groups (4-6 people)
- Large groups (7+ people)

PART 2: TRAIL EXPERIENCE

8. Which of the following best describes your experiences on regional trails? Please check one.

- Very satisfying, positive and enjoyable
- Generally satisfying, mostly positive and usually enjoyable
- Somewhat dissatisfying, mix of positive and negative and less than totally enjoyable
- Dissatisfying, negative and not enjoyable

If your experiences have not been satisfying, please suggest reasons why.

9. How safe do you feel when using regional trails? Please check one.

- Very safe
- Moderately safe
- Unsafe

If you feel moderately safe or unsafe, please explain why.

10. If you have not used a regional trail in the past 12 months, have you used them before?

- Yes
- No
- Not Applicable

If yes to Question 10, generally why have you not used the trails recently?

11. If you have not used a regional trail in the past 12 months, what might prompt you to use one in the next 12 months?

12. What do you like best/value most about the regional trail(s) you use? Please check your top 3.

- | | |
|---|--|
| <input type="checkbox"/> That they exist | <input type="checkbox"/> Distance I can go |
| <input type="checkbox"/> Scenery/nature | <input type="checkbox"/> They connect to key places I want to go |
| <input type="checkbox"/> A good place to be with family/friends | <input type="checkbox"/> Paved surfacing |
| <input type="checkbox"/> Ease of access/easy to get to | <input type="checkbox"/> Gravel surfacing |
| <input type="checkbox"/> Relative flatness | <input type="checkbox"/> Facilities (e.g., rest stops) |
| <input type="checkbox"/> Off-road nature of the trails | <input type="checkbox"/> Other, please specify |

13. What would improve your experience on the regional trails? Please check all that apply.

- | | |
|---|---|
| <input type="checkbox"/> Better route planning maps on website | <input type="checkbox"/> More water fountains |
| <input type="checkbox"/> Parking at more access points | <input type="checkbox"/> More washrooms |
| <input type="checkbox"/> More connections to municipal bike lanes | <input type="checkbox"/> More interpretive signs |
| <input type="checkbox"/> More looped trail opportunities | <input type="checkbox"/> More paved sections |
| <input type="checkbox"/> More way-finding signs | <input type="checkbox"/> Lighting along trails |
| <input type="checkbox"/> More maps along the trail | <input type="checkbox"/> Better dog management |
| <input type="checkbox"/> More education about sharing the trail | <input type="checkbox"/> Better horse management |
| <input type="checkbox"/> More benches/rest stops/picnic areas | <input type="checkbox"/> Better bike management |
| | <input type="checkbox"/> Better pedestrian management |
| | <input type="checkbox"/> Separation of types of use |

PART 3: TRAIL MANAGEMENT

14. What are the main issues to be addressed on regional trails?

15. How would you suggest CRD manage/resolve the issues you noted above?

16. Should motorized use be permitted on regional trails? Please check one.

- Yes
- Some
- No

If you answered "yes", please explain why.

If you answered "no", please explain why.

If you answered “some”, please indicate which you would support. Please check all that apply.

- Motor-assist bicycles (currently permitted as defined in the Motor Vehicle Act)
- Mobility motor scooters/wheelchairs (for individuals with physical challenges)
- Segways (2 wheeled stand-on personal movement device)
- Motorized skateboards/scooters
- Gas motor scooters (that can drive on roads)
- Electric motorcycles (that can drive on roads)
- Gas motorcycles (that can drive on roads)
- Other, please specify

17. If you support motorized uses, how would you suggest potential conflicts between uses be reduced?

18. What do you think the CRD should set as its priorities for managing the regional trails over the next 10 years (most important things to accomplish)?

19. Are there important public places within the CRD that you think the regional trails should connect users to? Please specify.

20. How do you usually get information about regional trails? Please check your top 2 methods.

- CRD/Regional Parks website
- Phone call or email to CRD staff
- Media (radio/newspaper)
- Word of mouth
- Other, please specify

21. Do you feel that adequate regional trail information is available on the CRD/Regional Parks website?

- Yes
- No
- Don't know

What additional information would be useful to you? Please specify.

PART 4: GENERAL INFORMATION

22. Have you visited any CRD regional parks in the past 12 months? Please check all that apply.

- Albert Head Lagoon
- Ayum Creek
- Bear Hill
- Brooks Point
- Coles Bay
- Devonian
- East Sooke
- Elk/Beaver Lake
- Francis/King
- Gonzales Hill
- Horth Hill
- Island View Beach
- Jordan River
- Kapoor
- Lone Tree Hill
- Matheson Lake
- Matthews Point
- Mill Farm
- Mill Hill
- Mount Parke
- Mount Wells
- Mount Work
- Roche Cove
- Sea to Sea
- Sooke Hills Wilderness
- Sooke Potholes
- Thetis Lake
- Witty's Lagoon

23. Where do you live?

- | | | |
|--|---|---|
| <input type="checkbox"/> Central Saanich | <input type="checkbox"/> Oak Bay | <input type="checkbox"/> Southern Gulf Islands Electoral Area |
| <input type="checkbox"/> Colwood | <input type="checkbox"/> Saanich | <input type="checkbox"/> Juan de Fuca Electoral Area |
| <input type="checkbox"/> Esquimalt | <input type="checkbox"/> Sidney | <input type="checkbox"/> Outside CRD, please specify. |
| <input type="checkbox"/> Highlands | <input type="checkbox"/> Sooke | |
| <input type="checkbox"/> Langford | <input type="checkbox"/> Victoria | |
| <input type="checkbox"/> Metchosin | <input type="checkbox"/> View Royal | |
| <input type="checkbox"/> North Saanich | <input type="checkbox"/> Salt Spring Island | |

24. What is your age? Please check one.

- | | | | |
|-----------------------------------|--------------------------------|--------------------------------|--------------------------------|
| <input type="checkbox"/> Under 16 | <input type="checkbox"/> 20-29 | <input type="checkbox"/> 40-49 | <input type="checkbox"/> 60-69 |
| <input type="checkbox"/> 16-19 | <input type="checkbox"/> 30-39 | <input type="checkbox"/> 50-59 | <input type="checkbox"/> 70+ |

25. Do you have any other comments or suggestions about the regional trails?

Freedom of Information

Personal information contained on this form is collected under the authority of the Local Government Act and is subject to the Freedom of Information and Protection of Privacy Act. The personal information will be used for purposes directly associated with this survey. Inquiries about the collection or use of this information in this form can be directed to the Freedom of Information and Protection of Privacy contact:
Capital Regional District, Senior Coordinator, FOIPPA 250.360.3000

Appendix B – Survey Code Definitions

To facilitate the comparable analysis of survey data, a list of codes was developed and applied to each survey record. The codes were grouped into three categories for ease of use: (1) Management; (2) Experience, and (3) Maintenance. Some codes include an identifier. If an identifier was used after a code, it is shown by an underscored line.

The table below presents the list of codes and their definitions.

Management

CODE	DEFINITION
Expand	Generally refers to increasing the number or length of the existing trails.
Advertise	For the purpose of increasing the user-ship on the trails
Network	Refers to connecting trails generally to each other to provide a larger system of trails
Connect _____	The destination after connect specifies a location to connect the trails to
Destination	Generally refers to any destination of interest
Municipal	Specifically refers to connecting the trails to municipal trails
Loop	Develop more trails that provide looped experiences
Continuous	Referring to improving locations where the trail routes “jog” and are less direct
Commute	A desire to have more trails that improve the system for commuters specifically
Overpass	A desire for more bridges accompanied usually with a concern about intersections
Tourism	To promote the trails for tourism
E&N	Specifically refers to comments of desire to see it finished
Spend	Support for spending more money for development of the CRD Regional Trail system
Volunteer	An interest in using volunteers to support initiatives on the trails
Educate	Indicates a desire for the users to be better educated about the trails
Educate shared use	Refers to those who would like users educated about shared use
Educate etiquette	Refers to those who would like users educated about trail use etiquette
Educate rules	Refers to those who would like users to be educated about the rules of trail use
Signage	Indicates the desire for more signage on the trails
Signage way-finding	Refers to those who would like to see more way-finding signs along the trails including “you are here” type signs

CODE	DEFINITION
Signage etiquette	Refers to those who would like signs about etiquette posted along the trails
Signage rules	Refers to those who would like to see more signs about trail rules along the trails
Signage shared use	Refers to those who would like to more signs about shared use along the trails
Maps	More maps wanted on the trail
Washroom	Provide more
Water	Provide more water stations
Trash	Provide more garbage disposal opportunities
Light	Provide lighting usually specified for improved safety at night
Rest stops	More
Benches	More
Parking	Provide more park and ride opportunities
Parking security	Specifies that parking locations also require some security
Police	An interest in seeing more police on the trails to improve personal safety
Enforce	A desire to see more enforcement officers on the trails to enforce the bylaws
Permit	A suggestion that users should have permits to use the trail
Access	A request to improve access to the trails

Experience

CODE	DEFINITION
Tourist	Refers to a tourist participating in the survey
Walkers	General concern about the behaviour of pedestrians
Bikers	General concern about the behaviour of cyclists
Bikers blocking	Refers to the blocking of the trail by users riding side by side
Walkers blocking	Refers to the blocking of the trail by users walking side by side
Speed	Refers to bikers going to fast except in question #17 where it refers generally to motorized users going to fast
Speed	Refers to a specific management suggestion for speed
Speed bumps	Refers to those that would like speed bumps installed to control speed on the trails
Speed control	Refers to those who would like speed to be controlled in some way on the trails

CODE	DEFINITION
Speeding limit	Refers to the desire to have an enforced speeding limit
Shared use	A concern about behaviours or rules, generally, that are inconsistent with harmonious shared use
Etiquette	A concern about behaviour specifically
Rules	A concern about users not following the rules
Crowding	Too much volume on the trails usually associated with weekends or peak commute times
Separate	A desire to see the lanes separated for use, usually separating cyclists from other users and usually the areas of increased volume are suggested as focus areas for this development
Horse	A concern about horses on the trail
Keep horses	A plea to keep the trails in a condition that supports equestrians
Dog	A concern about uncontrolled dogs on the trail
Leash	A desire to see leashes mandatory
Leash rules	Specific concerns about long leashes on “uncontrolled dogs” that block the trail
Manure	A concern about manure on the trails
Manure dog	Refers to those who are concerned about dog owners who do not pick up manure
Manure horse	Refers to those who are concerned about horse manure on the trails
Pass	A generally concern about the passing techniques of cyclists by pedestrians
Bell	A desire for passing users on the trail to have a bell or “call out” to indicate they are passing
Safety	A general concern about safety on the trail
Dangerous	A concern about safety usually in response to including some motorized users on the trail
Intersections	Refers to those individuals that feel unsafe at some intersections on the trails
Right-of-way	A confusion about who has the right of way on the trail
Cars	A concern about sharing the trail with vehicles usually referring to a section on the Lochside trail that is shared with a road and includes street traffic and parked cars
Headphones	A concern about users not hearing passing users because they are not paying attention to the trail traffic
Keep right	A concern about users not following the rule of staying right except to pass
Helmet	A desire to see helmets required for cyclists on the trail
Bollards	A concern that bollards are a safety hazard

CODE	DEFINITION
Conflict	A general concern about conflicts between shared users
Weather	A general comment about the weather usually referring to rain
Personal safety	Refers to users concern about their personal safety on the trail
Personal safety wildlife	Refers to those individuals that are concerned about encountering dangerous wildlife such as bears and cougars on the trails
Personal safety female	Refers to women who feel unsafe on the trails alone
Personal safety isolation	Refers to those individuals who feel unsafe on trails in isolated areas
Personal safety sightline	Refers to those who feel unsafe on the trail when they cannot see oncoming traffic
Night	Specifically feeling unsafe at night
App	An interest in having a smart phone app with maps
Off-road	The trails are attractive because they do not include motorized users
Motor	Respondent does not support any motorization on the trail
Human powered	A desire to have only human powered activity on the trail
Nature	An appreciation for the natural setting that is provided on the trails
Quiet	An appreciation for the tranquil and quiet nature of the trails
Ambience –	An appreciation for the surroundings of the trail
Fitness	An appreciation that the trail supports health and fitness
Pollute	An appreciation that the trails are not polluted by motorized users
Ecofriendly	An appreciate that the trails provide an environmentally friendly transportation option for a greener approach

Maintenance

CODE	DEFINITION
Maintain	Generally refers to an interest in continued maintenance
Maintain surface	Refers to maintaining the surface of the trails
Maintain pavement	Refers to maintaining the condition of the pavement
Maintain sightlines	Refers to clearing shrubs and bush that is blocking the sightlines to see oncoming traffic
Maintain winter	Refers to maintaining the surface of the trail for debris, ice and snow conditions in winter
Trestle	A general dislike of the trestles
Trestle surface	A specific comment about the surfaces of trestles
Trestle approach	A specific comment about the connection between the trail and the start of the bridge surface on the approach

CODE	DEFINITION
Gravel	Loose gravel or trail sections with gravel that need attention
Paving	A desire for more paved surfacing
Width	A desire to have the trail wider especially in area of high use near downtown
Drainage	A concern about mud and water pooling on the trail on the Lochside trail
Shrubs	A concern for the growth along the trail of vegetation
Blackberry	A concern for the prickles of blackberries causing flat tires
Lines	A desire for lines painted on the trail
Damage	An indication that the use of motorized traffic on the trail would cause more damage on the trail surface

Appendix C – Survey Images



Administering the surveys to regional trail users.



Our two auxiliary staff welcoming regional trail users at their pop-up survey booth.

Appendix D – Advertising and Communication Materials



Making a difference...together

625 Fisgard Street, Victoria, BC V8W 1R7

Media Release

For Immediate Release

May 27, 2013

Take the CRD Regional Trails Survey

Victoria, BC- The Capital Regional District (CRD) is conducting a survey about our regional trails this summer to gather information on trail use, experiences and management. The survey is being launched during Bike to Work Week beginning May 27 and runs until August 9, 2013.

The survey is available online at the [CRD Regional Parks website](#). In addition, CRD Regional Parks' attendants will administer the survey at several locations along the three trails beginning in late June. They will be located at various times at Colville Park (Esquimalt), Veterans Memorial Parkway (Langford), Mt. Newton Cross Road (Central Saanich), Switch Bridge (Saanich); Atkins Road Rest Stop (View Royal); and Roche Cove Regional Park (Sooke).

"The survey will help us prepare a trail management plan for the Galloping Goose, Lochside and E&N Rail Trail – Humpback Connector," said Larisa Hutcheson, General Manager of Parks and Environmental Services. "The information we gather will provide insight into the public's views on the management and development of these trails. We invite the public to share your experiences and insights with us."

Those who take the survey may enter to win our draw prize—a \$100 gift certificate at a local restaurant of your choice. A summary report will be available on-line.

The CRD regional trail system comprises about 80km. These trails connect regional communities and green spaces, promote the use of alternative, active transportation, and provide opportunities for recreation.

Attachment: background on CRD Regional Trails and maps

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For further information, please contact:

Laurie Sthamann, Communications Coordinator

CRD Regional Parks

250.360.3332 | cell: 250.889.8030

lsthmann@crd.bc.ca | www.crd.bc.ca/parks



Take the Regional Trails Survey & Enter to Win!

The Capital Regional District is conducting a survey regarding regional trails to help us prepare a trail management plan for the Galloping Goose, Lochside, and E&N trails. Your information will help provide insight into the development and planning of these trails.

Take the survey and enter to win our draw prize - a \$100 gift certificate at the restaurant of your choice. The survey ends August 9, 2013.

The CRD regional trail system comprises about 80km and includes the Galloping Goose and Lochside trails, as well as the new E&N Rail Trail (under construction). These multi-use trails connect regional communities and green spaces, and promote the use of alternative, active transportation.

www.crd.bc.ca/parks

Shared Trails, Shared Experiences

- Share the trail and keep right except to pass.
- When passing, alert other trail visitors and use caution, particularly around horses.
- Respect the trail environment and neighbouring lands.
- Yield to farm equipment.
- Control your speed, yield to pedestrians and horses.
- Keep your dog on a leash on the Lochside and E&N; keep your dog under control and on the trail on the Galloping Goose.
- Pick up your dog's droppings.
- Do not remove or disturb animals or plants, such as wildflowers.
- Leave no trace and carry out litter.
- Motorized vehicles, camping, open fires and alcohol are prohibited.

