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**Prepared by: Lanarc Consultants Ltd.  
For: District of North Cowichan,  
Cowichan Valley Regional District,  
& City of Duncan.**





# Cowichan Trails *A Network of Community Connections*

## Acknowledgments

This Trail Network and Cycling Plan has been the result of a series of ongoing planning exercises. The District of North Cowichan Community Plan through its neighbourhood meetings has revealed that trails are of utmost importance to the communities in the Cowichan region.

The Trans Canada Trail Association had identified a possible trail route through the Cowichan Valley, but connections to the communities in the region were not clear. The District of North Cowichan has worked together with the City of Duncan and the Cowichan Valley Regional District to find support for a trail and cycling network study.

The Ministry of Community Development, Cooperatives and Volunteers provided funding assistance for this plan.

A special word of thanks to the Trail and Cycling Plan Advisory Committee who imparted valuable information from various trail user groups. The Trail & Cycling Plan Advisory Committee were:

- Ernie Mansueti, Recreation Director, North Cowichan
- Chris Hall, Municipal Planner, North Cowichan
- Elaine Gardam, Planning Student, North Cowichan
- Deborah Melnyk, North Cowichan Parks and Recreation appointee
- Syd Watts, Naturalists Society representative
- Roland Brown, hiking representative
- Dan Barard, mountain biking representative
- Rob Hinton, City of Duncan appointee
- Robert James, equestrian representative
- Susan Lowther, CVRD appointee
- Joe Schuckel, CeeVac representative
- Jim Marsh, CVRD representative
- Jana Kataska, Cowichan Tribes representative
- Dianne Hinkley, Cowichan Tribes representative.

Thanks also to the many volunteers who checked and documented trail routes, and to community members who participated in planning workshops.

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# Cowichan Trails *A Network of Community Connections*

## Introduction

The District of North Cowichan, along with the City of Duncan, and the CVRD have outstanding opportunities to integrate walking trails and cycle connections to create livable communities. Through careful planning and close cooperation with landowners, it will be possible to create a network of trails that can enhance quality of life and support the economic development of the region.

Many communities recognize too late the importance of easy access to natural areas. It is easy to forget how important a walk through nature can be when the opportunity is close at hand. Many towns and cities now have to go to extraordinary links to re-establish these connections.

## Background

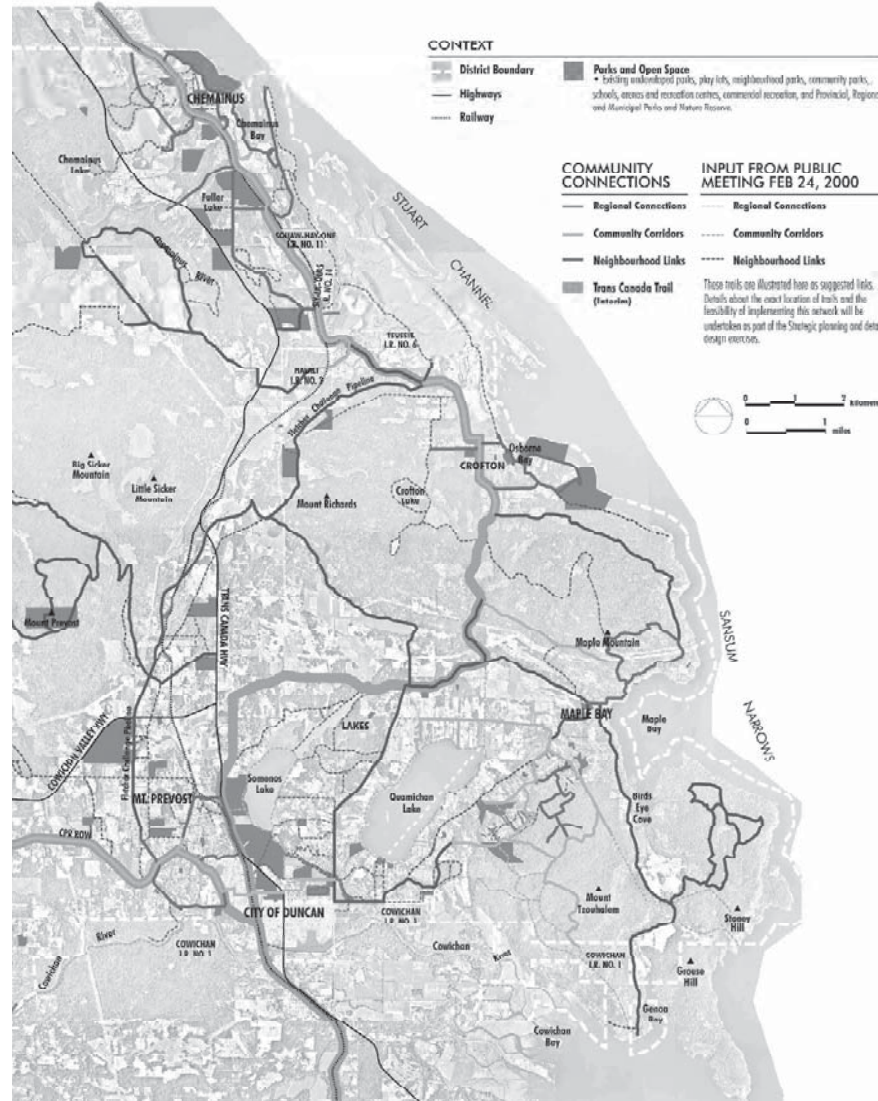
This Trail Network and Cycling Network Plan was funded by the Ministry of Community Development, Cooperatives and Volunteers. The District of North Cowichan provided an additional grant specifically towards the planning of commuter cycling. This study was undertaken in an effort to support existing formal and informal trail use within the Cowichan Valley. The study area focuses on the District of North Cowichan and the City of Duncan but includes areas of the CVRD south to Shawnigan Lake and west to Cowichan Lake. This study builds on existing efforts in each of these jurisdictions.

## District of North Cowichan (DNC)

This study follows two DNC planning initiatives: the Parks and Open Space Strategy for the District of North Cowichan, District of North Cowichan's Community Plan - Trails and Open Space Connections.

## Parks and Open Space Strategy for the District of North Cowichan

Considerable population growth has occurred on Eastern Vancouver Island over the past ten years. Like many of the island's communities, the rural character of the Cowichan Valley is changing - presenting the challenge of maintaining green spaces.



Trails and Open Space Connections  
This map shows existing trails, and suggested links, recorded by Cowichan residents at a public meeting in February 2000.

In 1997, the District of North Cowichan proposed the preparation of a Park and Open Space Plan to ensure access to recreation areas for current and future residents. Lanarc has prepared the plan in cooperation with a District Staff committee. The purpose of the plan was to provide a framework for protecting open spaces and acquiring land to create a Park and Open Space System.

## District of North Cowichan's New Community Plan - Trails and Open Space Connections

The Park and Open Space Plan was refined to reflect the aspirations of the community by being included in the Official Community Plan Process. In public meetings, trails were addressed as an important topic. A Recreational Opportunities Public meeting was held to encourage a broader understanding of the recreation potential within the District of North Cowichan, and to allow for community input into the recreational aspects of the Community Plan. Also, Cowichan residents recorded the trails they use, and wish to use, at a Trails and Open Space Open House.

## Additional Trail Planning

### North Cowichan Cycling Network

To compliment existing trails and the Trans Canada Trail route, the District of North Cowichan seeks to develop a cycling network around North Cowichan and Duncan. As Cowichan Valley's population is growing, a cycling network will increase the carrying capacity of existing transportation systems. Cycling routes bring many benefits to the whole community. Bikeways provide an opportunity for a healthy, energy-efficient form of travel. This transportation alternative also brings air, noise, and water quality benefits.

### The District of North Cowichan's Municipal Forest Reserve Program

North Cowichan has its own forest reserve and management program. The forest reserve is about 4,800 hectares, comprised of six major blocks; Mount Prevost, Mount Sicker, Mount Richards, Stoney Hill, Mount Tzouhalem, and Maple Mountain. The forest management program addresses four issues; harvesting, silviculture, recreation, and education. Some ecological reserves, viewpoints, and trails have been designated within the forest reserve. Gravel roads and trails in the forest reserve are currently used for hiking, mountain biking, and horseback riding. This trail network plan can be used to compliment the recreational opportunities in the forest reserve.



# Cowichan Trails *A Network of Community Connections*

## City of Duncan

Several of the key recommendations of this report focus on the opportunities available to develop trail connections from the centre of Duncan to nearby natural areas to the south, west, and north. These trail connections hold the potential for great benefits in terms of local quality of life, as well as significant economic benefit through local and international tourism.

## Cowichan Valley Regional District

The CVRD has an ongoing trail development program through its regional park mandate. Recent developments include significant improvements to the Trans Canada Trail (TCT) in cooperation with BC Parks and the local first nations. The CVRD is also working on an ambitious signage and public information program highlighting many of the region's existing trail amenities.

## Trans Canada Trail

The Trans Canada Trail is a proposed multi-use trail that will link all provinces and territories. The Trans Canada Trail is a community-based project. It will be owned, operated and maintained by local organizations, provincial authorities, national agencies and municipalities across Canada. The trail will accommodate five main activities: walking, cycling, horseback riding, cross-country skiing and snowmobiling (where possible/desired). Generally, the Trans Canada Trail will be built on: existing trails, Provincial/Federal parks and Crown lands, abandoned railway lines, alongside railway lines, and private land. Rights-of-way will be negotiated with private landowners. The schematic Trans Canada Trail route passes through the Cowichan Valley. This study will examine the Trans Canada Trail alignment; and provide connections to existing open space, trails, and community centres in the District of North Cowichan, the City of Duncan, and the Cowichan Valley Regional District. For more information on the Trans Canada Trail refer to <http://www.tctrail.ca>.

## Trail and Cycling Network Approach Study: Goals & Objectives

This Trail and Cycling Network study has four main objectives:

1. To review the proposed Trans Canada Trail Network in consultation with Cowichan Valley communities,
2. To provide Cowichan Valley communities with strategies to connect to the Trans Canada Trail, physically and economically,
3. To develop a network of neighbourhood trails that can tie into the Trans Canada Trail,
4. To develop a cycling commuter network around North Cowichan and into Duncan.

These objectives will be achieved by:

- identifying existing trails,
- integrating the Trans Canada Trail into community recreation systems,
- identifying desirable connections between the Trans Canada Trail and Duncan, Crofton, and Chemainus,
- creating a trail network with hierarchy of trails for all users including cyclists, equestrians, hikers, and walkers of all ages and abilities,
- addressing conflicts between user groups,
- locating a cycling network,
- providing implementation strategies, and
- providing policies that will direct how the trail and cycling network will be implemented and maintained.

The first step in creating a trail network is to find out where all the existing trails are. This sounds easy, but in fact many excellent trail connections are quite small and are known best by those who live nearby.

## Inventory of Trails

Suggested links and existing trails from *The Trails and Open Space Connections Plan* were integrated into the Cowichan base map to create *A Draft Network Plan Review Booklet*. This booklet was used by volunteers to verify the location, suitability, and condition of the existing trails system.

Volunteers, District of North Cowichan planners, and Lanarc Consultants, field checked and noted existing trail types, condition, suggested new routes, and needed improvements. These notes have been reviewed and included in this Draft Trail Network and Cycling Plan.



Funding Assistance for this Initiative was provided by the Ministry of Community Development, Cooperatives and Volunteers

# Cycling Network

## Trail Types

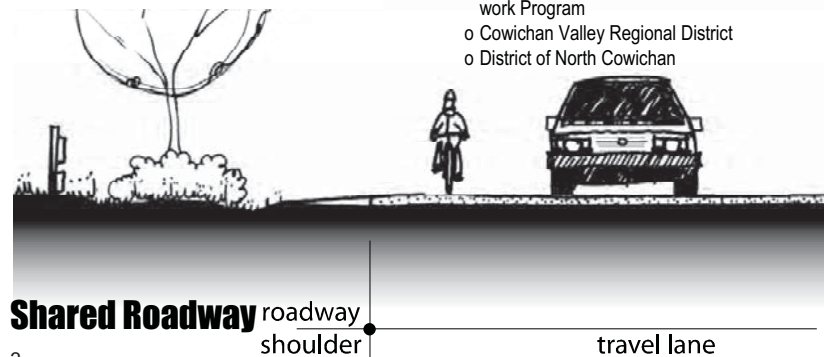
The cycling network illustrated in this booklet is designed to provide maximum access throughout the Cowichan Valley for both recreational cycling as well as commuting. These trails are identified to provide accessible and safe routes for road cyclists in particular.

Off road cycling is included as part of the multi-use and trail network.

The cycling network plan will provide information about great places to ride for visitors, as well as direction for future road improvements.



The Cycling Network Plan identifies routes where roadside improvements can be completed to provide safer commuter and recreational cycling. Roadways identified as such should have a 1 metre wide paved shoulder, maintained free of debris and without sharp grade changes.



## Shared Roadway

## Shared Roadway

Many of these routes are identified in North Cowichan's Open Space Plan as Cowichan Country Roads.

Much of the cycling network occurs on country roads that are already frequently used by cyclists. These country roads can provide a pleasant cycling experience, particularly when traffic volumes are low.

To accommodate cyclists road shoulders should be smooth, well maintained surfaces about a metre wide.

### What are they?

- o These are lightly used rural roads that provide pleasant cycling and walking opportunities.
- o They provide low cost recreation and commuting access.
- o Mostly used by cyclists, but also walkers.
- o These can be long distance connectors connecting local trails as part of longer loops.

### What improvements are anticipated?

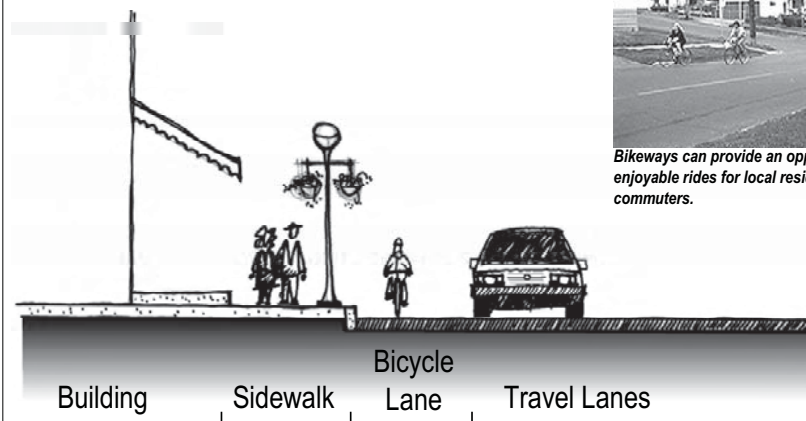
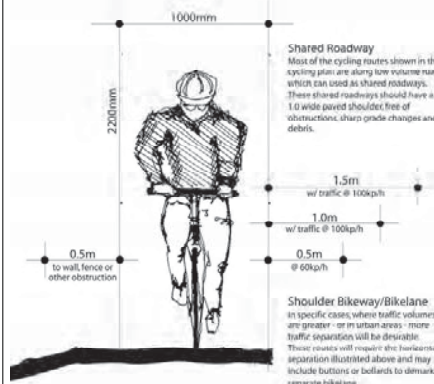
- o Occasional parking.
- o Line painting and occasional roadside signage.
- o Roadside sweeping and debris removal
- o Road widening.

### Partnerships

- o Local Cycling Organizations,
- o Ministry of Transportation and Highways, Cycling Network Program
- o Cowichan Valley Regional District
- o District of North Cowichan

## Shoulder Bikeway/Bike Lanes

Bike Lanes are recommended in areas where there are higher levels of vehicle and bicycle traffic. Bike lanes will provide more separation between cars and bicycles. Bike lanes are recommended for urban areas where road improvements include the provision of subsurface drainage.



## Bike Lanes

### What are they?

- o These are generally dedicated lanes on local streets set aside for the exclusive use of bicycles.
- o Provide transportation alternatives to the car and creates local recreation opportunities.
- o These routes are most likely to be used by commuters and for local recreation.
- o These can be connectors within urban areas providing quick access to outlying trails.

### What improvements are anticipated?

- o Line painting and signage designating routes.
- o End of Trip facilities, such as bike racks at strategic locations, bike lockers, etc.
- o Bicycle shops, service centres, and other support facilities.
- o Road widening and/or traffic separation where possible and during road improvement projects.

### Partnerships

- o Cycling clubs
- o Local governments
- o Ministry of Transportation and Highways, Cycling Network Program



Bikeways can provide an opportunity for enjoyable rides for local residents and commuters.

# Multi-use Trails



*A wide pathway, with an improved surface, similar to this one shown in Whistler, can accommodate a wide range of activities.*

## Multi-use Trails

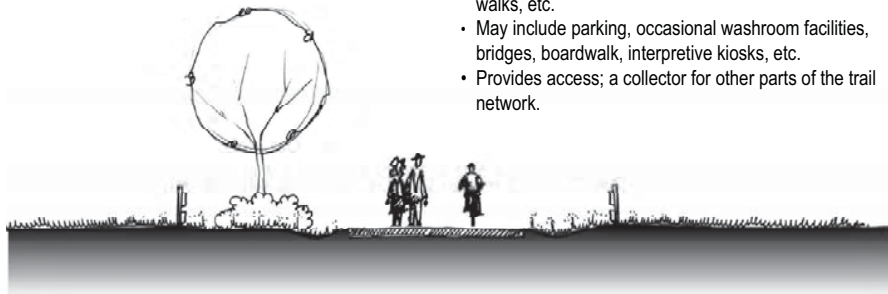
Multi use trails are the heavily used parts of the trail network. They are wide and accessible and suitable for walking, cycling, and horseback riding.

### What are they?

- These are heavily use pathways usually with some separation from roads and adjacent land uses.
- They can be expensive to develop and will take advantage of existing opportunities.
- They are used by all types of trail users and can provide access to significant points of interest such as the Cowichan River, or the Forest Museum.
- These are heavily used nature trails.
- Providing easy access to rural areas.
- Broad spectrum of recreational activity.
- Used by local residents, as well as visitors and tourists.

### What improvements are anticipated?

- Includes grading to improve access and minimize steep sections.
- Resurfacing with gravel, asphalt, or other to minimize erosion and damage during wet weather.
- May include structures such as bridges, steps, boardwalks, etc.
- May include parking, occasional washroom facilities, bridges, boardwalk, interpretive kiosks, etc.
- Provides access; a collector for other parts of the trail network.



## Partnerships

- Community Clubs, Service Clubs
- Neighbourhood organizations
- Local, Regional and Provincial governments
- First Nations
- Utility and Transportation companies
- Users groups
- Economic development or job creation funding (i.e. environmental teams)
- BC Parks



*Well drained gravel paths, like this rural trail, are suitable for walking, cycling, and horseback riding.*



*This nature trail is heavily used by hikers, equestrians, and mountain bike riders. Sections of this type of multi-use trail may require improvements to improve drainage and prevent soil erosion.*



# Walking, Hiking and Equestrian Trails



Urban nature trails provide an opportunity for local residents, downtown employees, and visitors, to escape to a special place in the city.

## Walking/Hiking Trails

These trails are the smaller neighbourhood scale parts of the trail network. These trails will be used primarily by neighbourhood residents providing: recreation, alternative travel options to cars, and access to natural areas. In some cases these trails will involve steps, bridges, and drainage improvements, but generally these are relatively unimproved trails:

- Nature trails, urban trails through parks and natural areas, and backcountry trails.
- Narrow pathways used for passive recreation, exercise, or nature appreciation.
- Mostly used for walking, hiking, or running and occasionally for mountain biking and/or horseback riding.

### Designated Trails

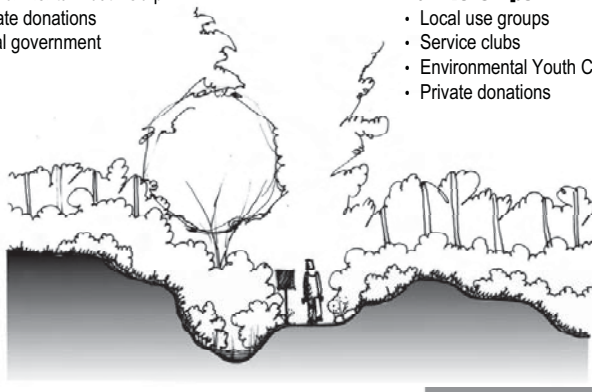
- Existing and proposed trails.
- These routes are expected to receive a greater level of use.
- Existing and proposed trails.

### What improvements are anticipated?

- Minor drainage works to minimize local erosion.
- Fencing or other buffering from adjacent uses.
- Small structures such as bridges, and/or boardwalk.
- Land acquisition and land use agreements.
- Directional and code of conduct signs.

### Partnerships

- Local use groups
- Service clubs
- Environmental Youth Corp
- Private donations
- Local government



Undesignated backcountry trails are identified in the plan so that steps can be taken to minimize potential conflicts, and provide opportunities for use in the future.

### Undesignated Trails

- Unimproved existing trails.
- Used by local or neighbourhood residents.
- They may have varied terrain, with occasional steep and challenging sections for experienced recreationists.
- Providing access to locally significant point of natural or cultural interest.

### What improvements are anticipated?

- Actions to minimize conflicts with private property owners and other trail users like directional and code of conduct signs.
- Protecting environmentally sensitive areas with minor drainage works to minimize local erosion.
- Most undesignated trails will have no improvements.

### Partnerships

- Local use groups
- Service clubs
- Environmental Youth Corp
- Private donations

## Other Trail Types

In addition to walking / hiking trails, the trail network plan includes several other trail types that are identified for specific uses — where user groups have identified additional areas of interest.

It is important to emphasize the point that these designations reflect — in large measure — the interests of trail users. In other words, the walking / hiking trails can also accommodate horseback riding and mountain bikers but reflect an understanding these are not likely to be the principal use.

The trail plan identifies areas where equestrian users and mountain bikers have recognized additional network opportunities.

## Equestrian Trails

These are existing trails predominately used by horseback riders.

### What improvements are anticipated?

- Maintenance to ensure good drainage and to keep trail clear of vegetation and debris.
- Overhead clearing to allow easy passage on horseback
- Bridge decking constructed with heavy decking and high handrails.

### Partnerships

- Local equestrian users.
- Service clubs

## Mountain Bike Trails

Existing trails predominately used by mountain bikers. These trails are mapping for information, no trail improvements are anticipated.

## Forest Roads/Trails

- Many gravel roads in the municipal forest reserve are currently used for hiking, mountain biking, and horseback riding. No trail improvements are anticipated.



## Introduction

The Trail Network Plan shows walking/hiking trails, as well as equestrian and mountain bike trails. More specifically, the plan illustrates the following trail types:

### Trans Canada Trail

The Trans Canada Trail provides many great opportunities for trail use and local connections.

### Multi-use Trails

These trails will provide access for all types of non-motorized use.

### Hiking/Walking Trails (undesigned)

This area has many existing trails that are used by local residents. Some of these trails cut across private property or pass through environmentally sensitive areas. They are identified in this plan so that steps can be taken to minimize these potential conflicts and provide opportunities for use in the future. These undesigned trails would not be identified for public use without prior consultation with affected landowners.

### Hiking/Walking Trails (designated)

These existing or proposed trail routes are expected to receive a greater level of use and will require improvements to provide more amenities and to reduce impacts on neighbouring land uses. Trails on private property or through environmentally sensitive areas are included on the plan. Such trails are not for public use without prior consultation with affected landowners. Some trails are shown to suggest land to be acquired if the opportunity arises. These routes illustrate a long-term trail network vision. The summary of recommendations describes trail improvements that may be required.

### Equestrian Trails

Local horseback riders have described many of the existing trails they use. The equestrian trails shown on the plan are existing routes predominantly used by horseback riders. These trails require yearly maintenance to ensure good drainage, and to keep trails clear of vegetation and debris.

### Mountain Bike Trails

Local mountain bike groups have identified some of the mountain bike trails in the area. These are existing trails that are mainly used by mountain bikers. The trails are in good condition and immediate improvements are not required.

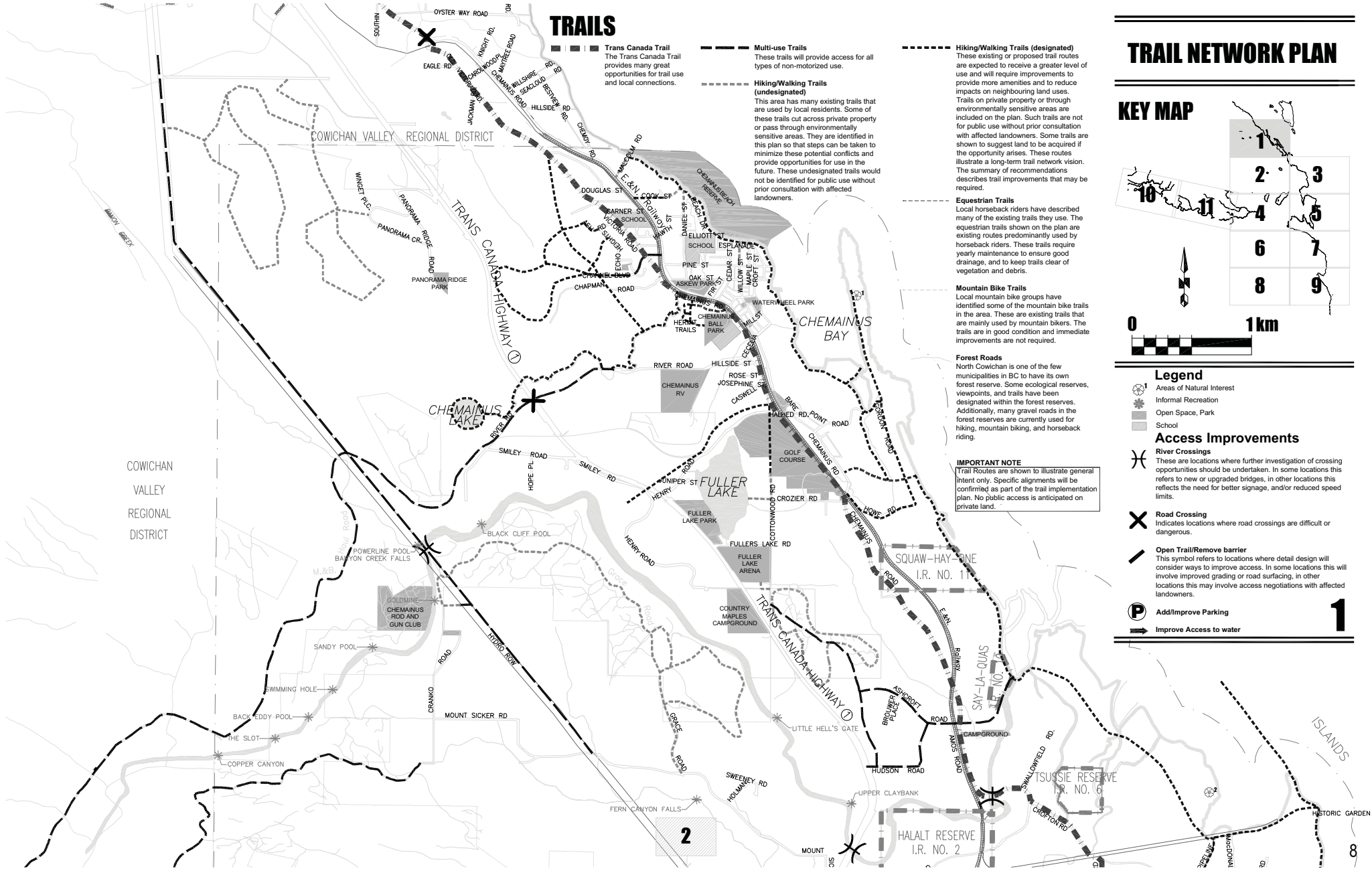
### Forest Roads

North Cowichan is one of the few municipalities in BC to have its own forest reserve. Some ecological reserves, viewpoints, and trails have been designated within the forest reserves. Additionally, many gravel roads in the forest reserves are currently used for hiking, mountain biking, and horseback riding.

The following maps should be read in conjunction with the Trail Implementation - Summary of Recommendations (pages 20 to 31) that describe trail upgrades and implementation. Trail Routes are shown to illustrate general intent only. Specific alignments will be confirmed as part of the trail implementation plan. No public access is anticipated on private land.

# TRAIL NETWORK PLAN



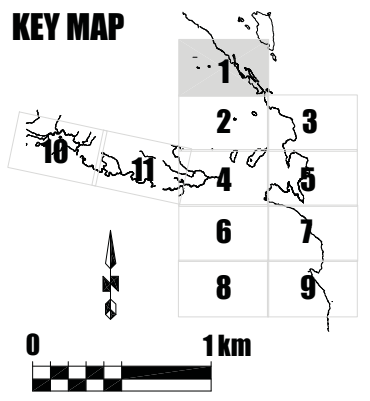


# TRAILS

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- Multi-use Trails**  
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# TRAIL NETWORK PLAN



## Legend

- Areas of Natural Interest
- Informal Recreation
- Open Space, Park
- School
- Access Improvements**
- River Crossings**  
These are locations where further investigation of crossing opportunities should be undertaken. In some locations this refers to new or upgraded bridges, in other locations this reflects the need for better signage, and/or reduced speed limits.
- Road Crossing**  
Indicates locations where road crossings are difficult or dangerous.
- Open Trail/Remove barrier**  
This symbol refers to locations where detail design will consider ways to improve access. In some locations this will involve improved grading or road surfacing, in other locations this may involve access negotiations with affected landowners.
- Add/Improve Parking**
- Improve Access to water**

COWICHAN VALLEY REGIONAL DISTRICT

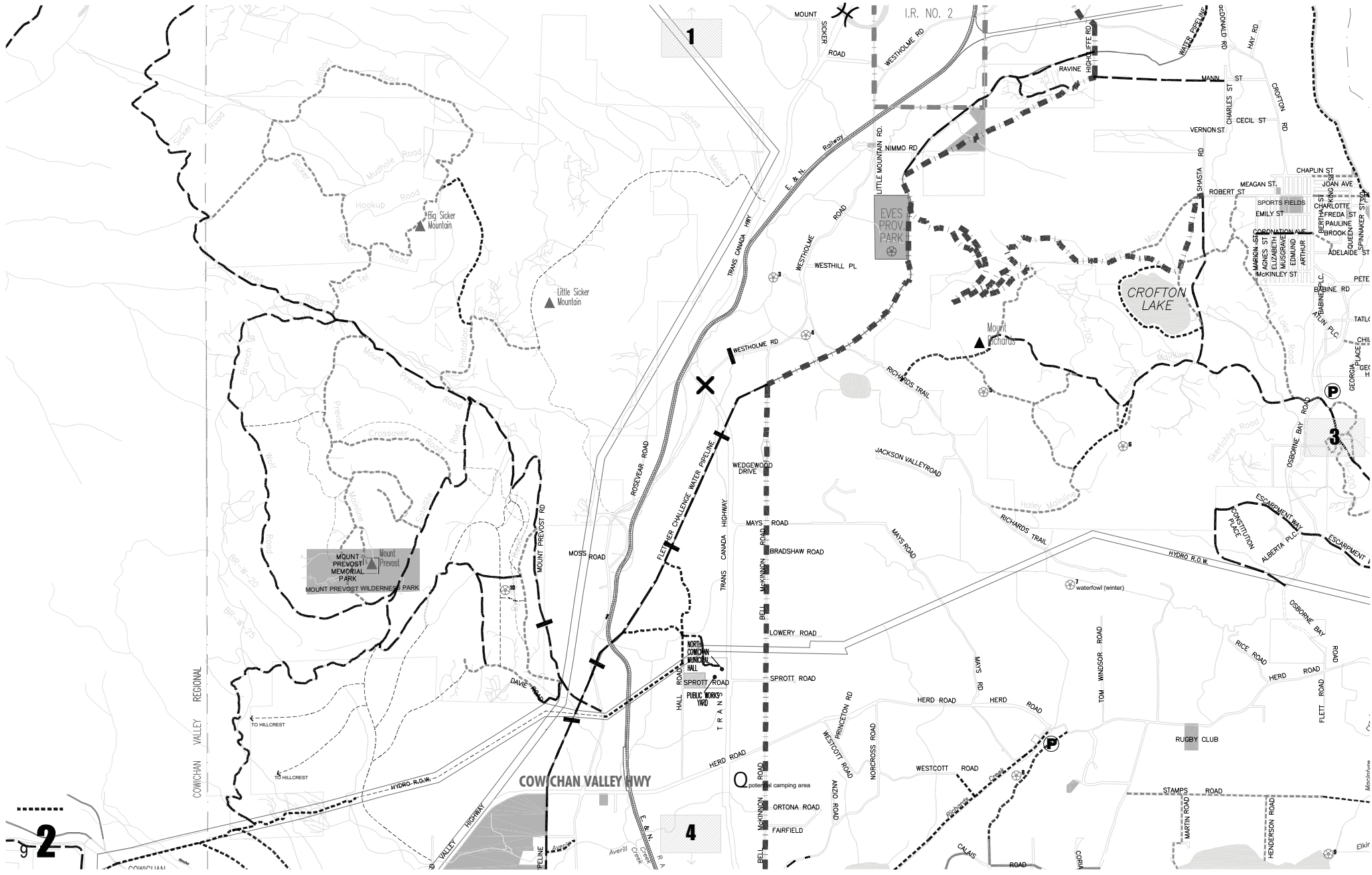
COWICHAN VALLEY REGIONAL DISTRICT

TRANS CANADA HIGHWAY 1

TRANS CANADA HIGHWAY 1

2

8



1

2

3

4

COWICHAN VALLEY REGIONAL

COWICHAN VALLEY HWY

I.R. NO. 2

CROFTON LAKE

MOUNT PREVOST MEMORIAL PARK  
MOUNT PREVOST WILDERNESS PARK

EVES PROV PARK

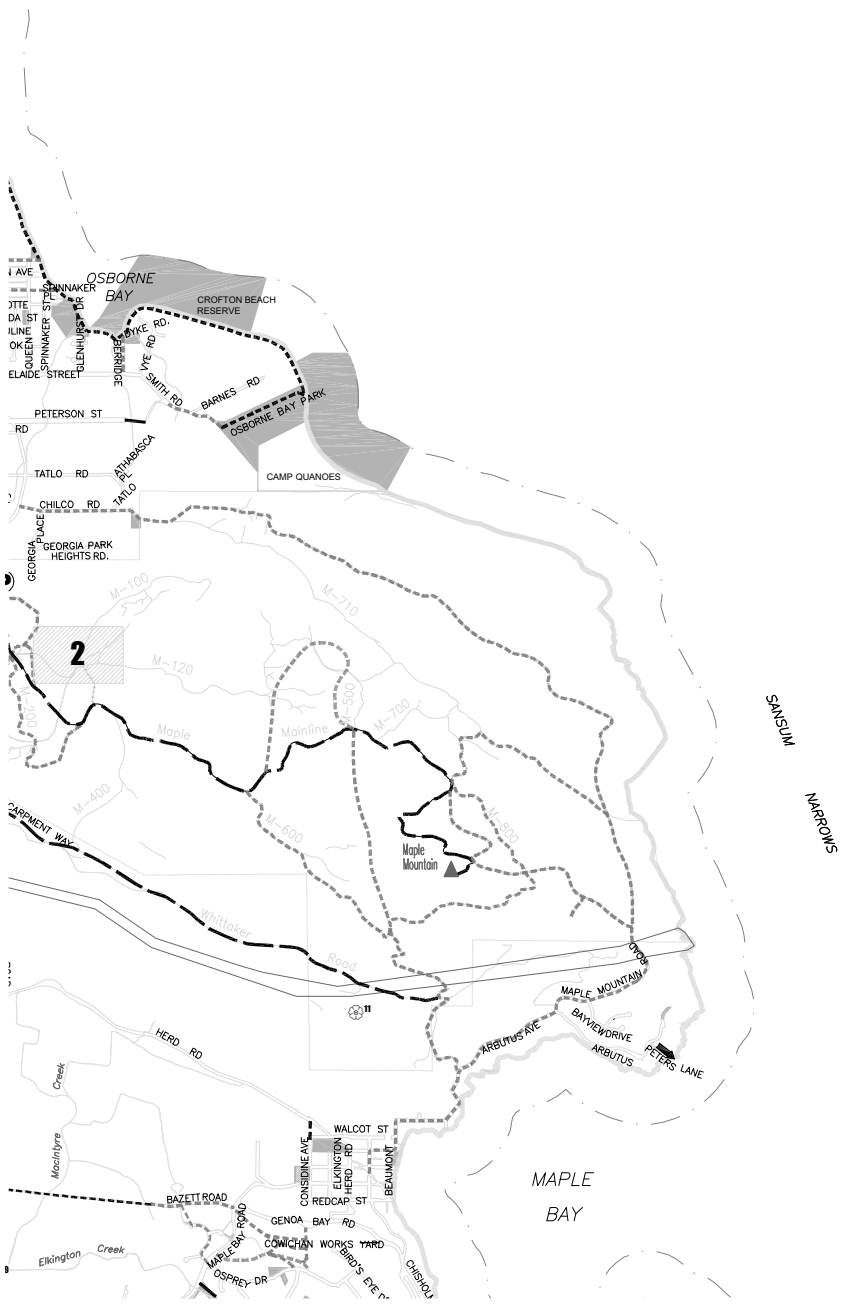
NORTH COWICHAN MUNICIPAL HALL  
PUBLIC WORKS YARD

ESCAPMENT PLACE  
ESCAPMENT ALBERTA PLG

RUGBY CLUB

Etikr





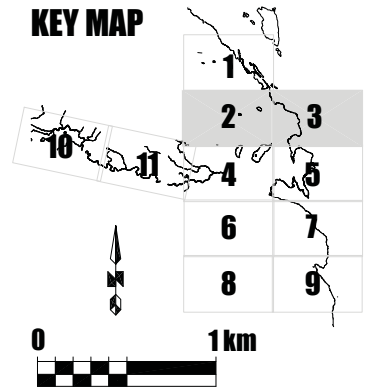
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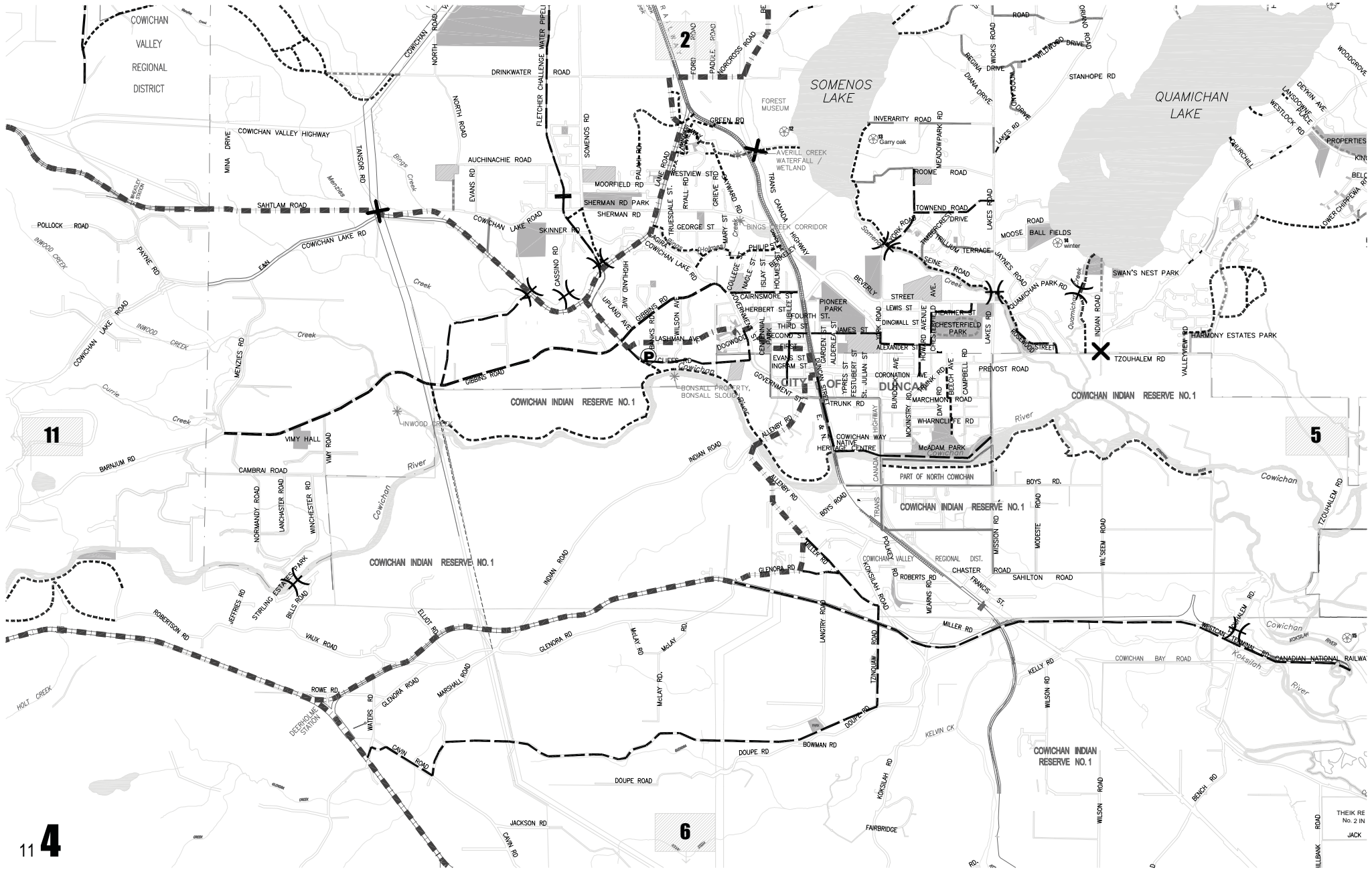
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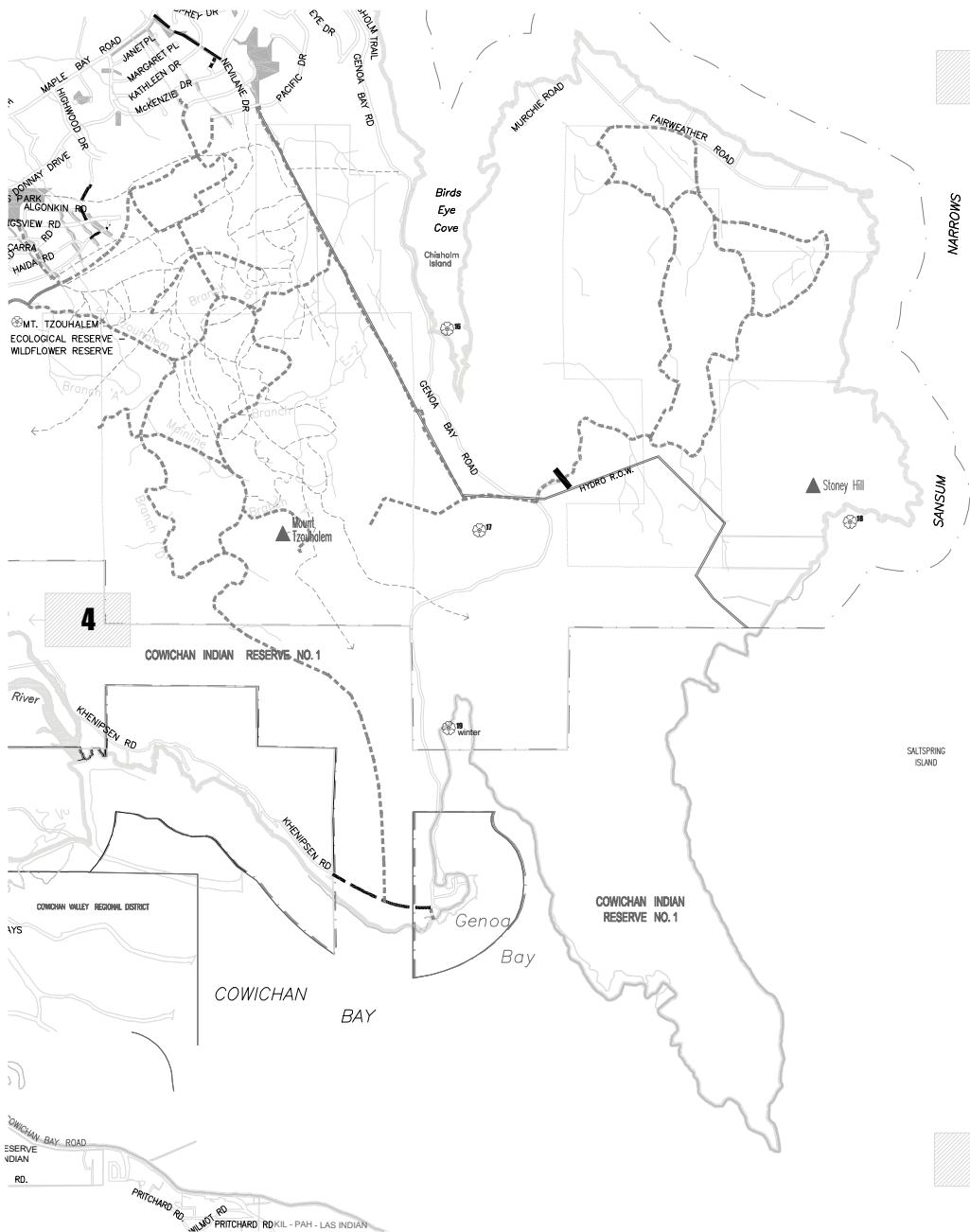
## KEY MAP










## Legend

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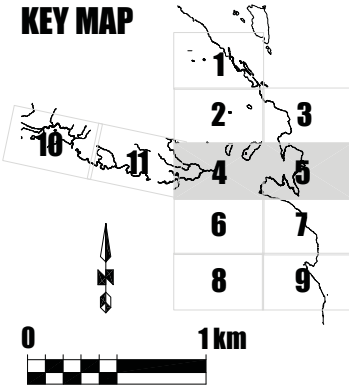
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# TRAIL NETWORK PLAN

## KEY MAP



## Legend

-  Areas of Natural Interest
-  Informal Recreation
-  Open Space, Park
-  School
- Access Improvements**
-  **River Crossings**  
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**5**





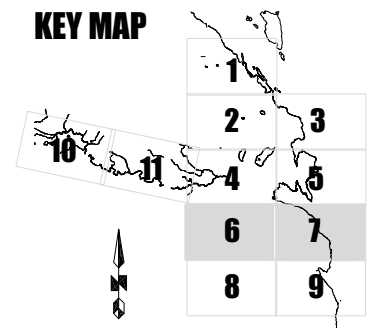


## TRAILS










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### KEY MAP










### Legend

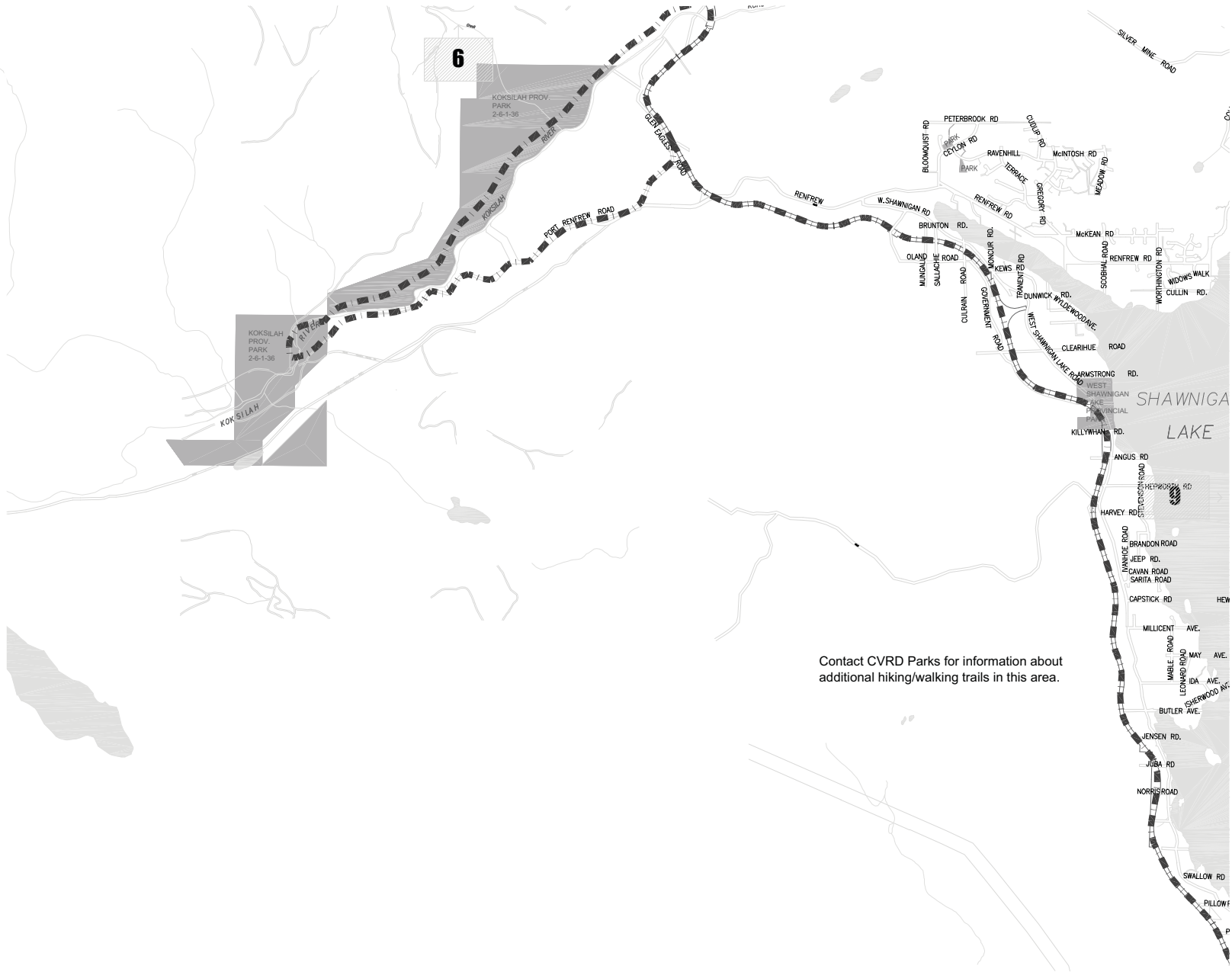
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**7**

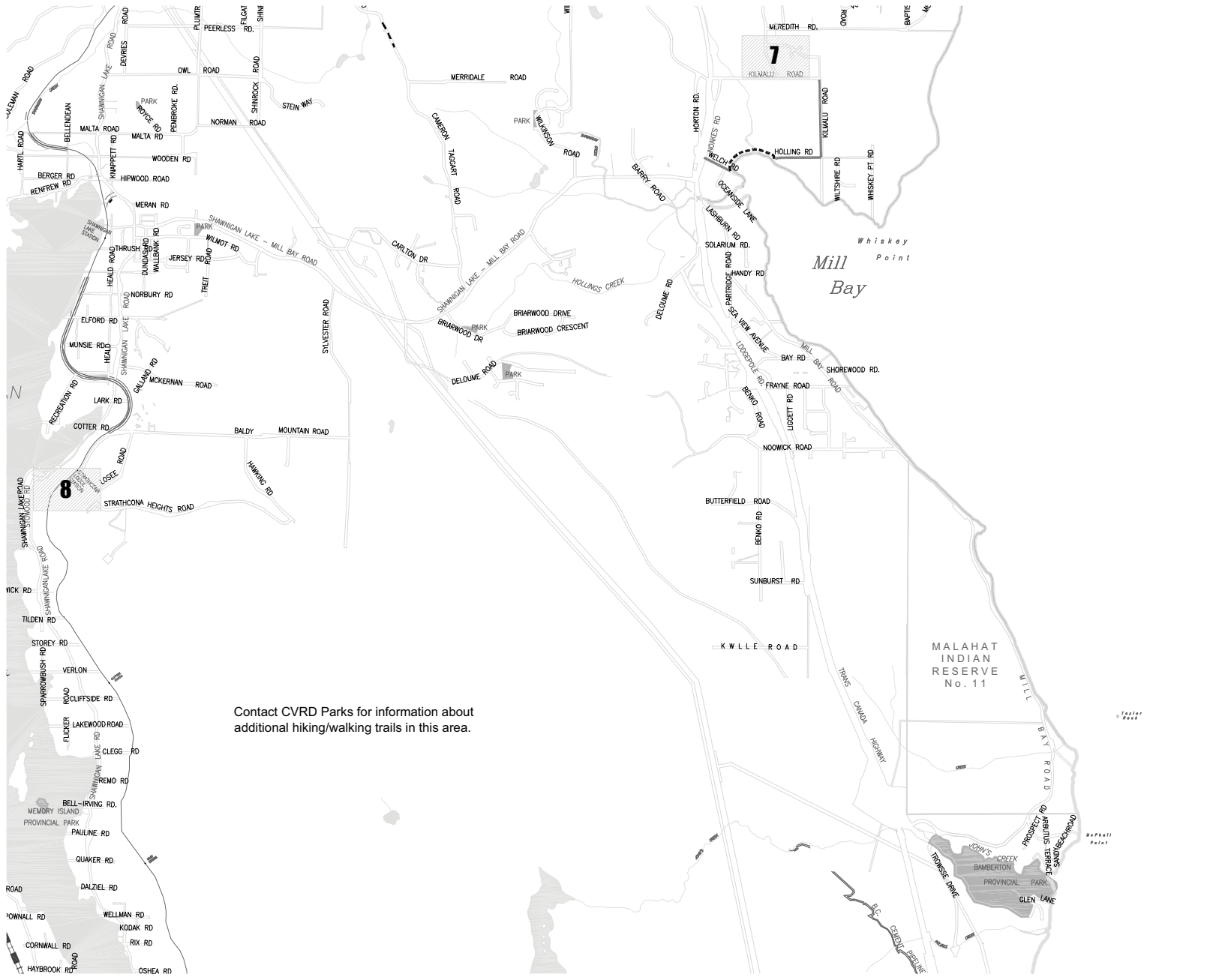
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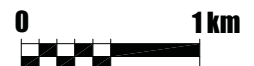
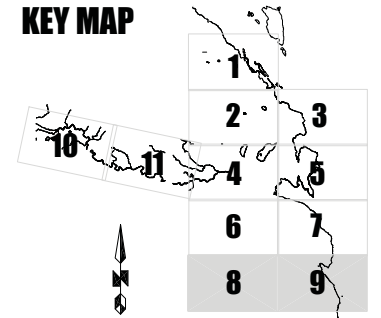
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# TRAIL NETWORK PLAN

## KEY MAP



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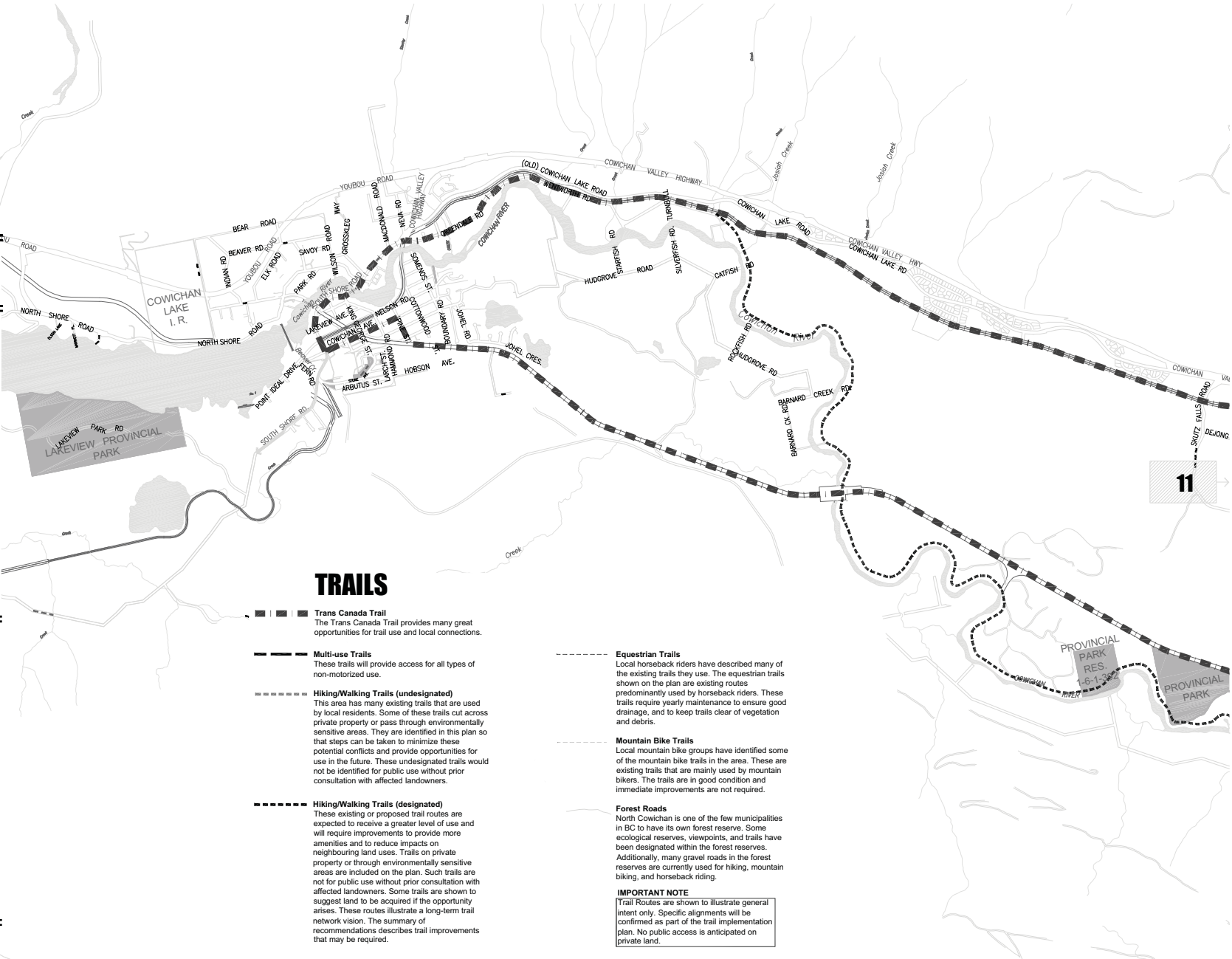
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# 10

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## Trans Canada Trail Implementation - Summary of Recommendations





General Location	Map Sheet	Photo of Location	Comments	Recommendations	Project Leaders	Meeting comments and workbook notes
Trans Canada Highway to Victoria Road riding along Chemainus Road	1		Shoulder bikeway allows pedestrian and cycle access along both sides of the road. Indications of existing use.	Redevelop paved shoulder to accommodate cyclists on a Shoulder Bikeway along both sides of the road. Coordinate with local businesses to investigate opportunities for trailside improvements such as parking, accommodations, and related services.		
						
Victoria Road to Chapman Road	1		Victoria Road provides an opportunity to develop part of the trail route in location with less traffic and slower travel speeds	Redevelop paved shoulder to accommodate cyclists on a Shoulder Bikeway.	TCT can provide some lead in the development of functional designs for roadside improvements.	
Askew Park to River Road, along Chemainus Road.	1		Through Chemainus users of the TCT will likely look for opportunities to stop, shop, rest, etc. TCT standard should be upgraded to allow safe road crossing, rest areas, route maps, signage, etc.	Investigate opportunities to develop a bike lane with a higher degree of visibility and separation of vehicle traffic.	The TCT local implementation committee described above will coordinate on functional design with MoTH and LUCO. Close coordination with local businesses.	
River Road to Crozier Road	1		TCT will follow along Chemainus Road.	Redevelop paved shoulder to accommodate cyclists on a Shoulder Bikeway.	The TCT local implementation committee described above will coordinate on functional design with MoTH and LUCO. Close coordination with local businesses.	
Crozier Road to Ashcroft Road	1		Through this section, Chemainus Road and the E&N rail line follow separate, parallel alignments. Some opportunities may exist as development occurs to create a separate bike path in conjunction with road upgrading.	Complete a more detailed review of bike path alignment options between Chemainus Road and the Railway.	The TCT local implementation committee described above will coordinate on functional design with MoTH and LUCO. Close coordination with local businesses.	
Ashcroft Road to Chemainus River Bridge	1			Redevelop paved shoulder to accommodate cyclists on a Shoulder Bikeway.		

## Trans Canada Trail Implementation - Summary of Recommendations

General Location	Map Sheet	Photo of Location	Comments	Recommendations	Project Leaders	Meeting comments and workbook notes
Chemainus River Bridge	1		The existing bridge is inadequate for combined pedestrian, cycle and vehicle crossing.	Provide signage warning of road narrowing and multiple use. Review pathway crossing alternative including: separate pedestrian bridge, bridge widening, new structure. See <b>Priority Projects</b> Section	TCT/CVRD/DNC to coordinate on functional design.	<b>Booklet notes:</b> Narrow lane, bridge shoulder needs widening. Near Crofton, non-existing shoulder, plus roadsides breaking away. Blind corners throughout. End of Crofton Rd is a truck destination, varying pavement conditions, little to no paved shoulder, existing bike lanes need to be swept clean of glass.
Crofton Road from the bridge to Highcliffe Road ROW	1		Similar conditions as above. The trail route is separated from the road corridor at the earliest opportunity	Redevelop paved shoulder to accommodate cyclists on a Shoulder Bikeway.	The TCT local implementation committee will coordinate on functional design with MoTH and LUCO.	
Highcliffe Road to forest road	2		This road ROW is not used, but can provide an important opportunity to separate the TCT from the heavy truck traffic coming and going to the mill.	Review land ownership status and secure right of access. See <b>Priority Projects</b> Section	DNC, TCT	
Forestry road from Highcliffe to Eves Park	2		This existing trail along the forest road and hydro ROW provides an excellent open trail	Coordinate with Fletcher Challenge to discuss access. Review land ownership status and secure right of access. Provide access controls to protect adjacent private property. See <b>Priority Projects</b> Section	DNC, TCT	
Fletcher Challenge pipeline corridor from Eves Park to Bell Mckinnon Road	2		This corridor passes through the beautiful agricultural valley	For this section of trail contact with adjacent landowners will be an essential first step. This is the first section adjacent to agriculture and will be suitable as a good pilot study. See <b>Priority Projects</b> Section	DNC, Fletcher Challenge, Agriculture committee	
Shoulder bikeway along Bell McKinnon Road to Drinkwater Road	2 and 4		This section provides a good quick north-south connection. Although this section has higher traffic volumes, it makes a pleasant cycle	Redevelop paved shoulder to accommodate cyclists on a Shoulder Bikeway. See <b>Priority Projects</b> Section	The TCT local implementation committee will coordinate on functional design with MoTH and LUCO. Close coordination with local businesses.	<b>Booklet notes:</b> Road in good condition. Leading to suburbia - moderate to heavy traffic, major commuting routes. Moderate speed. Varying pavement conditions, may have paved shoulder.
Drinkwater Road Crossing	4		This TCT trail alignment assumes a signalized intersection at Drinkwater Road	Traffic signal and intersection upgrades should include allowances for cycling and pedestrian crossing.	MoTH and DNC to coordinate, provide input to transportation planning process.	




## Trans Canada Trail Implementation - Summary of Recommendations

General Location	Map Sheet	Photo of Location	Comments	Recommendations	Project Leaders	Meeting comments and workbook notes
Lane Road	4		This section of the trail has a number of different roadside conditions and is typical of issues related to urban development	Investigate opportunities to reinstate a separate bikepath/ multiuse trail connecting Drinkwater Road to Cowichan Lake Road. If a separate alignment is not possible, provide a bike lane with traffic separation and/or traffic calming measures to re-establish this connection. See <b>Priority Projects</b> Section	MoTH and DNC to coordinate on functional design, coordinate with development proposal.	
CPR ROW to Fletcher Challenge Pipeline	4		This existing corridor is heavily used and provides good connections into the centre of Duncan	Pursue access agreements with CPR. Future upgrades to multi-use standard. Provide directional signage. This will be a location that can include related facilities such as benches, trash receptacles, etc. See <b>Priority Projects</b> Section	Coordination of larger crossing by TCT Implementation Committee. Two additional bridges, end of Cassino Rd. and at pipeline could be developed by service clubs and/or recreation groups.	<b>Booklet notes:</b> Cassino Rd onto railroad grade to Fletcher Challenge waterline. CP railway between Cassino rd and Holiday lane needs foot bridge across Holmes creek. Overgrown dirt rd. Branches off rail corridor north to Cassino Rd. The bridge that crosses Bings Creek are this point has been damaged. Cassino Rd. is quite, paved rd. - new subdivision. It joins up nicely with the pipeline trail.
Lashman Road	4		This connection provide direct route with opportunities for a connection at Dogwood Road to the stairs into Centennial Park	Initiate discussion with adjacent landowners to ensure that concerns are met. Prepare a preliminary plan outlining route details. See <b>Priority Projects</b> Section		
Government Street crossing and steps to Centennial Park	4		This link will reduce pedestrian traffic along Government Street and provide direct pedestrian connection into town	Prepare plans for stairway upgrade that includes ramp for bicycles. Consult with affected landowners. See <b>Priority Projects</b> Section	City of Duncan. Stair renovations are suitable for service club or other community organization.	
Canada Avenue	4		This is the downtown destination for visitors using the TCT. Provide directional signage and visitor information	Coordinate with Duncan downtown improvements	City of Duncan. Tourist organizations, and downtown business org.	
South Approach into Duncan along Allenby, Miller and Glenora Roads	4		This connection is indicated on the existing road to make use of the Allenby Road River Crossing.	Consultations with Cowichan Tribes may provide additional opportunities to provide alternative connections off the existing road ROW. See <b>Priority Projects</b> Section	Cowichan Tribes in cooperation with the TCT Implementation Committee and LUCO.	
CNR corridor Glenora Rd to Deerholme Station	4		This existing corridor provides the opportunity for a high quality multi-use trail connection.	Consult with TCT/LUCO to confirm access agreement for this section of trail. Upgrade trail to multi-use standard. See <b>Priority Projects</b> Section	TCT Local Implementation Committee.	


## Trans Canada Trail Implementation - Summary of Recommendations

General Location	Map Sheet	Photo of Location	Comments	Recommendations	Project Leaders	Meeting comments and workbook notes
Old rail line	4,6,8,10 and 11		Port Renfrew Road, Glen Eagle Road, past Deer Holme Station, to Cowichan Ave. in Lake Cowichan.	Much of this trail is already in place. It is anticipated that demand will increase once connection into Duncan is made. Construct trail, and land use agreements		
Old rail line	10, 11, and 4		From Cowichan Ave, along South Shore Road, abandoned rail line to Sahtlam Road near Wheatly Station	Construct trail, and land use agreements		

## Multi-Use Trail Implementation - Summary of Recommendations

General Location	Map Sheet	Photo of Location	Comments	Recommendations	Project Leaders	Meeting comments and workbook notes
Hydro ROW, from Grace Rd. Hiking trail to CVRD	1		This ROW is currently used as a cycling and walking and equestrian trail.	Investigate land ownership. Negotiate landuse agreement with landowners, BC Hydro and consult adjacent landowners about potential for multiuse. Re-surface to accomodate multi use. Provide code of conduct and information signs. Review river crossing options.	This project could be led by recreation or equestrian groups. Coordinate with DNC.	
Hydro ROW, from Mount Sicker Rd. to Grace Rd. Hiking Trail	1		This ROW is currently used as a cycling and walking and equestrian trail.	As above	Led by recreation or equestrian groups. Coordinate with DNC.	
Along E&N corridor from Chapman Rd. to bridge (btwn. Ashcroft Rd & Swallowfield)	1		As discussed in the notes about the TCT, there are opportunities in this section to develop a separate trail alignment.	Negotiate landuse agreement with E&N and adjacent landowners. This route could provide alternative to Chemainus Rd. route. Re-surface to accomodate multi use. Provide code of conduct and information signs.	This project would be led by DNC and/or TCT with support from local organizations.	
Chemainus Bay Trail along Howe Rd., Gordon Rd.	1		Often noted as an important waterfront access. This trail can be developed in cooperation with landowners.	Discuss proposal with existing landowners. Develop trail in as appropriate, implementing measures to minimize conflicts between uses.	DNC and landowners.	
End of Ashcroft Rd to coast.	1		Opportunity for waterfront access. Passes through Say-la-quas Reserve.	Consultations with landowners. Review opportunities to collaborative development	DNC and landowners.	
From Hudson Rd to Ashcroft Rd., parallel to Trans Canada Hwy.	1		Upgrade existing trail to allow for multi-use access	Review existing land ownership and negotiate access. Develop path to multi-use standard.	This trail development serves local use and would be lead by DNC.	
Part of Hudson Rd, section that runs N-S	1		As Above	Path is steep, rocky, and eroding. Improve path by regrading and resurfacing.	As Above	
Connection between Ashcroft Rd. and Forestry trails.	1		As Above		As Above	

## Multi-Use Trail Implementation - Summary of Recommendations



General Location	Map Sheet	Photo of Location	Comments	Recommendations	Project Leaders	Meeting comments and workbook notes
Connect Eves Provincial Park and Roberts Rd in Crofton.	2		Indicated as a TCT spur this route provides a connection between Crofton and the TCT.	Review heritage aspects of this alignment. Investigate existing land ownership, and prepare detailed trail design. See <b>Priority Projects</b> Section	Project leader could be local interest, DNC or TCT. Support will be required from all players to complete project.	<b>Workshop:</b> Use old Lenora Mt Sicker railway grades and switchbacks from Eves park over Mt. Richards to Crofton.
Undeveloped right of way named Highcliffe Rd.	2		Important TCT connector to take trail traffic off of Crofton Road at its busiest point.	Confirm land ownership and construct trail to multi-use standard. See <b>Priority Projects</b> Section	Project could be led by recreation group, service club, etc. with cooperation from DNC.	
End of Peterson Street to Smith Rd.	3		Provides connection opportunity from upper Crofton to waterfront.	Confirm land ownership and construct trail and bridge to multi-use standard.	Project could be led by recreation group, service club, etc. with cooperation from DNC.	
End of Escarpment Way, to Osborne Bay Road.	2		Provide good local connection	Confirm land ownership and construct trail to multi-use standard.	Project could be led by recreation group, service club, etc. with cooperation from DNC.	
Genoa Bay connector joins Genoa Bay and Khenipsen Road	5		Provide good local connection. This link will also provide access to and from the larger network supporting recreational access for tourists	This is difficult topography. Review opportunities to provide trail connection of suitable grade. Review existing land status	Project could be led by recreation group, service club, etc. with cooperation from DNC/CVRD.	<b>Booklet Notes:</b> I would like to see a trail going from Khenipsen Road to Genoa Bay.
CNR from Deerholme Station to Cowichan Bay	4		Using the existing rail corridor. This connection should be reviewed in detail as soon as possible, as current, and proposed development may eliminate the potential for a trail connection.	Undertake review of land status, and determine feasibility of multi-use trail connection.	Project leadership from CVRD.	no comments
Glenora Haul Road between Waters Rd. and Koksilah Rd.	4		This is a very good opportunity for a locally oriented multi-use trail.	Review existing land ownership and develop alternatives to secure trail access	This project could be led by local residents and business interests with support from CVRD.	no comments
Trails along creek, connects TCT and Gibbons Road	4				Land acquisition and trail construction	
Menzies Creek Trail between Menzies Road and Cowichan Lake Road	4		This will be an important loop connection for trail use from Duncan	Review land ownership and negotiate access agreements. Develop trail to multi-use standard. Improve roadside to accommodate horses and bikes along Gibbons Road	Project lead by recreation and/or equestrian users. Coordination by DNC/CVRD	<b>Booklet Notes:</b> hydro access to Gibbons road is locked. Access to QMS trails needed. Access closed to horses at hydro row. Cross river at hydroline to get to Glenora Road.






## Multi-Use Trail Implementation - Summary of Recommendations

General Location	Map Sheet	Photo of Location	Comments	Recommendations	Project Leaders	Meeting comments and workbook notes
Fletcher Challenge/Cliffs Road connection	4		This is part of the Western Approaches to Duncan from the CPR.	Improve steep grades to Cliffe. Make accommodation for existing parking along Cliffe Street. Land use/acquisition. See <b>Priority Projects</b> Section	Project led by DNC	
Lashman Avenue linking FC pipeline to Government St.	4		This is the second part of the proposed western connection from the TCT into Duncan.	This alignment is preferred over Cliffe Ave because of Government Street crossing conditions. An agreement with Queen Margaret school to connect Lashman with Arbutus Ave is needed. Consultation with adjacent landowners. Stair improvements at Centennial Park See <b>Priority Projects</b> Section	Project led by DNC as part of TCT western approach. Cooperation with landowners and recreation user groups.	
York Road Loop along York Rd to Somenos Creek. Includes segment to Roome Rd, Townend Road extension, and straight path to Beverly St.	4		This will be an important loop connection for residents of the Lakes area.	Investigate land ownership and confirm access. Improve trail surface to Multi-use standard to prevent erosion into creek. Subject to decision WRT York Road Bridge.	DNC and landowners.	<b>Booklet Notes:</b> Bridge across Somenoes Creek to Connect to York Rd.
Existing trail through McAdam Park, under bridge to Duncan Street	4		Part of Cowichan riverside connector from downtown Duncan.	Upgrade existing river trail to include cyclists. Project lead by City of Duncan/DNC		<b>Workshop notes:</b> I'm concerned with the recent road building that has narrowed roads making them more dangerous for cyclists. Talk to gov't planners and builders
Trail beside Elkington Creek between Maple Bay Road and McKenzie Dr.	5		Important to protect existing riparian vegetation from accidental damage by recreational use.	Protect riparian areas. Construct path.	Local conservation organization/DNC	
Highwood/ Kingsview Connector	5			Construct path with bridge. Land use agreement / acquisition	DNC/ Local recreation groups.	



## Hiking Trail Implementation - Summary of Recommendations

General Location	Map Sheet	Photo of Location	Comments	Recommendations	Project Leaders	Meeting comments and workbook notes
Howe Rd., Gordon Rd., neighbourhood trails	1		Main trail route is identified as part of multi-use network. Additional local trails can be linked. This is an important long term project.	Local recreation or residents groups to confirm preferred trail alignments. Construct boardwalks and decks at viewpoints. Access agreements with land owners. Additional trail development including bridges, etc.	Local trail projects led by residents and recreation groups. Support and coordination by DNC.	
Chemainus Coast Trail - beginning at Malcolm Rd., extending to Gordon Rd.	1		Recognized by local residents as an important trail for water access, views, etc.	Consult with upland landowners and develop plan to secure trail access. Construct trail and access improvements as opportunity permits.	Led by local residents, service clubs, and business groups.	<b>Booklet Notes:</b> Old Chemainus estuary railway right of way is now overgrown with broom etc. This did provide very good wildlife viewing.
Chemainus Coast Trail - Gordon Road spit to Crofton Rd.	1 and 2			Consult with upland landowners and develop plan to secure trail access. Construct trail and access improvements as opportunity permits. May require boardwalk in estuary areas	Led by local residents, service clubs, and business groups.	
Cottonwood Road Extension	1		Although shown schematically, connecting through the golf course, the intent is to provide a trail link that does not interfere with this business.	Consult with landowner to select preferred alignment. Negotiate access agreement and construct walking path.	Led by local residents, service clubs, and business groups.	
Fuller Lake Connector, north of Fuller Lake and Henry Road	1		This trail links the Trans Canada Highway together with the Trans Canada Trail	Investigate land ownership and negotiate access. Upgrade existing informal trail	Local Groups, DNC Parks and Recreation	
Chemainus Neighbourhood Trails. Several trail loops in Chemainus, north of Chapman Road, between Victoria Road and Trans Canada Highway	1		These trails recognize existing informal use.	As Above	Local Groups, DNC Parks and Recreation	
Chemainus Lake Trails from Chemainus Rd. adjacent to river (both sides)	1		These trails recognize existing informal use.	Land use agreement required. Construction of path must minimize impact to riparian areas. Highway crossing, and boardwalks in sensitive areas.	Local Groups, DNC Parks and Recreation	

## Hiking Trail Implementation - Summary of Recommendations


General Location	Map Sheet	Photo of Location	Comments	Recommendations	Project Leaders	Meeting comments and workbook notes
Hermit Trails connecting between Chemainus Ball Park and the river.	1		This is an existing well developed trail network.	Investigate land ownership and negotiate access. Construction of path must minimize impact to riparian areas.	Local Groups, DNC Parks and Recreation	
Chemainus Beach Links - two trail segments connecting Cook St. and Daniel St. to Coast Trail	1		Recognized by local residents as an important trail for water access, views, etc.	Consult with upland landowners and develop plan to secure trail access. Construct trail and access improvements as opportunity permits.	Led by local residents and business groups.	<b>Booklet Notes:</b> Refer to Hiking Trail notes in appendices.
Crofton Coast Trail	1, 2 and 3		As Above	Construct path and acquire land use agreements.	Led by local residents and business groups.	<b>Booklet Notes:</b> Trail should be built around steep sections on this route. Offers very good view of the valley. Good birding and wildflowers. For experienced hikers (through bush, over bluffs, and up rocky slopes. For additional notes refer to Hiking Trail notes in appendices.
Mount Richards to Richards Trail	2		Provide trail link to from Richards Trail to forest roads	Confirm access agreement and construct trail.	DNC as part of integrated forest planning	<b>Booklet Notes:</b> SW side of Mt Richards very good wildlife habitat (wintering raptors) Viewed best from Jackson Valley Rd.
S.W. Mt Prevost Trail	2		Confirm preferred trail alignments within this area	Trail upgrading and maintenance.	DNC as part of integrated forest planning	<b>Booklet Notes:</b> Need to cross private land and railway to access trails. At present time is no problem. FCC waterline is fenced across farmland. Swampy. Well used gravel and/dirt roads. Range of activities - horses, dog walking, jogging, bikes, and motor bikes. FCC runs through it. Best horse access through private land off Somenos Road. Hall Road sometimes used by riders form east side of highway who use pedestrian underpass at Sprott Road.

## Hiking Trail Implementation - Summary of Recommendations

General Location	Map Sheet	Photo of Location	Comments	Recommendations	Project Leaders	Meeting comments and workbook notes
W. Big Sicker Mountain Trail	2		Confirm preferred trail alignments within this area	Trail upgrading and maintenance.	DNC as part of integrated forest planning	
Crofton Lake Trail	2		Confirm preferred trail alignments within this area	Trail upgrading and maintenance. Investigate potential access restrictions related to secondary water supply for Crofton.	DNC as part of integrated forest planning	
Osborne Bay - Coast Trail	3		Recognized by local residents as an important trail for water access, views, etc. Refer to work undertaken as part of Crofton Waterfront Planning	Consult with upland landowners and develop plan to secure trail access. Construct trail and access improvements as opportunity permits.	Led by local residents and business groups.	
Pipeline -- Municipal Hall Trails	2		Trail connections from municipal Hall to FC pipeline and Mt. Prevost	Land use agreement required. Construction of path must minimize impact to riparian areas.		
Maple Mountain Trails	2			Provide parking near Osborne Bay Road.	DNC as part of integrated forest planning	<b>Booklet Notes:</b> Keep some of Maple Mt. trails as nature trails only.
Stamp Road -- Bazett Road connection	2 and 3		Provide trail connection	Review existing land ownership. Negotiate access agreement as required, Construct boardwalk in wet areas to minimize environmental impact.	Local residents and/or service clubs	
Considine Ave. extension	3		This short connection will provide local access to larger trail network	Review existing land ownership. Negotiate access agreement as required, Construct path	Local residents and/or service clubs	
Hydro ROW and connectors	4			Review existing land ownership. Negotiate access agreement as required, Construct path	Local residents and/or service clubs	



## Hiking Trail Implementation - Summary of Recommendations

General Location	Map Sheet	Photo of Location	Comments	Recommendations	Project Leaders	Meeting comments and workbook notes
Sherman Rd Trails	4			Existing trail is steep. Build new trail by regrading or using switchback around steep sections.		<b>Booklet notes:</b> Pretty trails along Bings Creek. This historic creekside wooded area is not large, but is vital Green Space for the dense residential development around (multi-family zoning, etc), is prime fish and bird habitat, has beautiful old trees and forest flora and fauna. It is historically special for the old wooden water-pipes with metal strapping, still here. Location: between Cowichan Lake Road and the abandoned E&N line, between Tansor Cutoff and Dodds Bridge. Access is from Skinner Road., not Cassino as on the map (trail from Cassino goes through private land; bridges are unsafe). From Skinner Road, turn left down an easy slope to the creek. Now the creek is low it is crossed on a plank. Or Cowichan Road and Sherman Road on many trails. These trails are enjoyed as nature trails by families, by cyclists, by Mt. Prevost Middle School students, by horse riders, by naturalists (eg. Dave Aldcroft and Syd Watts of CVNS) and walkers. Refer to additional Hiking Notes for more information.
Averill Creek Trails	4		Access to trails from Palahi, Green Rd. and Sayward Rd., near Averill Creek. This short connection will provide local access to larger trail network	Spectacular viewpoint needs to be emphasized.	Local residents and/or service clubs	
Bings Creek Trails -	4		From Canada Ave to Trans Canada Trail. Along Philip Street and adjacent to creek. Important local access. Review land ownership and consult with adjacent landowners.	The two main issues here will be coordinating trails with adjacent land use and developing the trail to minimize impact on Bing Creek streamside protection area.	Local residents and/or service clubs	
Somenos Creek Trail -	4		Along the Somenos Creek from Rosewood Street to Somenos Lake, and adjacent to Lake to Inverarity Rd.	The two main issues here will be coordinating trails with adjacent land use and developing the trail to minimize impact on Bing Creek streamside protection area.	Local residents and/or service clubs	<b>Booklet notes:</b> Trail along Somenos Creek to be extended to Inverarity Rd as soon as possible for wildlife viewing and wildflowers.
Quamichan Creek Trail	4		Along the Quamichan River from Tzouhalem Road to Quamichan Lake.	The two main issues here will be coordinating trails with adjacent land use and developing the trail to minimize impact on Bing Creek streamside protection area.	Local residents and/or service clubs	

## Hiking Trail Implementation - Summary of Recommendations

General Location	Map Sheet	Photo of Location	Comments	Recommendations	Project Leaders	Meeting comments and workbook notes
Cowichan River Trail	4		Along river between hydro line and Allenby Road. A well used trail along the Cowichan River mostly through reserve land.	This is a well used trail but consultations with landowner is needed to determine access.	DNC/City of Duncan and the Cowichan Tribes	
Harmony Estate Loop	4			Review existing land ownership. Negotiate access agreement, Confirm path location and construct path	Local residents and/or service clubs	
Quamichan Lake street access	4		Extension of Churchill, Landsdowne and Westlock Streets. This is a frequently mentioned recreational access.	Lake access requires some facility included parking, signs demarking public areas, and shoreside development to minimize environmental damage.	Local residents and/or service clubs. Coordination with DNC parks and recreation	
Properties Loops - End of Lower Chippawa Rd. and loops from McKenzie Drive to Tzouhalem.	4 and 5		End of Lower Chippawa Rd. and loops from McKenzie Drive to Tzouhalem.	Trail development in conjunction with development proposals.	DNC to coordinate. Local residents, and/or service clubs	
Cowichan River Trail	4		Trail along river between Lakes Road and Tzouhalem Rd. This is located entirely on reserve land.	Discuss with Cowichan Tribes WRT access.	DNC/CVRD/ Cowichan Tribes	

## **Introduction**

Recreational and commuter cycling routes are shown on the following Cycling Network Plan. The Trans Canada Trail and Multi-use trails, which complete the cycling network, are also included.

### **Cycling Network**

This part of the plan shows good locations for road cycling both in rural areas (shared roadways) and in urban areas (shoulder bikeway/bike lanes). Parts of this network is already used by cyclists. The summary of recommendations indicates locations where specific improvements may be required and identifies locations to be upgraded as bikelane.

### **Trans Canada Trail**

The Trans Canada Trail provides a key route for cycling, both recreational and commuter.

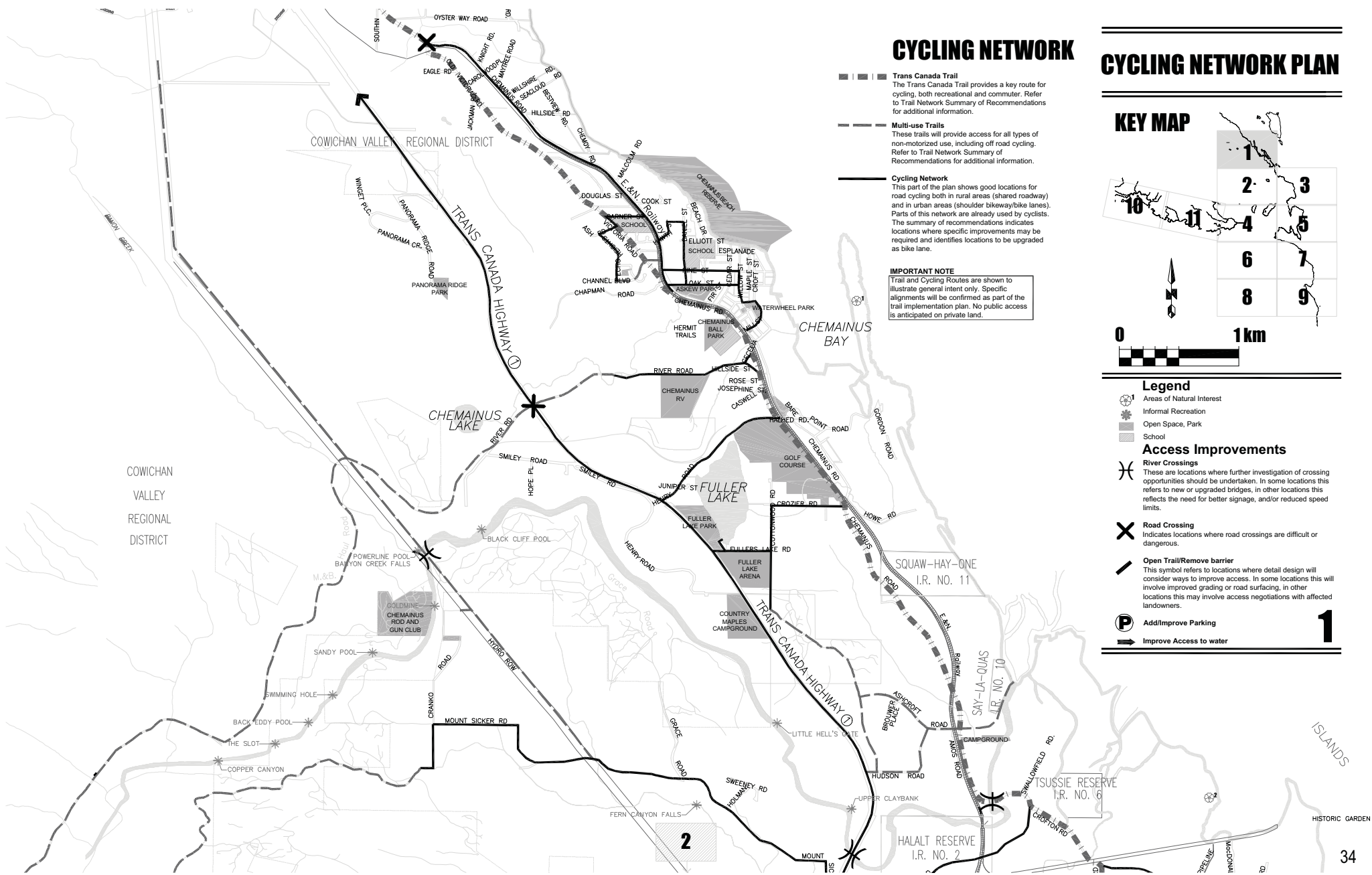
### **Multi-use Trails**

These trails will provide access for all types of non-motorized use, including off road cycling.

Refer to the Trail Network Implementation - Summary of Recommendations for more information about the Trans Canada Trail and Multi-use trails (pages 20 to 31). The Cycling Network maps should be read in conjunction with the Cycling Network Implementation - Summary of Recommendations (pages 46 to 51) that describe route upgrades and implementation. Trail and Cycling Routes are shown to illustrate general intent only. Specific alignments will be confirmed as part of the trail implementation plan. No public access is anticipated on private land.

# **CYCLING NETWORK PLAN**





# CYCLING NETWORK

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# CYCLING NETWORK PLAN

## KEY MAP

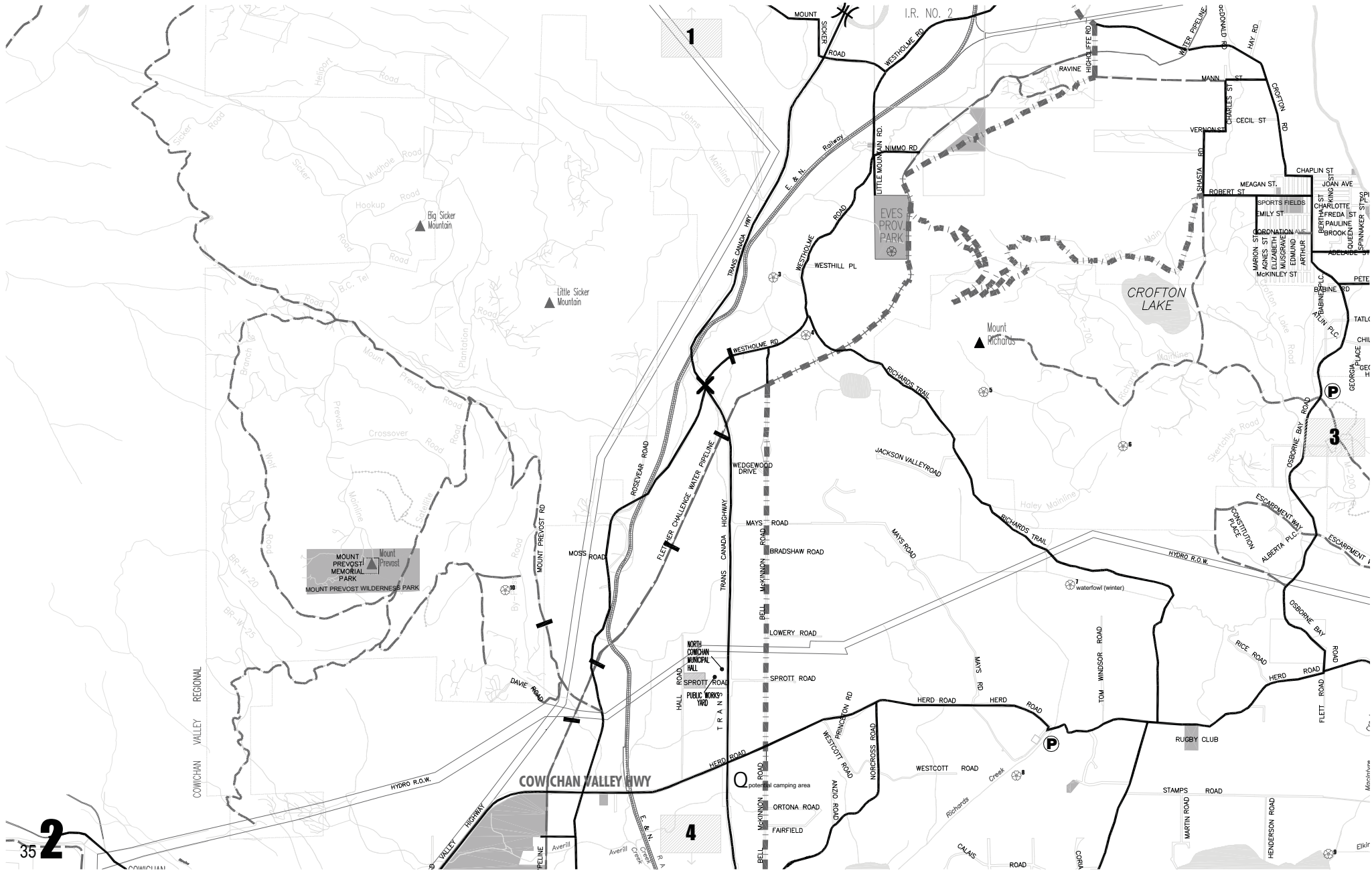


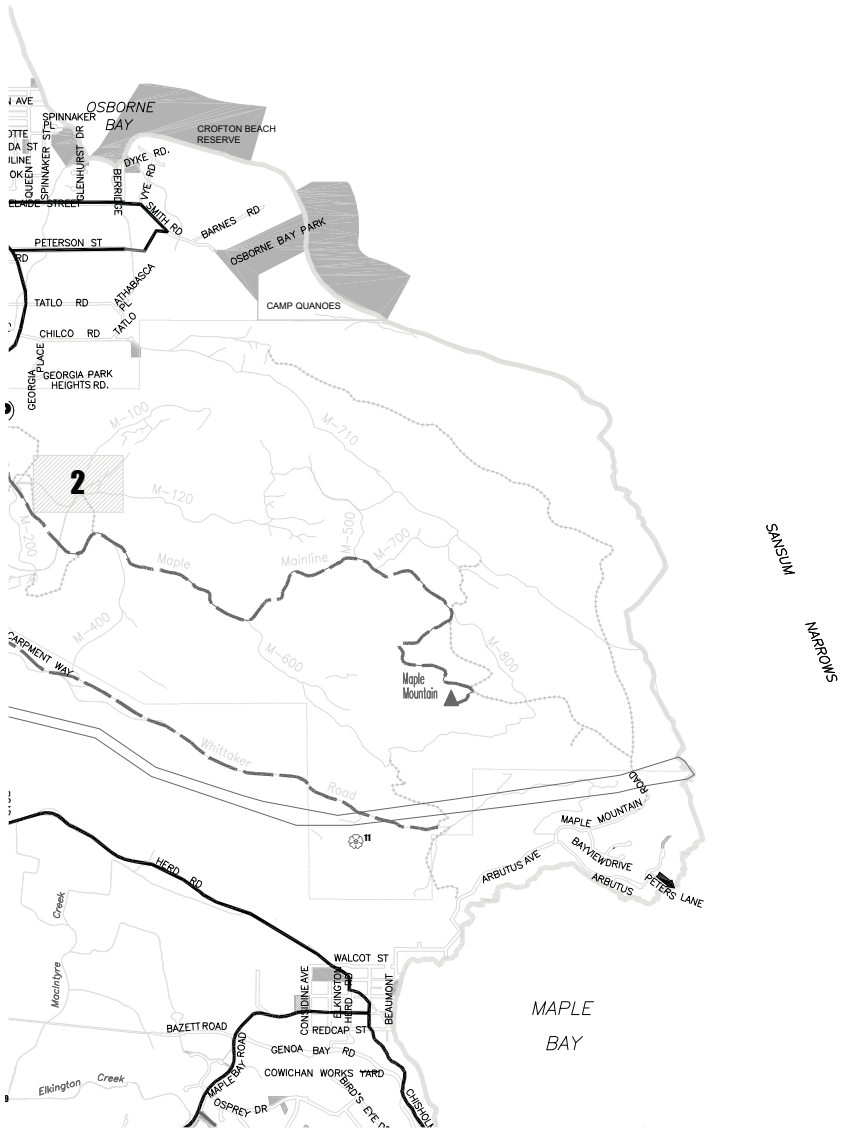
## Legend

- Areas of Natural Interest
- Informal Recreation
- Open Space, Park
- School
- Access Improvements**
- River Crossings**  
These are locations where further investigation of crossing opportunities should be undertaken. In some locations this refers to new or upgraded bridges, in other locations this reflects the need for better signage, and/or reduced speed limits.
- Road Crossing**  
Indicates locations where road crossings are difficult or dangerous.
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- Add/Improve Parking**
- Improve Access to water**




**1**





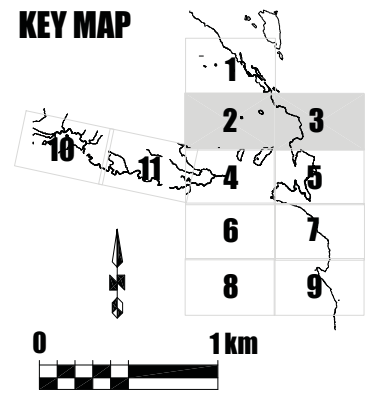


## CYCLING NETWORK


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## CYCLING NETWORK PLAN

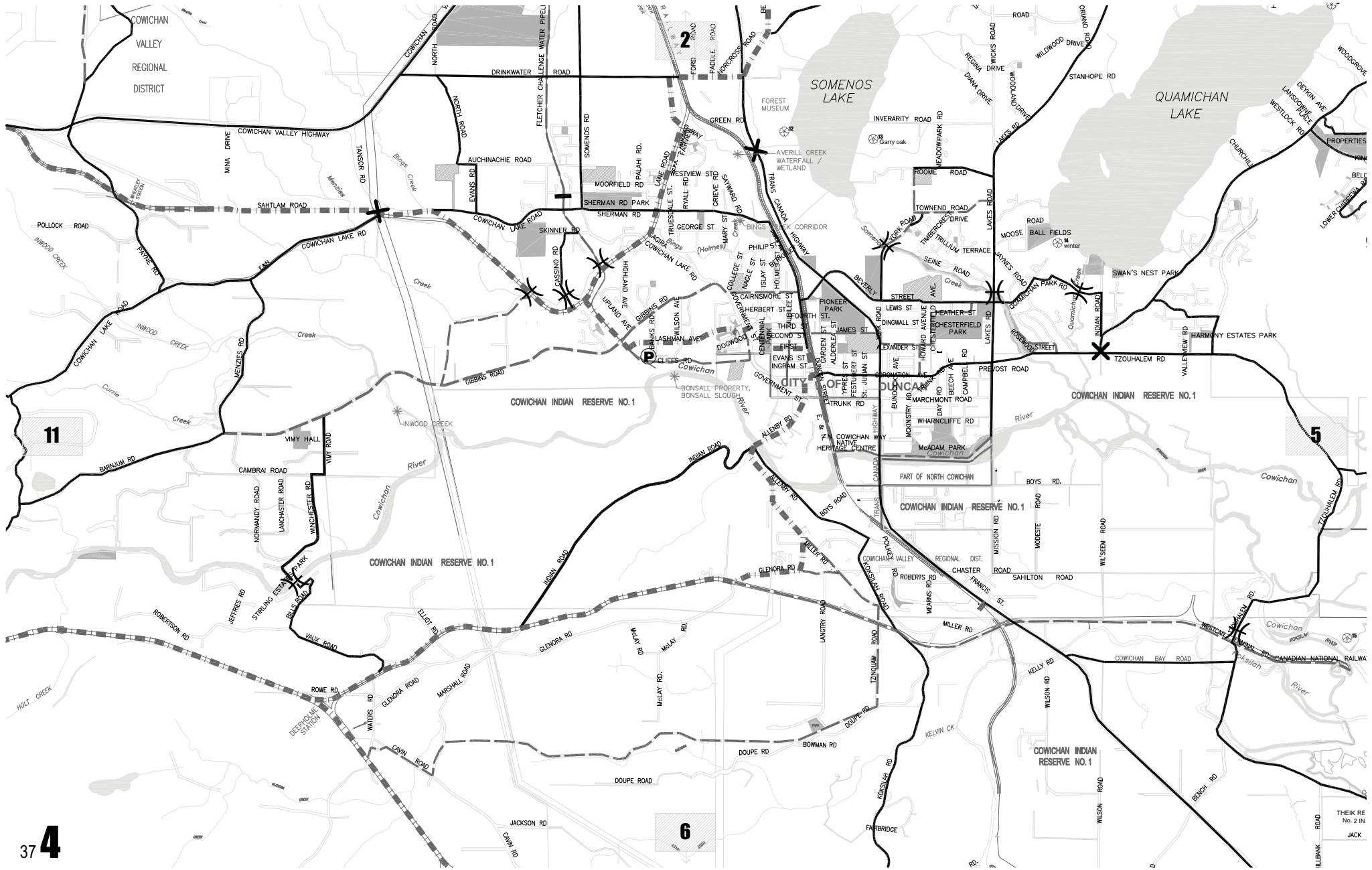


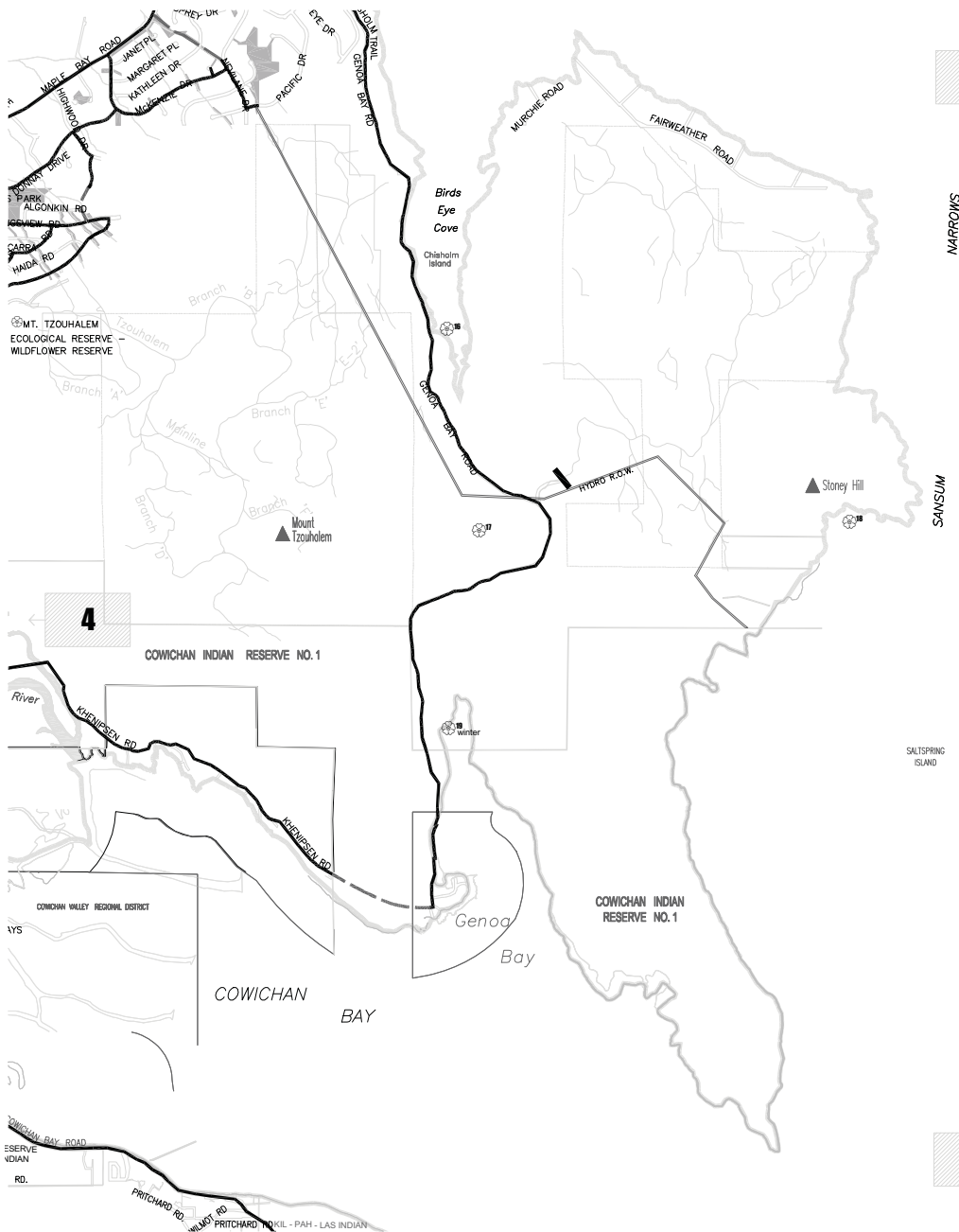
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**3**





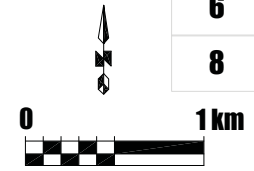
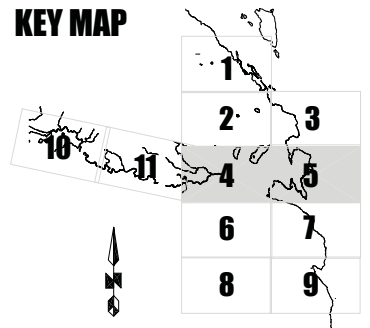
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## CYCLING NETWORK PLAN

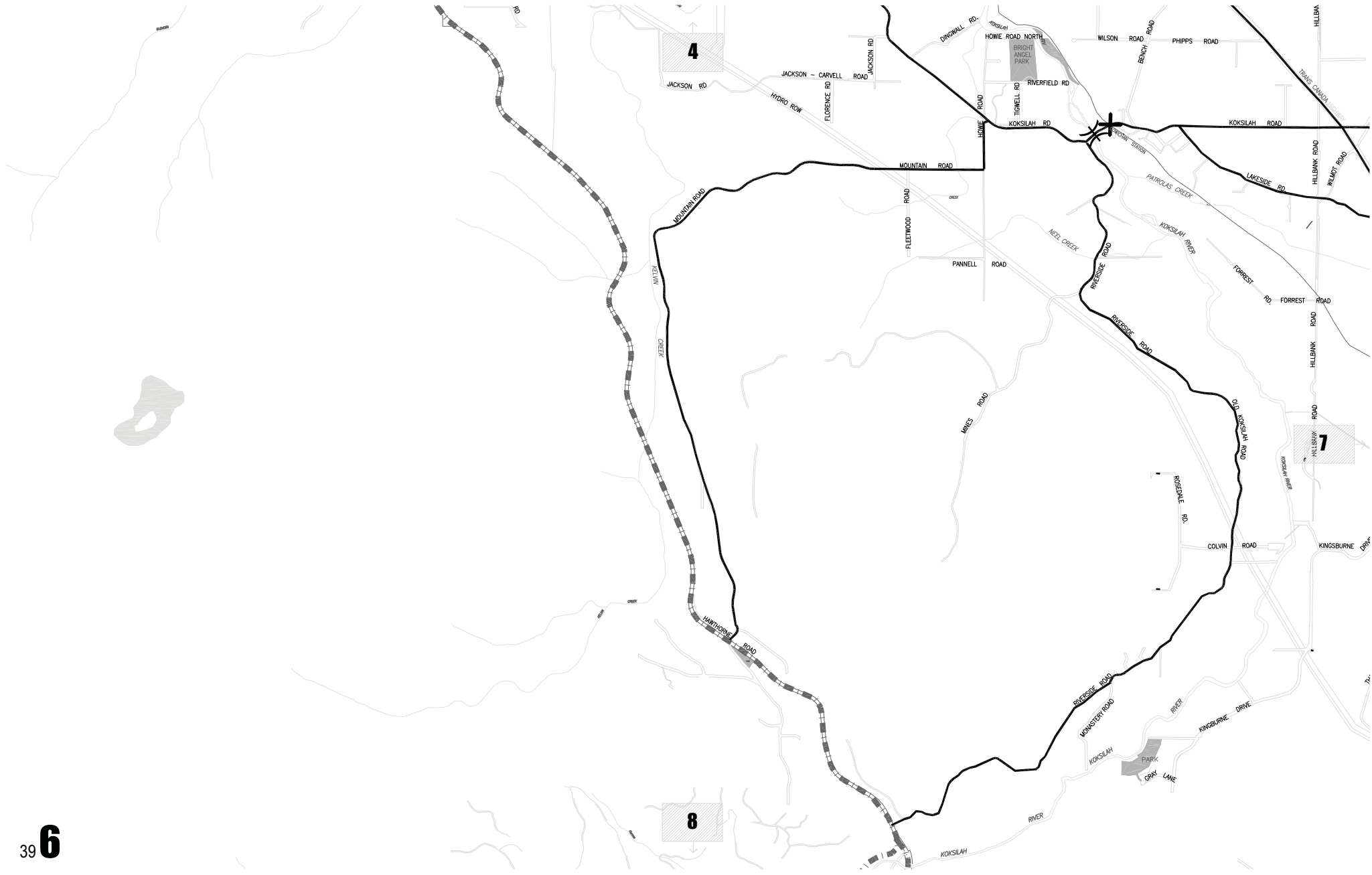
### KEY MAP



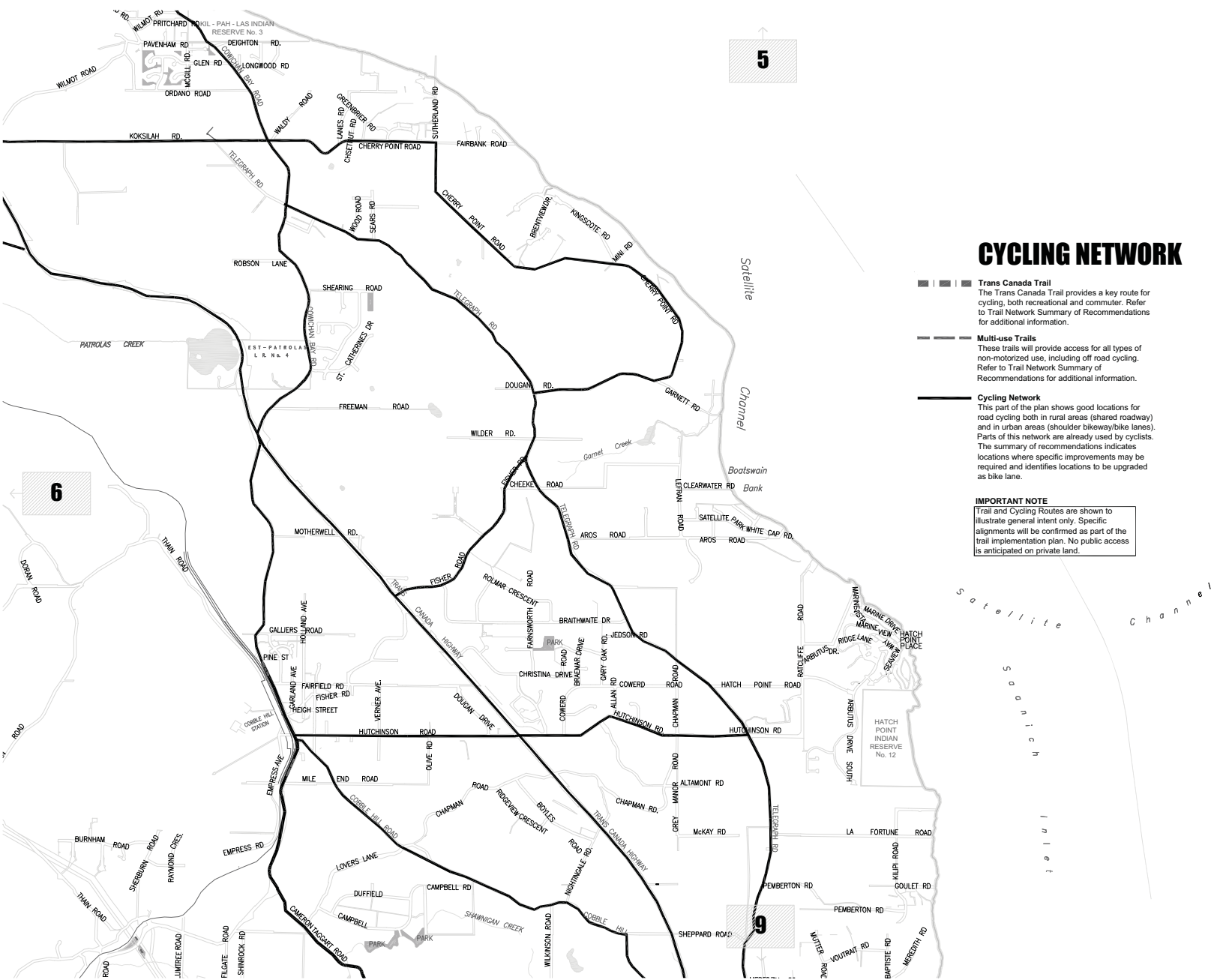
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**5**





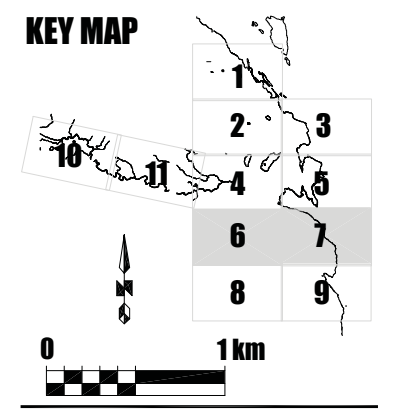


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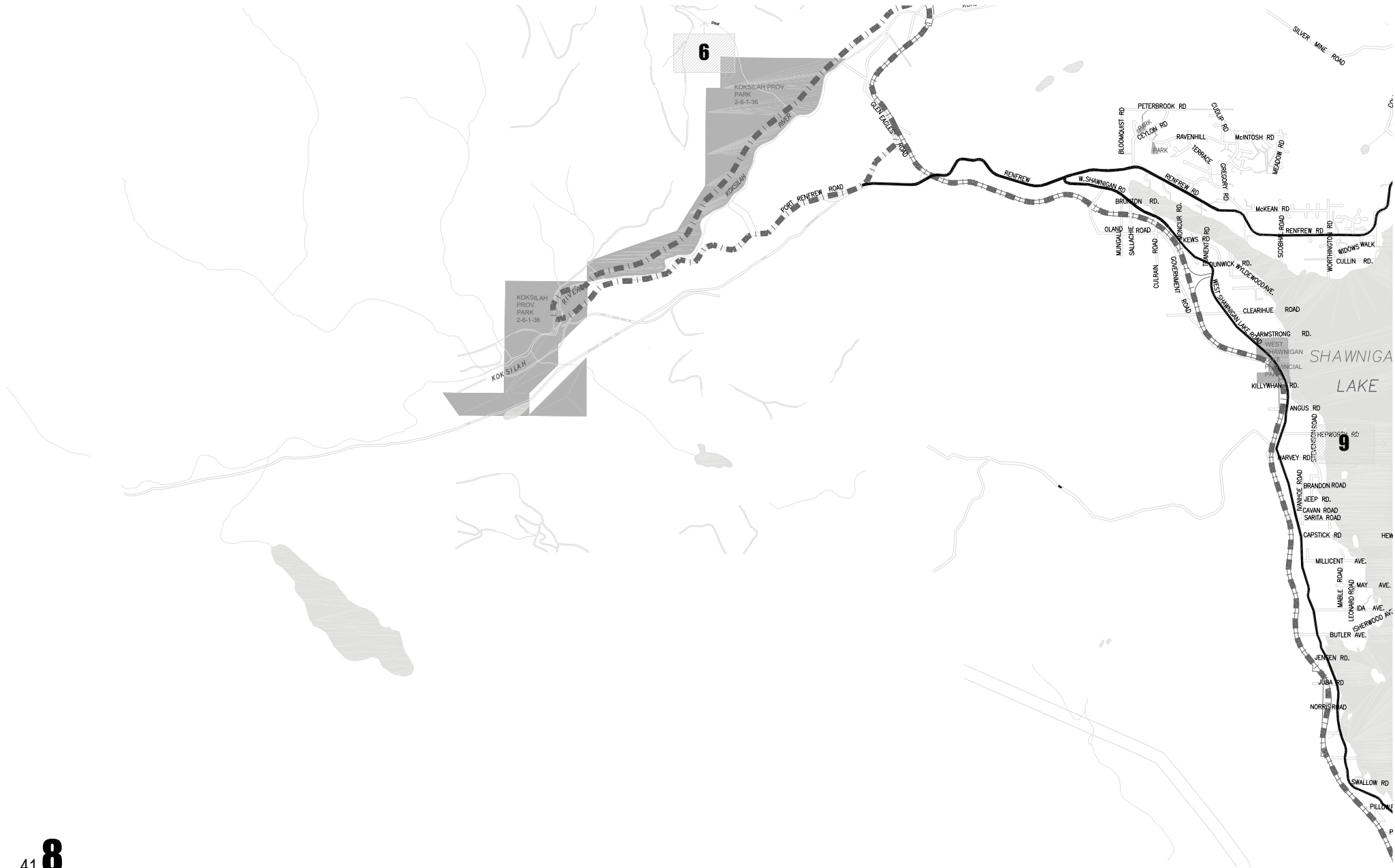
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## CYCLING NETWORK PLAN



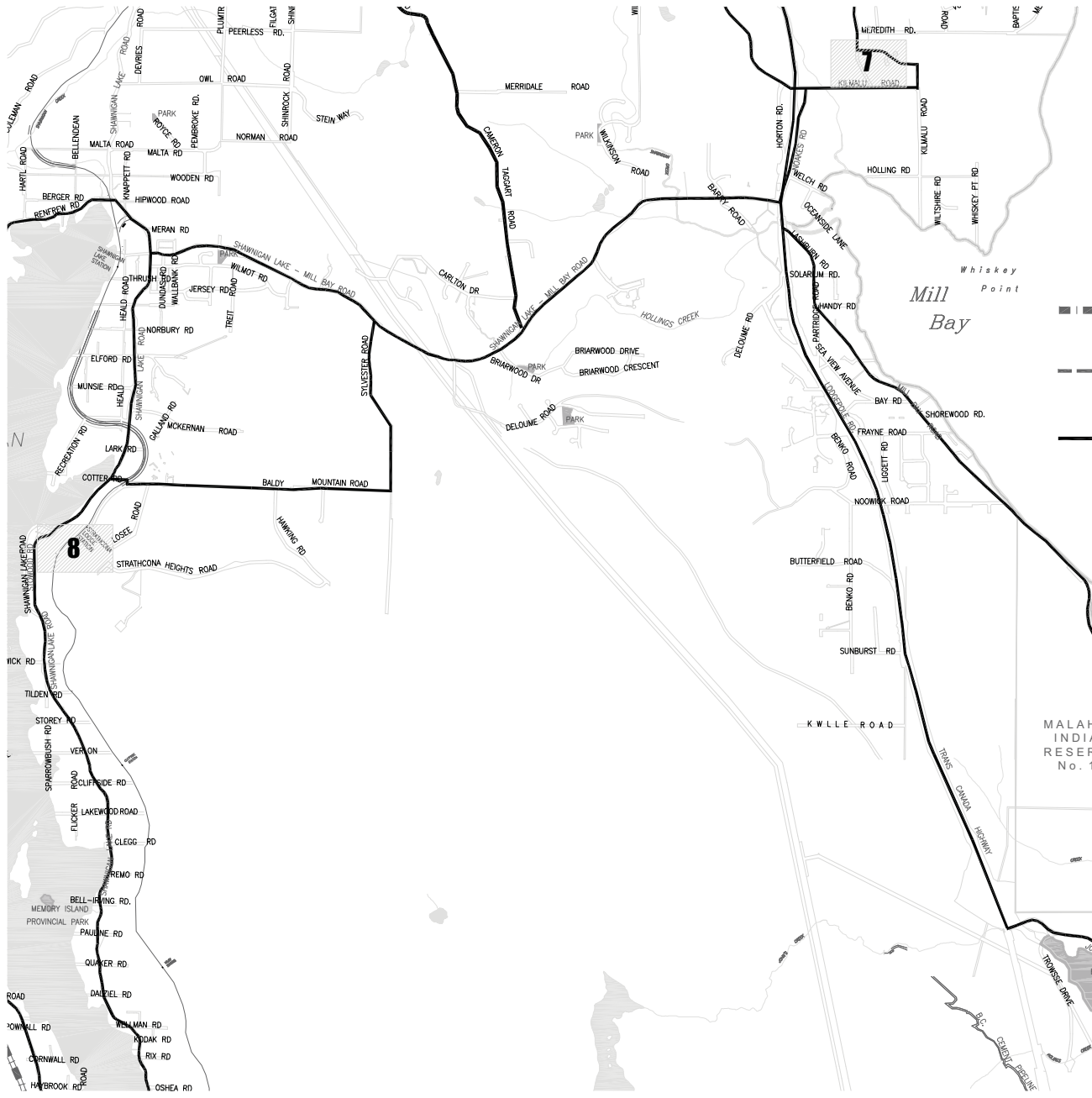
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**7**



6

9



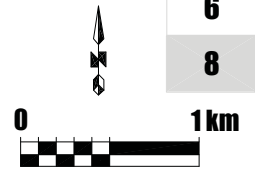
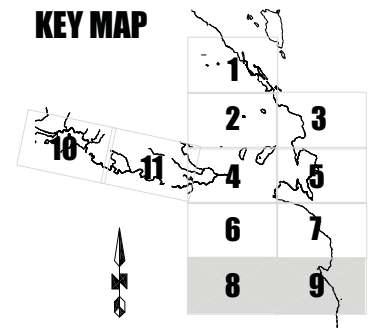
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# CYCLING NETWORK PLAN

## KEY MAP



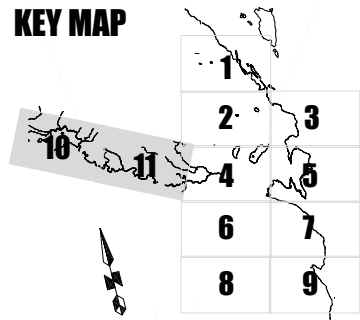
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**9**

# CYCLING NETWORK PLAN

## KEY MAP



### Legend

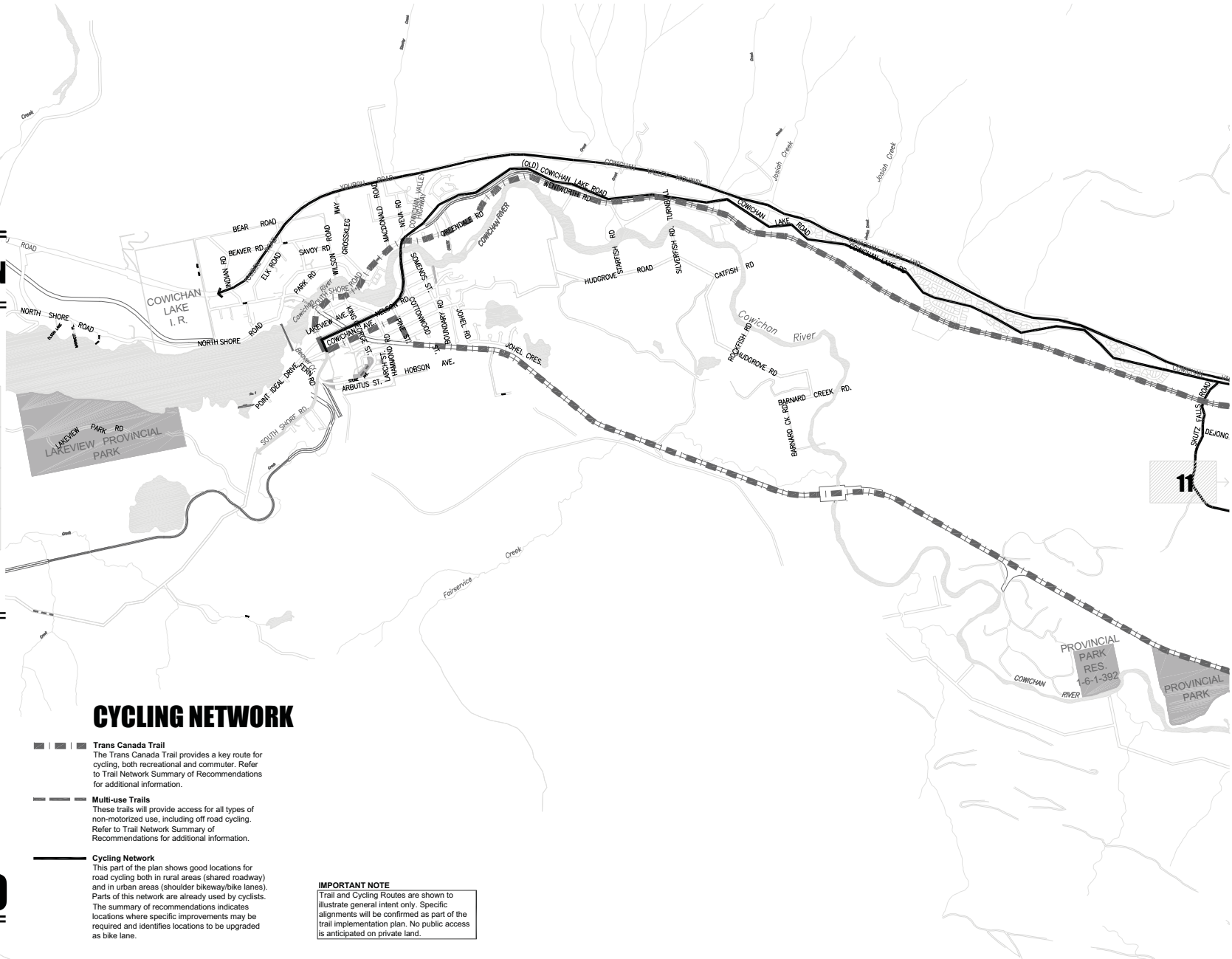
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# 10

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## Road Cycling Network Implementation - Summary of Recommendations

General Location	Map Sheet	Photo of Location	Comments	Recommendations	Project Leaders	Meeting comments and workbook notes
River Road and Henry Road	1		Used by road cyclists as a cross connector between Chemainus Rd./TCT and the Island Highway	Review for development of shoulder bikeway.	Coordination DNC in conjunction with TCT Implementation Committee and cycling clubs. Funding support through CNP.	<b>Booklet notes:</b> Moderate to heavy traffic, major commuting routes, moderate speed, varying pavement conditions, may have paved shoulder.
Westholme Road through Halalt Reserve	1			Create shoulder bikeway as part of road maintenance/improvement. Signs marking blind corners and driveways. Review options for rumble strips and/or other traffic calming.	Signage and landowner contact coordinated by cycling clubs. Roadside improvement, DNC/MoTH.	<b>Booklet notes:</b> Moderate to light traffic, moderate speed, varying pavement conditions, little or no pavement shoulder. Needs shoulder widening, blind corners, hidden driveways. Hidden driveways downhill.
Trans Canada Highway from DNC north boundary to Mount Sicker Rd.	1		The Trans Canada Highway is used by road cyclists as a commuter route, and as part of high speed longer distance cycling loop. These recommendations emphasize the importance of uninterrupted pavement surfaces.	Incorporate bikelanes on existing bridge. There may be an opportunity to redesign the existing sidewalk to create bikelane, removing abrupt changes in pavement surface. Implement bike route cleanup/maintenance program. Include signs to make traffic aware of cyclists.	Cycling clubs lead in coordination of roadside/shoulder clean-up, and signage. DNC and MoTH to review options for revisions to improve bikelane safety at bridge. Funding support through CNP.	<b>Booklet notes:</b> Grit on shoulder, glass, debris needs cleanup. No shoulder for cyclists on bridge -- use extreme caution. <b>Workshop notes:</b> The existing bike lanes on urban roads and the highways need to be swept clean of glass. Heavy traffic, high speed, gradual grades, paved shoulders of varying width.
Trans Canada Highway from Mount Sicker Road to Drinkwater Road	1 and 2		As above	Add paved shoulder on both sides of road. Keep bikelanes clean. Signs to alert traffic.	The TCT local implementation committee described above will coordinate on functional design with MoTH and LUCO. Close coordination with local businesses.	<b>Booklet notes:</b> Heavy traffic, highspeed, gradual grades (max. 8%), paved shoulders of varying width. Logging and chip truck route danger. <b>Workshop notes:</b> The existing bike lanes on urban roads and the highways need to be swept (glass).
Corner of Crofton Rd. and Westholme, along Westholme Rd. to intersection of Trans Canada Hwy and Mount Sicker Road	2			Develop shoulder bikeway on both sides of the road. Mark route with signs to advise traffic of multi-use. Mark blind corners and hidden driveways.	As above	<b>Booklet notes:</b> Basically old island highway. Moderate to light traffic, moderate speed, varying pavement conditions, may have shoulder. Large truck route. Needs shoulder widening, blind corners and hidden driveways.



## Road Cycling Network Implementation - Summary of Recommendations

General Location	Map Sheet	Photo of Location	Comments	Recommendations	Project Leaders	Meeting comments and workbook notes
From intersection of Westholme Rd. and Richards Trail, along Westholme Rd and Richards Trail, to Herd Rd.	2		Used by local road cyclists as part of cycling loops. This could be developed as part of a destination cycling program for the Cowichan Valley	As above. Initially a roadside cleanup and removal of roadside debris. Signage marking bike route. Improvements to shoulder bikeway as part of road maintenance/improvement program.	Initial roadside cleanup and signage coordinated by cycling club. Roadside improvements led by DNC.	<b>Booklet notes:</b> The Best! Light traffic, rural farm or forest land. Slow to moderate speed, twisty, rolling hills to 15%. Pavement rough, often sealcoated. No paved shoulders. Blind corners throughout. High banks and hedges. Hidden driveways downhill (fast 55km). Potholes near Jackson Valley Road need repair.
Westholme and Somenos Rd., between the intersection of Westholme Rd. and Richards Trail and Somenos Rd. and Sherman Rd.	2 & 4		Use here has changed with the closure of Westholme Road at the highway.	Review highway crossing. Provide bikelane connection to join Westholme Road with shoulder bikeway on the highway. Keep bikelanes clean. Signs to alert traffic. Include shoulder bikeway with Westholme Rd. maintenance/ improvements. Investigate alternative highway crossing options.	DNC and MoTH to review options to provide paved bikelane connection between Westholme Road and the Island highway.	<b>Booklet notes:</b> Westholme at TCH closed. Basically old island highway. Moderate to light traffic, moderate speed, varying pavement conditions, may have shoulder. <b>Workshop notes:</b> Somenos Rd. is used for walking, cycling, and horseback riding. Need signs.
Bell Mckinnon Road, between Westholme and Norcross.	2 & 4		This section is included as part of the TCT north/south connector.	Create bikelane/shoulder when road improvements occur. See <b>Priority Projects</b> Section	Shoulder bikelane improvements to be led by DNC/TCT.	<b>Booklet notes:</b> Road in good condition. Leading to suburbia - moderate to heavy traffic, major commuting routes. Moderate speed. Varying pavement conditions, may have paved shoulder.
Section of Shasta Rd. and Charles St.	3				Open closed road sections.	no comments
Crofton Road to Cowichan Valley Inn. From the intersection of Highcliffe and Crofton Roads, along Crofton Road and Herd Road, to the Cowichan Valley Highway and Tansor Road.	2		Used by road cyclists as part of cycling loops.	Create bikelane/shoulder when road improvements occur. See <b>Priority Projects</b> Section	DNC and MoTH to review options for revisions to improve bikelane as part of a long term road improvement program.	<b>Booklet notes:</b> The Best! Light traffic, rural farm and forest land. Slow to moderate speed, twisty, rolling hills to 15%. Pavement rough, often sealcoated. No paved shoulder. Shoulder widening necessary for Herd Rd. <b>Workshop notes:</b> (Herd Road) Traffic causes cyclists problems. Herd road certainly needs to be swept before more cyclists ride there.

## Road Cycling Network Implementation - Summary of Recommendations






General Location	Map Sheet	Photo of Location	Comments	Recommendations	Project Leaders	Meeting comments and workbook notes
Herd Road and Cowichan Valley Highway, from Norcross across water pipeline, to Tansor Road	2			Keep bikelanes clean. Signs to alert traffic. Shoulder widening and traffic controls. Hidden driveways and blind corners require traffic controls. Landuse agreement and communication with landowners to improve safety.		<b>Booklet notes:</b> Shoulder widening necessary for Herd Rd. Light traffic, rural farm or forest land. Slow to moderate speed, twisty, rolling hills to 15%. Pavement rough, often sealcoated. No paved shoulders <b>Workshop notes:</b> Potential bicycle campground near Herd Road and TCH. Traffic causes cyclists problems. Herd road certainly needs to be swept before more cyclists ride there.
Walcot St., Arbutus Ave, and Maple Mountain Rd.	3		One of the main concerns in this location is to formalize waterfront access.	Similar to recommendations above. Short-term improvement include roadside maintenance, and signage. Longer term should include investigation of shoulder bikeways.	DNC to review waterfront access issue.	<b>Booklet notes:</b> blind corners, hills. Access to beach is closed. <b>Workshop notes:</b> Municipal access to the ocean have to be formalized.
Barnjum Road	4		Part of the proposed cycling network, but lower priority for action.	Improve road surface.	CVRD/ cycling club	<b>Booklet notes:</b> West of Vimy Hall road is dirt/gravel.
Bills Road and Cowichan River, near Stirling Estates (Heritage) Park	4		Suggested as a crossing point for the Cowichan River to improve trail loop opportunities.	Undertake feasibility study of crossing alternatives. Review land ownership at north and south shores.	CVRD to lead in the development of river crossing.	<b>Workshop notes:</b> River crossing here. Bridge across Cowichan river at Bills rd.
Along Indian Rd. between Coronation Ave in Duncan, and railway.	4		Indian Road is identified as a short term approach to Duncan from the south.	Investigate alternate trail routes from the south, including consultations with Cowichan Tribes. In the absence of a suitable alternative, review options for improvements to roadside shoulders along Indian Road.	TCT/CVRD to lead discussions in consultation with Cowichan Tribes.	<b>Booklet notes:</b> Busy road.
North Road connecting Drinkwater and Auchinachie Roads.	4			Existing road is gravel. For road cyclists, this route should be paved.	DNC is review in conjunction with roadside maintenance/improvement program.	<b>Workshop notes:</b> When North Rd is realigned, the old road would be a good trail also. When the new road is built, could it be wide enough for a trail beside it?

## Road Cycling Network Implementation - Summary of Recommendations

General Location	Map Sheet	Photo of Location	Comments	Recommendations	Project Leaders	Meeting comments and workbook notes
Bridge across Bings Creek at the end of Cassino Road	4		One of several smaller crossings required to improve access, and minimize damage to natural areas.	Design and construct a new bridge	This project is suitable as local community project, service club, recreation organization, etc.	<b>Booklet notes:</b> Cassino Rd onto railroad grade to Fletcher Challenge waterline. CP railway between Cassino rd and Holiday lane needs foot bridge across Holmes creek. Overgrown dirt rd. Branches off rail corridor north to Cassino Rd. The bridge that crosses Bings Creek at this point has been damaged. Cassino Rd. is quite, paved rd. - new subdivision. It joins up nicely with the pipeline trail.
Coronation Street through Duncan	4		This corridor will become an important cycling link within the City of Duncan.	Prepare a functional design of this corridor to recommend improvements to improve cycling safety and enjoyment. Improve bikelane and keep lane clean of gravel and debris.	City of Duncan would lead this project likely in conjunction with other downtown improvements	<b>Workshop Notes:</b> Many Duncan streets had large amounts of gravel near curbs this past spring.
Lakes Rd. form Herd to McAdam Park	4 & 2		Lakes Road will provide a good cycling collector for commuting cyclists in the area. As roadside improvements are undertaken shoulder bikeways should be developed.	In the short term this route can be improved through roadside signage marking the route, and the provision of maintenance to remove roadside debris, etc. In the longer term cyclists should be accommodated through the development of shoulder bikeways.	DNC would lead in this project in conjunction with regular road improvement program.	<b>Booklet notes:</b> Moderate to heavy traffic, major commuting route. Moderate speed, varying pavement conditions, may have paved shoulder. <b>Workshop notes:</b> Where there are adequate shoulders for cyclists (i.e. Lakes Rd) it would be nice if shoulders were cleaned when the streets are. Traffic calming on Lakes Rd. - good cycling here. Shoulder on Lakes Rd need widening at bridge at bottom of hill at Beverly.
Bridge over Quamichan Creek to connect Quamichan Park Road and Indian Road	4		This is an important improvement for local access.	Review existing conditions and develop improved crossing and pathway connectors.	DNC and local recreation and/or conservation groups.	
Maple Bay Road from Tzouhalem to Herd	4 & 3		Roadwork currently in progress to provide better access.	Keep bikelane clean of gravel and debris. Provide signs marking as a bikeroute.	Roadwork improvements led by DNC. Funding support through CNP.	<b>Booklet notes:</b> Major commuting route. Moderate speed, varying pavement conditions, may have paved shoulder.



## Road Cycling Network Implementation - Summary of Recommendations

General Location	Map Sheet	Photo of Location	Comments	Recommendations	Project Leaders	Meeting comments and workbook notes
Along Tzouhalem Rd. from Coronation across Cowichan River to Cowichan Bay Rd.	4		Used by cyclists as part of longer distance cycling loops.	Maintain roadsides free of glass, gravel and other debris Provide signs as necessary to identify multi-use. Improve left turn onto Maple Bay Road. Improve bridge.	DNC as part of on-going road maintenance and improvements.	<b>Booklet notes:</b> Pavement rough, often sealcoated. No paved shoulders . (At Ample Bay Rd.) Dangerous left turn with vehicles going straight. Bridge Deck difficult riding surface <b>Workshop notes:</b> Destination trail along Somenoes Creek. There needs to be a connector from Tzouhalem Rd to Rosewood St. Connect trail along CN Railway to Estuary trails.
Trans Canada Highway -- Drinkwater to Mill Bay	4,6,7,9		Used by road cyclists as part of longer distance cycling loops.	Maintain roadsides free of glass, gravel and other debris.	MoTH/CVRD	
Cowichan Bay Road from the Trans Canada Highway to Telegraph Rd.	4,5, 7		Used by road cyclists as part of longer distance cycling loops.	Maintain roadsides free of glass, gravel and other debris. Post sign at steep slope.		<b>Booklet notes:</b> Light traffic, rural farm or forest land. Slow to moderate speed, twisty, rolling hills to 15%. Pavement rough, often sealcoated. No paved shoulders . Poor road surface. Broken shoulder. Paved shoulder runs out. (near Telegraph Rd.) Monster hill.
Koksilah Road from the Trans Canada Highway to Dingwall Rd.	6	 	Used by road cyclists as part of longer distance cycling loops.	Improvements to rail overpass and roadway bridge are required to improve safety. See <b>Priority Projects</b> Section	MoTH/CVRD	<b>Booklet Notes:</b> Chip sealed road rough. Trail trestle underpass danger spot -- blind cannot see cars on the other side. Poor visibility at bridge. Uneven bridge deck. Light traffic, rural farm or forest land. Slow to moderate speed, twisty, rolling hills to 15%. Pavement rough, often sealcoated. No paved shoulders <b>Workshop Notes:</b> Kinsol Trestle needs improvement, Private campsite also near here. Several loops off Silver Mine Road - connect to Cobble Hill trails. Marble Canyon falls swimming hole. Fish ladder needs repair
Shawnigan Lake - Mill Bay Road between Trans Canada Hwy and Shawnigan Lake Road	9		Used by road cyclists as part of longer distance cycling loops.	Maintain roadsides free of glass, gravel and other debris. Provide roadside improvements to create a shoulder bikeway	MoTH/CVRD	<b>Booklet notes:</b> Old highway system. Moderate to light traffic, moderate speed, varying pavement conditions, little or no paved shoulder.

## Road Cycling Network Implementation - Summary of Recommendations

General Location	Map Sheet	Photo of Location	Comments	Recommendations	Project Leaders	Meeting comments and workbook notes
Shawnigan Lake Loop route around lake on Renfrew Road, East Shawnigan Lake Road, and West Shawnigan Lake Road.	8 and 9		Used by road cyclists as part of longer distance cycling loops.	Maintain roadsides free of glass, gravel and other debris. Provide roadside improvements to create a shoulder bikeway	MoTH/CVRD	<b>Booklet notes:</b> Moderate speed, varying pavement conditions, may have paved shoulder.
Skutz Falls Road Connector between abandoned rail lines (TCT trails)	10 and 11			Improve road surface and access to Provincial Park	MoTH/CVRD/BC Parks	<b>Booklet notes:</b> Light traffic, rural farm or forest land. Slow to moderate speed, twisty, rolling hills to 15%. Pavement rough, often sealcoated. No paved shoulders. <b>Workshop notes:</b> Access to Provincial park problem if they travel through CNR railway.

# **PRIORITY PROJECTS**

## **RECOMMENDATIONS FOR IMPLEMENTATION**

# Priority Projects

The Network Plan maps a comprehensive network of trails and pathways. The implementation of the complete network outlined in this document can only be achieved over many years and with the coordinated efforts of landowners, volunteers, and all levels of government.

From the overall network, the following series of projects are identified as significant first steps towards the completion of the comprehensive plan. These projects are identified as priority projects because they are essential to:

- developing an enjoyable Trans Canada Trail route,
- connecting the Trans Canada Trail to Duncan, Crofton, and Chemainus,
- creating safe and interesting cycling commuter routes, and
- to realizing the recreational objectives of the Cowichan community.

Each of the projects highlighted in this section is intended as a manageable piece of the overall network plan which could be undertaken individually or as part of a coordinated effort.

## The Projects

### Duncan Approaches

- Connecting to the Trans Canada Trail
- Deerholme Trail Access
- Duncan's Southern Approach
- South Approach
- Duncan's Western Approach
- Bings Creek Crossing
- CPR line to Centennial Park
- Duncan's Northern Approach
- Lane Road Bike Lane

### Trans Canada Trail (TCT)

- Chemainus River Crossing
- Crofton Road to Eves Park
- Eves Park to Bell McKinnon Road
- Eves Park to Crofton

### Cycling Network

- Bell McKinnon Road - Bike Lane
- Koksilah Road Bridge
- Herd Road - Shoulder Bikeway

### Trail Network

- Bill's Road Crossing
- Sandy Pool Crossing
- Access to Stoney Hill Area
- Lake/Riverfront Access

### Public Information

- Code of Conduct
- Network Mapping
- Information Brochures

## Duncan Approaches Deerholme Trail Access (TCT)

Connecting to the Trans Canada Trail

### General Description

This is the main connection point from the TCT heading north from Shawnigan Lake. It is reasonable to expect that this will be used as a staging point for longer distance cyclists and will therefore require some additional facilities such as parking, etc.

### Rationale

The principle objective of this project will be to establish trail connections from the south of Duncan.

The completion of this bridge crossing will have the effect of providing an immediate trail connection from Duncan to the west of town. Reinstatement of the bridge will resolve many of the existing concerns of adjacent landowners.

### Existing Conditions

Most of this trail connection is already in place along the CNR corridor. The link is currently accessible and suitable as a multi-use trail.

### Project Implementation

- Confirm/Negotiate access along the CNR corridor.
- Consider the existing Haul Road as a secondary route alternative or as part of a local circle route including CNR corridor.
- Complete preliminary design of a parking/staging area, and cost estimate.
- Initiate early discussions with Cowichan Tribes to review options for route alternatives that could provide greater sections of off-road access, avoiding the Glenora/Miller/Allenby road sections.

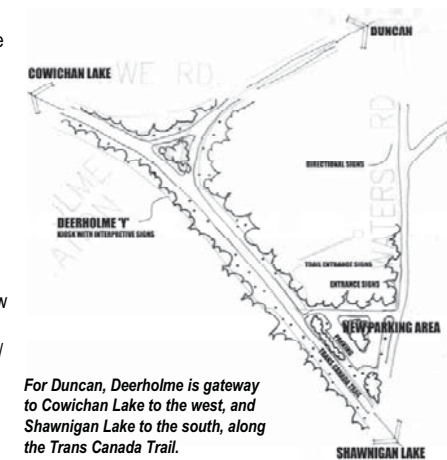
### Project Lead

The TCT/LUCO will coordinate discussions confirming trail access.

The CVRD could lead in project design and professional services, coordination with Duncan, DNC and volunteer organizations to manage project construction.



*Redecking existing crossings is already underway in several locations.*



*For Duncan, Deerholme is gateway to Cowichan Lake to the west, and Shawnigan Lake to the south, along the Trans Canada Trail.*

# Priority Projects

## South Approach (TCT)

Duncan's Southern Approach

### General Description

This is the southern approach into Duncan. The route uses the existing CNR corridor starting at the Deerholme Y. At Glenora Road the trail is shown following Glenora, Miller, and across the Cowichan River on the Allenby Bridge.

Discussion of alternate routes are limited by existing crossings. The route selected includes sections on the roadway immediately north and south of the river crossing

An alternative to this route could be developed on cooperation with the Cowichan Tribes. Alternative southern approaches might include off road trails and an additional cycle/pedestrian crossing west of the existing Allenby bridge. This approach could be developed with commercial recreation facilities managed by the tribes as a business development opportunity.

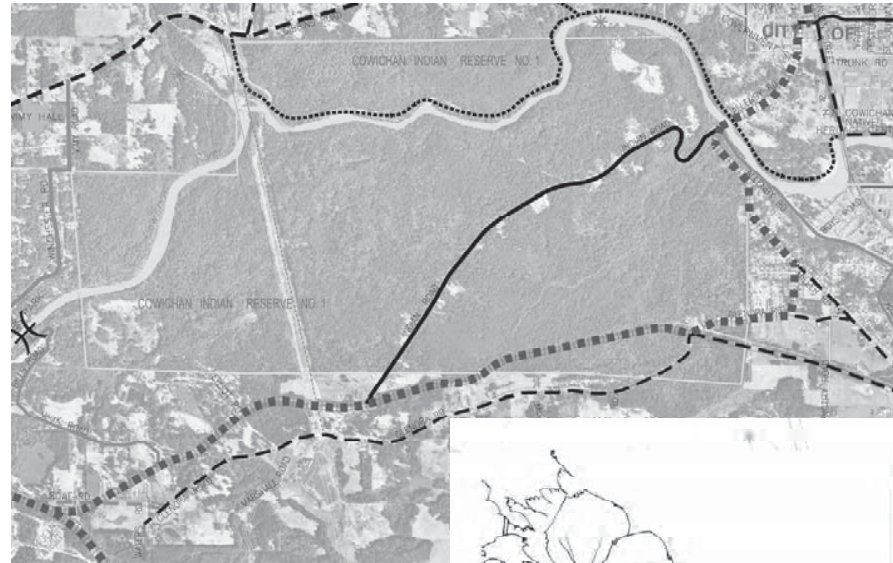
### Rationale

The existing approach provides immediate access. Conditions of this connection can be upgraded as described below. Consultation with Cowichan Tribes could provide a much improved access opportunity.

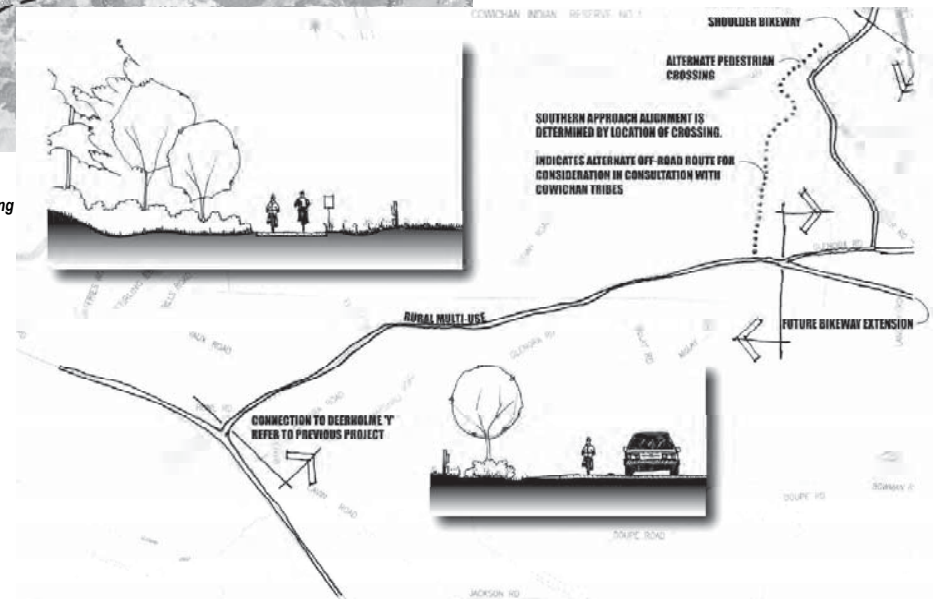
### Existing Conditions

These roadways can currently accommodate limited pedestrian and cycle traffic.

Narrow shoulders and steep side slope create some dangerous situations and pedestrians near the north end of this trail section.



*There are several road routes into Duncan from the Deerholme Station. Note the access to Duncan is limited to the Cowichan River crossing at Allenby Road. The preferred TCT route is along an unused CN rail corridor.*



*Alternatives to road routes should be explored. Where the Trans Canada Trail is routed along roadways, improvements to accommodate a shoulder bikeway are recommended.*

### Project Implementation

- Prepare preliminary design for roadside improvements and cost estimates.
- Consult with Cowichan Tribes about alternate access opportunities.

### Project Lead

This section could be lead by Cowichan Tribes. Coordination by CVRD and assistance with professional services.



# Priority Projects

## Bings Creek Crossing (TCT)

Duncan's Western Approach

### General Description

This crossing is the main physical barrier restricting access from Duncan along the Trans Canada Trail to the west of Duncan. The existing situation is causing people to look for alternative crossing points and creating friction between trail users and the surrounding land owners.

### Rationale

The completion a bridge crossing on the CPR corridor will have the effect of providing an immediate trail connection from Duncan to the west of town. This bridge will resolve many of the existing concerns of adjacent landowners.

### Project Implementation

- Confirm/Negotiate access along the CPR corridor.
- Complete detail design of a pedestrian trail crossing, and cost estimate.
- Initiate discussion with service groups of other organizations capable of constructing new crossing structure.

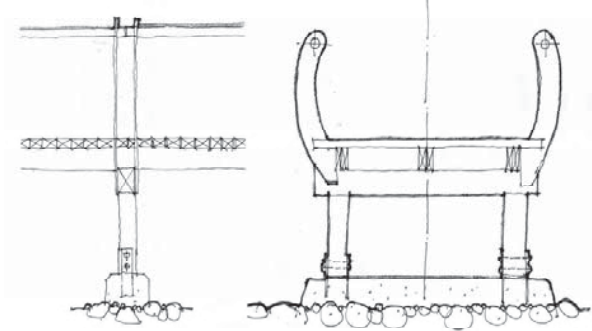
### Project Leader

The TCT/LUCO will coordinate discussions confirming trail access.

The District of North Cowichan should be lead in project design and professional services, coordination with service clubs or other volunteer organizations to manage project construction.



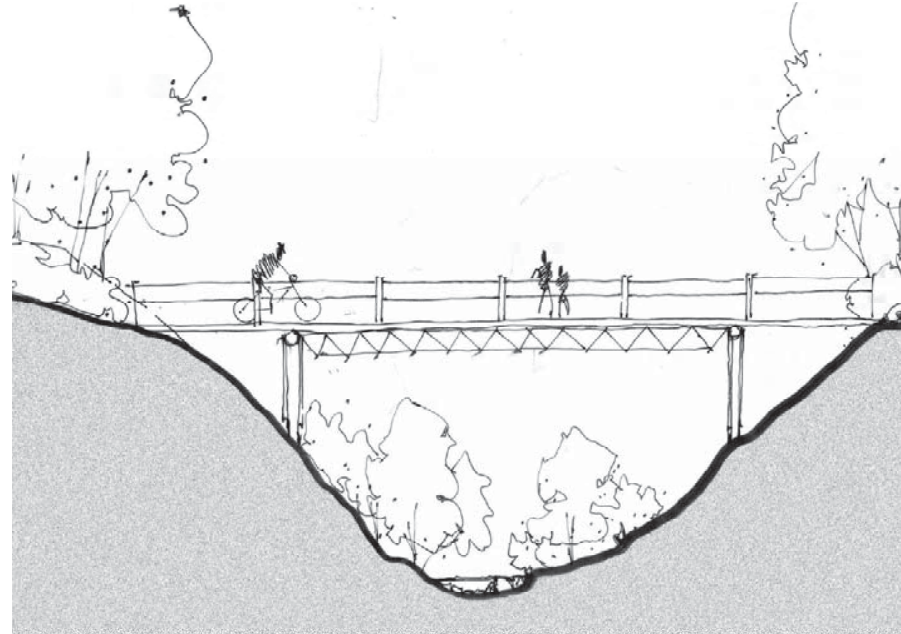
The bridge near Cassino Road is in poor condition.



The two smaller crossings identified as part of this project could be undertaken by service clubs or local residents with design information provided by the District of North Cowichan.



There are three potential bridge crossings on Bings Creek. The western crossing along the CPR rail corridor is the first priority. This bridge will connect Duncan to the western part of the Trans Canada Trail. Other areas of concern are at the Fletcher Challenge Pipeline, and near Cassino Road. These two crossing are recognized as desirable connections that could be completed when the opportunity arises.



This sketch illustrates an option for a bridge to cross Bings Creek that could provide access to the Trans Canada Trail west of Duncan. As the Trans Canada Trail is multi-use, the bridge design should meet the requirements pedestrians, equestrians and cyclists.



# Priority Projects

## CPR Line to Centennial Park (TCT)

Duncan's Western Approach

### General Description

This link from Centennial Park in the centre of Duncan to the CPR corridor and the TCT trail is an essential first component of the Network Plan. This link is one of the important Duncan approaches that physically connects the urban areas to the surrounding countryside.

This short section of trail includes a variety of issues including: careful separation of the trail from surrounding land uses, discussions with several affected landowners, and several difficult physical barriers.

### Rationale

This connection is important to provide direct access to the largest population of the region to the significant recreational assets located in close proximity to the west. This link will provide direct recreational access reducing the need to drive from town to enjoy recreational opportunities.

### Existing Conditions

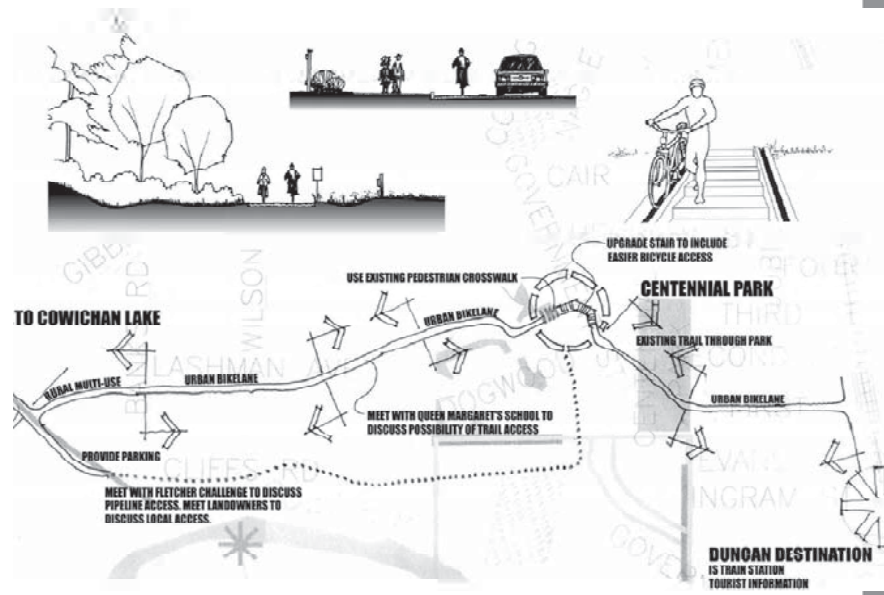
Much of this proposed trail connection already exists in some form. Some parts of the trail pass through areas of private property and several steep grades or steps limit easy access.



The existing stairs in Centennial Park could be easily modified to transport bicycles.

### Key Steps to Implementation

- Initiate discussions with affected landowners to determine final route location in this area, i.e. Lashman Rd, or Cliffs Rd.
- Prepare detailed pathway layout at appropriate scale and review opportunities to provide parking at Cliffs Road.
- Discuss opportunities for access along the FC Pipeline and initiate discussions about removing access barriers as required.
- Provide plan for separation between public and private uses.
- Provide preliminary design and cost estimate for trail upgrades and changes to existing stair to encourage bicycle access.
- Consider opportunity to provide crossing to Bonsall Property and the Cowichan Reserve of the south side of the River.



One alternative to connect to Duncan is via Lashman Ave. through Centennial Park. Constructing new trails, and modifying existing roads to include a bike lane could complete this section of the TCT.

### Project Lead

The City of Duncan and District of North Cowichan could jointly lead in project design and professional services, coordination

## Lane Road Bikelane (TCT)

Duncan's Northern Approach

### General Description

This section of the TCT includes a number of different conditions. Trail development here should include a bike lane and or a separated bike path as conditions permit.

### Rationale

This location is typical of areas where growth is occurring and trail opportunities need to be protected. As part of the TCT this connection should be preserved to ensure access from Duncan onto the trail heading north.

### Existing Conditions

Previously part of the CPR corridor some parts of the trail already exist. New development has removed short sections of trail that existed offstreet.

### Project Implementation

- Review provisions for development of a bike lane that emphasizes separation between cycle/pedestrian and vehicle access.
- Consider opportunities to reinstate off road, or bike path connections.

### Project Lead

The District of North Cowichan in cooperation with development proponents could lead in project design and professional services.



Bike lanes could be incorporated on roads where off-road trails cannot be accommodated.

# Priority Projects

## Trans Canada Trail Chemainus River Bridge - Crofton Road

### General Description

This crossing is noted frequently as a particularly dangerous section of the TCT and cycling network. The higher volume of heavy truck traffic, narrow crossing width, relatively rough surface, and difficult approaches all conspire to make this bridge a difficult and potentially dangerous crossing.

### Rationale

This crossing is part of the TCT trail connection and will be apart of a commuter access from Ladysmith/Saltair and Duncan.

### Project Alternatives

- New roadway bridge. At the time that this roadway bridge is upgraded, a separate pedestrian/bicycle lane should also be constructed.
- New pedestrian/cycle crossing adjacent to existing bridge. Existing foundations on the south side of the river may provide an opportunity to create this crossing at a lower cost.
- Provide increased signage warning of joint use of existing bridge.
- Consider additional traffic calming, speed restriction as appropriate.

### Project Leaders

This project is identified as a priority because of the potential for conflict between pedestrian and cycling and the existing traffic. Investigation of alternatives should be lead by TCT/LUCO as part of TCT trail development. Consultations with District and/or traffic/engineering consultants. MoTH



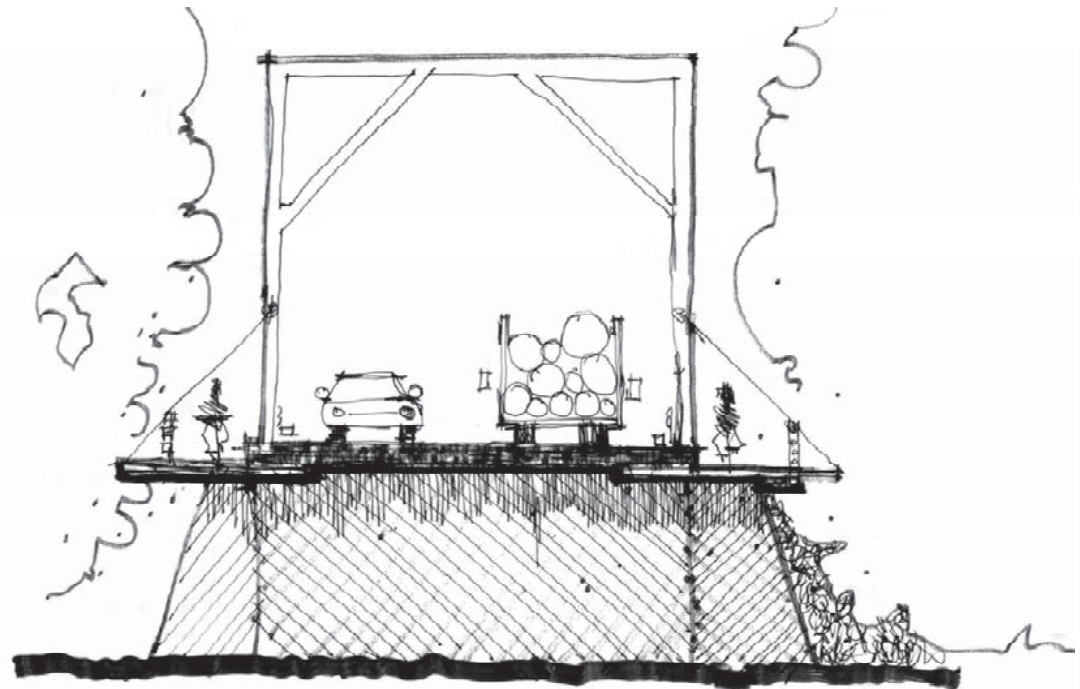
The Crofton Road Bridge over the Chemainus River.



The existing bridge deck is dangerous because of the rough surface and narrow width.



The existing foundations on the south side of the Chemainus River bridge could be used to build a separate TCT crossing.



Future bridge upgrades could include a separate pedestrian/bicycle lane.

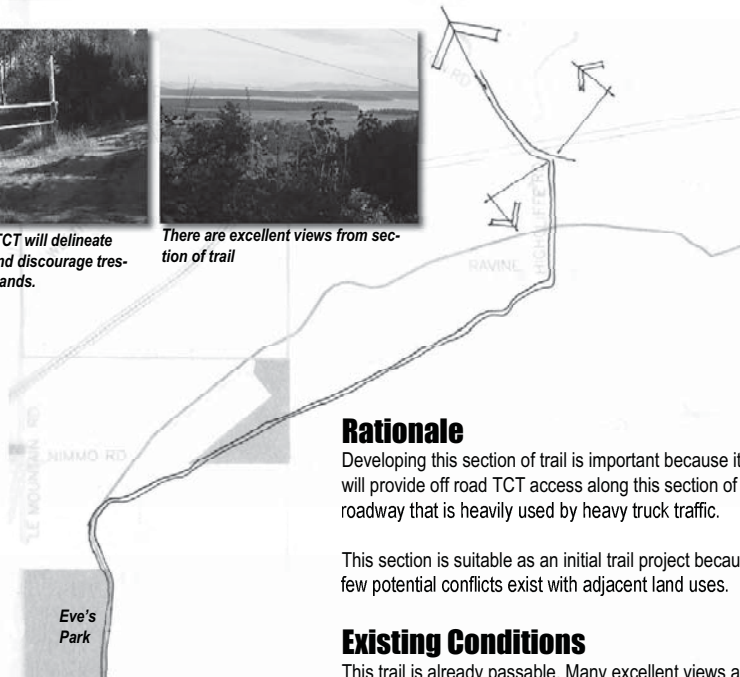
# Priority Projects



Developing the TCT will delineate public access, and discourage trespass on private lands.



There are excellent views from section of trail



## Crofton Road to Eves Park General Description

This short section of the Trans Canada Trail largely exists as a passable trail along a forest road and Hydro ROW.

Highcliffe Road is an undeveloped right-of-way. This trail corridor could be developed to remove cycle and pedestrian traffic from the busiest parts of Crofton Road.

### Rationale

Developing this section of trail is important because it will provide off road TCT access along this section of roadway that is heavily used by heavy truck traffic.

This section is suitable as an initial trail project because few potential conflicts exist with adjacent land uses.

### Existing Conditions

This trail is already passable. Many excellent views are available because the trail would be within the open right of way.

### Project Implementation

- Initiate discussions with landowners and BC Hydro about the terms of joint use of this corridor.
- Review specific locations where public-private access should be clarified.
- Relocate trail as required to bypass areas of potential conflict.

### Project Lead

This project could be led by local recreation groups, and or local residents. District of North Cowichan could lead in negotiations with landowners and professional services, Additional support from TCT.

## Eves Park to Bell McKinnon Road General Description

This section of the trail will follow along the FC Pipeline, but is distinct because it passes through agricultural land.

Before this connection can be completed, it will be necessary to consult for adjacent landowners and ensure that concerns about trail access are addressed.

### Rationale

This relatively short section of trail provides access from Eves park and completes the TCT connection. The trail passes through a beautiful valley indicative of the Cowichan valley agricultural countryside.

### Existing Conditions

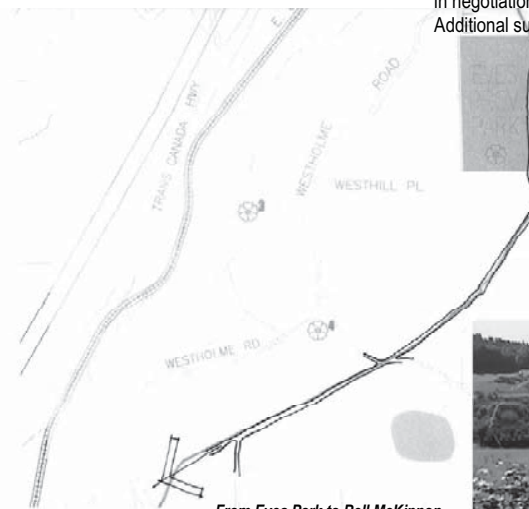
This short section of trail follows at the edges of existing agricultural fields. Plans to use this corridor should be developed in close consultation with neighbouring landowners to ensure that potential conflicts are addressed.

### Project Implementation

- Consult with Fletcher Challenge with respect to providing access along this corridor.
- Consult with adjacent agricultural landowners to determine appropriate trail development standards that can respond to potential conflicts
- Relocate trail as required to bypass areas of potential conflict.

### Project Lead

This project could be led by local recreation groups, and or local residents. District of North Cowichan could lead in negotiations with landowners and professional services, Additional support from TCT.



From Eves Park to Bell McKinnon, the TCT passes through this beautiful agricultural valley. Trail planning and design should ensure that care is taken to address the needs of landowners.





# Priority Projects

## Eves Park into Crofton General Description

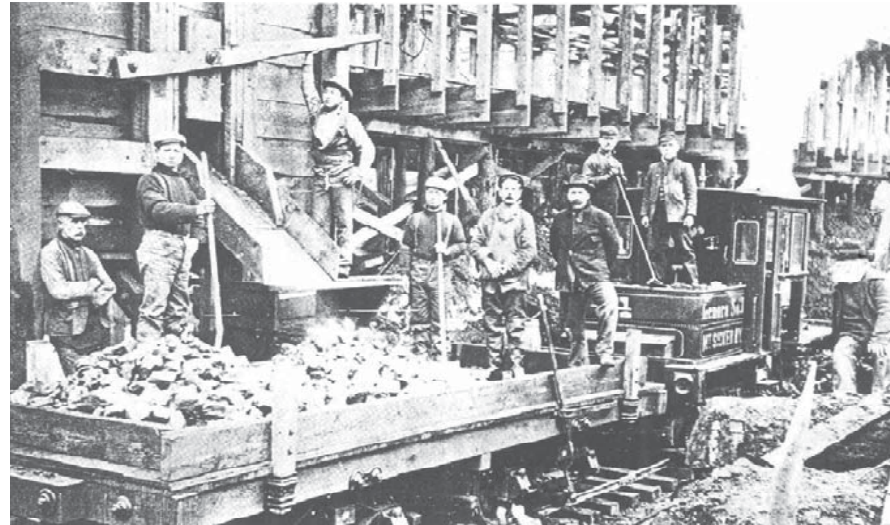
This trail provides a spur connection between the main TCT corridor and Crofton. The proposed trail will retrace the route of the Lenora Tram.

### Rationale

The move to maximize the off road portions of the TCT has moved the main trail connection west. This link will provide a link between Crofton and the TCT.



The historic Lenora Tram route presents an ideal TCT - Crofton connection.



In 1900 Lenora Mine was 4th largest in B.C.

### Existing Conditions

This trail was a narrow gauge tram line to service the Lenora Mine a hundred years ago. Sections of this trail exist along the old tram grade and forestry roads.

### Project Implementation

- Develop preliminary trail layout for this section using existing trail and forest road links wherever possible.
- Coordinate trail development with future development plans for this areas including forestry activities.

### Project Lead

This spur could be developed by local residents from the town of Crofton. The District of North Cowichan could assist in project design and professional services. This section of trail would be developed in cooperation with planning undertaken as part of the ongoing municipal forestry activities.

## Cycling Network Bell McKinnon Bikelane General Description

This section of roadway provides an important north south connection. The project envisions an upgraded shoulder bikeway adjacent to the existing roadway.

Alternately, future planning in this area should consider opportunities to develop an off road connection that joins Richards Trail to Norcross Rd just east of Bell McKinnon Rd.

### Rationale

This link provides a direct north south connection on a relatively lightly used roadway.

### Project Implementation

- Prepare a preliminary plan of roadside improvements as part of road upgrading

### Project Lead

The District of North Cowichan could lead in project design and professional services, MoTH



To accommodate cyclist, Bell McKinnon road should have a well maintained, 1 m wide shoulder on both sides of the road.



This country road is a commuter route frequently used by cyclists. This road should be upgraded to include a shoulder bikeway.

# Priority Projects

## Koksilah Road Tunnel

### General Description

This project consists of two parts; bridge improvements, and road tunnel by-pass signage. The bridge is narrow, and the surface is poor for cycling. Also, there is a dangerous rail tunnel where visibility is poor. Cyclists need to know there is an alternative route.

### Rationale

Koksilah road is frequently use by cyclists because it is ideal for commuting into/from Duncan. The rural character of this route is also appealing to recreational cyclists. The bridge and tunnel are safety concerns.

### Project Implementation

- Post signs to direct cyclists to use the CPR Rail by-pass route.
- In the short term, post signs to instruct cyclists to dismount and use existing sidewalk across the bridge.
- Future bridge upgrades should include a smooth surfaced bike lane on both side of the bridge.

### Project Leaders

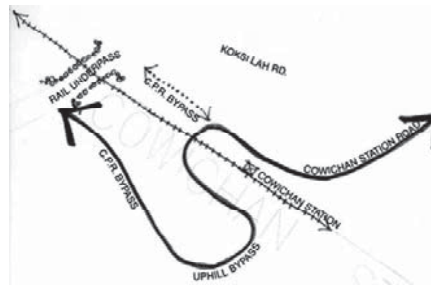
Signs could be sponsored by neighbourhood groups, service clubs, or cycling clubs. Bridge upgrade would be lead by the CVRD, with MOTH.



The CPR by-pass weaves around the Cowichan Station.



The Koksilah Bridge requires upgrades to accommodate cyclists.



The street to the right of the tunnel is the CPR by-pass.

## Herd Road Shoulder Bikeway

### General Description

Herd road is a frequently used commuter route connecting Maple Bay and Duncan. The entire length of this road lacks a paved shoulder.

### Rationale

In recent years, both vehicle and cycling traffic have been increasing on this route. A shoulder bikeway is necessary for the safety and enjoyment of this country road.

### Project Implementation

- Prepare plans of roadside improvements.
- Ensure bikeways are incorporated into road upgrade schemes.

### Project Leaders

This roadside bikeway should be incorporated into plans for roadway upgrading along Herd Road. The timing for this project upgrading would be determined by the districts overall transportation planning priorities.



Herd Road is a scenic cycling route through wooded and agricultural lands.



Cyclist must share this roadway as there is no paved shoulder.



# Priority Projects

## Trail Network Bills Road Crossing

### General Description

A new pedestrian river crossing is proposed at this location to provide north-south access across the Cowichan River.

This is the main connection point from the TCT heading north from Shawnigan Lake. It is reasonable to expect that this will be used as a staging point for longer distance cyclists and will therefore require some additional facilities such as parking, etc.

### Rationale

This crossing opens up significant new trail network opportunities within close proximity of Duncan. Particularly important are the variety of trail loops that this creates for short and longer distance walking and cycling.

### Existing Conditions

Of particular importance is the opportunity for access at both sides of the river. Stirling estates park is located at the north side and provides an additional staging areas for medium and longer distance trail loops.



Existing stairs at Bills Road.

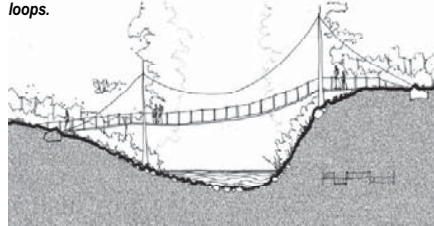
### Project Implementation

- Undertake engineering feasibility of crossing in this location, and prepare preliminary cost estimate for discussion.
- Investigate construction alternatives, including availability of existing crossing structures.

### Project Lead

The CVRD could lead in project design and professional services, coordination with the District of North Cowichan, City of Duncan, and volunteer organizations to manage project construction. Consider possibility/opportunity for corporate sponsorship.

*Crossing the river at Bills Road will be a staging point for many short, and long trail loops.*



The Cowichan River at Bills Road.

## Second Cowichan Crossing

### General Description

A second pedestrian/equestrian river crossing is proposed at Sandy Pool to provide north-south access across the Cowichan River.

### Rationale

This crossing opens up significant new trail network opportunities particularly for equestrian and longer distance cycling loops.

### Existing Conditions

This crossing provides good access opportunities and immediate trail connections on both sides of the river.

### Project Implementation

- Undertake engineering feasibility of crossing in this location, and prepare preliminary cost estimate for discussion.
- Investigate construction alternatives, including availability of existing crossing structures.

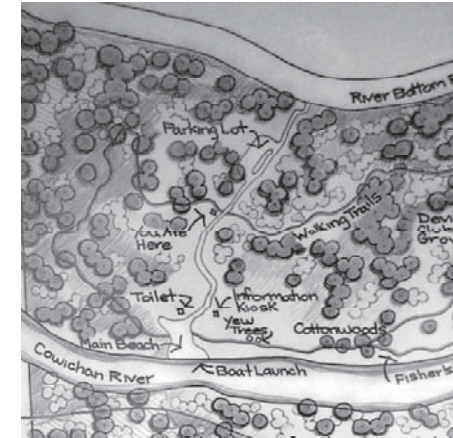


Sandy Pool at the Cowichan River.

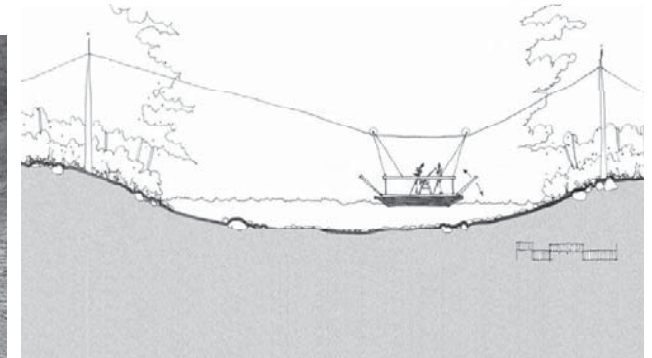
### Project Lead

The CVRD regional parks could lead in project design and professional services, coordination with CVRD, City of Duncan, and volunteer organizations to manage project construction.

Consider possibility/opportunity for corporate sponsorship.



*This park sign shows the many trails routes near the Cowichan River.*



*A crossing at Sandy Pool will connect the many trails on both sides of the river.*



# Priority Projects

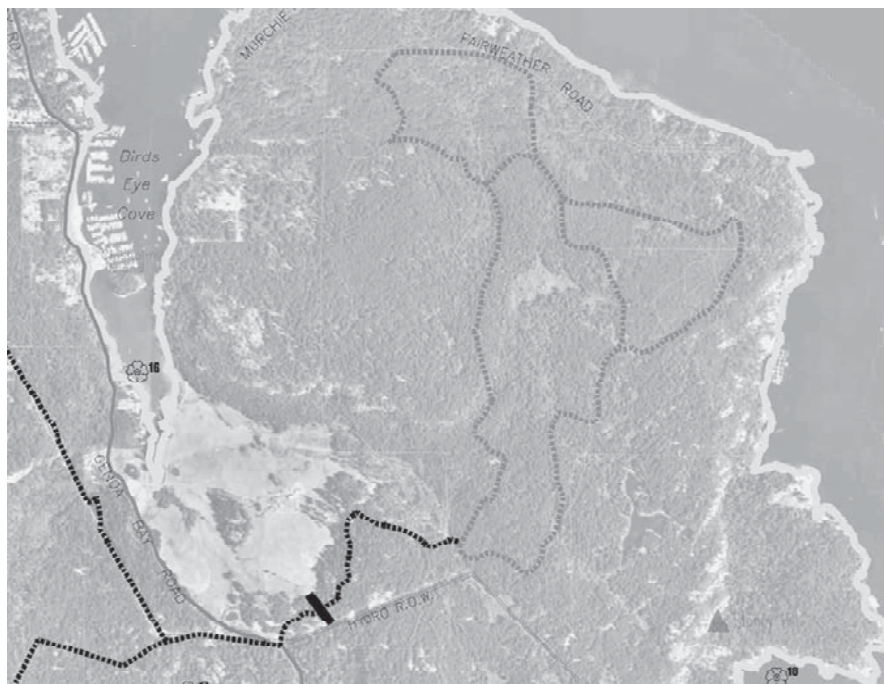
## Access to Stoney Hill

### General Description

This was mentioned frequently as part of the trail review process. The access to this area is restricted as it passes over private property.

### Rationale

Alternatives to the existing access to this area would provide increased recreation and trail access for residents of Maple Bay and surrounding areas. Alternative access may provide reduced potential of conflict between adjacent land uses.



Trails in the Stoney Hill forest reserve block are not accessible because the access is over private property.

### Existing Conditions

Restricted access.

### Project Implementation

- Initiate consultations with affected landowners. Review alternatives to existing access.
- Coordinate with review of Integrated forest management plan.
- Develop trail access plan and network map for the Stoney Mountain Block.

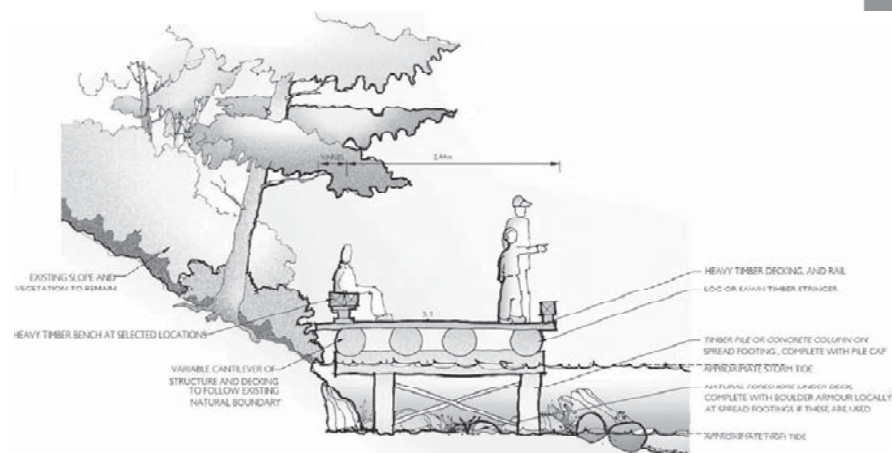
### Project Lead

This project could be initiated by local residents and recreational user groups. The DNC could address this issue as part of its integrated forest planning in this area.

## Lake and Riverfront Access

### General Description

The limited opportunity for public access to these waterfront resources is frequently mentioned in the network review undertaken by local volunteers. Generally all available public access points are in active use wherever possible additional access should be sought.



Access to rivers and lakes in North Cowichan is limited. Existing waterfront trails should be protected, and new trails developed wherever possible.

### Rationale

Access points secured during development should be given a high priority. Once the opportunity for access is lost it is usually impossible or unattainable expensive to reinstate.

### Existing Conditions

Most waterfront areas have individual points of access. Extended waterfront trails are almost completely absent.

### Project Implementation

- Include policy statements within community plans reinforcing the desire to maintain and enhance waterfront access opportunities.
- Maintain existing access points so that opportunities for connections to the water are well marked.
- Initiate discussions with Cowichan Tribes to look for opportunities to provide waterfront access directly from the urban areas of Duncan.

### Project Lead

Local and regional governments can lead in the development and protection of waterfront access.

# Priority Projects

## Public Information

### General Description

Public information is one of the most important aspects of a successful trail network plan. Successful trails are ones that are well used. Providing useful trail mapping, code of conduct, and news about trail events, and volunteer opportunities will provide lasting support and benefits for the plan implementation.

### Rationale

Many parts of the trail network already exist throughout the Cowichan Valley. With this network plan people will be quick to recognize that the small sections that they are familiar with are part of a larger network. This understanding can encourage people to venture into new parts of the trail network and to support efforts to complete connections throughout the region.

Mapping and a code of conduct can both be helpful in assisting people to understand the limits of public access and the responsibility of walking or cycling on private lands.

### Existing Conditions

Some limited material exists describing trail locations in certain parts of the valley, e.g., Maple Mountain Trails. These brochures are not widely available and incomplete in their coverage. Large areas of the proposed network have never been documented and are known only by word of mouth.

### Project Implementation

- Produce an introductory brochure outlining the main corridors within the valley.
- Obtain commercial sponsorship for the production of trail mapping through advertisement and/or sponsorship.
- Refine proposed code of conduct and include with publication materials.
- Make presentations to recreation and neighbourhood community groups to promote the trail network.

- Provide online mapping as part of the District's Internet site.
- Establish a signage program for the Cowichan Valley trail network.

### Project Lead

The CVRD could lead in the preparation of this material so that mapping, and public information is consistent throughout the region.

Consider potential for commercial publication of regional mapping with profits from map sales and/or advertising.

## Three C's

Cowichan Trail users are encouraged to adopt three essential habits:

1. Common Sense
2. Communication
3. Courtesy

**Common Sense** begins with planning preparing for your trip.

- Wear appropriate clothing, shoes and protective gear for your activity.
- Determine who can move aside more easily if someone needs to pass.
- Cyclist must yield to everyone and hikers must yield to horses.

**Communication** with other trails users makes the trip more safe and enjoyable.

- A friendly greeting lets others know of your presence and reassures horses.
- Warn others of dangers or bad trail conditions.
- Share information about a beautiful place or a nice picnic area.

To reduce conflict between trail users and to prevent trail closures, respect and treat each other with **Courtesy**.

## Contact Information

## Code of Ethics for



A guide for trail users to reduce conflicts and minimize impacts on trails.

## Hikers, Walkers, or Joggers

**"Take nothing but photos, leave nothing but footprints."**

Don't scare horses! Step aside about 3m away to let them pass.

Don't cut across switchbacks because it can cause erosion.

When you take your dog with you, keep it on a leash & clean up after your dog.

Most importantly, stay on trails. Designated trails are the safest and best routes through the wilderness.

## Mountain Bikers

**Have control of your bike.** Remember not to speed or slide. **Slow down when turning** a blind curve to avoid unexpected encounters.

Let others know you are approaching them from behind by using a bell or a friendly greeting.

Mountain bikers must **yield to hikers & horseback riders**. Dismount & move aside to let the horse pass.

Practice soft erosion-free cycling. Stay on trails, but stay off trails during wet & muddy conditions as deep tire ruts can enhance erosion.

Contact Cycling BC for information on riding clinics. You can learn how to ride properly on the trails to minimize damage on the trails.

## Cyclists

**Be Predictable**

- Obey traffic signs & signals
- Never ride against traffic
- Ride in a straight line, right of traffic
- Use hand signals

**Position Yourself Correctly**

- Follow lane markings
- Don't pass on the right
- Don't ride on the sidewalk
- **Choose the best way to turn left:**
  - 1) Like a car: shoulder check, move into left lane & turn.
  - 2) Like a pedestrian: ride straight to the far crosswalk & walk your bike across.

**Be Alert**

- Shoulder check before changing lanes
- Make eye contact with the drivers
- Avoid road hazards and watch out for potholes, gravel, slippery manhole covers, etc.
- Keep both hands ready to break

**Be Prepared**

- Wear a helmet
- **See & be seen** by using front and rear lights between dusk & dawn
- Dress appropriately
- Keep your bike in good repair

## Roller Bladers

Wear appropriate safety gear, like a helmet, knee & elbow pads, & wrist guards.

Keep at a safe speed level & stay in control to avoid posing danger to yourself and those you may encounter.

Stop, look & listen before crossing the street!

**Checklist before heading out:**

- Leave a note or tell someone where you're going & when you'll return.
- Plan ahead & carefully prepare for your trip. Think about route length, get maps & talk to people in the area you'll travel through.
- Check your horse gear. Take light-weight gear & always carry a hoof pick.

- Check horse's condition, cleanliness, & all four shoes.
- Horse riders should wear bright & close-fitting clothing for safety & comfort; headgear & footwear (min 2.5 cm heel).

## RESPECT PRIVATE PROPERTY Horseback Riders

**On the Trail:**

- Frequently check your horse's feet, girth & position of saddle
- Use hand signals & give a clear signal with your whole arm as you turn or slow down
- Do not lag far behind or ride too close
- Do not ride too fast in mud or on ice
- Have another rider lead your horse when crossing water
- Take walking breaks
- Warn other riders of dangerous zones on the trail, like wire, holes, or muddy areas
- Do not let leg far behind or ride too close
- Avoid letting branches snap in the face of the horse or the next rider
- Respect private property. Obey "No Trespassing" signs
- Warn others of your intentions when passing
- Do not interfere with livestock