COWICHAN VALLEY REGIONAL DISTRICT

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REGIONAL ACTIVE TRANSPORTATION PLAN

SEPTEMBER 22, 2023

ACKNOWLEDGMENTS

The CVRD acknowledges that it is part of the treaty and territorial lands of the Quw'utsun, Malahat, Ts'uubaa-asatx, Halalt, Penelakut, Stz'uminus Lyackson, Pauquachin, Ditidaht, and Pacheedaht people. Thank you to the First Nations representatives who contributed their insights to help inform this Plan.

Thank you to the Project Team, the Technical Advisory Group, Community Project Champions, CVRD staff, and all community members of the CVRD who participated in stakeholder and public engagement activities.

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CORPORATE AUTHORIZATION

This document entitled "CVRD Regional Active Transportation Plan" was prepared by Bunt & Associates for the benefit of the client to whom it is addressed. The analysis and conclusions/ recommendations in the report reflect Bunt & Associates' best professional judgment in light of the knowledge and information available to Bunt & Associates at the time of preparation. The Cowichan Valley Regional District (CVRD) shall be entitled to rely on this report for the specific purpose for which it was prepared. The CVRD may provide copies of the report to external governmental bodies having jurisdiction related to the project for which it was prepared. Any use made of this report by a third party beyond those specifically noted here, or any reliance on or decisions based on it by any such third party, are the responsibility of such third parties. Bunt & Associates accepts no responsibility for damages, if any, suffered by such third parties as a result of decisions made or actions based on this report.

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Status: Final

LIST OF ACRONYMS AND DEFINITIONS

AT Active Transportation

ATP Active Transportation Plan

CRD Capital Regional District

CVRD Cowichan Valley Regional District

CVT Cowichan Valley Trail

MOTI Ministry of Transportation & Infrastructure

MUP Multi-use Path

RDN Regional District of Nanaimo

TAG Technical Advisory Group

TCH Trans-Canada Highway

TCT Trans Canada Trail

Road Right of Way
The legal boundaries of a public roadway

> Really looking forward to this moving forward in a coordinated regional approach. Can't wait to hop on our bikes to run more errands, shop, visit friends and family, and get the kids to activities.
>
> **—Cobble Hill Resident**

1 Introduction

POWERED TO ENJOY GETTING AROUND!

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ACTIVE TRANSPORTATION PLAN

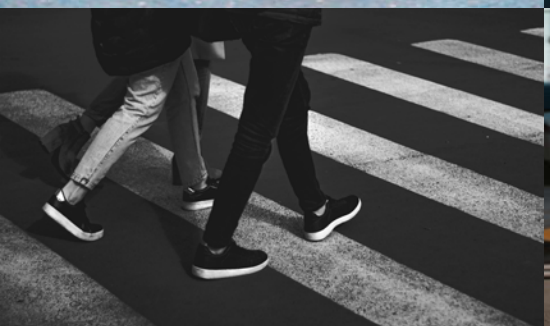
You are human-powered and we want to help you use your power to sustain an incredible way of life in our region and on our planet.

1.1 WHAT IS ACTIVE TRANSPORTATION?

Active transportation includes any form of human powered transportation. It is often synonymous with cycling and walking, however there are many other forms of active transportation such as skateboarding, and in-line skating.

Changes in technologies have also introduced other forms of transportation beyond solely human powered modes, such as the recent growth in pedal assist or fully electric bicycles, and other mobility assistance devices classified as micro-mobility.



1.2 BENEFITS OF ACTIVE TRANSPORTATION

HEALTH

Physical activity has been widely documented to improve both physical and psychological health. Active transportation helps build community by encouraging face to face social interaction.

ENVIRONMENT

Active transportation reduces vehicle trips, traffic congestion, noise pollution and green house gas emissions. Active transportation also connects residents to their surrounding natural environment.

SAFETY

Increasing awareness and visibility of active transportation users and facilities has been shown to result in lower vehicle speeds, which leads directly to safety benefits for vulnerable road users.

EQUITY

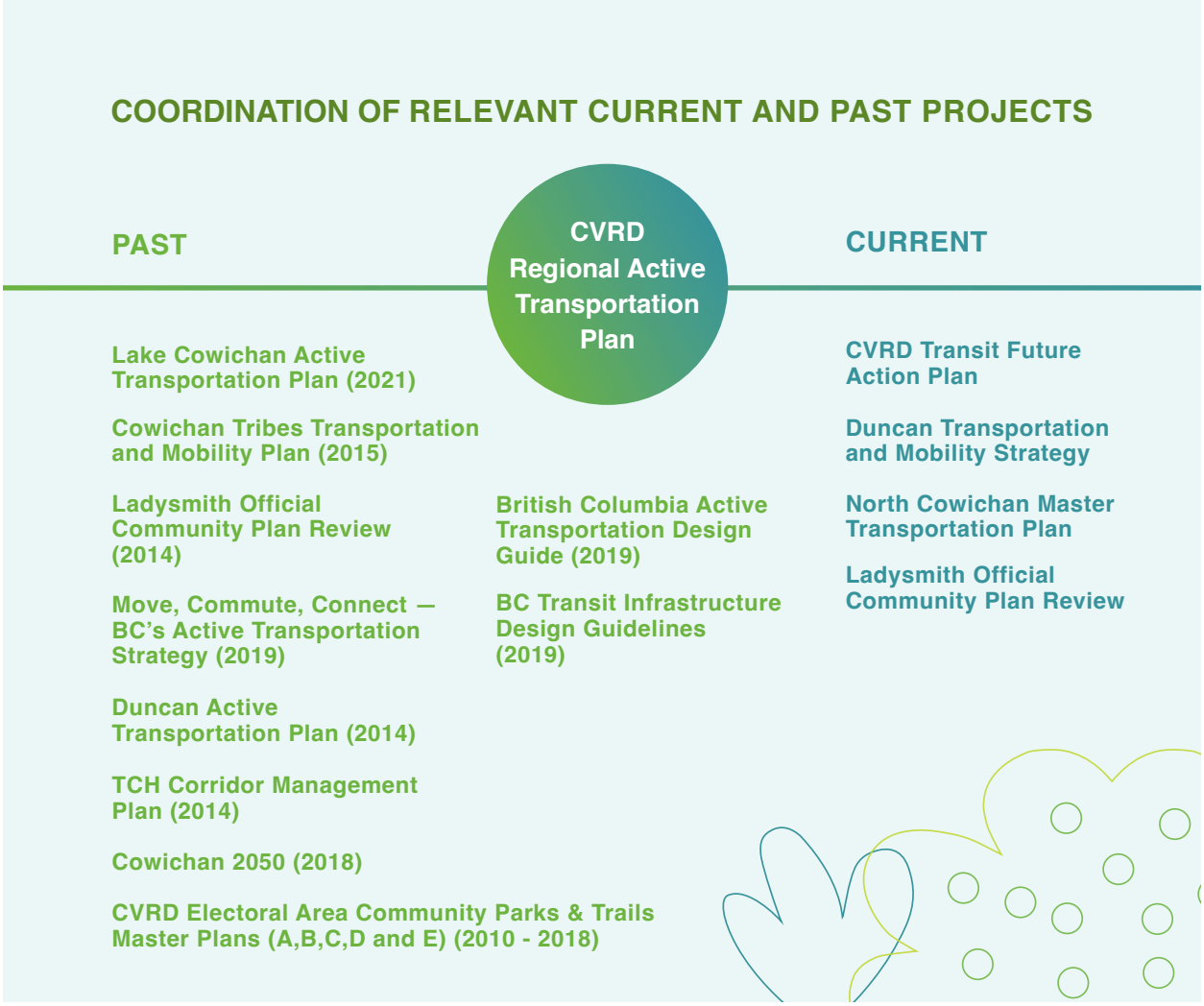
Active transportation provides for an affordable and accessible way to get around. It is more equitable for lower income individuals, youth, seniors, and others who may not have, or may not desire access to a vehicle.

ECONOMY

Increased walking and biking is beneficial to business because people often choose to shop more within areas that provide accessible, safe, and attractive active transportation infrastructure options.

1.3 A REGIONAL ACTIVE TRANSPORTATION PLAN

This Regional Active Transportation Plan (ATP) for the Cowichan Valley Regional District (CVRD) integrates existing and in-progress transportation plans, policies, and initiatives throughout the region while filling in gaps to create a cohesive and connected regional active transportation network.



1.4 GOALS

INSPIRE MORE PEOPLE TO GET ACTIVE

Inspire people to become more active as they travel within the CVRD.

IMPROVE THE ENVIRONMENT AND REDUCE COSTS

Reduce taxpayer road operation cost pressures, improve air quality, reduce traffic noise, and improve the overall livability of neighbourhoods with more people being 'out and about'.

Reduce costs associated with road construction, repair, and maintenance, as well as reducing the need for personal vehicle ownership which also comes with operation and maintenance costs.

INTEGRATE EXISTING AND ON-GOING PLANS

There are various completed and on-going active transportation and related plans specific to municipalities and electoral areas within the CVRD, First Nation territories, and adjoining Regional Districts. CVRD's Regional ATP will look to coordinate, connect, and compliment these other plans.

IDENTIFY PRIORITY ACTIVE TRANSPORTATION SEGMENTS FOR IMPLEMENTATION

Prioritize a list of regional Active Transportation network projects to assist with funding and implementation. These projects will focus on improving the current active transportation network guided by what we heard through the Stakeholder, First Nations, and Public Engagement process. This Regional ATP for the CVRD presents a financial strategy and Class D cost estimates, highlighting funding mechanisms available.

1.5 KEY CHALLENGES

JURISDICTIONAL LIMITS

The CVRD is comprised of four municipalities and nine electoral areas. Each municipality has jurisdiction over its own roadways; however, the provincial Ministry of Transportation & Infrastructure (MOTI) has jurisdiction over the electoral area roadways - not the Regional District. MOTI has expressed support for active transportation improvements along or beside its roadways as long as the roads can continue to be maintained per current practice. For example, MOTI can sweep and maintain roadways with wider shoulders, but according to the Ministry, vertical elements such as speed bumps or curbs to protect bikes lanes present significant maintenance challenges.

There is a legal mechanism that provides for the issuance of a License of Occupation to be issued from MOTI to CVRD to allow CVRD to design, construct, and maintain a multi-use path within a MOTI road right-of-way.

REGIONAL INTEGRATION

This Regional ATP is unique in that its focus is on regional connections between member municipalities, First Nation lands, and Electoral Area village centers. The intent of this plan is to coordinate and connect existing roadway networks with active transportation, trail and sidewalk infrastructure across the region.

Key to developing the recommended CVRD Regional ATP network was obtaining a variety of insights from people of all ages and abilities living and working throughout the region.

1.6 ENGAGING THE REGIONAL COMMUNITY

WHO WAS ENGAGED

The Regional ATP is informed by the community via a robust engagement effort that informed and consulted with many. Those engaged included:

- Technical Advisory Group (TAG) comprised of CVRD staff from multiple departments, member municipality planning and engineering staff, MOTI, and BC Transit
- Local First Nations
- Project Champions - area residents, businesses, and representatives of non-profit organizations passionate about healthy and active community living
- The public-at-large

THE ENGAGEMENT PROCESS

FALL 2021	WINTER 2021/2022	SPRING/FALL 2022	SPRING/SUMMER 2023
Project Team Walk/Wheel Regional Tours	< < < First Nations Outreach & Engagement > > >		
	TAG Workshop Project Champion Information Session Public Survey #1 Public Information Sessions (online)	TAG Workshop Project Champion Workshop Public Survey #2 Community Open House Events (in-person and online)	Presentation to Internal Stakeholders Presentation to CVRD Committee of the Whole

PROJECT AWARENESS

Several communication methods were used to inform residents across the Cowichan region about the project and invite participation. Below is a snapshot of estimated online awareness. The number of people reached is likely much higher considering the exponential effect of online shares. A promotional video was created to help bring awareness to the project with a call-to-action to learn more and provide input via the project website.

22+k

Total Online Coverage **Views** (social media, video, articles)

1+k

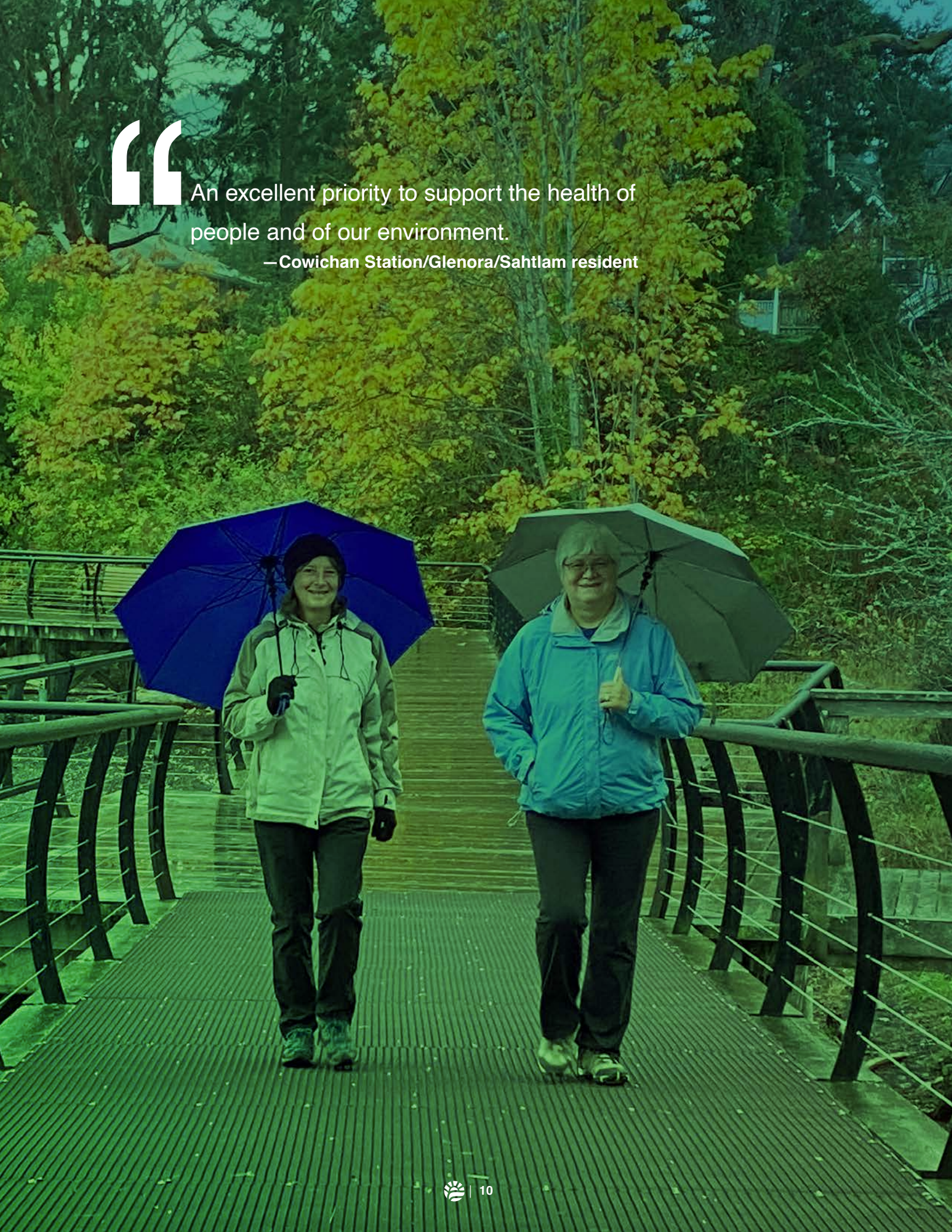
Visits to **PlanYourCowichan.ca** Project Site

409

Total Social Media **Engagements** (shares, likes, comments, reactions)

The Regional ATP is intended to guide the CVRD in identifying and prioritizing regional active transportation initiatives, identifying partnerships, applying for grants, and securing funding. Furthermore, this ATP:

- includes a design guide to support future active transportation initiatives.
- is focused on increasing active mode safety.
- illustrates a regional active transportation network that can be realistically achieved.
- prioritizes regional network improvements with supporting rationales.
- encourages a shift of more people choosing active transportation with support of effective promotion and implementation strategies.



> An excellent priority to support the health of people and of our environment.
>
> **—Cowichan Station/Glenora/Sahtlam resident**

CVRD Now

POWERED TO LIVE A HEALTHY LIFESTYLE!

COWICHAN VALLEY REGIONAL DISTRICT

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The Cowichan Valley Regional District is a mix of smaller urban and rural areas where people live, work, and play. Located on the southern part of Vancouver Island in British Columbia, there are close to 90,000 residents across four municipalities, nine First Nation communities, and nine rural electoral areas.

2.1 COMMUNITY OVERVIEW

The CVRD is one of 27 regional districts in British Columbia. Located within the southern area of Vancouver Island, the CVRD occupies a land area of 4,573 km^2 including four municipalities and nine electoral areas.

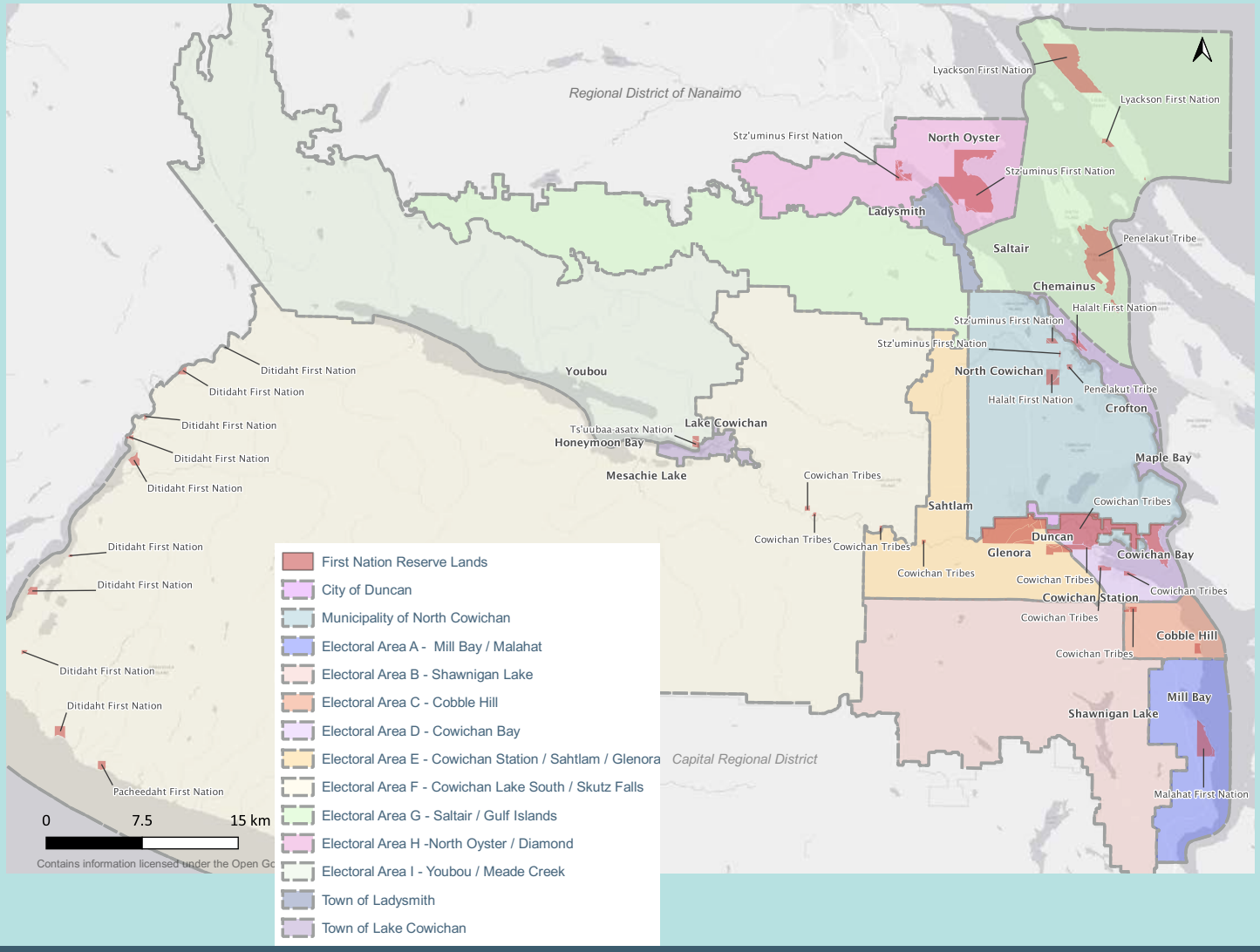
- Town of Lake Cowichan
- City of Duncan
- Municipality of North Cowichan
- Town of Ladysmith
- Area A: Mill Bay, Malahat
- Area B: Shawnigan Lake
- Area C: Cobble Hill
- Area D: Cowichan Bay
- Area E: Cowichan Station, Sahtlam, Glenora
- Area F: Cowichan Lake South, Skutz Falls
- Area G: Saltair, Gulf Islands
- Area H: North Oyster, Diamond
- Area I: Youbou, Meade Creek

The CVRD is governed by a Regional Board with appointed members of Council from each municipality, and elected Directors from each of the nine electoral areas. Each year, the Board elects a Chairperson and Vice Chairperson. Most services provided by the CVRD are approved by the Board through service establishment bylaw processes, except for a few that are mandated by the province (solid waste management, emergency planning, and land use planning). Services are provided at the regional, sub-regional, and local levels. The services provided by the CVRD are funded through property taxes, fees, and service charges.

The CVRD is located on the traditional territories of the following 10 First Nations:

- Cowichan Tribes
- Ditidaht First Nation
- Halalt First Nation
- Lyackson First Nation
- Malahat Nation
- Pauquachin First Nation
- Pacheedaht First Nation
- Penelakut Tribe
- Stz'uminus First Nation
- Ts'uubaa-asatx Nation

CVRD's current population of approximately **90,000 people** is projected to **increase to 106,000** by **2040** according to the British Columbia 2021 Census population estimates.



MAP 2.1 | FIRST NATION AND LOCAL COMMUNITY GOVERNANCE

Demographics play a significant role in influencing transportation choices and travel patterns. The following statistics are based on 2021 Census Canada Community Profile data.

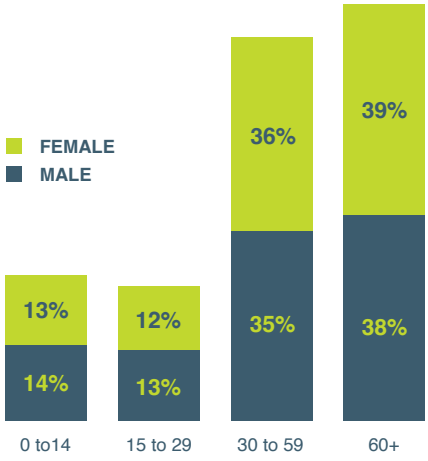
2.2 DEMOGRAPHICS AND TRAVEL

POPULATION

In 2021 the population of the CVRD was 89,013, compared to the total provincial population of 4,648,055.

Demographic data is important for anticipating the potential travel patterns of existing residents. Approximately 27% of the population in the CVRD is under 30 years of age. People in this age group tend to rely more on transit, walking, and cycling to access schools, employment, and services. In contrast, residents aged 60 and older (approximately 38%) in the CVRD are often reliant on a differing range of mobility options. Understanding this data is therefore critical to ensure that an aging population can participate in their communities at all stages of their lives, regardless of ability.

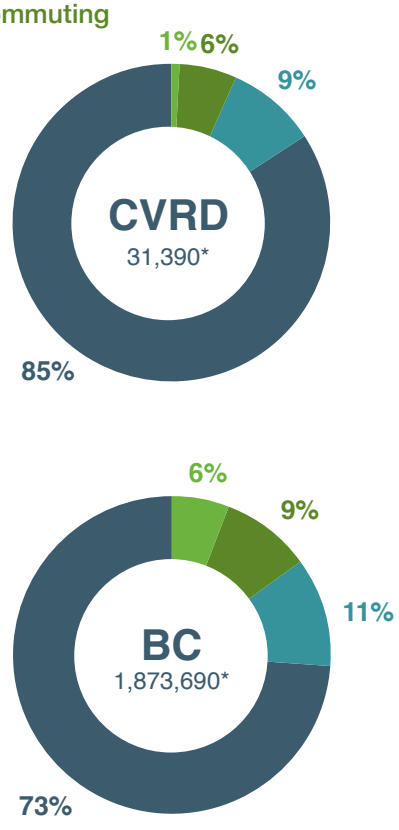
Population by Age and Gender



TRAVEL PATTERNS

The total employed labour force (population aged 15 years and over) is 38,275 in CVRD and 2,433,600 in British Columbia. Approximately 9% of all commuting trips in the CVRD are made through active modes such walking and cycling, which is noticeably lower than the provincial average (11%). Furthermore, only 1% of trips are made by transit within the CVRD, demonstrating a key deficiency in sustainable transportation services. A breakdown of the 2021 main modes of commuting within the CVRD are compared to provincial averages in the chart to the right.

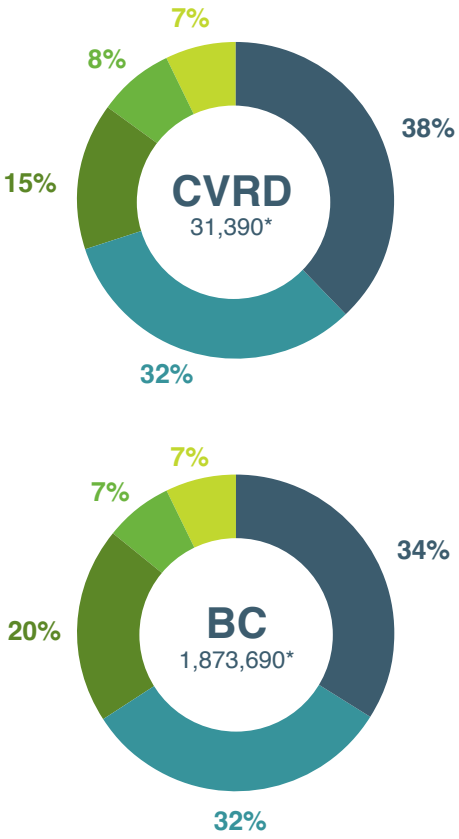
Main Mode of Commuting



Total Employed Labour Force (Specific to the main mode of commuting and does not equate the total employed labour force in the CVRD due to variation in responses).

Building on the existing commuting travel patterns for the Regional District, the 2021 Census also provides an overview of the average commuting duration for the employed labour force. Within the Regional District, most trips (70%) are less than 30 minutes long, suggesting that active modes such as walking and cycling could be practical commuting options for residents with relatively short travel distances. The chart to the right illustrates the breakdown of average commute times for the employed labour force within the CVRD compared to province wide values.

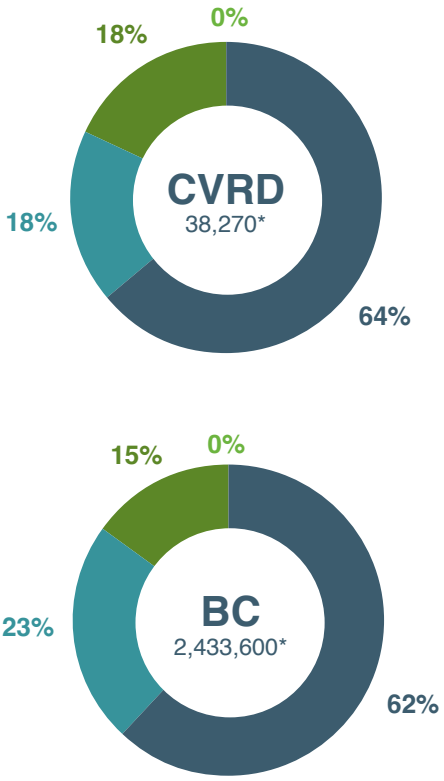
Average Commuting Duration



- LESS THAN 15 MINUTES
- 15 – 29
- 30 – 44
- 45 – 59
- 60+

Total Employed Labour Force (Specific to the main mode of commuting and does not equate the total employed labour force in the CVRD due to variation in responses).

Employed Labour Force by Place of Work Status



Eighteen percent of the labour force within the CVRD worked from home in 2021 due to the impact of the COVID-19 pandemic. However, the majority of the employed labour force will continue to work away from home. This suggests that commuter traffic will likely continue to be a point of interest, and that active transportation modes could provide a healthy and sustainable alternative to driving to work alone. The chart to the left illustrates the breakdown of the place of work for residents living in the CVRD compared to province wide values.

- USUAL PLACE OF WORK
- WORKED AT HOME
- NO FIXED WORKPLACE ADDRESS
- WORKED OUTSIDE CANADA

Total Employed Labour Force (Specific to the main mode of commuting and does not equate the total employed labour force in the CVRD due to variation in responses).

PUBLIC TRANSIT

Transit services are offered by the CVRD in partnership with BC Transit and Transdev. Services are provided throughout the Regional District to areas that participate in the CVRD's transit function, which currently include the City of Duncan, Municipality of North Cowichan, Town of Ladysmith, Town of Lake Cowichan and all Electoral Areas except G and H. Inter-regional transit routes provide access between the Cowichan Valley and Greater Victoria via Routes 66 and 99, Monday to Friday (except holidays), and via Route 44 on Saturdays. Duncan is also connected to Nanaimo via Route 70, Monday to Saturday.

On-request service is available within 1.5 km of the Route 20 (Youbou) and 21 (Honeymoon Bay) fixed-routes. Riders can request to be dropped off or picked up at their residence or other location by calling ahead and booking on-request service. HandyDART services are available for people with permanent or temporary disabilities that prevent them from using fixed-route transit without assistance from another person.

COMMUNITY TRAVEL SATISFACTION

The CVRD conducted a Community Satisfaction Survey of its residents in late 2019. Beyond gauging the community's satisfaction with overall level and quality of services provided by the District, the survey was intended to help identify the most important local issues to residents, as well as provide information on the use of parks, trails, and public transit. Active transportation related highlights from the report are as follows:

- Nearly half of the residents reported that they used the Cowichan Valley Trail (47%) in the past six months (at time of survey). This indicated the importance of the Cowichan Valley Trail as a regional link.
- The majority (82%) of survey respondents indicated they had not used local public transit within the past 6 months, and 42% recommended more frequent service/ more buses to make the service better for them.

TOURISM

Tourism is a key local economic industry within the CVRD, and thereby a key consideration when developing the Regional ATP.

Accommodating the needs to travel around and reach key tourist destinations using active modes is similarly important for visitors as it is for residents. It is important to understand where people travel from, how they travel, and what they seek to do while exploring communities within the Regional District. This information can be applied to help anticipate potential travel patterns within the region.

The peak season for tourism on Vancouver Island is between the months of July and September, the second busiest time is from April through June. Tourism on Vancouver Island has been experiencing growth since 2012. In 2019, BC Ferry passengers between Vancouver Island and the Mainland increased by 0.6% and regional airport passengers increased by 6.5%, further indicating growth in travel to Vancouver Island.

Tourism provides approximately 3,000 jobs across the CVRD, which accounts for approximately 10% of total employment within the region. Visitors come to experience the unhurried pace of island life and the many unspoiled areas to enjoy. The Cowichan region is known for its moderate year-round temperatures, local food and drinks, concerts, festivals, and outdoor recreation (biking, hiking, fishing, kayaking, etc.).

2.3 TRANSPORTATION SAFETY

Vehicle collision data is used to inform active transportation design selection and project prioritization by understanding where there may be challenges related to speed, grade, visibility, or lack of facilities. ICBC statistics have been reviewed to help understand existing trends in vehicle collision data. This data provides an indication of both the location and contributing factors in reported collisions. Due to the rural nature of the CVRD, some of its communities were excluded in ICBC's public statistics.

The communities included are:

- Lake Cowichan
- Duncan
- Ladysmith
- Malahat
- Mill Bay
- Shawnigan Lake
- Cobble Hill
- Cowichan Bay
- Youbou
- Thetis Island
- Penelakut Island

Table 2.1 provides a summary of the recorded collision data between 2016 and 2020.

TABLE 2.1 | SUMMARY OF CVRD COLLISION DATA

	2016	2017	2018	2019	2020	TOTAL
Total	3,969	4,372	3,922	3,759	3,142	19,164
Injury/Fatality	665	741	710	729	614	3,459
Property Damage Only	3,304	3,631	3,212	3,030	2,528	15,705
Pedestrian	30	27	24	24	24	129
Cyclist	8	21	17	10	4	60
Motorcycle	40	32	26	36	46	180

Key information from the ICBC accident history data includes:

- The frequency of collisions over the most recent five-year period between 2016 and 2020 has fluctuated over the years. A significant drop in collisions can be seen in 2020, as expected with the COVID-19 pandemic and associated lower peak period traffic volumes.
- Most recorded collisions occurred at intersections, rather than along particular road links, 29% of collisions were in parking lots.
- 189 total collisions occurred involving active modes (walking/cycling).

Example of protected cycling lanes in Chemanius

2.4 EXISTING ACTIVE TRANSPORTATION NETWORK

CVRD does not presently have a defined regional active transportation network. Instead, the Cowichan region has various trails, roadside pathways, and a range of roadway typologies; some with active transportation elements and some without. Communities within the region currently have various forms of active transportation infrastructure, and the infrastructure is expanding as independent Active Transportation Plans are developed and implemented. Providing for opportunities to interconnect these local independent pieces of active transportation infrastructure is one of the key goals of the CVRD Regional Active Transportation Plan.

The following pages present maps of the existing regional road network, the existing regional active transportation context, and existing regional active transportation gaps.

2.5 EXISTING REGIONAL ROAD NETWORK

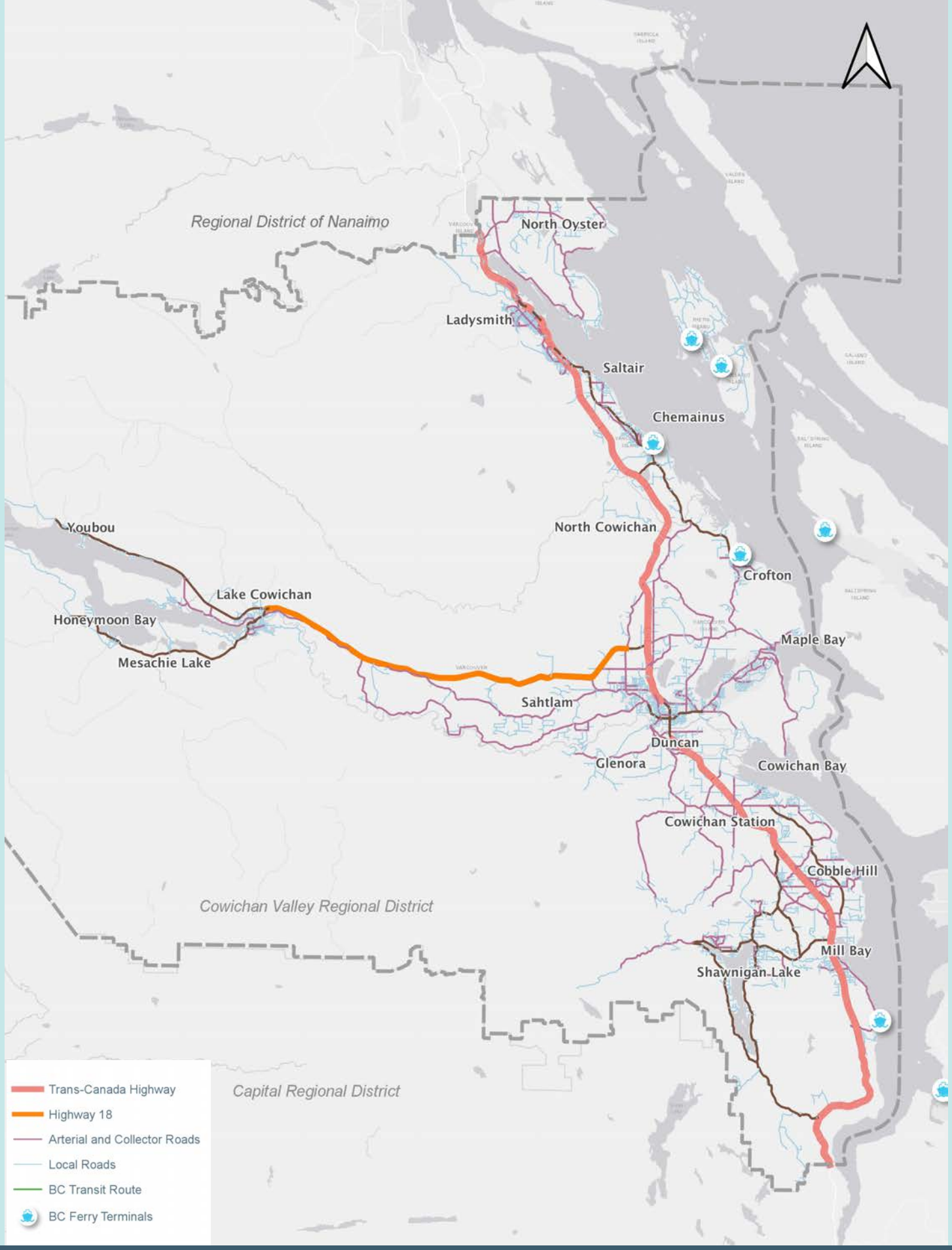
CVRD's municipalities can implement active transportation related infrastructure within their jurisdictional areas with facilities such as sidewalks and bike lanes; however, electoral areas are within MOTI jurisdiction and must adhere to MOTI's rural road standards.

Apart from regional trails such as the Cowichan Valley Trail, people choosing active transportation within electoral areas are generally limited to use MOTI's road network.

The Trans-Canada Highway is the main vehicle route through the region; however, it is not a preferred route for active transportation due to high vehicle volumes and speeds.

The network of municipal and MOTI rural collector roads are often used by cyclists and pedestrians, and accommodate a substantial transit network. These roadways are typically two-lane rural roads with varying shoulder widths, including roads without shoulders.

Map 2.2 illustrates the overall road network within the CVRD.



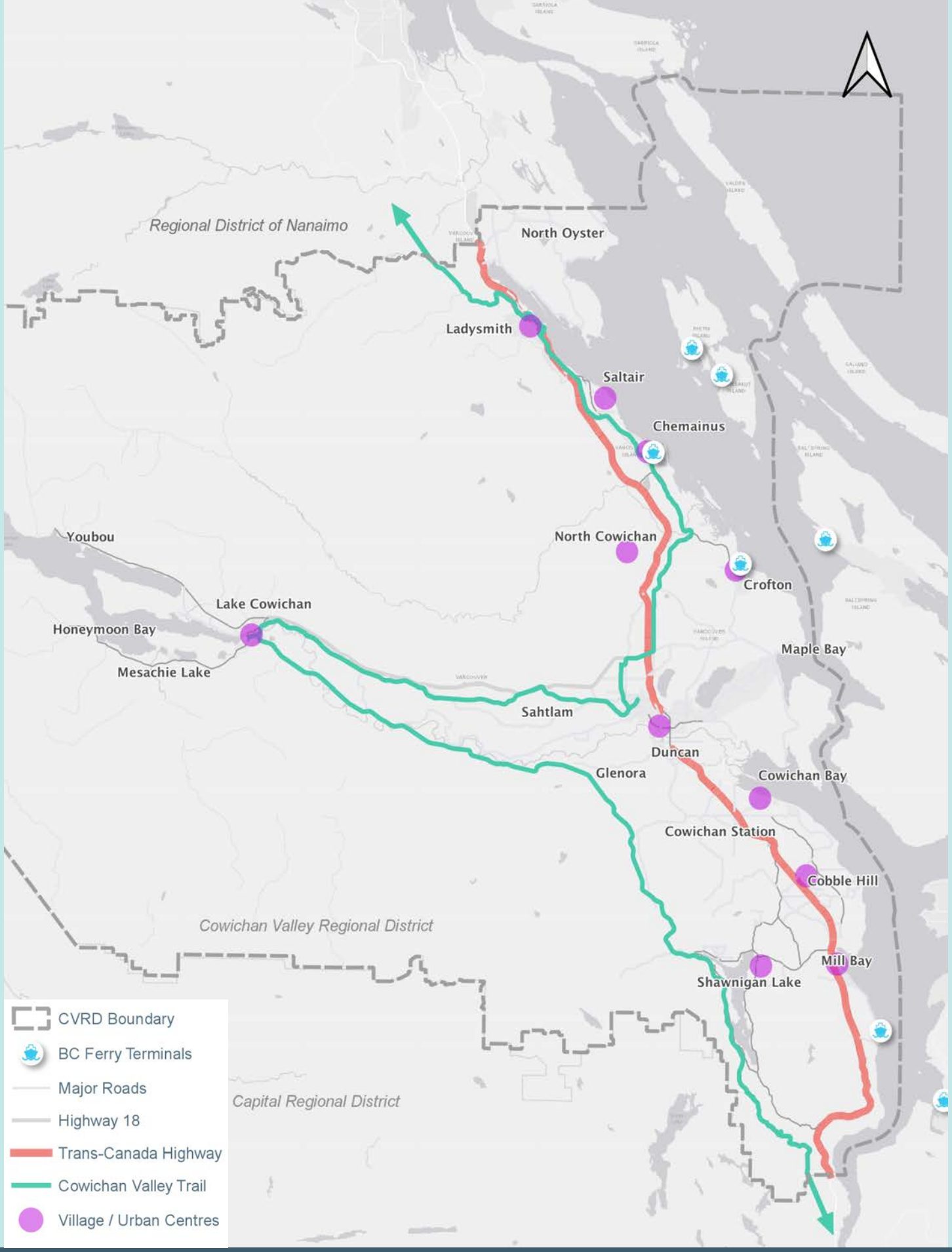
MAP 2.2 | OVERALL ROAD NETWORK WITHIN THE CVRD

2.6 EXISTING REGIONAL ACTIVE TRANSPORTATION ROUTES

Several multi-use trails within the region provide opportunities for recreational hiking, walking, biking, and equestrian activity.

The primary route through the region is the Cowichan Valley Trail (CVT), which is a part of the Trans Canada Trail (TCT) system. TCT is known for being the world's longest network of multi-use recreational trails.

Map 2.3 illustrates the CVT within the CVRD's larger context including the Trans-Canada Highway, major communities, key destinations such as schools, ferry terminals and areas of commercial activity.

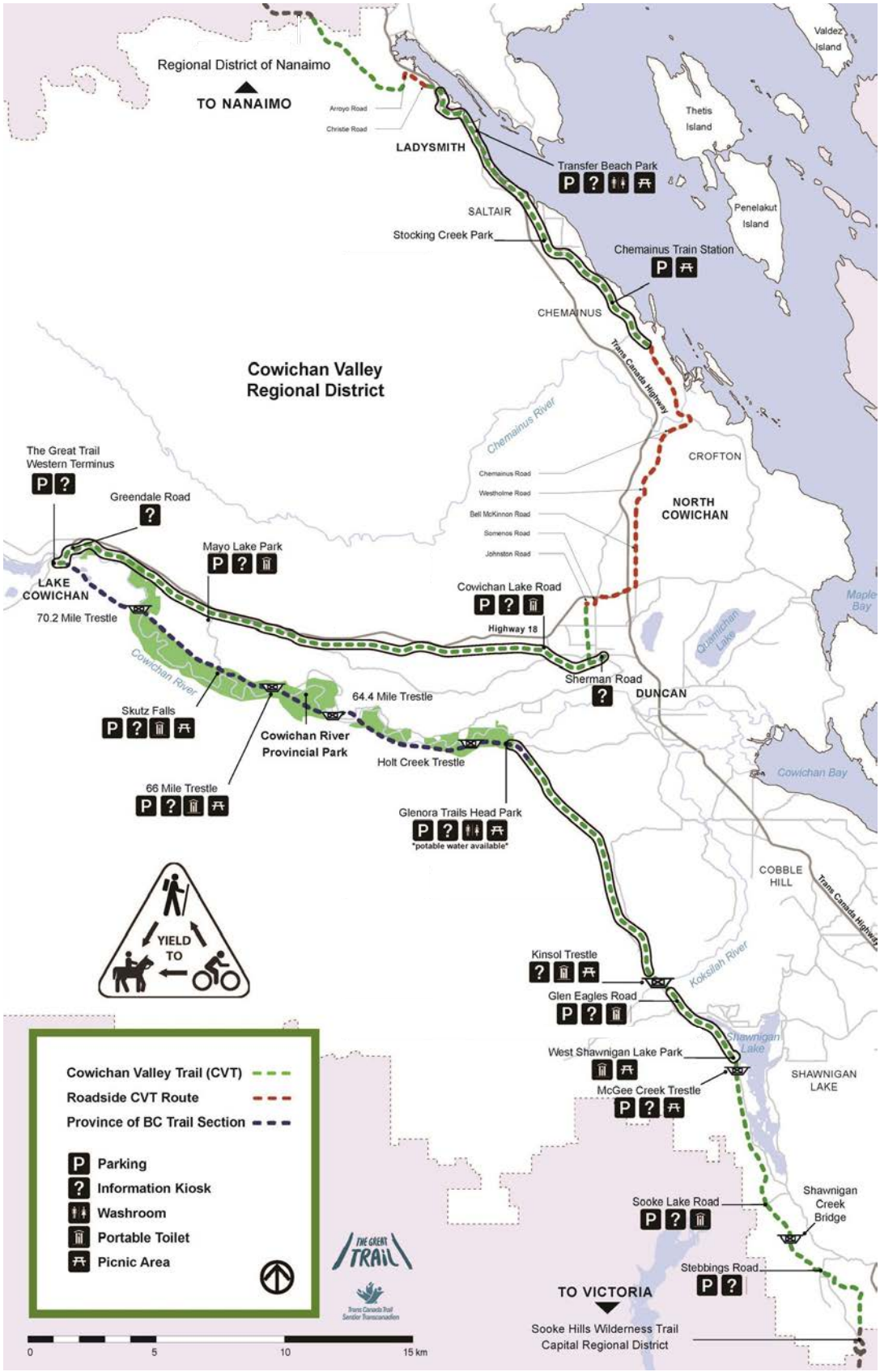


MAP 2.3 | EXISTING COWICHAN VALLEY TRAIL IN CONTEXT

The CVT is a 120 km long route of interconnecting regional multi-use gravel trails and roadside shoulders that combined extend from the Regional District of Nanaimo to the north to the Capital Regional District to the south. Trail branding (identifying signage) for both the CVT/TCT can be found throughout the route.

At present the CVT has remaining sections that ideally will be connected from roadside shoulder use to separated multi-use gravel trails; however, from a regional perspective, the CVT provides a significant spine-like active transportation route that connects to neighbouring regions. There are significant sections of the CVT route within the former Canadian National Railway corridor (now owned by the Province of BC) and the E&N Rail Corridor (owned by the Island Corridor Foundation).

While the CVT connects communities to the north, west, and south portions of the region, it does not connect communities east and south of Duncan, such as Cowichan Bay, Cobble Hill, Mill Bay, Crofton and Maple Bay.



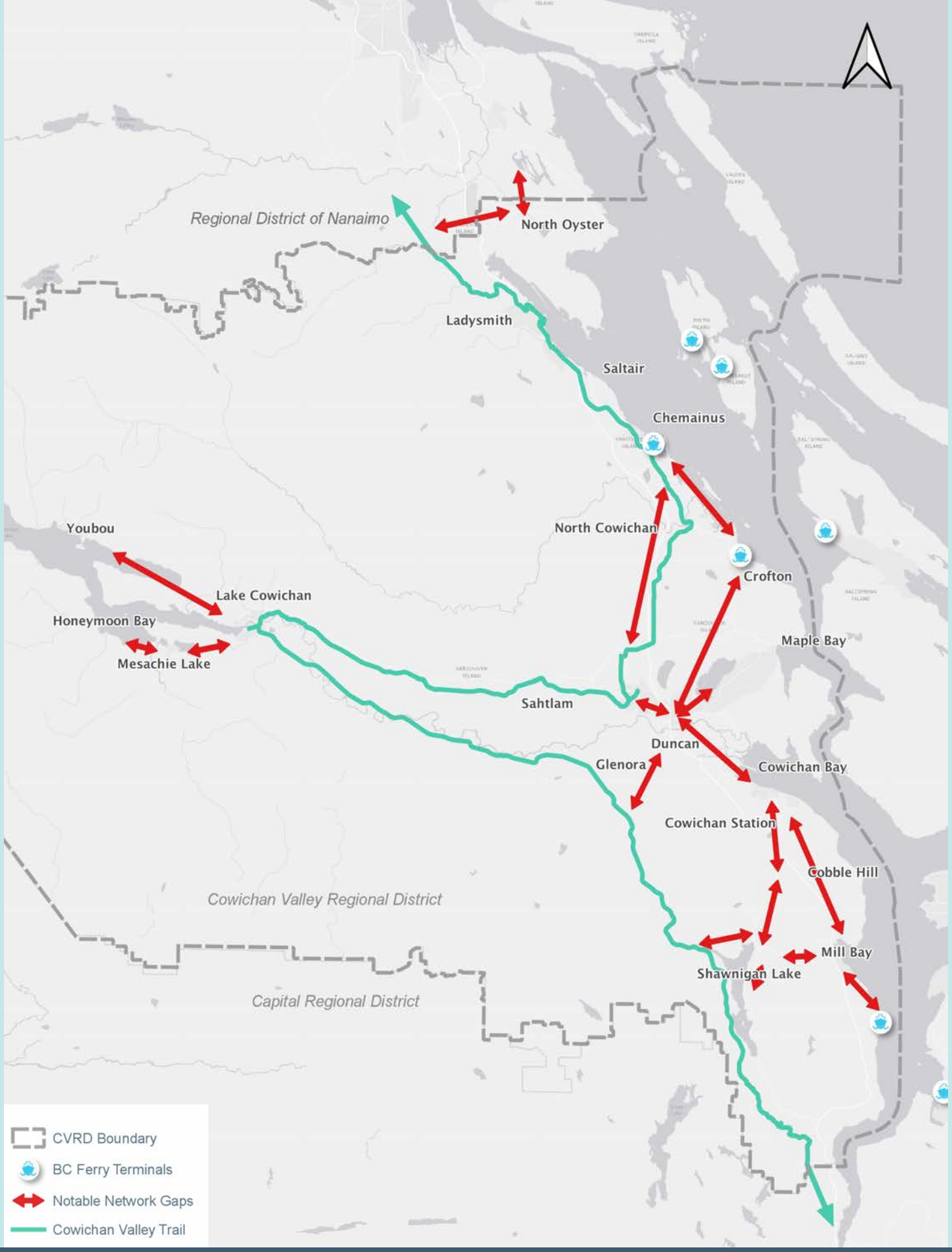
MAP 2.4 | CVRD COWICHAN VALLEY TRAIL MAP

2.6 EXISTING REGIONAL ACTIVE TRANSPORTATION ROUTE GAPS

Municipalities, communities, and some Electoral Areas within CVRD continue to add active transportation infrastructure locally, however, CVRD lacks a cohesive active transportation network that connects its many communities at a regional level. The Cowichan Valley Trail represents a valuable start in providing connections between many CVRD community hubs, however it represents just one route.

Gaps in the region's active transportation network were identified connecting only a segment of the CVRD's diverse number of communities, areas of commercial density, public amenities, and schools.

Map 2.5 illustrates existing regional active transportation gaps.



MAP 2.5 | NOTABLE REGIONAL ACTIVE TRANSPORTATION ROUTE GAPS

3

Engaging The Region

POWERED TO COMBAT CLIMATE CHANGE!

COWICHAN VALLEY REGIONAL DISTRICT

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3.1 UNDERSTANDING THE LENS OF MANY

The Project Team engaged in several activities and discussions aimed at understanding persectives from the micro-level (community-specific) with the lens on coordination at the macro-level (regional integration). Engaging with member municipal staff, local area First Nations', Ministry of Transportation & Infrastructure staff, Regional District staff, and the community-at-large was the catalyst to learning a deep and varied perspective of the opportunities and challenges for active transportation.

The Stakeholder, Public, and First Nations Engagement Plan was implemented early in the project. Engagement with CVRD staff, member Municipality staff, MOTI, local First Nations, Project Champions, and the community-at-large took place throughout the development of the Plan. The efforts that took place together with what we heard are summarized in this section. Engagement Summary Report #1 and #2 are included in **Appendix A**.

3.2 ENGAGEMENT ACTIVITIES - ROUND 1

- Project Team Regional Walk/Wheel Tour
- Technical Advisory Group Online Workshop
- First Nations Outreach and Meetings
- Project Champion Online Information Session
- Online Public Open House Sessions
- Public Survey

3.3 WHAT WE HEARD - ROUND 1

PROJECT TEAM REGIONAL WALK/WHEEL TOUR AND TECHNICAL ADVISORY GROUP (TAG) ONLINE WORKSHOP

During the Fall of 2021, the Project Team travelled to various areas of the region to observe and discuss issues and opportunities from the perspectives of CVRD staff and members of the project's TAG. Later in the Winter of 2021/2022, the Project Team met with the TAG members to share what was learned during the tour, dive deeper into the issues and opportunities, and discuss regional collaboration. The summary of discussion is presented on the following page.

Opportunities Identified

- A desire to connect the Region's towns and local urban centres
- Road signs preferred over road stencils due to better durability
- Active transportation connections to external areas and amenities such as neighbouring Regional District's, BC Ferry terminals and Nanaimo airport
- Ladysmith connectivity across the Trans-Canada Highway
- Many trails and routes are piecemeal, desire to connect trail pieces (i.e. Lake Cowichan)
- Trans Canada Trail gaps, but potential to provide a valuable high quality network spine
- Preference for MUP's where possible (i.e. Duncan on-going MUP development)
- Potential to partner with local and Island focused tourism
- MOTI is supportive of CVRD developing/ maintaining AT infrastructure (licence of occupation) within Ministry road right-of-way in the electoral areas

Challenges Identified

- Various connectivity gaps (i.e. the 12 km gap in the CVT between Chemainus and Duncan)
- MOTI rural road standards within CVRD Electoral Areas do not include provision for municipal style curb and gutter sidewalks
- Existing funding streams to support development and ongoing maintenance/ operation of regional active transportation connections
- Different jurisdictions throughout region with different authority mandates over roads (i.e. municipal versus MOTI)

FIRST NATIONS OUTREACH AND MEETINGS

Sharing information and engaging with local First Nations was important to CVRD's commitment to working with local First Nations; and continued work and collaboration will be important to implementing a Regional Active Transportation Plan. Understanding the previous and current planning on respective lands, learning of the active transportation challenges faced by First Nation community members, and identifying opportunities for collaboration were important for the development of the Regional Active Transportation Plan.

The Project Team reached out to the region's First Nations in January of 2022 to inform Councils and staff of the planning underway and request meetings. Initial meetings were held with staff from Ditidaht First Nation and Ts'uubaa-asatx Nation and there was follow-up with other First Nations for further engagement through the AT planning process. Below is a summary of the discussions during the early stages of the project.

Ditidaht First Nation

- Supportive of the Regional ATP process
- Issue with Nation's roadway during washout events and hopeful that this process could assist by providing awareness to the problem
- Tourism potential for the Nation with better connections to rest of CVRD, including improved Active Transportation network

Ts'uubaa-asatx Nation

- Supportive of the Regional ATP process
- The roadside path the Nation created along North Shore Road is a good model for CVRD's planning
- Would benefit from better lighting along North Shore Road
- Would like a transit stop on North Shore Road
- The Nation is planning for future residential development that will seek to increase trail connections
- Nation is expanding kayak rentals. No parking issues on North Shore Road are anticipated
- Nation would benefit from improved active transportation connections to Town of Lake Cowichan

The Carmanah Valley
Image Source: offtracktravel.ca

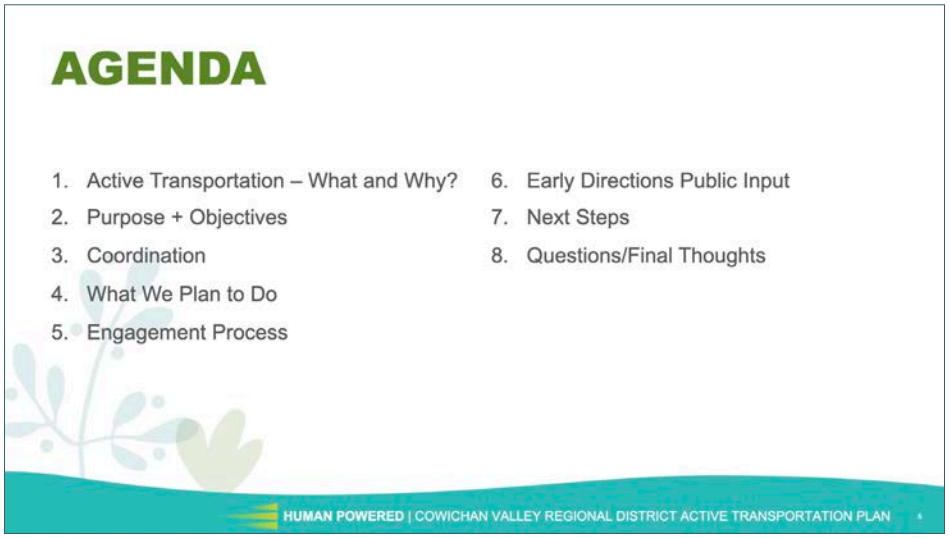
PROJECT CHAMPION ONLINE INFORMATION SESSION

The Project Team convened a one hour information session with 17 individuals who indicated their interest in taking part as a Project Champion. A Project Champion of the CVRD Regional Active Transportation Plan was noted as being a supporter and maybe even an advocate for helping advance human-powered transportation. They are in favour of raising awareness about alternatives to the automobile in how people move around the region. The word cloud below summarizes key words/themes from participants when asked **"What are your priorities for active transportation in the region?"** Complete responses are outlined below the illustration.

- Accessible and safe connections east/west and north/south for walking and cycling between communities
- Encourage more active transportation use
- Connect greenways for active transportation. Get MOTI more involved to support these directions
- Continue to improve the CVT using multi-use trails where possible
- Improve trails and parks with emphasis on the E&N Rail corridor
- Enhance human powered transport to and from the new Cowichan District Hospital redevelopment project (patients and staff)
- Provide more bike lanes
- Education for cyclists, especially with the advent of e-bikes
- Shared infrastructure costs for a regional network
- Importance of connecting active transportation network with transit network

ONLINE PUBLIC OPEN HOUSE SESSIONS

The Project Team convened three online Public Open House sessions with the purpose of providing background to the project, answer questions, and encourage completion of survey #1 and participation with the PlanYourCowichan.ca online engagement activities. 77 people participated in the online Open House sessions.



Several challenges and opportunities were noted, much of which aligned with what we heard from Project Champions. Specific comments about active transportation challenges and opportunties are included in Engagement Summary Report #1 located in **Appendix A**.

PUBLIC SURVEY #1

An active transportation survey was designed to better understand current perceptions, challenges, and opportunities for residents of the region. Survey #1 was open from January 6th to February 7th, 2022. 182 people completed the survey along with 412 comment pins placed on an interactive regional map located on the CVRD PlanYourCowichan.ca project website.

Survey #1 - Active Transportation Themes That Emerged

#1	#2	#3	#4
Safety for Self and Others	AT Infrastructure and Connectivity Challenges and Opportunities	Convenience and Distance	Personal/Physical Limitations

Survey #1 - Key Quantitative Results

93%
Use Active Transportation for **Recreation** and Exercise

91%
Agree that Developing an Active Transportation Network is **Extremely Important**

90%
Support More **Investment** in Active Transportation

89%
Want to Use Active Transportation to **Move Around** the Region

87%
Walk as a Method of Active Transportation

67%
Bike as a Method of Active Transportation

Engagement Round 1 - Snapshot of Online Awareness

22+k
Total Online Coverage **Views** (social media, video, articles)

1+k
Visits to **PlanYourCowichan.ca** Project Site

409
Total Social Media **Engagements** (shares, likes, comments, reactions)

> I would love to see more prominent and somewhat protected bike lanes along the most used routes so that people of all ages and abilities can feel safe using them.
>
> **—Saltair/Chemainus/Gulf Islands resident**

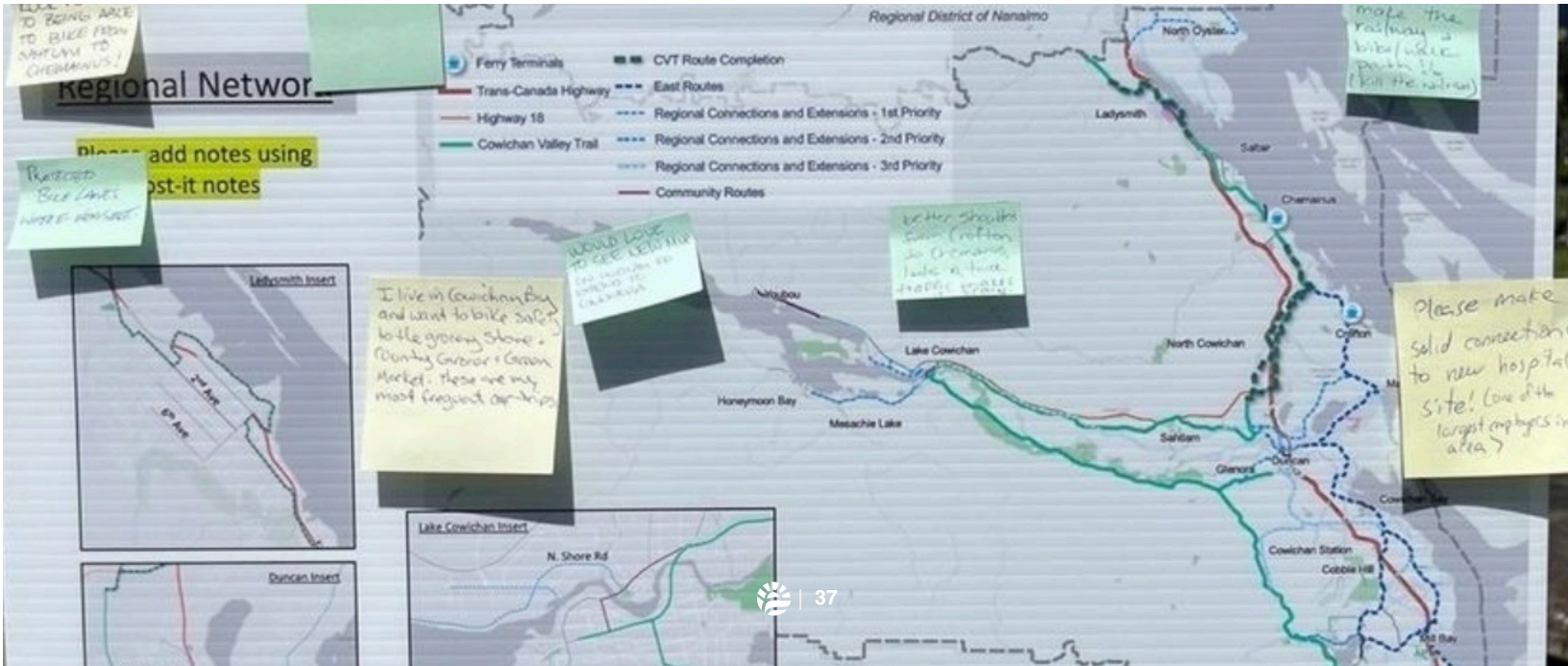
3.4 PRESENTING EARLY RECOMMENDATIONS

During Step 3 'Refining Directions', the Project Team reached out to the regional community for a second round of engagement. The purpose was to present and obtain feedback on early recommendations emerging for developing a regional AT network across the CVRD. This included the identification of three regional AT connection routes, segments for improvement, AT design opportunities, and confirmation of priorities.

The efforts that took place together with what we heard is summarized on the following pages. Engagement Summary Report #2 is included in **Appendix A**.

3.5 ENGAGEMENT ACTIVITIES - ROUND 2

- TAG Online Workshop
- First Nations Outreach and Meetings
- Project Champion Online Workshop
- Public Open House Events
- Public Survey #2



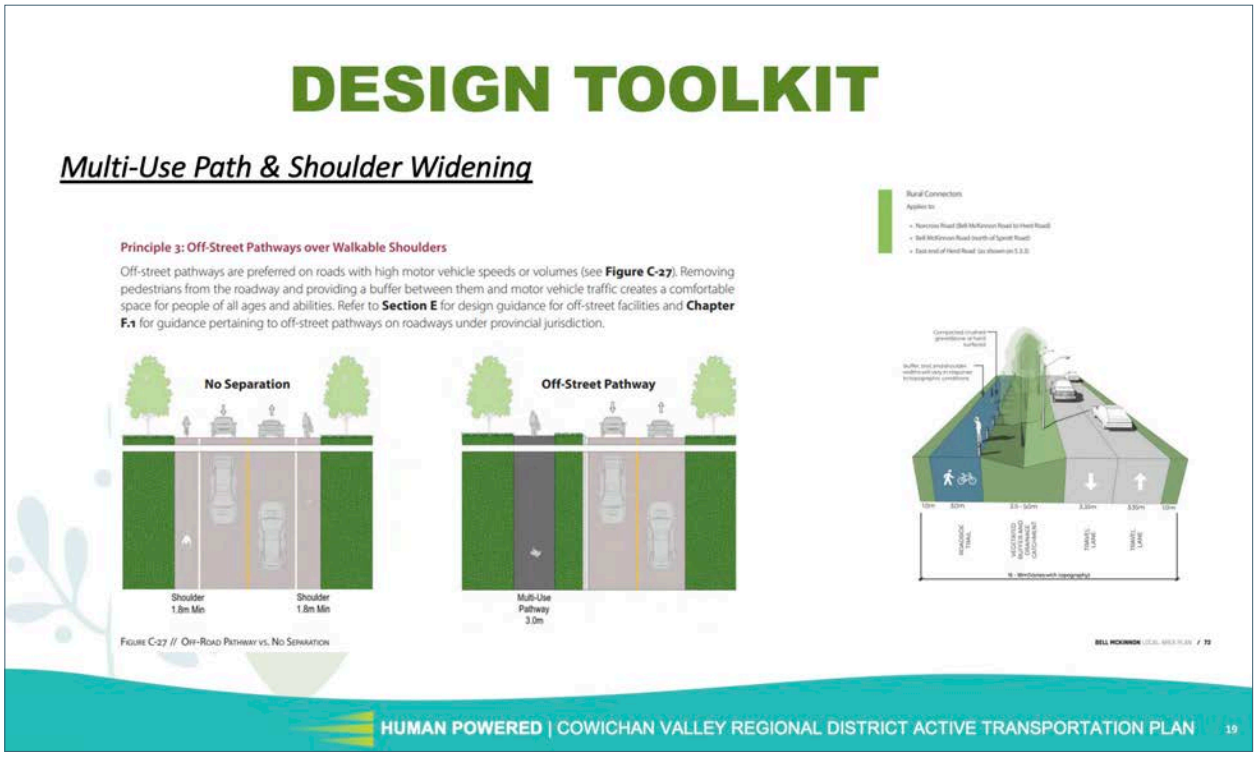
3.6 WHAT WE HEARD - ROUND 2

TECHNICAL ADVISORY GROUP (TAG) ONLINE WORKSHOP

The Project Team facilitated an online workshop with the TAG on June 9, 2022. During this session, three recommended regional AT network connection routes were presented. The group discussed priorities for regional connections, safety and consistency, and alignment with other on-going local level plans. Key elements of a regionally-focused active transportation design toolkit along with policy recommendations were reviewed.

Other topics raised included:

- Widened shoulders and multi-use path directives and decisions
- Commuting versus recreational use
- Funding challenges and opportunities
- Barriers to use/accessibility
- Traffic calming in line with MOTI standards, potential pavement markings
- Signage options and wayfinding
- Maintenance considerations



The opportunity for establishing regional active transportation routes traverse a significant area of the region's populated communities, including the lands of several local First Nations.

CONTINUED FIRST NATIONS OUTREACH AND MEETINGS

The Project Team reached out to local First Nations again to provide a project update and present maps of where potential active transportation routes traverse respective territories.

What we heard from the First Nation communities, including Cowichan Tribes, Ts'uubaa-asatx Nation, Malahat Nation, and Ditidaht Nation staff is summarized on the following page. These dicussions were pivotal to the regional Active Transportation Plan development and directly influenced the recommendations of the Regional ATP.

Cowichan Tribes

- Appreciate that Cowichan Tribes Transportation and Mobility Plan (2015) was considered
- **Boys Road** east/west route recommended; Lots of pedestrians – highly known and used
- **Tzouhalem Road** AT route through reserve could be problematic because there is a narrow road right-of-way, jurisdiction issues, lot holdings; Improve signage at Stone Butter Church recognizing Cowichan Tribes lands
- Negotiations ongoing with Municipality of North Cowichan - trying to provide pedestrian connections to bus routes
- New hospital – very important that members at the reserve have the ability to walk to the bus stops to get to the hospital safely
- Shared interest in applying for AT funding
- Pedestrian/traffic calming considerations as many Cowichan Tribes members do not have access to a vehicle and walk to town

Ditidaht Nation

- Transportation is an important factor for the personal safety of Ditidaht Nation members
- Active transportation options would help in the growth and development of Malachan
- Ditidaht Nation is part of the CVRD and although remote should be considered

Ts'uubaa-asatx Nation (Lake Cowichan)

- **Northshore Road** became MOTI jurisdiction as of fall of 2022; Recommend engaging with BC Hydro early when considering trails/paths; No shoulders between Lake Cowichan and Nation lands; Would like to see another pedestrian crossing; Kaatza Adventures generates traffic and parking needs; multi-use path likely not available due to typology, but would like to see expanded shoulders and traffic calming measures
- **River Road** is a regional community connector route to the highway; Connects well to Nation lands; Slower and lower volume compared to Northshore Road
- Would like to connect to LakeTown Ranch
- Would like to see wayfinding showing/directing to Nation lands, entrance sign on highway and Youbou Road; Opportunity to collaborate on future signage

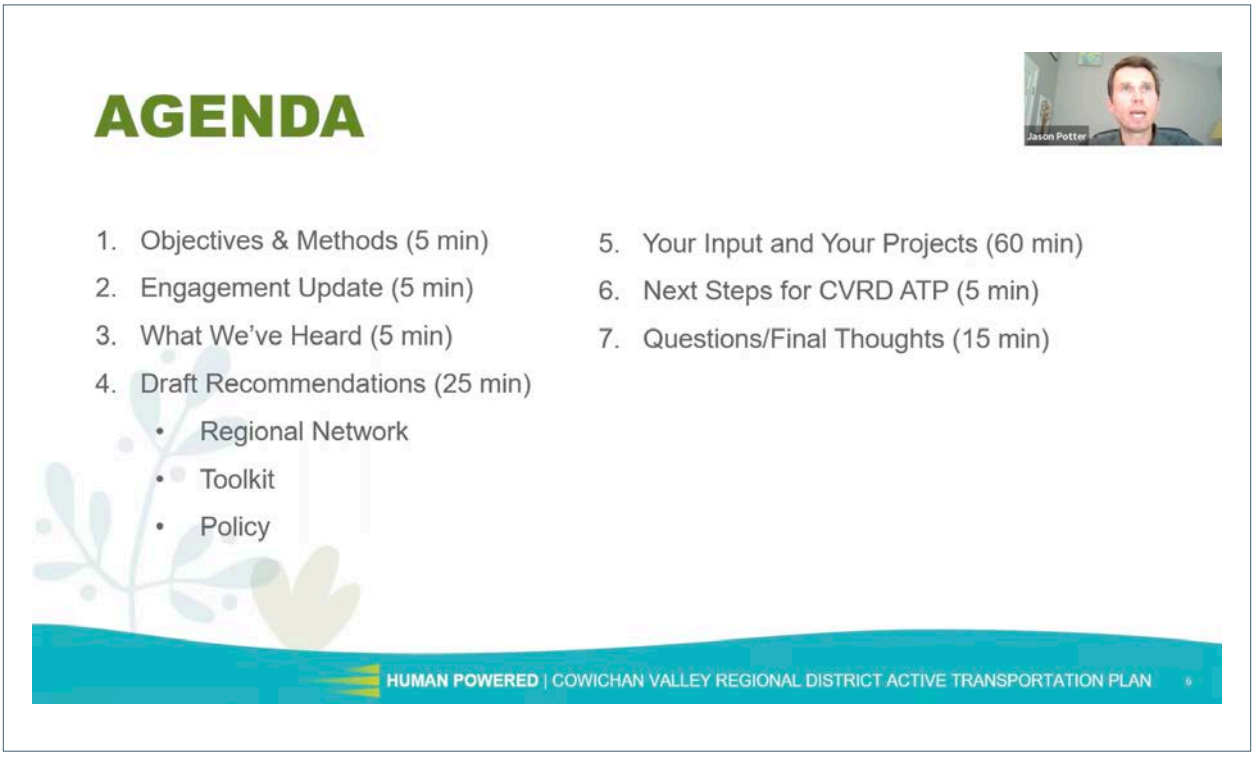
Malahat Nation

- **Mill Bay Road** is an important topic with the Malahat community; Issues of erosion on Mill Bay Road ocean/east side, speed/safety concerns, treaty rights
- Several members of the community do not own a vehicle and walk and/or bike to the village using Mill Bay Road for amenities and health services
- A force main for sewer currently runs in the ditch along the west side of Mill Bay Road in Malahat Nation Reserve, but looking to reroute and future funding partnership for active transportation road upgrades, particularly in coordination with the sewer line reroute possible
- Refer to Malahat Nation Strategic Land Use Plan (2018)
- Question about whether the Plan considers the CVT that transverses Malahat lands
- Opportunity to implement Indigenous signage, education, connection to the land and potential to work with other Nations

PROJECT CHAMPION WORKSHOP

The Project Team facilitated an online workshop with the Project Champion Group on June 16, 2022. Similar to the TAG Workshop, the three recommended regional AT network connection routes were presented. Participants were asked for input along with information and updates about community projects they are involved with that may impact recommendations. Feedback during this session included:

- Jurisdiction issues and lack of communication on previous road improvements (notably no AT infrastructure when repaving Allenby Road)
- Allenby Road highlighted as top priority for active transportation infrastructure improvements
- Challenge of accommodating recreation/ tourism needs together with commuter needs
- Connection with Nanaimo - there is a gap and need to develop a crossing over Nanaimo River
- Regarding the Trans Canada Trail, what is the plan to connect with the Nanaimo trail system?
- Trails BC is in the process of putting together connections on Great Blue Heron Way - routing along Salish Sea and Fraser River. Hope to eventually communicate with First Nations on Vancouver Island to continue the connection



PUBLIC OPEN HOUSE EVENTS

Four in-person Open House events were held on June 25, 26, and 27, 2022 in Ladysmith, Duncan, Lake Cowichan, and Mill Bay. One online public event also took place. What we heard:

- Strong support for the CVT completion and the need for an Active Transportation route connecting communities east of the Trans-Canada Highway.
- Preference for separated multi-use paths with appropriate shoulder transitions
- Difficult to cycle around Cowichan Bay
- Need to connect to grocery stores
- Connect to future hospital site
- Connectivity through Ladysmith a concern
- Have to drive to the regional cycling network so important to have vehicle parking along route so visitors can “drive to ride”
- “Better shoulders are better than nothing”
- Support for using Rail Corridors asap by covering existing rail tracks with a gravel pathway

SURVEY #2

Survey #2 was open from June 14th to September 23rd, 2022. 168 responses were received. Overwhelmingly, there was an extremely high level of consensus in support of the draft Regional Active Transportation Network. Excellent suggestions were expressed concerning route segments, which helped inform final recommendations.

94%

Support the **Cowichan Valley Trail Connection and Improvements** Route

93%

Support Developing an Active Transportation **East Route**

95%

Support the **Community Connections Routes**

95%

Support establishing an **Overall Active Transportation Network** Within the Cowichan Region

#1

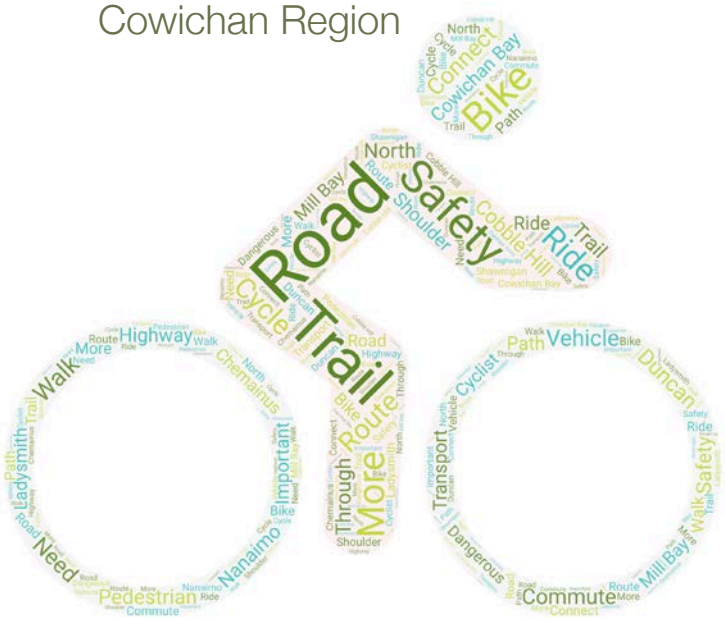
Reason for Using the Regional AT Network is **Recreation**

TOP 3 Active Transportation Segments

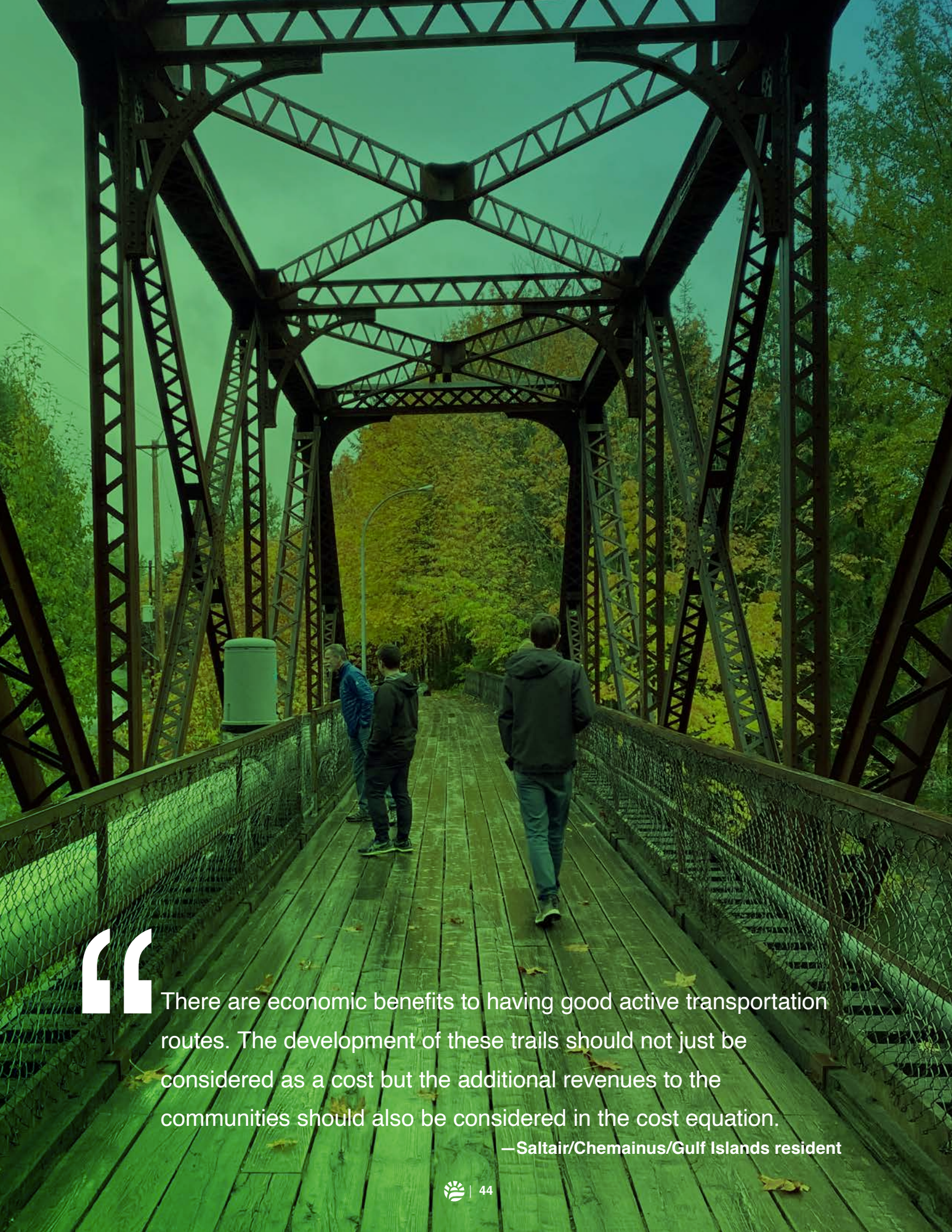
#1. Duncan to Cowichan Bay

#2. Cowichan Bay to Cobble Hill

#3. Cobble Hill to Shawnigan Lake



Comments About AT Improvements Most Often Related to **Roads, Trails, Safety, Connections, and the Need for More Bike Routes**



> There are economic benefits to having good active transportation routes. The development of these trails should not just be considered as a cost but the additional revenues to the communities should also be considered in the cost equation.
>
> **—Saltair/Chemainus/Gulf Islands resident**

4 Recommended Regional Active Transportation Network

POWERED TO BRIDGE BARRIERS!

COWICHAN VALLEY REGIONAL DISTRICT

human powered

This section presents the recommended Regional Active Transportation Network for the Cowichan Region. The Regional Active Transportation Network seeks to create regional connections with greatest community benefit considering required jurisdictional approval requirements and feasibility through cost and collaboration opportunity analysis. It was guided and is supported by the collaborative planning and engagement efforts that took place throughout the project.

4.1 THE APPROACH

CREATE REGIONAL CONNECTIONS

Focus on creating connections between communities and rural areas. The regional routes presented strive to improve cycling and walking connectivity by improving connections between CVRD's:

- municipalities
- electoral areas/village centres
- schools
- commercial centres
- ferry terminals
- neighbouring regional districts
- trails and recreational amenities

THAT ARE FEASIBLE

The Regional Active Transportation Plan respects the extensive roadway kilometres that interconnect the region by recommending projects deemed feasible from financial and jurisdictional approval perspectives. Recommended improvements aim to meet local government and provincial road authority approval. Improvements are considered despite varying and considerable design and construction challenges. The recommended infrastructure typologies aim to improve vital regional connections that meet the Province of BC's 2019 Active Transportation Design Guide recommendations.

THAT PROVIDE GREATEST COMMUNITY BENEFIT

Community benefit speaks to the perceived value of the potential project to facilitate pedestrian activity and encourage cycling for all ages and abilities. It considers population densities, equity, and economic opportunities for promoting access to local commerce, including tourism opportunities. Active transportation growth will help reduce Green House Gas emissions, increase connectivity and facilitate a more active region.

THAT ARE SUPPORTED BY COLLABORATIVE EFFORTS

The Stakeholder, First Nations, and Public Engagement process stimulated a wide range of project options. The input that was received provided data and insights on travel patterns, areas of deficiency, and opportunities. Engagement via workshops and meetings with our Technical Advisory group, Project Champions, and First Nations led to an understanding of the potential opportunities to collaborate with other planning processes and initiatives.

4.2 RECOMMENDED REGIONAL ACTIVE TRANSPORTATION NETWORK

Previous work conducted by CVRD, in-field site visits, and public engagement resulted in a list of potential regional interconnecting AT routes to assess in meeting the objectives of developing a regional active transportation network.

The potential regional active transportation connection routes were organized into road segments. The resulting Regional Active Transportation Network was then organized into three key regional network components. Projects were categorized as high, medium, and low priority using a scoring method presented in **Section 4.3**.

Descriptions of active transportation improvement options are presented in **Section 4.4** and supported in greater detail within the **CVRD Infrastructure Design Guide** provided in **Appendix B**.

The proposed Regional Active Transportation Plan consists of the following three key regional components:

COWICHAN VALLEY TRAIL (CVT) COMPLETION AND IMPROVEMENTS

Completing this existing key north/south/western community route will establish an active transportation spine spanning from CVRD's northern to southern borders connecting a number of communities including Ladysmith, Chemainus, Duncan, Town of Lake Cowichan, Sahtlam, Glenora, and Shawnigan Lake.

PROPOSED EAST ROUTE

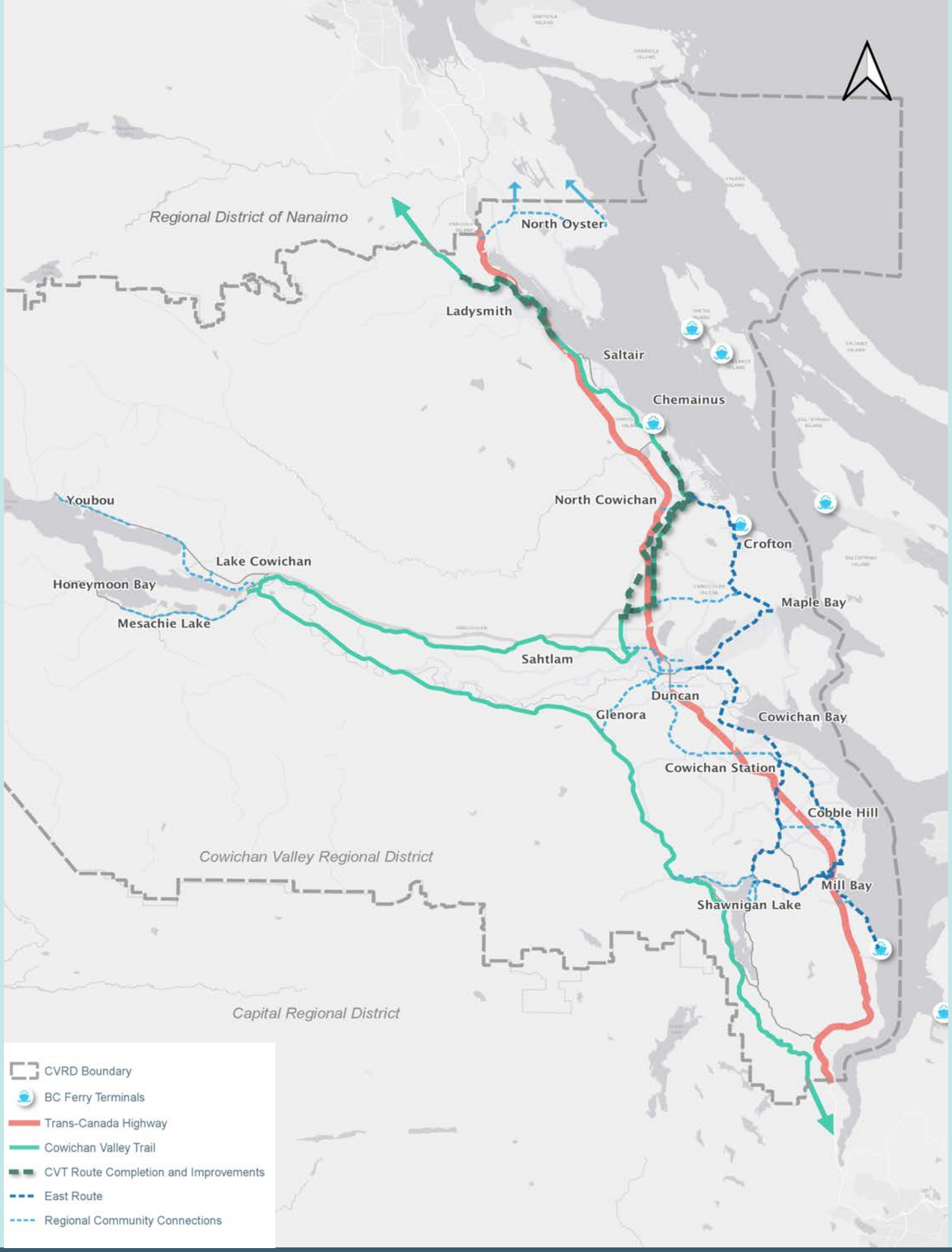
Developing this active transportation route will provide a more eastern route that will connect the communities of Chemainus, Crofton, Maple Bay, Cowichan Bay, Cobble Hill, Shawnigan Lake, and Mill Bay.

REGIONAL COMMUNITY CONNECTIONS

These active transportation links provide cross connections between the Cowichan Valley Trail and the East Route interlinking with several communities, as well as schools, public facilities, and local commercial centres. They are comprised of multi-use paths (MUPs) and improved road shoulders

Map 4.1 presents the three recommended regional active transportation network components described above in context together. Subsequent maps identify potential high priority projects together with corresponding tables including locations and recommendations.

High priority projects are presented in **Section 4.6** to **4.8**. Medium and low priority projects are presented in **Appendix C** along with the high priority projects.



MAP 4.1 | RECOMMENDED REGIONAL ACTIVE TRANSPORTATION NETWORK

4.3 PROJECT PRIORITIZATION

The evaluation and prioritization of the segments of the Regional Active Transportation Network for consideration of implementation was derived using a quantitative scoring system.

EVALUATION CRITERIA FOR PROJECT PRIORITIZATION

Project prioritization was guided by a quantitative scoring system based off the identified key objectives. Potential route options were evaluated and prioritized based on criteria presented below. Higher scores are higher priority improvements. Five points are given for four categories for a potential total of 20 points. Points are calculated as per the criteria in **Table 4.1**.

TABLE 4.1 | REGIONAL ACTIVE TRANSPORTATION ROUTE PRIORITY EVALUATION

CRITERIA	DESCRIPTION	SCORE/DESCRIPTION		SCORE EXAMPLE
REGIONAL CONNECTIVITY	Ability to connect key destinations. Measured by a route or section's ability to improve connectivity, particularly for vulnerable road users. Includes evaluation of spot gaps, connection gaps, lineal gaps and corridor gaps	**0-2**	Does not contribute to regional AT connectivity	Connecting to low density local areas
		3	Create secondary regional AT connections	Connecting to secondary destinations (e.g. retail, recreation), connecting to one major destination
		4-5	Contributes to regional AT critical links	Connecting to/from major destinations and/or vulnerable road users (e.g. schools, downtown)
FEASIBLE COST/BENEFIT ANALYSIS	Forecasted cost (capital & operating) vs. anticipated route or section's benefit. Measured by a project's anticipated mode shift and net impact to travel mode operations.	**0-2**	A high cost project with comparatively low mode shift potential	Rural roadway resurfacing to achieve minimal shoulder widening
		3	A high cost project with medium mode shift potential, or a medium cost project with medium mode shift potential or a low cost project with low mode shift potential	Mid impact signage, MUP development, shoulder widening to augment regional network
		4-5	A low/medium cost project with high mode shift potential or higher cost project with highest mode shift potential	Non-infrastructure or low cost items, high impact signage, high impact projects

TABLE 4.1 | REGIONAL ACTIVE TRANSPORTATION ROUTE PRIORITY EVALUATION

CRITERIA	DESCRIPTION	SCORE/DESCRIPTION		SCORE EXAMPLE
COMMUNITY BENEFIT	Public benefit. Measured by a project's ability to improve safety for vulnerable road users, perceived equity and economic benefits	0-2	Minimal impact to public safety	Weighted mid accident/ collision history. Lower vehicle volumes and operating speeds, low or no presence of heavy vehicles. May add other value but does not impact/ benefit safety
		3	Medium impact to public safety	Weighted mid accident/ collision history. Higher vehicle volumes and operating speeds, presence of heavy vehicles
		4-5	Large impact to public safety	Weighted highest accident/ collision history. Higher vehicle volumes and operating speeds, presence of heavy vehicles. Potential for economic stimulus through tourism
PUBLIC INPUT	Feedback received from public engagement process. Measured by relative quantity of times heard or perceived/ identified level of importance. Score increased if an opportunity to collaborate is identified	0-2	Not brought up or seldom mentioned from public.	Lacks consensus, not in public comments
		3	Raised occassionally or minimal consensus	Weighted mid-range of agreement or advocated for in public engagement process
		4-5	Commonly heard or strong agreement. Local area partnerships, collaboration opportunity identified	Strongly Agree or brought up in public engagement process more than other projects. Collaboration opportunity

STRATEGIES

- Create robust, spine-line branded routes that provide regional connections and service larger catchment areas which can be further enabled by growth in electric assist bicycles and other emerging AT modes.
- Strive for maximum separation from vehicles by separating regional active transportation routes from high vehicle volume and speed highways and arterial routes.
- Expand network to include underserviced regional connections by applying an equity lens.
- Improve wayfinding to facilitate longer lengths of active mode travel and enable tourism along routes.
- Pedestrianize urban village areas.
- Collaborate with municipalities within CVRD and local First Nations. Work in partnership with their planned road works and projects.

4.4 ACTIVE TRANSPORTATION DEVELOPMENT IMPROVEMENT OPTIONS

The recommended regional active transportation network development and improvement typologies are described below, and further detailed in the Infrastructure Design Guide located in **Appendix B**. All potential improvements are subject to road authority approval.

MULTI-USE PATH (MUP)

Multi-use paths or MUPs are the preferred improvement option for implementation along the proposed regional active transportation network. Some recommended improvements are specific MUP projects while most of the network will need to be examined in detail section by section to determine the feasibility of a parallel, off-road MUP versus on-road shoulder improvements.

WIDENED SHOULDERS

Some rural roadways in the CVRD have shoulders delineated with a white fog line, while others have no shoulders or have shoulders that are well below the minimum width guidelines. Many rural roads have no shoulders or fog lines at all, requiring active mode participants to share the roadway with vehicles.

It is recommended to prioritize MUP development parallel to roadways where feasible. When MUP development is not feasible, roadways should have shoulders improved to a minimum width of 1.5m of asphalt.

An initial strategy could entail pursuing improvements to shoulder widths throughout the recommended AT network, then over time, incorporate MUPs where feasible and as funding opportunities arise to make such investments. An example is the work done by the Municipality of North Cowichan with widening paved road shoulders for walking and cycling along Maple Bay Road.

To help accommodate wider shoulders, vehicle lanes may be reduced to a minimum of 3.3m width, with a preferred 3.4m width with the support of the relevant road authority. Fog lines could also be considered. Six-inch-wide rumble strips on the fog lines are a further measure that could be employed (with approval of the road authority) to counter high vehicle speeds and protect the shoulder area.

WAYFINDING SIGNAGE

Use wayfinding signage along Regional AT routes in coordination with branded route signage or local municipal/MOTI wayfinding signage.

'SHARE THE ROAD' SIGNAGE

Use on low vehicle volume, low speed, shared routes that do not have designated shoulder areas. Signs inform motorists that the roadway vehicle travel lane is to be shared with cyclist and pedestrian activity.

'Share the Road' Sign

ROUTE AMENITIES

Supporting amenities range from wayfinding maps and signage to the continued development of vehicle parking at trailheads, washroom facilities, garbage collection bins, benches, drinking water fountains, bicycle parking and end of trip amenities.

4.5 RECOMMENDED IMPROVEMENT SELECTION PROCESS

Multi-use Path (MUP) development along recommended regional network routes should be considered the priority treatment over widened shoulders. It is recommended MUP/ shoulder projects adhere to the following selection process:

1) IMPROVE ROADWAY SHOULDER TREATMENT

Both shoulders should be widened to a minimum of 1.5m width. The addition of rumble strips could be considered in areas of high vehicle speeds and away from residential areas. Augment with 'Share the Road' signage.

2) EXPLORE OPPORTUNITIES FOR CONSTRUCTION OF A MUP PARALLEL TO OR NEAR THE ROADWAY

The MUP may be in addition to roadway shoulder improvements or may displace the need for widened shoulders if it's feasible along full road segments or in segments longer than 500m.

A combination of MUP and widened shoulders may be acceptable, however, MUP segments should be a minimum of 500m in length to reduce road crossing/transition points. Transitions between a MUP and bidirectional shoulders adds road crossing safety risks as one direction of travel will need to shift to the other side of the roadway when the route switches from MUP to shoulders. This adds safety risks and project costs to introduce the required controlled road crossing. See **Appendix B: Infrastructure Design Guide**.

Widened shoulder routes can be augmented with 'Share the Road' signage. The 'Share the Road' yellow warning signs are preferred over Shared Pathway signs as they warn motorists of the presence of vulnerable road users in the shoulder area. These 'Share the Road' warning signs should also be augmented with Active Transportation Network Route signage that target wayfinding for active transportation network users (with either generic cycling, active transportation signage, or branded route signage).

> So happy this work is being done! We need safer bike routes!
>
> **—Duncan resident**

4.6 REGIONAL ACTIVE TRANSPORTATION NETWORK: COWICHAN VALLEY TRAIL COMPLETION AND IMPROVEMENTS

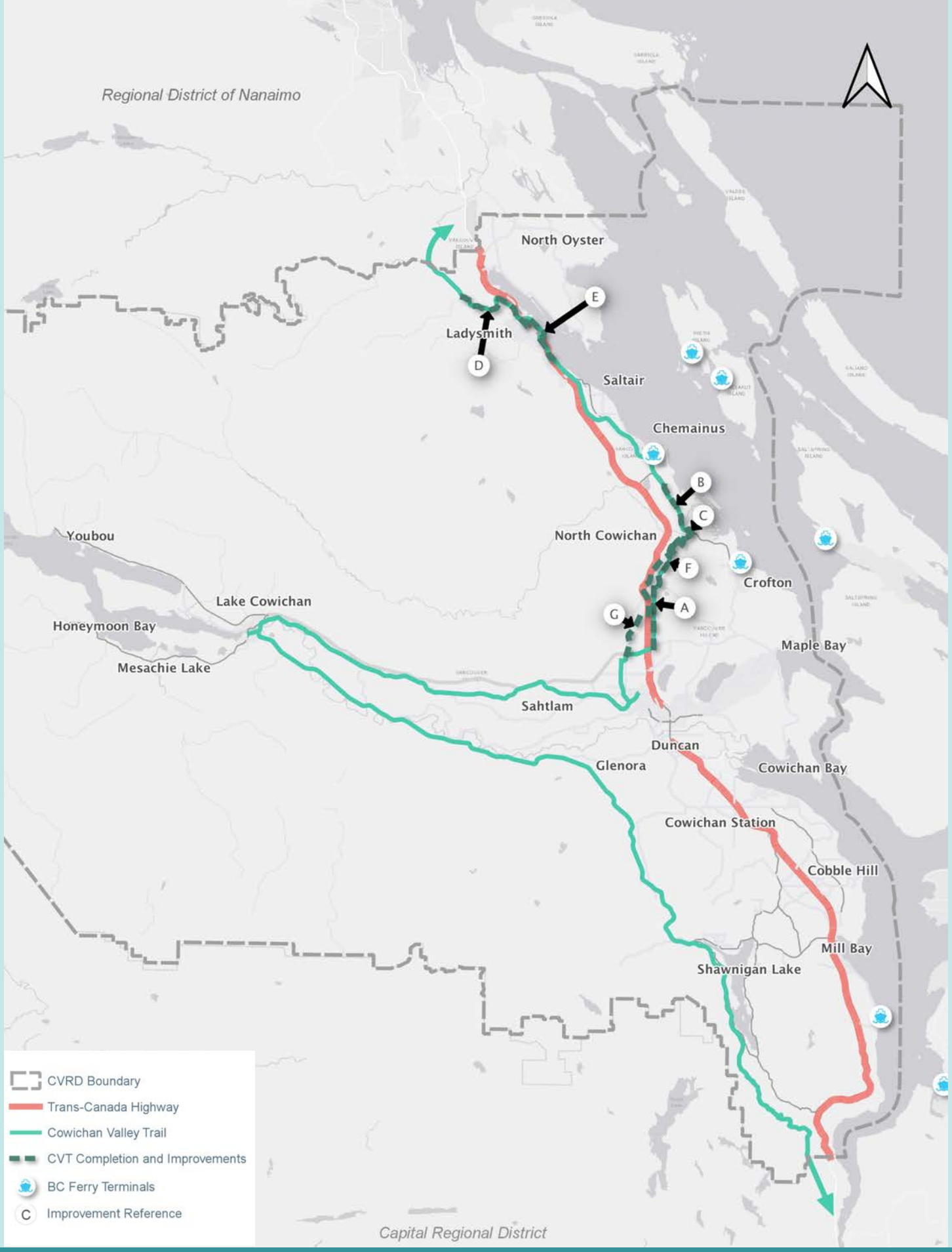
Completing and improving the CVT will enhance a valuable existing active mode corridor connection through the region.

High priority project segments are referenced on **Map 4.2**. Location details for each proposed project segment are provided in **Table 4.2.** Existing segment conditions, AT improvement recommendations, and further opportunities/considerations are presented in **Table 4.3.**

Medium and low priority projects are presented in **Appendix C**. All project segments aimed at completing and improving the 120 km Cowichan Valley Trail are considered high priority, apart from one medium priority project.

TABLE 4.2 | CVT COMPLETION AND IMPROVEMENTS HIGH PRIORITY PROJECTS

MAP 4.2 PROJECT SEGMENT REFERENCE	ELECTORAL AREA/ MUNICIPALITY/ FIRST NATION LANDS	ROAD	SEGMENT	SEGMENT LENGTH
A	North Cowichan	Bell McKinnon Road	Westholme Road to Herd Road	3.7 km
B	North Cowichan	Chemainus Road	Howe Road to Crofton Road	3.7 km
C	North Cowichan	Chemainus Road	Crofton Road to Mt. Sicker Road	1.7 km
D	H	Arroyo Road, Christie Road	Christie Falls Trailhead to Christie Road, Christie Road to Strathcona Road, 2nd Ave. to Symonds Road	2.8 km
E	Ladysmith	Cowichan Valley Trail	CVT through Ladysmith, intersection of Christie and Strathcona to Chemainus Road and Davis Road	2.2 km
F	North Cowichan	Westholme Road	Mt. Sicker Road to Bell McKinnon Road	3.0 km
G	North Cowichan	Water Line MUP	Johnston Road to Somenos Road	7.5 km



MAP 4.2 | CVT COMPLETION AND IMPROVEMENTS HIGH PRIORITY PROJECTS

TABLE 4.3 | CVT COMPLETION AND IMPROVEMENTS HIGH PRIORITY PROJECT IMPROVEMENTS AND OPPORTUNITIES			
MAP 4.2 REFERENCE	**EXISTING CONDITIONS**	**AT IMPROVEMENT**	**OPPORTUNITY**
A	One approximate 1m wide shoulder on east side of roadway. Key CVT gap	MUP/Shoulders	Collaborate with CVRD Hospital Project, Bell McKinnon Local Area Plan. Pursue MUP on west side of road
B	Approximate 1m shoulders with fog lines	MUP/Shoulders	Pursue CVT Rail with Trail east of Chemainus Road alignment
C	Approximate 1m shoulders with fog lines	MUP/Shoulders	Pursue CVT Rail with Trail east of Chemainus Road alignment
D	Inadequate wayfinding for TCT/CVT. Moderate to low existing vehicle volumes allow for retained road width and cross section	Wayfinding Signage + 'Share the Road' Signage	Add 'Share the Road' signs and branded wayfinding
E	Ladysmith Active Transportation Plan recommends an active transportation network including a north–south route through the community	Wayfinding Signage + Complete Streets	A primary north-south route should be supported with wayfinding for CVT connectivity through Ladysmith
F	No shoulders or fog lines. Missing CVT link	Widen shoulders and/or MUP + 'Share the Road' Signage	Add 'Share the Road' signs. Widen shoulders and/or MUP
G	Water line, no trail or through route	MUP	Potential for Water Main line and/or Rail line MUP alignment from Chemainus Road and Howe Road intersection south to Friendship Trail

IMPROVEMENT CONSIDERATIONS

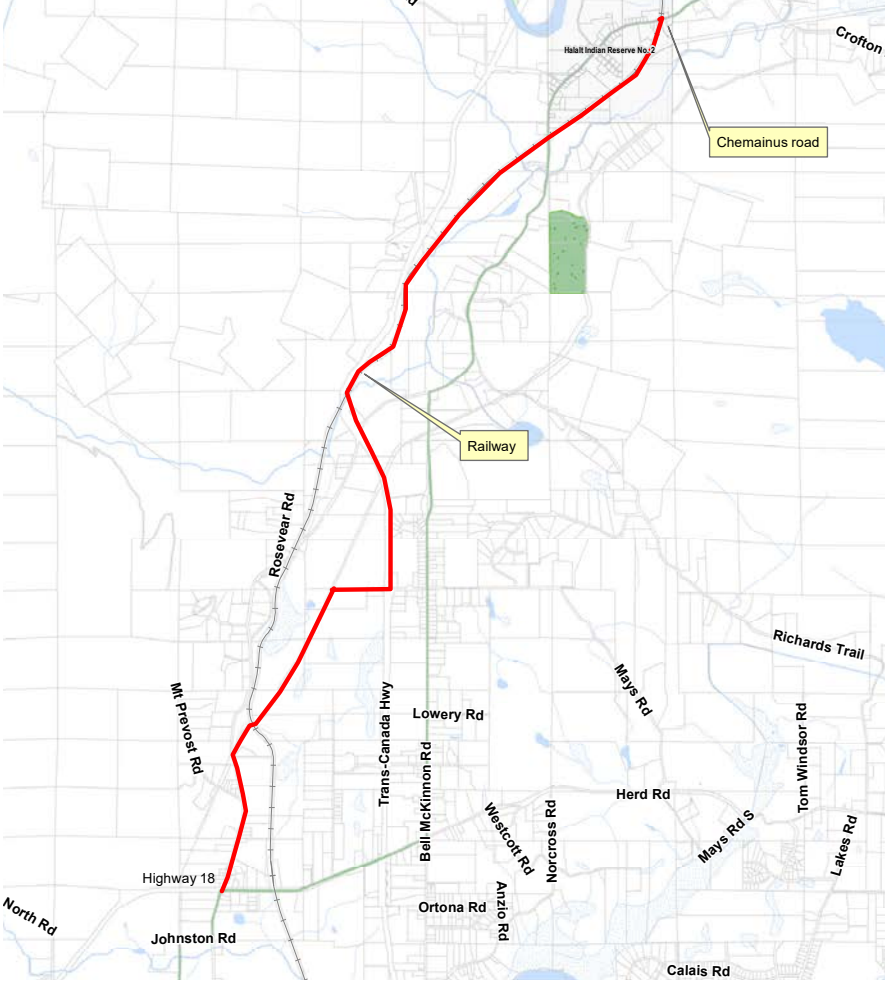
Collaborate with Cowichan District Hospital Project (Table 4.3 Reference 'A')

The Cowichan District Hospital is anticipated to be opened in 2027 in the Muncipality of North Cowichan at the intersection of Herd Road and Bell McKinnon Road. The Bell McKinnon Local Area Plan (BMLAP) was developed by the Municipality of North Cowichan, and in response to the Municipality of North Cowichan's Official Community Plan (OCP) and the decision of the Province of British Columbia and Vancouver Island Health Authority to build the new regional hospital at this location. The BMLAP was developed to guide future private and public investments in the Bell McKinnon area. The Plan follows directions set forth in the OCP and builds upon other municipal plans and policies including the Parks and Trails Master Plan (PTMP), the Climate Emergency Action Plan (CEAP), and the Bike Network Implementation Guide.

Cowichan Valley Trail (Table 4.3 Reference 'G')

There is an existing 12 km gap to complete a separated MUP along the CVT from Johnston Road to Chemainus Road. The current route following local roads is limited due to a lack of adequate shoulder widths and wayfinding signage.

In addition to roadway shoulder improvements to improve the roadside route for this section of the CVT, there is potential to create a MUP alignment along a new proposed waterline route from Johnston Road to Chemainus Road (shown as red line on the map below). This route includes a Rail with Trail that does not impede future potential rail use. This opportunity to proceed with completing this section of the CVT requires engaging and working with Halalt First Nation.



Proposed Water Line Route for CVT | North Cowichan

Bolster CVT Wayfinding and Route Branding (Table 4.3 Reference 'All')

- Convert Trans Canada Trail (TCT) trail signage to CVT branded signage.
- Add "TCT follows CVT" signage at each of CVRD's CVT borders.
- Work with local First Nations to develop signage along the CVT.
- Some areas through Ladysmith and north to the Regional District of Nanaimo require route finalization and wayfinding.

Existing CVT Branding and TCT Branding

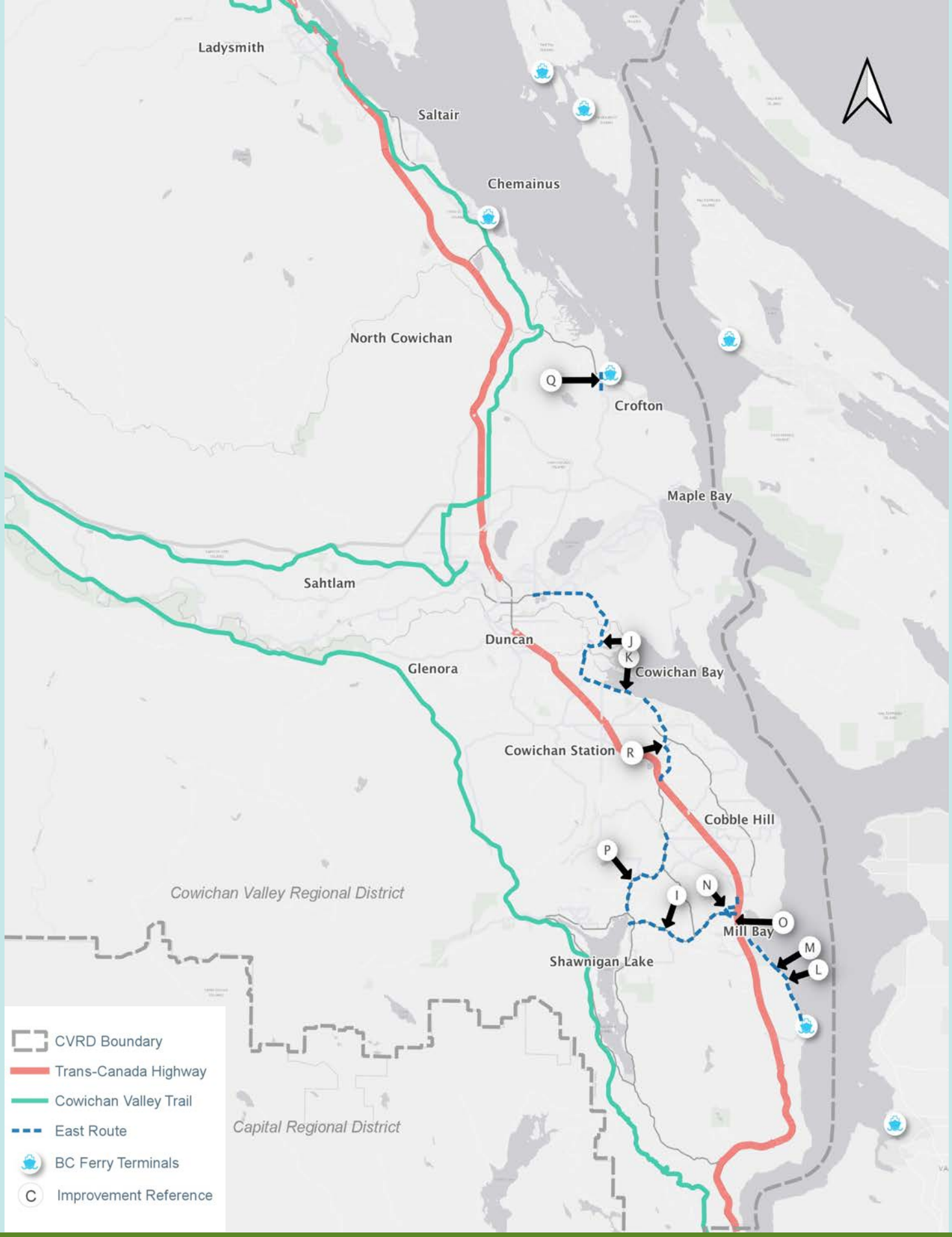
4.7 REGIONAL ACTIVE TRANSPORTATION NETWORK: EAST ROUTE

The proposed regional East Route intends to connect various communities that are east of the Cowichan Valley Trail alignment, including Crofton, Maple Bay, Cowichan Bay, Cobble Hill, Shawnigan Lake and Mill Bay. This route has great tourism potential as it connects with two ferry terminals.

High priority project segments are referenced on **Map 4.3**. Location details for each proposed project segment are provided in **Table 4.4.** Existing segment conditions, AT improvement recommendations, and further opportunities/considerations are presented in **Table 4.5**. Medium and low priority projects are presented in **Appendix C**. A map of the full East Route with its high and medium priority projects is presented in **Appendix C** as Map C5.

TABLE 4.4 | EAST ROUTE HIGH PRIORITY PROJECT LOCATIONS

MAP 4.3 REFERENCE	ELECTORAL AREA/ MUNICIPALITY/ FIRST NATION LANDS	ROAD	SEGMENT	SEGMENT LENGTH
I	A, B	Shawnigan Lake/Mill Bay Road	Shawnigan Lake Village to TCH	5.3 km
J	North Cowichan/ Cowichan Tribes	Tzouhalem Road	Trunk Road to Maple Bay Road	6.3 km
K	D	Cowichan Bay Road	Lochmanetz Road to Cowichan Bay Village (Marina)	3.2 km
L	Malahat Nation	Mill Bay Road South – Malahat Nation	Rozon Road to Mill Bay Ferry Terminal	3.0 km
M	A	Mill Bay Road North	Handy Road to Rozon Road	2.1 km
N	A	Barry Road to Horton Road Connection	Shawnigan Lake-Mill Bay Road to Horton Road	1.5 km
O	A	Stone Bridge Trail (private property)	Stone Bridge to Shawnigan Lake - Mill Bay Road	490 m
P	B	Shawnigan Lake Road/Mill Bay Road North	Renfrew Road to Cobble Hill Village	4.3 km
Q	North Cowichan	York Avenue	Chaplin Street to Adelaide Street	800 m
R	D	Cowichan Bay Road	Cowichan Bay south (Botwood Lane) to TCH	4.1 km



MAP 4.3 | EAST ROUTE HIGH PRIORITY PROJECTS

TABLE 4.5 | EAST ROUTE HIGH PRIORITY PROJECT IMPROVEMENTS AND OPPORTUNITIES

MAP 4.3 REFERENCE	EXISTING CONDITIONS	IMPROVEMENT	OPPORTUNITY
I	Ongoing (2022) work of improved shoulders and segments of MUP	MUP/Shoulders	Complete work program initiated in 2022 to improve shoulders and segments of MUP
J	No shoulders or fog lines. Lack of existing AT amenities	MUP/Shoulders	Important connectivity network gap. opportunity to work with Cowichan Tribes and MOTI
K	Substandard, inconsistent shoulders with fog lines	MUP/Shoulders + 'Share the Road' Signage	Important connectivity gap along Tzouhalem Road between Duncan and Cowichan Bay
L	Substandard, inconsistent shoulders with fog lines.	MUP/Shoulders + Wayfinding Signage + 'Share the Road' Signage	Pursue MUP or shoulder improvements along road in coordination with Malahat Nation water main work scheduled for 2024. Water main removal along roadways west edge provides opportunity to collaborate
M	Substandard, inconsistent shoulders with fog lines	MUP/Shoulders	Pursue adaptive MUP or shoulder improvements. Opportunity to work with MOTI to pursue cross section options, which could include both rural and urban cross sections of AT infrastructure.
N	Barry Road has approximately 1.7 m wide shoulders. Horton Road is a low vehicle volume route without shoulders or fog lines	MUP/Shoulders + Wayfinding Signage + 'Share the Road' Signage	Through future property development, obtain connection between Horton Road and Barry Road using either Hayden Place or a more northern alignment to connect Frances Kelsey Secondary School to Horton Road. Horton Road could be retained as local route without shoulders, signed as AT route. Horton Road connects to Kilmalu Road
O	Approximate 3m wide MUP connects Barry Road across Shawnigan Creek	Trail + Wayfinding Signage	Preserve and augment AT trail connection from Barry Road Walkway termination to Shawnigan Lake - Mill Bay Road
P	Substandard, inconsistent shoulders with fog lines. This route connects two commercial areas/communities	MUP/Shoulders + Wayfinding Signage + 'Share the Road' Signage	Add 'Share the Road' signs. Widen shoulders and/or MUP on Highway 18 and Somenos Road.Add wayfinding on Johnston Road
Q	Inconsistent cross section and sporadic sidewalks. Some curbside parking activity near residential frontages	Signed Route or Painted Bike Lanes + Signage + 'Share the Road' Signage	Work with Municipality of North Cowichan
R	Substandard, inconsistent shoulders with fog lines. Connects two commercial areas/communities	MUP/Shoulders	Widen shoulders and/or MUP

IMPROVEMENT CONSIDERATIONS

Collaboration with Cowichan Tribes (Table 4.5 Reference 'J, K')

Tzouhalem Road is an important section of the proposed East Route. It was also ranked the highest priority community connection in Public Survey #2 (Duncan to Cowichan Bay).

Likewise, Cowichan Tribes have identified Tzouhalem Road as a vital community connection. At present the road maintained by MOTI through Cowichan Tribes lands has inconsistent, below current standard width shoulders. Bus stops at important community facilities, such as Cowichan Tribes Big House, are underserviced with supporting pedestrian amenities. Multi-use Path development, improved road shoulders and traffic calming measures should be explored.

Collaborative grant applications for this important segment of the proposed East Route may be possible where intent and priorities align between Cowichan Tribes, CVRD, and MOTI. Potential improvements also include signage indicating visitors are entering Cowichan Tribes reserve lands, historic/education materials, and private property signage, such as the area of the Butter Church.

Further collaboration with the Municipality of North Cowichan and reference to its recent Active Transportation Plan may assist with opportunities to add additional AT improvements to Tzouhalem Road closer to Duncan.

Collaboration with Malahat Nation (Table 4.5 Reference 'L')

Mill Bay Road is also noted as an important section of the proposed East Route and a vital community connection for Malahat Nation pedestrians and cyclists. At present, the road through Malahat lands is maintained by MOTI. It has inconsistent, below current standard width shoulders, and this section of road also has informal pull out vehicle parking areas that lack supporting amenities. Preliminary consultation with Malahat Nation has noted potential for partnership, as Malahat Nation plans for the deconstruction of an existing Water Main line that runs along Mill Bay Road's west edge. This work program is scheduled to occur in 2024. Pairing that planned work program with shoulder widening presents a potential synergy.

Mill Bay to Kilmalu Road Connection (Table 4.5 Reference 'N, O')

There is the opportunity to work with the Stone Bridge developers and MOTI to pursue a connection from Lashburn Trail to Stone Bridge. This route would also require a future connection between Barry Road and Hayden Place or Horton Road. Alternatively, pursue connection between Lashburn Road and Church Way east of the Trans-Canada Highway crossing Shawnigan Creek.

East Route Branding and Wayfinding (Table 4.5 Reference 'All')

Provide branded wayfinding signage throughout the East Route as implementation occurs. Potential to integrate Indigenous history and education when the proposed East Route traverses through First Nation lands.

4.8 REGIONAL ACTIVE TRANSPORTATION NETWORK: COMMUNITY CONNECTIONS

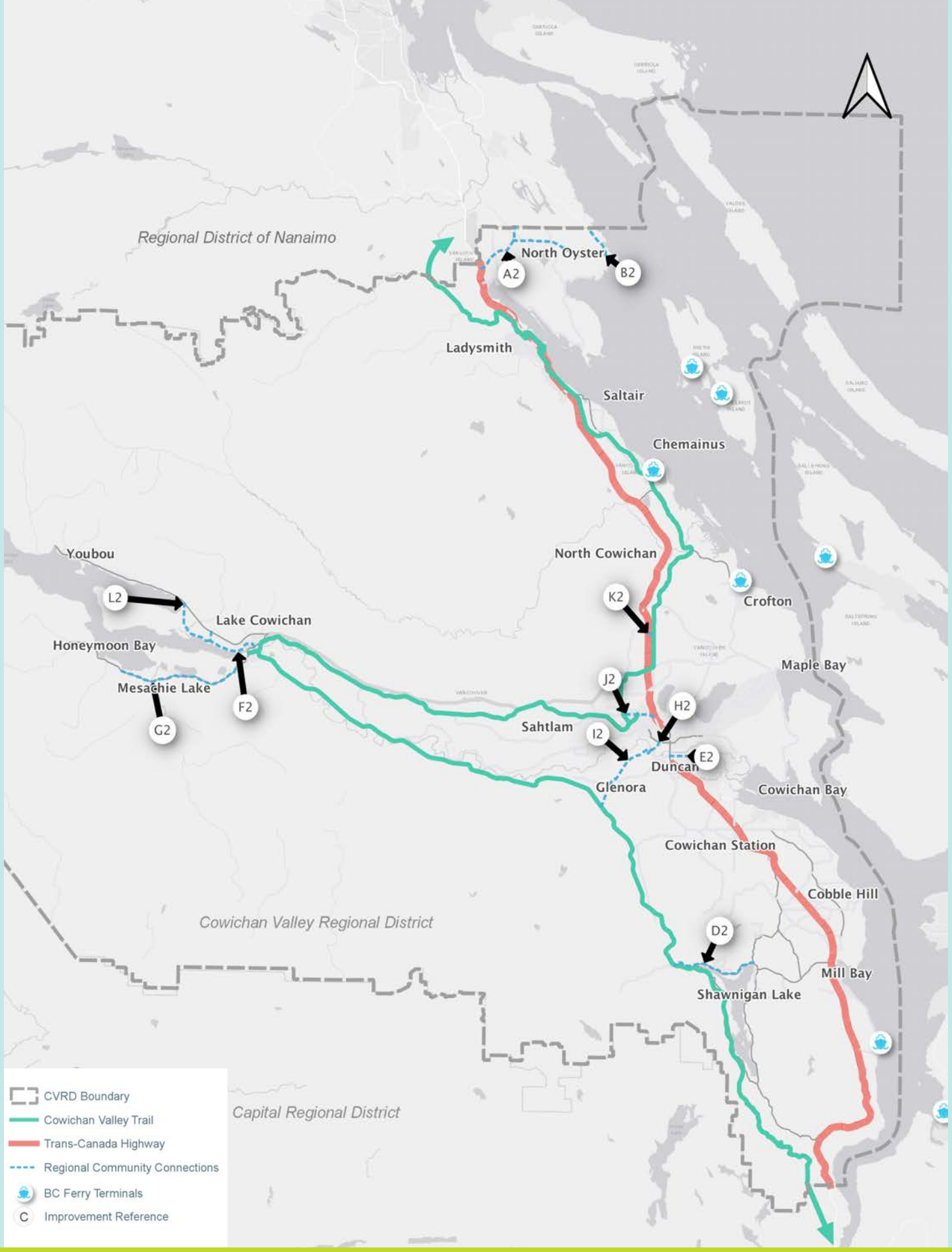
Regional Community Connections are intended to provide linkages to schools, major commercial areas, and public institutions.

Connections and extensions build out from the Cowichan Valley Trail and East Route, and also include initiatives for more urbanized areas and pedestrian focused initiatives.

High priority project segments are referenced on **Map 4.4**. Location details for each proposed project segment are provided in **Table 4.6.** Existing segment conditions, AT improvement recommendations, and further opportunities/considerations are presented in **Table 4.7**. Medium and low priority projects are presented in **Appendix C**.

TABLE 4.6 | REGIONAL COMMUNITY CONNECTIONS HIGH PRIORITY PROJECT LOCATIONS

MAP 4.4 REFERENCE	ELECTORIAL AREA/ MUNICIPALITY/ FIRST NATION LANDS	ROAD	SEGMENT	SEGMENT LENGTH
A2	H	Cedar Road	TCH to RDN	3.7 km
B2	H	Yellow Point Road	Cedar Road to RDN	7.9 km
D2	B	Renfrew Road	Shawnigan Lake Road to Cowichan Valley Trail	5.5. km
E2	Cowichan Tribes/ Duncan	Boys Road	TCH to Mission Road	1.0 km
F2	I	North Shore Road	River Road to Meades Creek Road	2.3 km
G2	F	South Shore Road	Stone Avenue to Honeymoon Bay	9.1 km
H2	Cowichan Tribes/ E	Allenby Road	Government Street to Allenby Road/Miller Road	675 m
I2	E	Indian Road	Allenby Road to Glenora Road	3.5 km
J2	North Cowichan	Sherman Road	Cowichan Lake Road to Canada Avenue	1.7 km
K2	North Cowichan	Mays Road	Cowichan Exbition Park to Bell McKinnon Road	400 m
L2	I	Meade Creek Road	Meades Creek to Youbou Road	3.4 km

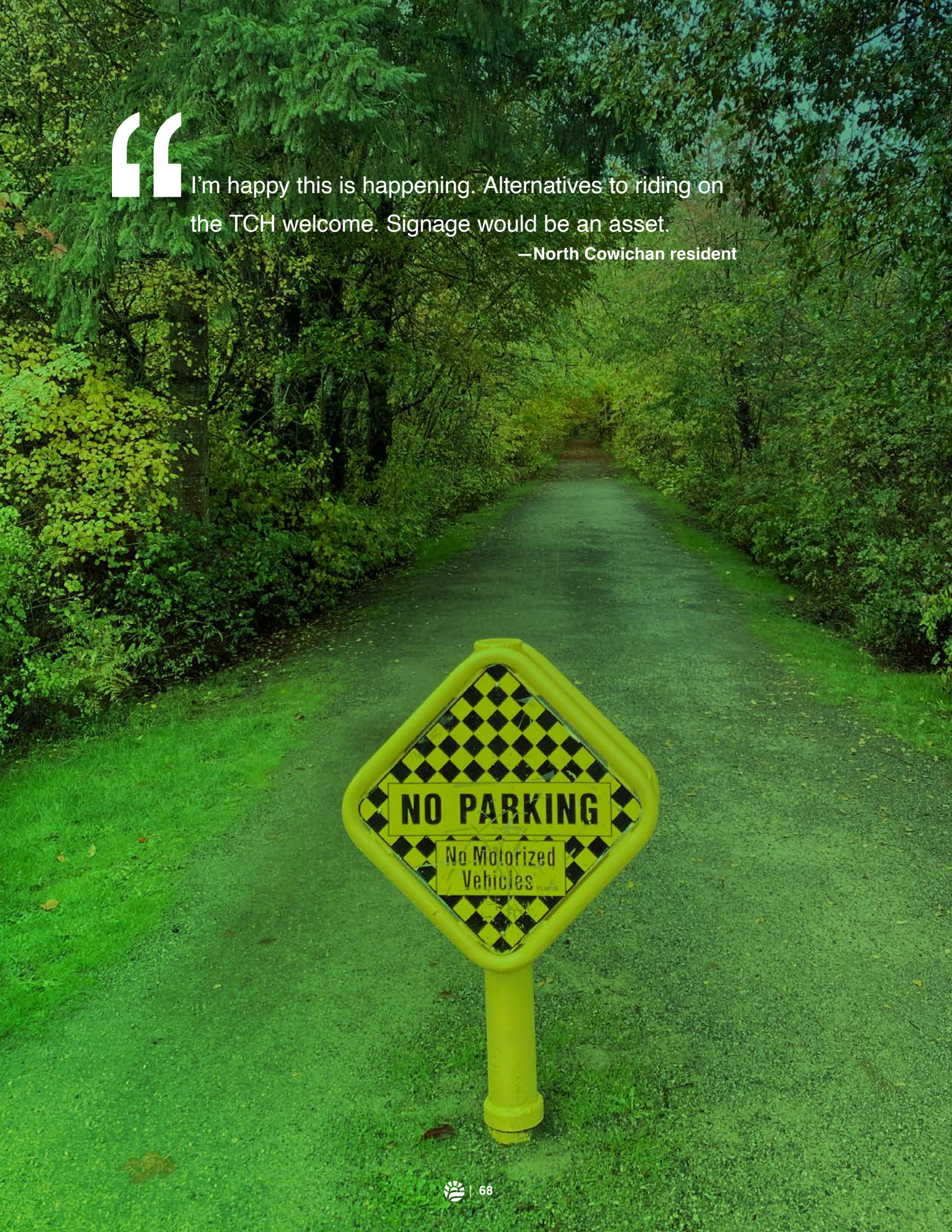


MAP 4.4 | REGIONAL COMMUNITY CONNECTIONS HIGH PRIORITY PROJECTS

TABLE 4.7 | REGIONAL COMMUNITY CONNECTIONS HIGH PRIORITY PROJECT IMPROVEMENTS AND OPPORTUNITIES

MAP 4.4 REFERENCE	EXISTING CONDITIONS	IMPROVEMENT	OPPORTUNITY
A2	Approximate 0.6 m shoulders with fog lines. Recent (2022) work on Cedar Road between Chuck Wagon retail and Cedar Community Centre	MUP/Shoulders + 'Share the Road' Signage	Collaborate with RDN and MOTI to connect the two Regional Districts
B2	No shoulders or fog lines	MUP/Shoulders	Collaborate with RDN and MOTI to connect the two Regional Districts
D2	Inconsistent, often below standard shoulders with fog lines. Areas towards west without shoulders or fog lines	MUP/Shoulders + 'Share the Road' Signage	Priority to segment east of West Shawnigan Lake Road intersection
E2	Approximate 1.0 m shoulder with fog lines on north side along western segment (300 m). No shoulders or fog lines on eastern segment (700 m)	MUP/Shoulders	Collaborate with Cowichan Tribes and MOTI to improve pedestrian accessibility
F2	Isolated pieces (450m) of parallel MUP as the road traverses Lake Cowichan First Nation. Remainder of route has no or substandard shoulders	MUP/Shoulders + 'Share the Road' Signage	Collaborate with MOTI to improve roadway shoulders with priority to eastern segments of roadway
G2	Substandard, inconsistent shoulders, some section with no fog lines	MUP/Shoulders + 'Share the Road' Signage	Collaborate with MOTI to improve roadway shoulders with priority to eastern segments of roadway
H2	Northeast 225 m section has urban profile with curbs, gutters, and sidewalks. Southwest 450 m section has no shoulders or fog lines	MUP/Shoulders	Northeast segment – add protected or buffered bike lanes. Southwest segment - widen shoulders and/or MUP. Collaborate with Cowichan Tribes
I2	Partial MUP. On-going work program	MUP/Shoulders	Collaborate with Cowichan Tribes to complete MUP
J2	Urban road with curb, gutter and curb-side parking	Complete Streets	Complete Street cross section may include painted or buffered bike lanes, bike route signage, or sharrows
K2	No shoulders or fog lines	North Cowichan	Collaborate with MOTI to improve shoulders along roadway
L2	No shoulders or fog lines	MUP/Shoulders	Wayfinding signage at intersections to connect AT route from North Shore Road to Youbou Road

> Glad to see this is being worked on. Schools especially need dedicated lanes to and from them.
>
> **—Mill Bay/Malahat resident**



> I'm happy this is happening. Alternatives to riding on the TCH welcome. Signage would be an asset.
>
> **—North Cowichan resident**

6

Implementing The Plan

POWERED TO MOVE BEYOND BOUNDARIES!

COWICHAN VALLEY REGIONAL DISTRICT

human powered

This section describes the order of magnitude costs associated with development of the proposed Regional Active Transportation Network across the Cowichan region. In addition, existing and potential funding mechanisms and policy supports that will be needed to implement the Plan are highlighted.

Implementing plans is typically the most difficult step towards achieving an active transportation network. This will be a major factor with implementation of the Regional Active Transportation Plan for the Cowichan region, given the multiple jurisdictions and road authorities, together with the distances between communities and services within the District. The CVRD Regional Active Transportation Plan outlines approximately 99 km of high priority AT improvement projects, 60 km of medium priority projects, and 67 km of low priority roadway improvements supporting AT. The total order of magnitude estimate is $100 million ($58 million for high priority, $36 million for medium priority and $6 million for low priority) to complete all of the AT projects highlighted in the Regional AT Plan.

5.1 IMPLEMENTATION COSTS

Financial costs for the recommended regional AT network improvements are based on an average cost per km basis. Factors such as requirement for retaining walls and roadside drainage reconfiguration and cut/fill slopes have substantial impact to costs. This level of costing is 'conceptual' and is intended solely to inform high-level planning purposes. The Class D cost estimates are limited to linear or surface cost items, they do not include other potential related costs such as potentially associated underground utility relocation costs, potential land acquisition costs, or inflationary cost factors.

All recommended projects will need to undergo more refined costing as each individual recommended project is identified to proceed to a detailed design and approval process. The refined costing noted, will be factored at that time for each project section, with such costs as related to underground utilities/infrastructure mitigation, land requirements, cut/fill requirements, and other related items beyond a lineal provision of cost.

Resurfacing a road is estimated to cost approximately $150,000 per km (2022 dollars). The cost to widen an existing paved road shoulder is in the order of approximately $200,000 to $600,000 depending on the level of effort needed to widen the road. The average incremental cost to widen a roadway to create a paved shoulder for AT use is therefore estimated at an additional $450,000 per km.

Signage costs are estimated at $1,500 per sign. This covers the cost of the sign and installation. Costs can be saved by placing signage on existing pole infrastructure where feasible. Routes are anticipated to require an average of two signs per km which equates to $3,000 per km of signed route.

EXAMPLE: CVRD's ongoing Shawnigan Lake — Mill Bay Road MUP and shoulder improvement project has cost approximately $1,400,000 for 2 km of route improvements. These improvements included approximately 1km of separated gravel MUP and 1km of widen shoulder with one roadside requiring retaining walls. Costs are therefore estimated at $700,000 per km of MUP and $450,000 per km of widened shoulders (minus funded resurfacing costs).

'Share the Road' and/or Route Branded Wayfinding Signage	$3,000/km
Multi-use Path (MUP)	$700,000/km (2022)
Improved Widened Road and Shoulder	$450,000/km (2022)
Combined MUP/Improved Widened Road and Shoulder	$650,000/km (2022)

> I really hope funding can be found to make this happen. I also think the full east route could be a biking tourist destination. Really support this initiative.
>
> **—Cowichan Bay resident**

6.2 POTENTIAL ACTIVE TRANSPORTATION FUNDING SOURCES, PROGRAMS, AND CONSIDERATIONS

BC MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE (MOTI)

MOTI allocates approximately two to three million dollars per year for road rehabilitation and side road improvements within the CVRD (2023 estimate). This includes road resurfacing, bridge rehabilitation and replacement, seismic retrofits, intersection improvements, and upgrades to smaller side roads to help connect communities.

THE FEDERAL GAS TAX

The federal gas tax grant program currently (2023) provides annual funding to local governments in British Columbia for investment in infrastructure and capacity-building projects. The Community Works Fund is one stream of gas tax funding available to all local governments, based on a per capita formula. This allows local governments to choose which eligible projects to fund. British Columbia's gas tax is currently approximately .41¢/L of fuel (2023).

In some communities, such as the City of Victoria, an additional Dedicated Motor Fuel Tax is applied, which goes towards BC Transit.

BRITISH COLUMBIA ACTIVE TRANSPORTATION NETWORK PLANNING GRANT - SMALL COMMUNITIES

This grant helps smaller communities (population <$25,000) develop an Active Transportation Network Plan to encourage active transportation for all ages and abilities. The province cost-shares to a maximum of 50%, or $50,000 — whichever is less.

BRITISH COLUMBIA ACTIVE TRANSPORTATION INFRASTRUCTURE GRANT - FIRST NATIONS

This grant offers two options and is available to Indigenous governments, local governments, Islands Trusts, and Indigenous Economic Development Corporations where the Nation is the shareholder. The province cost-shares to a maximum of $500,000 per project.

> "I would bike to Lake Cowichan to do my grocery shopping, go for dinner, or appointments, but I have to bike on a segment of Lake Cowichan Road with many tourists or trucks going too fast.
>
> **—Lake Cowichan resident**

DEVELOPMENT COST CHARGES

It is recommended that CVRD in collaboration with its member municipalities consider opportunities to create or augment active transportation connections through development approval and Development Cost Charges. CVRD and municipalities may consider requesting Development Cost Charges with focus on mitigating the transportation impacts of the development by the developer potentially contributing contribution to frontage or local area Active Transportation projects.

All development applications should require providing allowances for planned roadway cross sections.

TABLE 6.1 ACTIVE TRANSPORTATION GRANT OPPORTUNITIES (AS OF 2023)

PROGRAM	AGENCY	KEY PARAMETERS
Community Works Fund (Federal Gas Tax program)	Union of BC Municipalities (UBCM)	Funding based on per capita formula, delivered bi-annually Local governments undertake eligible projects (including active transportation) and report annually on outcomes
B.C. Active Transportation Infrastructure Grant Program	BC Municipal Affairs and Housing (MMAH)	The program offers two types of grants: network planning grants for reports such as this report and project grants which become attainable after a community has an adopted a network plan
Municipalities for Climate Innovation Program	Federation of Canadian Municipalities (FCM)	Various opportunities available and frequently changing, geared towards climate-focused municipal projects
Road Safety Improvement Program	Insurance Corporation of BC (ICBC)	ICBC works directly with communities to fund safety improvements
BC Transit Bus Stop Improvement Program	BC Transit	Partially funding for transit shelter installations

6.3 IMPLEMENTATION STRATEGIES AND RECOMMENDATIONS

Implementation strategies and recommendations are provided for consideration in establishing a framework to develop and fund the recommended Active Transportation Network. These non-infrastructure recommendations include support for on-going initiatives in CVRD, as well as initiatives that will provide CVRD with the resources required to implement the Plan and support continued growth of active

1

CREATE A REGIONAL ACTIVE TRANSPORTATION FUNDING MODEL

Create a regional fund for active transportation improvements. Similar to Regional Parks Fund. Municipalities may contribute to the fund in exchange for anticipated tourism and economic stimulus. Possible existing revenue streams such as Gas Tax, community amenity contributions, parking in lieu funds and development cost charges.

2

COLLABORATE WITH LOCAL COMMUNITY GROUP ADVOCATES

Yellow Point Ecological Society is one such advocacy community group. Yellow Point Ecological Society has taken steps towards advancing roadside pathway improvements along Yellow Point Road, cyclist targeted improvements, which include connections of the CVRD to Regional District of Nanaimo (RDN).

3

CONFIRM ROAD RIGHT-OF-WAY AND ACTIVE TRANSPORTATION UNDERSTANDING WITH MOTI

As all potential road shoulder improvements in CVRD electoral areas require MOTI approval, it is recommended that CVRD and MOTI establish a streamlined process to ensure projects are able to gain MOTI approval within reasonable timeframes. Further to this, establish a Land Survey Program in coordination with MOTI to confirm road right-of-way boundaries.

4

WORK WITH SCHOOLS AND LOCAL BUSINESSES

CVRD could promote bike to school week along with bike to work week.

5

COLLABORATE ON 'RAIL WITH TRAIL' INITIATIVE

Continue to work with Island Corridor Foundation for the development of 'Rail with Trail' initiatives.

6

COORDINATE WITH CVRD CLIMATE ACTION & UTILITY IMPROVEMENT INITIATIVES

Coordinate implementation of the Regional Active Transportation Plan with the Integrated Flood Management Plan, the Air Shed Protection Strategy, and the Green House Emission Reduction Strategy for shared projects and funding. As opportunities arise, collaborate with water main and liquid waste projects to consider and construct multi-use paths jointly with completion of such projects.

7

INTEGRATE ACTIVE TRANSPORTATION IMPROVEMENTS AND COORDINATE WITH MUNICIPALITIES AND COMMUNITIES WITHIN CVRD

Create a process where MOTI and municipal capital works projects and roadwork plans are shared with CVRD to seek opportunities to pair work programs with CVRD ATP projects. Collaboration opportunities can provide opportunities to accelerate the timing of ATP projects.

8

ESTABLISH ACTIVE TRANSPORTATION COORDINATOR ROLE

Supplement CVRD staffing resources by establishing an Active Transportation Coordinator role within the organization. This will enable the CVRD to proactively seek out opportunities for collaboration with other CVRD departments, local First Nations, member municipalities, and electoral area Directors. This dedicated role would include continued championing of the ATP, coordination with member municipalities and MOTI to partner implementation with other on-going capital projects, enable timely application of grant funding with the opportunity to significantly increase funding, benefiting the entire region.

9

COORDINATE WITH EXISTING CAPITAL PLAN UPGRADES AND WORK PROGRAMS

Projects that can dovetail with ongoing road works though the MOTI and municipalities should take precedent over the provided priority lists.

10

CREATE STANDARDIZED WAYFINDING PLANS

Create Signage Plans for regional network. CVT and East Route may have route specific branded wayfinding along full routes. Promote online mapping.

11

PROMOTE ACTIVE TRANSPORTATION AND DEVELOP ENABLING PLAN

Promote and enable active transportation use by developing policies and a detailed implementation framework plan that focuses on equity and collaboration with health, education, tourism, and non-profit social and recreational organizations. Several organizations offer active transportation focused community initiatives with associated marketing and promotional supports. Collaboration with schools and encouraging children to use active modes is shown to increase the likelihood of choosing active ways to travel later in life.

6.4 MONITORING STRATEGY

Currently the CVRD Parks & Trails program monitors 10 separate trails for visitor use.

Census Canada Community Profile data repeats every 5 years with the last census conducted in 2021 and released in 2022. This data provides commuting and mode share indicators.

Moving forward CVRD could monitor its active transportation mode share by:

- Conducting regular active transportation mode share travel surveys.
- Conducting in-school surveys of students to determine their mode of transportation.
- Expanding the existing visitor trail use monitoring program to include additional locations along the Cowichan Valley Trail, locations along the proposed East Route and community connection routes as established.

> The human powered (and mobility devices) network needs to link up with the public transport and the regions north and south of us. Thank you for this work and the hope for a sustainable society.
>
> **—North Oyster/Diamond resident**

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