

Regional Trails Management Plan



CRD

Fall 2016



Galloping Goose Regional Trail

Regional Trails Management Plan Ready for Approval

The CRD has been preparing a management plan for the regional trails system to guide development and management over the next 10 years.

A Draft Regional Trails Management Plan (RTMP) was made available for public review and comment between November 2015 and February 2016. All comments received have been reviewed and considered and the Regional Trails Management Plan has been updated based on input from the public.

The proposed Regional Trails Management Plan was submitted for consideration of the CRD's Regional Parks Committee on October 19, 2016.

The Regional Trails System

The CRD regional trails system is made up of the Galloping Goose Regional Trail, the Lochside Regional Trail and the E&N Rail Trail - Humpback Connector. It provides nearly 100 km of non-motorized recreation and transportation opportunities. The trails receive nearly three million visits annually.



Lochside Regional Trail

Highlights of Changes Proposed in the Management Plan

Galloping Goose Regional Trail Management Plan

A new priority action was added, recommending that a toilet facility be developed at a suitable location between km 10 and km 32.

Rationale: Frequent comments were heard about washrooms over the course of the planning process. The 22-kilometre segment of trail between the Atkins Parking Area/Rest Stop and Matheson Lake is the longest part of the trail with no toilet facilities.

A new priority action was added to consider paving a section of the trail in Colwood, east of Wale Road to Royal Roads University, subject to consultation.

Rationale: This was requested by the City of Colwood and by some members of the public.

Lochside Regional Trail Management Plan

A new management goal was added to allow continued equestrian use between Island View Road in Central Saanich and the Blenkinsop Greenway trail in Saanich.

The development concept was revised, allowing for continued equestrian use in the area noted above.

It also indicates that if paving of any gravel area is proposed, consultation will be undertaken with stakeholders and neighbours to consider options to continue to accommodate equestrian use.

Rationale: This was based on input during the second round of public participation (2016). In considering this, it was recognized that very few complaints regarding conflicts between horses, cyclists and pedestrians had been received over the years. Status quo is the most cost-effective option.

The priority action to pave the remaining gravel sections of the trail (approximately 4 km) was removed and replaced with a new action to undertake drainage improvements in two low-lying areas between Hunt Road and Dooley Road, subject to environmental considerations.

Rationale: In the second round of public participation (2016) we heard from a variety of trail users that the gravel sections create a greenway character in the urban area, provide areas where horses can be trotted, and are more attractive for people to run. Drainage issues were raised and improvements will make the trail better for all users.



E&N Rail Trail - Humpback Connector

Photo: Province of British Columbia

E&N Rail Trail-Humpback Connector Management Plan

The public consultation did not raise any significant requests for change to this management plan.

Appendices

Two Appendices were added: Appendix 5 - Some Key

Trail Use and Etiquette Messages, and Appendix 6 - Southern Gulf Islands-Salt Spring Island Regional Trail Planning.

Rationale: Based on comments received these additions will be a way to make the public aware of additional information.

Highlights of the Regional Trails Management Plan

Strategic Direction

Fifty policies are provided to guide management of existing and future regional trails. The policies fall under the nine headings shown below:

General | Trail Use & Safety | Trail Planning & Development | Trail Maintenance | Signs | Enforcement | Adjacent Land Use | Environmental | Partnering Opportunities

Eleven strategic actions are proposed, such as:

- Develop and implement a public outreach program.
- Work with municipal and/or Ministry of Transportation and Infrastructure on road/trail crossings.
- Conduct a trail lighting study.

- Collaborate with interested First Nations along the trails to establish welcome signs relating to traditional territories.

Individual Trail Management Plans

The RTMP provides management direction for each of the existing regional trails. Each of the trail management plans includes:

Background & Context | Mission | Management Goals | Management Direction Statement | Development Concept | Priority Actions

The following are highlights of the development concepts and priority actions for each regional trail.

Regional Trails Management Plan

Capital Regional District | October 2016



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Galloping Goose Regional Trail Management Plan

The Development Concept focus will be to manage and improve trail infrastructure as needed and resolve conflicts between user groups, particularly in high use urban areas.

Example Priority Actions include:

- Update the sign plan.
- Assess feasibility of widening the trail or separating users between Selkirk Trestle and McKenzie Avenue.
- Add a toilet facility between km 10 & 32.
- Undertake structural and surface upgrading on trestles and bridges.

Lochside Regional Trail Management Plan

- The Development Concept focus will be to update and improve trail infrastructure as needed.

- Cycling and pedestrian opportunities will be accommodated on the entire trail; horseback riding will be accommodated between Island View Road and the Blenkinsop Greenway trail.

Example Priority Actions include:

- Update the sign plan.
- Assess feasibility of widening the trail from the Switchbridge to McKenzie Avenue.
- Improve trail drainage between Hunt Road and Dooley Road.
- Work with District of Saanich to consider potential visitor facilities at Fowler Park and by Blenkinsop Greenway.

E & N Rail Trail-Humpback Connector Management Plan

The Development Concept focus will be to complete the 17-kilometre trail.

Example Priority Actions include:

- Complete the trail sections in the following order:
 - Hallowell Road to Maplebank Road
 - Atkins Road to Savory School
 - Esquimalt Road to Johnson Street Bridge
 - Jacklin Road to Sooke Hills Wilderness Regional Park
- Work with municipalities to consider potential visitor facilities and potential partnership projects.

Find Out More

Please visit the CRD website to download the plan and other resources related to the planning process and the regional trails.

crd.bc.ca/project/regional-trails-management-plan

Capital Regional District | Regional Parks

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