

APPENDIX A

Public Participation Summary Reports



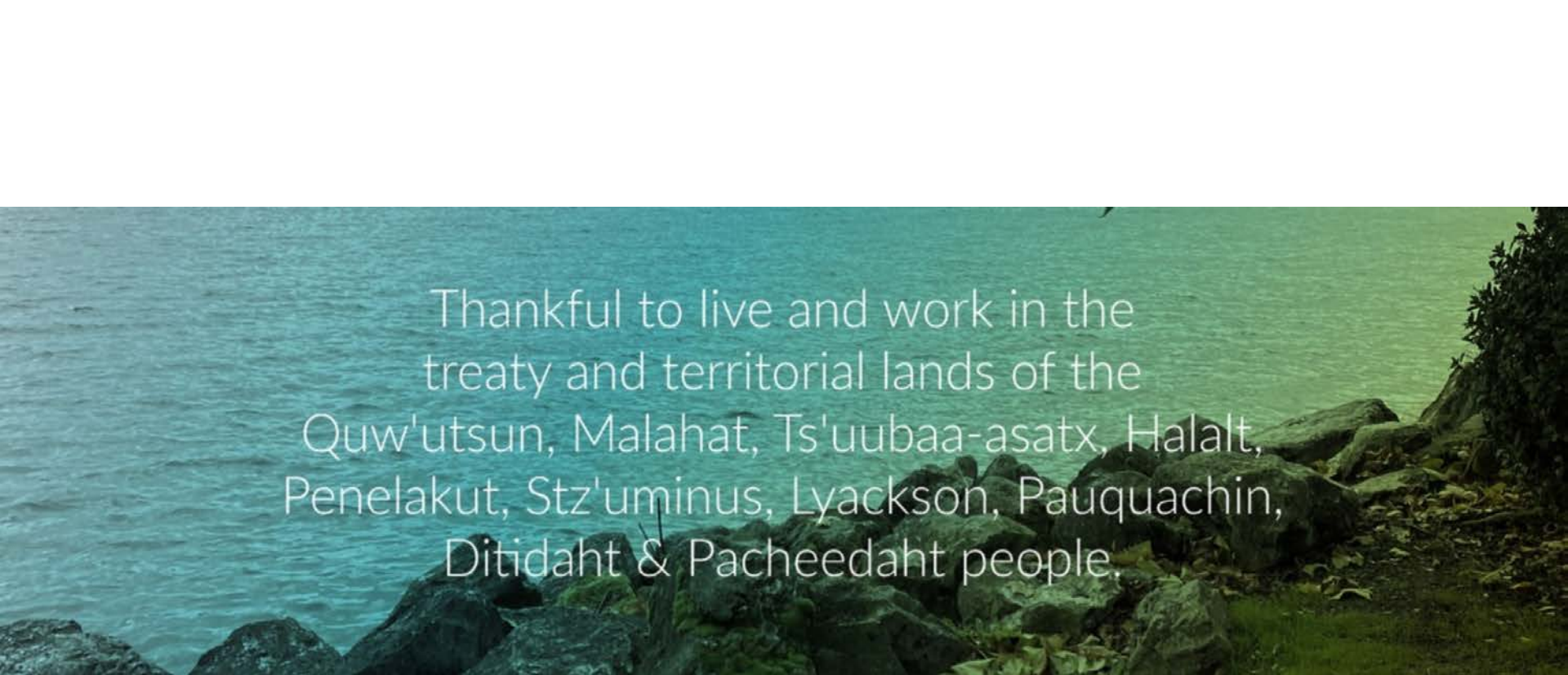


human powered

ACTIVE TRANSPORTATION PLAN

Public Participation Summary Report #1

January, 2022



Thankful to live and work in the
treaty and territorial lands of the
Quw'utsun, Malahat, Ts'uubaa-asatx, Halalt,
Penelakut, Stz'uminus, Lyackson, Pauquachin,
Ditidaht & Pacheedaht people.

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1. INTRODUCTION

This Engagement Summary Report presents the first round of activities and outcomes of the Cowichan Valley Regional District (CVRD) Active Transportation Plan Stakeholder, First Nations, and Public Participation Plan.

2. PROJECT BACKGROUND

PURPOSE

The Regional Active Transportation Plan will strive to integrate 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 plan. This will bring together all affected and invested stakeholders across the region in a collaborative process.

OBJECTIVES

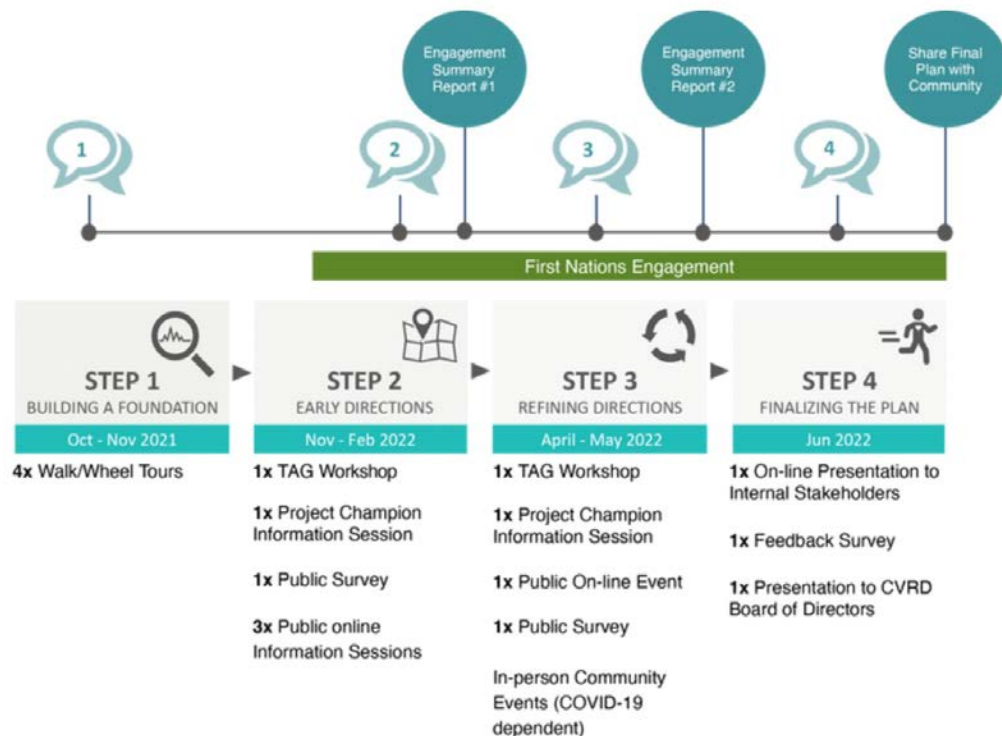
- 20-year plan with short term priority actions, look for strategic opportunities to advance projects
- Connections between urban hubs
- Conscious of emerging technologies and their opportunities
- Enable equitable, accessible and inclusive mobility options
- Increase public health and safety by creating safe and comfortable spaces for walking and rolling
- Fiscally responsible, strategic investments in active transportation.
- Strengthen relationships and collaboration with all residents, First Nations and community stakeholders
- Framework for regional cooperation and collaboration



ENGAGEMENT PROCESS

Bunt & Associates Engineering Ltd. was retained to develop the CVRD Regional Active Transportation Plan together with Uplift Engagement Communications Inc. to lead the Stakeholder, First Nations, and Public Engagement efforts. Working closely with CVRD project staff, the collective Project Team launched Step 1 of building a foundation in October, 2021. This involved the Project Team touring the region over a two day period. Met by members of the Technical Advisory Group (TAG), participants walked and talked about active mode issues, opportunities, and relevant past and current projects in the region.

With a solid lay of the land, engagement efforts continued to Step 2 at which time several initiatives were made to connect and hear from as many people living in the region as possible.



WHO IS PARTICIPATING

MEMBER MUNICIPALITIES + COWICHAN VALLEY REGIONAL DISTRICT ELECTORAL AREAS

Scheduled presentation updates by the Project Team at completion of each step of the project.

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

LOCAL FIRST NATIONS

On-going outreach and communication throughout the project.

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

WHO IS PARTICIPATING

TECHNICAL ADVISORY GROUP

Scheduled workshops with Project Team during Steps 2 and 3. On-going communication throughout project.

- City of Duncan
- Municipality of North Cowichan
- Town of Ladysmith
- Town of Lake Cowichan
- BC Ministry of Transportation
- BC Transit
- CVRD Land Use Services Department

REGIONAL COMMUNITY AT-LARGE

Scheduled public information sessions and community events with Project Team during Steps 2 and 3.

PROJECT CHAMPIONS

Scheduled information sessions with Project Team during Steps 2 and 3. On-going communication throughout project.


- Yellow Point Ecological Society
- Cowichan Trail Stewardship Society
- Friends of Rails to Trails
- Cowichan Bay Parks Commission
- Saltair News & Views
- Fraser Basin Council
- Chemainus Business Improvement District
- The Trails Society of BC
- Social Planning Cowichan
- Cowichan Climate Hub
- Community Living British Columbia
- The Cowichan Valley Regional Hospital District
- Cowichan Lake Trail Blazers Society
- Resident E-bikers, Cycling, and Accessibility Advocates

3. PROJECT COMMUNICATIONS

COMMUNICATIONS AT A GLANCE

 22.2k

Total Online Coverage Views
(Website, Social Media, Articles)

 1.1K

Visits to PlanYourCowichan.ca ATP
Project Site

 409

Total Social Engagements (Shares,
Likes, Comments, Reactions)

 400

Printed Project Cards Distributed

 77

People Attended Public Info Sessions

 17

People Attended Project Champion Info Session

 4

Pieces of Online Media Coverage

WHAT IS ACTIVE TRANSPORTATION?



Active transportation includes any form of human powered or power-assisted transportation, and is often synonymous with cycling and walking. There are many other forms such as skateboarding, in-line skating, skiing, and skating.

Advancements in technology have introduced new forms of transportation including pedal assist or fully electric bicycles, electric scooters and skateboards, and other mobility assistance devices, known as micro-mobility.



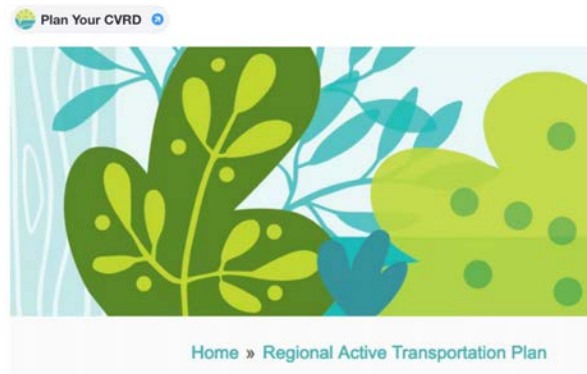
KEY MESSAGE

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. Cowichan Valley Regional District has big plans for active transportation.



PROJECT WEBSITE

The Cowichan Valley Regional District recently launched a new web-based engagement platform using the Bang the Table. All communication efforts focused on driving awareness and participation at this site.



Regional Active Transportation Plan

this is an upcoming stage for Regional Active Transportation Plan Following adoption of the Regional Active Transportation Plan, implementation with partners will begin in accordance with the plan's goals, objectives and priorities on an ongoing basis.



PRINT + EMAIL

Project cards were shared with Technical Advisory Group members and Project Champions for sharing through their respective networks. These cards were also printed with 400 distributed to community facilities, cycling businesses, and posted at regional trail locations.



MEDIA COVERAGE

Invitations to attend online public events was published in three regional news sources.



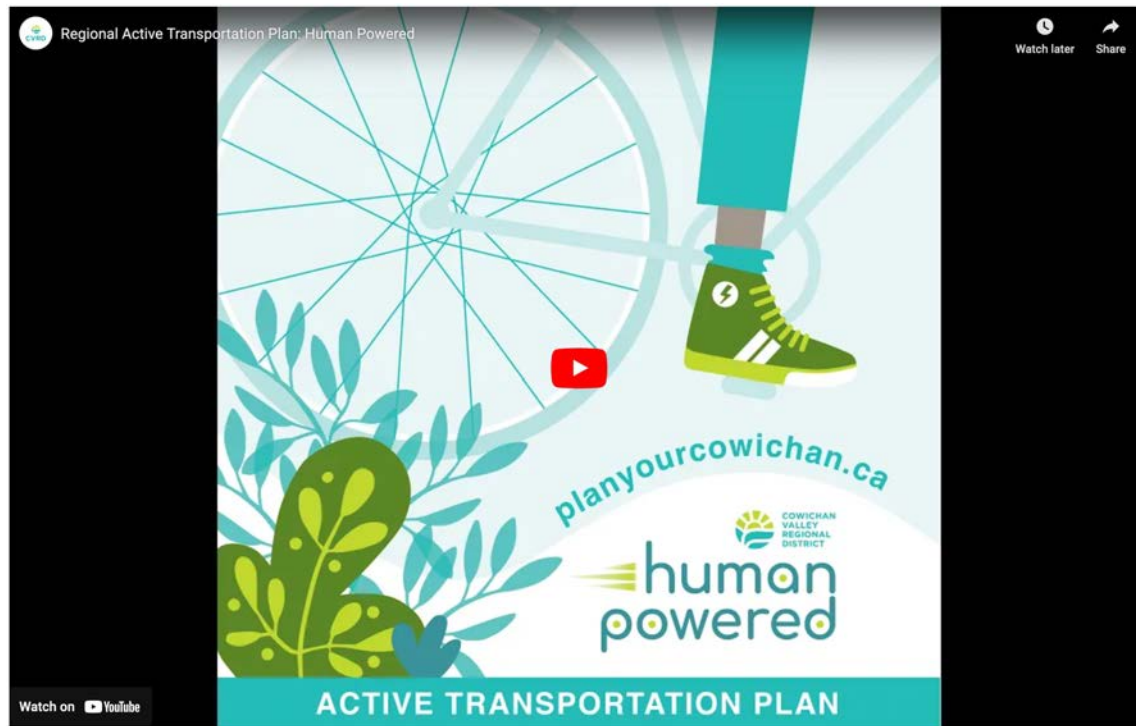
CVRD to host virtual open houses on its active transportation plan - Cowichan Valley Citizen

The CVRD is looking for public input into its new active transportation plan. (File photo) District looks for public input on new plan The Cowichan Valley Regional District is inviting the public to attend virtual open houses on its Regional Active Transportation Plan.



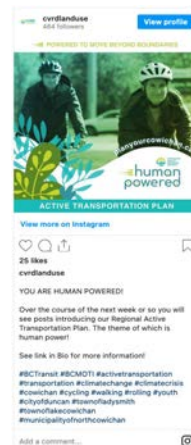
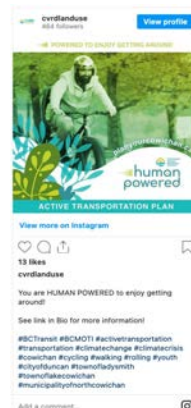
VIDEO

Video promoting the Active Transportation Plan shared via multiple platforms and posted to the Cowichan Valley Regional District YouTube channel. Received 173 views on Youtube.



SOCIAL MEDIA POSTS

Social media posts made to CVRD Land Use Instagram account



4. WHAT WE HEARD

ENGAGEMENT AT A GLANCE



2

Regional Walk and Wheel Tours



1

Technical Advisory Group Online
Workshop



1

Project Champion Information
Session



3

Public Online Sessions



9

First Nations Outreach +
Conversations On-going



182

People Completed Survey



412

Pins Placed on Interactive Map



22

People Contributed Stories and
Ideas



SURVEY RESPONSE

An Active Transportation survey was designed to better understand the current perceptions, challenges, and opportunities for residents of the region. The survey was open from January 6th to February 7th, 2022. The following two qualitative questions were posed:

1. What limits you from using active transportation?
2. Do you have any comments or suggestions for how to improve active transportation planning and route development in and around the region?

4 Themes Emerged



Safety for Self and Others



Infrastructure and Connectivity Challenges and Opportunities



Convenience and Distance



Personal/Physical Limitations



SURVEY RESPONSE

HIGH LEVELS OF CONSENSUS

Key outcomes (where there is high level of consensus) of the quantitative responses are presented here.



Use Active Transportation for Recreation and Exercise



Agree That Developing an Active Transportation Network is Extremely Important



Support More Investment in Active Transportation



Want to Use Active Transportation to Move Around the Region



Walk as a Method of Active Transportation



Bike as a Method of Active Transportation



#1 Most Important Active Transportation Consideration



SURVEY RESPONSE

KEY METRICS AND COMMENTS BY LOCATION

City of Duncan

1. How important is developing an active transportation network in the region? **Extremely Important – 52%** **Important 43%**
2. Would you support more investment in active transportation routes? **Yes – 100%**
3. What limits you from using active transportation? **Infrastructure & connectivity concerns – 39%** **Safety for self and others – 39%** **Convenience and distance – 22%** **Personal/Physical limitations – 0%**

Comments, suggestions for improvements?	Any specific locations for improvements?
Nowhere in this whole process is there mention that you are really ONLY talking about "Roadside Transportation". That has NOT been made clear, but came out at the last Workshop. You appear to consider "Trails" as only "something to connect to" by road, rather than as "an alternative to roads". Grave mistake in the whole process!!! Are we just going to double up all the roads in the end? Of course you will then get all the problems with curbs, pedestrian crossings, etc. Never mind they will be noisy and dangerous. Keep the trails SEPERATED from the roads and they will be preferred for being quieter, amenable to dogs, nature, baby carriages and yes even HORSES!	Complete the Trans-Canada Trail from Somenos to Chemainus. Parking at the Exhibition Grounds. Proximal to future developments at Bell McKinnon Corridor and Cowichan Commons. Off the roads!! Just like the little-used "Connector" of the CRD Galloping Goose to Shawnigan, built in 2017 with Fed money for the 150th birthday of Confederation. This one, could also be built with some Fed money to celebrate North Cowichan's 150th Anniversary in 2023. I believe there are grants for Great Trail work as well.
Better wayfinding and information about existing routes.	Sherman road/Berkley's corners To and from the new hospital site
Snow removal on active transportation routes.	It'd be nice to have a bike-friendly route that follows the highway relatively closely (using frontage roads, for example), without having to cycle on the actual highway itself, that is connected all the way from Mill Bay through Duncan.
Establish safe routes. Less painted lines and more protection.	Koksilah/Glenora area. Sidewalks amd street lamps so people can walk more safely
Connect friendship trail by police station, maintenance cowichan valley trail where flooding happened	Everywhere! :)
It has to be safe	Connect cowichan valley trail to cowichan bay
Completing the bike trail near the police station to link the friendship trail. Continue to service trails.	Bike lane to Lake Cowichan from Youbou, more sidewalks



SURVEY RESPONSE

KEY METRICS AND COMMENTS BY LOCATION

City of Duncan

Look at the major routes into and around town, and connect the paths/lanes properly. The dike paths on the 2 ends of town are fantastic, but could be connected better	It would be great to have a bike route going south out of Duncan to link up with Cowichan Bay road. Perhaps a bike path under or beside the blue bridge as currently you have to go out Allenby rd. I think overall as someone who bikes a lot I think there has been a great job to link trails with south Vancouver island. Continued working with Ladysmith to develop North bike paths as going through Saltair there is not much of a shoulder.
Define and mark corridors for non motorized and small electric vehicles. As options with micro electric vehicles increase, we may need to split the corridor to those on their human power, and those with electric assist.	The trail through town doesn't have proper easy to use connections across streets and randomly stops and starts The road on trunk is hard to bike on as the road isn't very wide. And with a few small connections we could have an amazing circle route around Duncan, that would be amazing for runners, walkers and tourists that need to stretch their legs! From the dike path by the marsh, to the path in town to the dike towards mcAdams park. Just an easy connection at Beverly and #1 to Canada Ave, then from Canada Ave across from coffee in the moon to the casino need connections
More priority for keeping the trails and sidewalks usable in the winter months.	Maple Bay Road, Tzouhalem Rd
Add pathways along current roads or adopt E&N railway lands	Along Cowichan Lake road
no	Any local highway that has a limited or slenderous walking shoulder
As above Bad roads where I live. Lack of bus options for safe drop offs in town. Too expensive for bus as well esp for families with teens. But there is no shoulder it's also not safe riding the school bus because getting to it is not safe esp in either. There needs to be better ploughs. It's so full of snow and ice. But all seasons it's not safe. Car volumes have gone up with community builds and roads are not wide enough and falling apart. We need wider for walking and strollers to get to trails, mail, school bus and city bus. Driveway and proper drainage ditches as well	no
Street sweeps along well-used bike paths are always much appreciated. There is lots of detritus within Duncan city limits and just outside of them.	4800 cowichan lake road area. Lots of housing but not safe to walk to get to places. Would be nice if we could walk to the park without being crushed by cars on the way. Street too narrow around corners. We need bigger shoulders
	I'll take anything I can get

SURVEY RESPONSE

KEY METRICS AND COMMENTS BY LOCATION

Municipality of North Cowichan

1. How important is developing an active transportation network in the region? **Extremely Important – 67%** **Important - 22%**
2. Would you support more investment in active transportation routes? **Yes – 75%**
3. What limits you from using active transportation? **Infrastructure & connectivity concerns – 56%** **Safety for self and others – 40%** **Convenience and distance – 4%** **Personal/Physical limitations – 17%**

Comments, suggestions for improvements?	Any specific locations for improvements?
Make sure that street lights have a button for bikers to use. For example, going from bell mackinnon crossing the highway onto drinkwater, there is no button for bicyclers. The sensor does not detect bikes, so you can't cross unless a car comes.	New CDH Hospital Downtown Duncan to other surrounding communities (Maple bay, etc)
At a minimum, make it easier for cyclists to get to the highway and over it safely. Being forced to squeeze in with cars on roads where they don't think you belong as a cyclist is nuts. Similar to Vancouver, dedicate certain streets for biking so that cars get more used to seeing cyclists there. Connect more trails to allow cyclists and walkers to get off busy roads. Like in Denmark, make it so easy to cycle and so annoying to drive (slow) that ppl change to cycling! E-bikes allow all kinds of ppl to bike now so fitness is no longer a key reason.	Bell mackinnon
Turn the E&N track into an Active Transportation trail. Add paved shoulders onto all roads leading to Cowichan Bay.	Continue to develop the CVRD trail next to the E and N Rail line. Perhaps from Duncan to Chemainus to connect to trail there (and to continue into Ladysmith). And from Duncan south through Cobble Hill to Shawnigan. Perhaps use the Crofton Mill's waterline to develop a trail like in N. Cowichan.
Bike lanes on Gibbins and Menzies!.. Coronation St. through town to connect to Maple Bay Rd...Along Allenby and Eagle Heights areas, this process has stalled for years...People need access to nature, especially now.	until I can relocate in to town, there is no area I can suggest currently, my only my exercise option is the Sportsplex
Nothing. But we have enough	Yes, make it a lot safer to get across the highway in Duncan from the south, east, north and west.
Nothing. I use sidewalks and the roads already in place	Allenby Road, Cowichan Bay Road, Cobble Hill Road, Shawnigan Lake Rd.



SURVEY RESPONSE

KEY METRICS AND COMMENTS BY LOCATION

Municipality of North Cowichan

Route connections eg north of Ladysmith or South of Chemainus	See above. Area E connective trails from Barnjum and Sahtlam area to parks and existing trails. I joined the E Parks advisory board to promote this, but we are powerless to do anything without CVRD support. Trails need better maintenance and culverts for flood times, currently many are simply unusable.
	A SEPARATED walking/bike/horse path along Gibbins that also connects to the TransCanada Trail.
	Stop spending money on this when there is ease of use already
	I don't feel this is a good use of tax payer money
	Increased number of wide shoulders/ dedicated bike lanes

SURVEY RESPONSE

KEY METRICS AND COMMENTS BY LOCATION

Town of Ladysmith

1. How important is developing an active transportation network in the region? **Extremely Important – 84%** Important - **8%**
2. Would you support more investment in active transportation routes? **Yes – 92%**
3. What limits you from using active transportation? **Infrastructure & connectivity concerns – 32%** Safety for self and others – **47%** Convenience and distance – **16%** Personal/Physical limitations – **5%**

Comments, suggestions for improvements?	Any specific locations for improvements?
I've been working on a e-bike plan for Ladysmith that I hope to have finished in a couple of weeks. Giving examples of how e-bikes could be used to reduce parking issues, air pollution, etc., increase local employment, tourism, etc. and how e-bikes address many of the goals and objectives laid out in various Ladysmith plans from the past 10 years. I, happy to share this once it's done. Is there someone in particular that I should send it to n the CVRD?	north of ladysmith to nanaimo
provide education on opportunities	There is no safe route from Ladysmith to the North (Nanaimo/Yellow Point area). Even the shoulder on the Hwy disappears. I would love connections to trails all over the island.
The completion of the Yellowpoint Trail is a wonderful proposal. Running from the corner of Cedar and Yellowpoint and into Cedar would complete the circuit and make the various parks and amenities available to both locals and tourists.	Yellow Point
Coordination between districts. island. Route planners eg google maps to include safe routes for human power. Simpler joint MoUs and stds with MOTI. Require human access in new roads snd areas eg Ladysmith development in Holland Creek and Rocky Creek. Take back the land - the island legacy of private landownership and landowners taking more rights than they should, prevents public RoW thru safe beautiful areas eg Ladysmith waterfront. Plan for zero carbon, supply chain issues, natural disasters.	Cedar Road, Yellow Point Rd., Brenton-Page Road/Shell Beach/Doole Road, Cedar Village into Nanaimo and Parkway Trail. Intersection of Cedar Road (S) / Airport (Timberlands) into Ladysmith and south to Chemainus. Holden-Corso Road into Cedar-by-the Sea, then south to connect to Yellow Point Road.
Priority should be given to regions with no current sidewalks or road side trails.	Yellow Point Road
Convert railway beds to cycling and walking pathways. Connect up networks of pathways. Extend TransCanada Trail through Ladysmith and across Nanaimo River. Provide safe cycling and walking trails beside existing roads. Why transportation only for cars? Why not provide trails for children and students?	Please, please, please improve accessibility for cycling between Cedar and Ladysmith.



SURVEY RESPONSE

KEY METRICS AND COMMENTS BY LOCATION

Town of Ladysmith

<p>Priority for areas without bus service Think for the future - for a world 50 to 100 years from now. It may mean planning to purchase lands where paths can be built to make connections.</p>	<p>As we live on the northern fringes of the CVRD, trails along existing roads would be useful. Our closest shopping area, banking and pharmacy are all in Cedar - RDN. Regional districts must work together on active transportation improvements. Thanks</p>
<p>Reduce speed of traffic/calming to make current routes safer. Increase visibility of other non-vehicle road users. Connections between locales. Pavements! If roads are seen as only for cars, then drivers continue to drive in a careless manner. Road is seen as a highway everywhere.</p>	<p>Around Cedar and Yellow Point Roads</p>
<p>I would like to see gravel paths, separated from the asphalt, along existing roads. In our area there are far more walkers than road bike riders. The CVRD must look at providing some sort of insurance for private property owners who wish to allow the public to use trails over private land.</p>	<p>Yellow Point</p>
<p>Turn the E&N railway corridor into a long-distance walking/cycling route. Plan for every community to have easy access to a safe separated walk-bike trail. Work with the RDN to create an integrated trail network along the northern CVRD, souther RDN.</p>	<p>Circular route around Yellow Point and Cedar using Yellow Point Road and Cedar Rd with paths going to Airport (bus stop) and to Duke Point Ferry and also Nanaimo Parkway. Path from Ladysmith to Yellow Point. Path connecting Stz'uminus First Nations Territory.</p>
<p>should be a partnership with adjoining regional districts</p>	<p>Yellowpoint & connecting Saltair to Ladysmith & onto Nanaimo.</p>
<p>Put it to a community vote for those living in the area. Many do not want this</p>	
<p>Get Feds involved. Have MP invest money in our community to complete/improve the Trans Canada Trail. Get more directors to spend Gas Tax money on trails.</p>	
<p>Separated bike lanes, signage indicating cyclist on the roads & more enforcement. Numerous times speeding vehicles have forced me off the road or created unsafe situations</p>	



SURVEY RESPONSE

KEY METRICS AND COMMENTS BY LOCATION

Town of Lake Cowichan

1. How important is developing an active transportation network in the region? **Extremely Important – 78%** **Important - 22%**
2. Would you support more investment in active transportation routes? **Yes – 100%**
3. What limits you from using active transportation? **Infrastructure & connectivity concerns – 33%** **Safety for self and others – 50%**
Convenience and distance – 0% **Personal/Physical limitations – 17%**

Comments, suggestions for improvements?	Any specific locations for improvements?
More light. Road is black. I'm on lake park road. No street lighting. No sidewalks.	Lake Cowichan
Safer road conditions. There are so many pot holes on the old highway	Cowichan Lake Rd
More shoulder space. We rode Lake Cow → Youbou. It's tough when traffic goes by.	lake Cow to Youbou and Lake Cow to Mesahie.
Join the trails. Have a circular route around the lake.	Sidewalk is uneven in the town of lake cowichan.
Reduce speed limits closer to residential and parks. Our newer Tal Development has been neglected in this plan, and there are trucks speeding in and out of town at 90+ km/hr, on a hill, right behind homes and approaching the town's community campsite and hiking trails. Too industrialized and unsafe around what should be a positive, community space. Side walks and bike lanes should be more considered.	To Honeymoon Bay, Youbou and perhaps one day around the lake
	Lake Cowichan
	Cowichan lake area
	Major concern: South Shore Rd. between Peterson Rd and Lakeview Park Rd. Safer passage all the way towards Mesachie Lake Park would be the ideal next step.



SURVEY RESPONSE

KEY METRICS AND COMMENTS BY LOCATION

Electoral Area A – Mill Bay/Malahat

1. How important is developing an active transportation network in the region? **Extremely Important – 84%** **Important - 8%**
2. Would you support more investment in active transportation routes? **Yes – 92%**
3. What limits you from using active transportation? **Infrastructure & connectivity concerns – 64%** **Safety for self and others – 36%**
Convenience and distance – 0% **Personal/Physical limitations – 0%**

Comments, suggestions for improvements?	Any specific locations for improvements?
Make a walking path beside the highway and a bike path beside the highway (similar to the galloping goose in some places on the southisland). Existing frontage roads can be altered/widened and have fencing/barriers added to them for safety of pedestrian & bike traffic. Small pathways can be created to make the frontage roads connected together and run parallel to the highway. Make shoulders to accommodate walking, strollers, or bicycle traffic for families to use safely on major rural roads such as Shawnigan-Mill Bay, Renfrew, Cobble Hill, Hutchinson, Cowichan Bay, Koksilah, Cherry Point, Fisher and Telegraph.	The south end of the Cowichan Valley.
Leave well enough alone.	Mill Bay Road, re-opening the Bamberston- Shawnigan haul road
Create more bike lanes and safe places to lock bikes in high visibility areas to prevent theft. Victoria is trying to address bike theft.	Between Mill Bay and Duncan
How are you engaging with schools? How are you incorporating climate change projections? How are life cycle costs going to be communicated to the public?	A safe bike route from mill bay to Duncan. And bike/walk route from Malahat first nation reserve to mill bay centre
I think wayfinding tools are great. Also having maps that show trails in the nearby region... putting these in shopping/gathering centers such as the Mill Bay Shopping Centre, Shawnigan Lake Village, Cobble Hill Square, etc... could help promote use of the trails and also develop a better sense of community	A bike/walking trail from Mill Bay to Shawnigan would be great. Walking or biking down Shawnigan Mill Bay Road has never felt very safe due to narrow shoulders
Extend the trails so they connect for more continuity. Trail across or under highway. More off leash open dog areas. Possibly a public field.	Extend Aros Rd. trail south to Hatch Pt. Rd. Trail or at least bike lane south to Kilmalu Rd. and west to Hwy. 1. Continue Cowichan Valley Trail north from Johnston Rd. to Chemainus.



SURVEY RESPONSE

KEY METRICS AND COMMENTS BY LOCATION

Electoral Area A – Mill Bay/Malahat

<p>Install safe sidewalks and/or shared pathways on main thoroughfares to encourage the general public to walk to shopping, recreation or get exercise. Many young families do not feel safe walking with stroller or young ones or both. High school students are being asked to run on narrow unpaved shoulders for Phys-Ed, and training.</p> <p>Continue creating inter-neighbourhood pathways (such as Mill Springs) so that humans can travel away from traffic</p> <p>Pedestrian Bridge over the Island Highway at Deloume.</p>	<p>The highway around the silver bridge - the drains on the edge of the road make it unsafe and people walk on the sidewalks so there is nowhere for cyclists to ride safely.</p> <p>The highway from Miller Road to Beverley feels too tight and dangerous on a bike.</p> <p>The merge lanes for traffic coming onto the highway going north from Mill Bay to Duncan seem to blind drivers to cyclists going in the same direction even with fluorescent clothing</p>
<p>Fully fund the Parks Acquisition Fund. Increase emphasis on linear linkages. Gravel fill between E&N rails or alongside.</p>	<p>Mill Bay Rd, Shawnigan/Mill Road, Telegraph Road, Cowichan Bay Rd, Cobble Hill Rd,</p> <p>Based on the development proposals, the South Cowichan Area is expecting to experience a population boom over the next decade (the New Langford) Without viable alternative methods of moving people around within the community, a huge amount of vehicular traffic will be criss crossing the Island Highway on a daily basis. Heaven forbid any other trucks experience brake failure.</p>
<p>1) Bike lanes</p> <p>2) if not bike lanes at the minimum of a hard shoulder</p> <p>3) School District 79 has a program to design school bus routes. These routes could be given a hard shoulder first.</p> <p>4) The hard shoulders need cleaning On a ride the other day I had to veer into the road as hard shoulders were full of loose gravel.</p>	<p>See above. Intersections and pedestrian over pass needed. Most people live on the west side of the highway and most services are on the east side.</p> <p>Cross walks need to be installed at major intersections. Example ..Lodgepole and Frayne. Transportation Hub. Commuter parking and main school bus stop for Deer Park/Mill Springs.</p> <p>Need for a proper bike path from Deer Park /Mill Springs to Francis Kelsey/ Mill Bar Rec Centre. Right now stone bridge on Barry Road is dangerous and path in extremely poor condition. Need a safe proper route to encourage walkers and bikers to stay off HW1.</p>



SURVEY RESPONSE

KEY METRICS AND COMMENTS BY LOCATION

Electoral Area B – Shawnigan Lake

1. How important is developing an active transportation network in the region? **Extremely Important – 63%** **Important - 15%**
2. Would you support more investment in active transportation routes? **Yes – 81%**
3. What limits you from using active transportation? **Infrastructure & connectivity concerns – 37%** **Safety for self and others – 41%**
Convenience and distance – 22% **Personal/Physical limitations – 0%**

Comments, suggestions for improvements?	Any specific locations for improvements?
Bike lanes along side of the current rail ways or at roadside	Connecting Shawnigan, Cobble Hill, Around Shawnigan lake, Mill Bay to Shawnigan.
I would prefer budget and time were spent on the bus system	Trail from south end to Duncan to use with bike
Put a path ON the railway. It can be like the kettle valley and it will be well utilized.	As mentioned above as well as Shawnigan lake. There is no safe shoulder for walkers or bikers in most of the area.
Turn E&N rail into trail. Great ebike commuter option to both Duncan and Victoria. Plus could like to existing kinsol trail for a circle route for tourism.	Safe bike lanes between Shawnigan, Mill Bay and Cobble Hill
Expand the network of biking and walking trails. Old rail trail should be transformed into a trail. This would be enormously welcomed and enjoyed by the public and would add to our touristic appeal.	Without a doubt the SVRT trail being built 3-5 Meters off the West side of the E&N rail from Thrush government wharf to old mill park is extremely concerning. Basin society has already found that dumping this many tons of foreign material into the riparian edge of the lake and cutting down all the shrubs/trees will cause irreversible damage and just add to the already huge milfoil issues. Additionally, all the properties cut off from their lake properties and the decades long fight it will create is not necessary. The trail belongs on the old tracks or not at all. Everyone knows this including Corridor foundation.
Yes. Please do not continue the "Rail with Trail" plan for the SVRT in Shawnigan! Community and environmental impacts are too great, it will be too costly, and it is purely recreational. the trail should not proceed unless it is ON the rail bed.If that means we have to wait until the ICS either comes to its senses, or implodes (as it should!) So be it!	The expense of putting in a second trail beside the rails is better spent on other projects around the village. Just give us gravel between the rails and move on to other projects that can use the money more.



SURVEY RESPONSE

KEY METRICS AND COMMENTS BY LOCATION

Electoral Area B – Shawnigan Lake

Lack of sidewalks and acceptable walking/biking space especially around village and schools is the largest concern for my family.	sidewalks from Shawnigan Village to Shawnigan Lake School should be the priority
The rail trail would be inexpensive if gravel was placed between the rails. If in a wildly thought the train would run again, the rails, ties and ballast needs to be lifted anyway.	Around Shawnigan Lake - this is a lovely route that has very unsafe sections for cyclists due to narrow roads and speeding vehicles.
In my opinion the people living closest to a proposed active transportation route should be given the opportunity to share their knowledge of the area and who, where and what type of activities might be suitable for the route.	See above +. Replace railway into Goldstream Park from Shawnigan Lk and Malahat Dr. with cycling facility; replace railway with cycling connexion from Cobble Hill to Duncan; connect Cowichan Lake town to trails from Duncan and west side of Shawnigan Lake;
Active transportation is a misleading term. Dead end trails are not active transportation. Nature trails in our beautiful community on the other hand are needed and the public is asking for that	No
Make application to the province for Highway Use Permit - Sidewalks & Landscaping, and make us some sidewalks!	All the main roads in the Shawnigan village should have sidewalks
Any new development should have to include provision for separated cycling lanes	Shawnigan Beach Estates to the village, along Renfrew to the trestle, around the lake, to Cobble Hill, Telegraph Road.
1)Complete cycling facility from the western end if the new Mill Bay facility along the Millbay Shawnigan Lake Road into Shawnigan Lake; 2) replace tracks along east side of Shawnigan Lake with a bike facility; 3) build hiking and cycling connexion from Shawnigan Lake to Cobble Hill Mountain; 4) complete hiking trails around Shawnigan Lake in accord with earlier master plans.	Trail next to highway linking Shawnigan lake to Duncan
No. Too much money has already been spent on trails.	Shoulders made safer where the roads are shared by logging trucks, cyclists and pedestrians (particularly around Shawnigan Lake)
Sidewalks in & around the village would be a real benefit to the community.	Along the ocean in Millbay. Trail beside the tracks along the lake and all the way to Cobblehill.
Install sidewalks so students from Shawnigan Lake school can safely walk into Shawnigan village	Renfrew rd, West Shawnigan lake rd and South Shawnigan lake rd



SURVEY RESPONSE

KEY METRICS AND COMMENTS BY LOCATION

Electoral Area B – Shawnigan Lake

Re-paving sections of road that are very rough and dangerous for bicycles especially when being passed by a vehicle. Widening the road slightly to give more room for vehicles and bicycles to share the road. A gravel path following the rail line from Mason's Beach in Shawnigan to Cobble Hill would be amazing.	Rail with Trail from Masons Beach to Old Mill Park is an excellent example of an active transportation improvement. Fully accessible, lake front and connects multiple parks for all the community and tourists to enjoy all while partnering with a third party with land access. Eventually rail with trail should connect Shawnigan Lake to Cobble Hill then Cowichan Station and to Duncan and north.
Trail next to the highway until side streets may be accessed.	Add a walking/biking path on the east side of Shawnigan Lake along the rail way bed into Duncan
Please include waste management infrastructure such as regularly maintained wildlife-safe garbage bins, and also portapotties at access points if possible	Around the lake
More rail with trail options. Design trails with free transit in mind. People could get places by partnering walking/cycling and transit.	Shawnigan Lake and Cobble Hill Villages; Cowichan Bay
Separate pathways along the road for bikers and walkers	See above. The entire E&N rail corridor. I dislike riding the Malahat mostly because it is not so accommodating to bikes, but I make regular trips for grocery shopping. The shoulder is narrow where it needs to be widest, going down into Goldstream Park. Riding the rail corridor to Victoria would be a dream. Motor vehicles are fine when you are travelling among them at the same speed; otherwise they are horrible monsters, so many of them whizzing by. If the E&N was rideable then the TCH would not be needed as a main corridor for bikes anywhere in the Cowichan Valley including through Duncan. That alone would be not only enough (as long as it is maintained) but possibly all that's needed from my perspective as a long time, very high level user.
More action and less talk, lets get it done.	
a discount on ebike purchases in the CV for those living in the CV	
Build more paths for bikes and walking	
We need investment from the Ministry of Transportation. Trails without connectivity to sidewalks and other pedestrian infrastructure in city/village centres will Make an incomplete network/route	



SURVEY RESPONSE

KEY METRICS AND COMMENTS BY LOCATION

Electoral Area B – Shawnigan Lake

Cycling is the main mode of transportation, by far, for our entire household of 4. This has been going on for 20 years.
One suggestion is to make the E&N into a path like the Galloping Goose in the CRD. I walk that line between Cobble Hill and Shawnigan Lake. The road nearby, Shawnigan Lake Road, is hostile to pedestrians and to a lesser extent cyclists due to the volume of traffic and its hostile nature (speeding, many diesel pickups without mufflers ...) as well as the numerous potholes and broken pavement where cyclists like to ride, on the right. Walking the rail line is nice due to the isolation from traffic, but it's getting harder and harder to do with the ties getting slipperier and breaking down.

Another suggestion is to make the TCH more bike friendly going through Duncan by adding a shoulder northbound from Old Farm Market then forcing all thru traffic into the centre (left) lane both ways through Duncan between the Silver Bridge and James St. so that bikes can have the right lane without having to share it with thru traffic. Ideally the right lane would be reserved for cyclists but I don't think that would be a popular move. As it stands there is no place for cyclists to ride other than the sidewalk, which is illegal but which almost everyone does except me, or the right hand traffic lane, which is where I ride and get honked at for taking the entire lane (to avoid getting forced to jump up on to the curb by commercial vehicles, which used to happen until I decided to hog the lane.)

I ride through Duncan often, right through on the TCH on my way to the Commons mall or some other location, even as far north as Nanaimo on occasion. I don't want to take a detour through the downtown area and take the bike path there. I ride at 30-40kph on flat terrain with a trailer behind my bike and find the TCH the fastest and most convenient way to cover ground, but it is not safe to ride there between Silver Bridge and James St.. Only my experience and expert ability on the bike makes it somewhat feasible. Bike infrastructure needs to be considered as enabling and accommodating serious, professional grade movement of goods, not people out for recreation. I've taken construction materials from retail stores in Duncan back to my residence in Shawnigan Lake. This includes 9 foot fence posts and metal roofing panels. I once transported a full size refrigerator 24km from my residence to the Bings Creek depot. Did you know the most efficient form of transportation on the planet is the bicycle? Increasing its use is the key to reducing environmental impact and saving money for all levels of government.

The shoulders and roadsides are where all debris ends up due to the traffic flow. Ironically, cyclists are expected to put up with this even though their vehicles have exposed drivetrains, no suspension and very narrow high pressure tires compared to cars.

SURVEY RESPONSE

KEY METRICS AND COMMENTS BY LOCATION

Electoral Area C – Cobble Hill

1. How important is developing an active transportation network in the region? **Extremely Important – 60%** **Important - 13%**
2. Would you support more investment in active transportation routes? **Yes – 86%**
3. What limits you from using active transportation? **Infrastructure & connectivity concerns – 27%** **Safety for self and others – 53%** **Convenience and distance – 13%** **Personal/Physical limitations – 7%**

Comments, suggestions for improvements?	Any specific locations for improvements?
Make it all connect. Add bike lanes.	Connections to/from Arbutus Ridge.
Lobby to get the E and N Rail bed converted into active transportation corridor	Pretty much everywhere in the CVRD EXCEPT Chemainus! They are rocking it!!
Yes!! Please look at other jurisdictions who have had success. There are many good news stories. There will likely be pushback, so collecting baseline data and then data once certain projects are implemented can help reassure people of the success. If you build it, they will come!!! Consider using the rail line to build a rail trail along. Connect key nodes. Schools, village centres, parks, etc	Yes, several. Key ones would be: Along Mill bay road. A route connecting cobble Hill and shawnigan Lake village (rail line?), Connection between Kerry park and cobble Hill village and shawnigan Lake village.
Bring back the railway both for commuters and tourism	Bring back the railway for both tourism and commuters. It is absolutely insane we do not have an active railway. Visit Europe! Whatever you do, please do NOT replace the railway with a trail. We have tons of underused trails in the Cowichan all of which need better signage
Get a plan done ASAP and bring back to community but include biking walking groups from the community to help develop the plan	Turn EN railway into cycling walking trail asap
Increasing edge of roadways. IE: Thain road barely wide enough for the volume of traffic let alone anyone biking or walking safely.	South COWICHAN



SURVEY RESPONSE

KEY METRICS AND COMMENTS BY LOCATION

Electoral Area C – Cobble Hill

Use the E&N Use existing trails	Cobble Hill/Cowichan Bay - basically everywhere to all schools (École Cobble Hill, Bench and Bonner/MBNS, and to Valleyview for shopping. Please please please put safe bike routes that are separate from the roads and highly visible/accessible. Thank you so much for taking this initiative, please let me know if the initiative can be supported by a group of students.
Create a trail network that is safe and accessible to ensure all people including children can safely walk and bike to school and work and go to the grocery store. It would currently mean taking our lives in our hands despite very desperately wanting to be able to do this.	I would love to see bike and walking lanes everywhere, but especially along Cobble Hill road leading to Valleyview centre. There need to be more crosswalks and speed reductions, specifically at the end of Gallier Rd, Thain Rd, and Fisher Rd. Fisher and Cobble Hill Rd needs a 3-way stop or traffic light, or roundabout. Most residents of Cobble Hill Village have kids, and it doesn't feel safe to allow them to ride bikes to the park.
Please inform the residents of what's going on, how they can get involved, and what the timelines are.	South Cowichan Valley.
I think they should plan for an elevated light rapid transit where the E&N tracks are. Then below it have a paved surface for bikes, walkers etc. Theres already a shop in every community and no one houses or land would have to be bought to make it.	

SURVEY RESPONSE

KEY METRICS AND COMMENTS BY LOCATION

Electoral Area D – Cowichan Bay

1. How important is developing an active transportation network in the region? **Extremely Important – 78%** **Important - 22%**
2. Would you support more investment in active transportation routes? **Yes – 89%**
3. What limits you from using active transportation? **Infrastructure & connectivity concerns – 33%** **Safety for self and others – 67%**
Convenience and distance – 0% **Personal/Physical limitations – 0%**

Comments, suggestions for improvements?	Any specific locations for improvements?
Please make the train tracks into a walking / biking trail. Please make Cowichan Bay Village safe to walk along.	Cobble hill / Shawnigan lake along train train tracks to connect towns. Safe walking path along Cowichan Bay village to connect parking at Hecate Park to shopping core.
Bike lanes or bigger shoulders. Keep up the nice walking trails like those around Cowichan Bay.	Cowichan Bay - in the village between the public wharf and the hotel - especially in front of the stilt homes.
Routes should be on secondary roads not smaller roads. More people could use them.	Bench elementary to the various subdivisions around the bay.
Start with areas where child safety is a concern to encourage them being more active	Of course, Cowichan Bay Area where I live. Many people walk or bike in this area, especially along Cowichan Bay Rd, Cherry Point Rd and Telegraph Rd. I'm very confident if walking/bike lanes were put in many more people would use them to connect to shopping, schools and parks in the area. Would be much safer.
	Going into Cowichan bay along cow bay road all the way to bench school
Talk to those of us who have lived here 60 + years and are interested!	Mill Bay, Cobble Hill, upper Cowichan Bay and into Duncan. I have some very important ideas for Mill Bay. I grew up there.
I would like to see bike networks developed similar to the capital regional district from langford to downtown Victoria.	Cowichan Bay to Cobble hill and Cowichan Bay to Duncan.
More bus stops in residential areas	All the hilly residential areas in Cowichan Bay
Bike lanes	Silver Bridge to downtown Duncan



SURVEY RESPONSE

KEY METRICS AND COMMENTS BY LOCATION

Electoral Area E – Cowichan Station/Sahtlam/Glenora

1. How important is developing an active transportation network in the region? **Extremely Important – 82%** **Important - 12%**
2. Would you support more investment in active transportation routes? **Yes – 100%**
3. What limits you from using active transportation? **Infrastructure & connectivity concerns – 53%** **Safety for self and others – 35%** **Convenience and distance – 12%** **Personal/Physical limitations – 0%**

Comments, suggestions for improvements?	Any specific locations for improvements?
Prioritize neighbourhoods in the closest proximity to town/village cores that do not have paths, and then build out to further/rural areas	Glenora Road, Koksilah Rd and Miller Rd.
Replace E&N with trail	Yes, along Koksilah Road between Miller and Allenby Roads, and along Miller Road to the silver bridge and to downtown Duncan
roadside paths on main routes with connections to water courses, parks as well as short cuts along quiet roads	E&N rail line from Shawnigan Lake to Duncan
Get the local bike stores involved in getting clients to fill out information where they would like to ride more.	koksilah rd, allenby rd and the e&n corridor
I think converting the rail to trail would be huge asset to the communities and would be well used as well as boasting tourism/economic development to the area.	Would like the Cowichan Valley Trail to be repaired from the flooding damage.
Create dedicated bike lanes. Prioritize bike lanes on major routes - Koksilah, Cobble Hill rd.	rail corridor. Specifically Cowichan Station to Duncan.
Make this a priority to build community connecting routes. Involve local community groups. Help these groups work with land-owners to obtain permissions for routes.	^- Koksilah rd. , Cobble Hill rd.
Trail to link townships ie Shawnigan to Duncan via bike etc. Little bits of trails funded here and there serve no purpose.	On Koksilah road leading down to Cowichan Station and continuing towards Glenora.



SURVEY RESPONSE

KEY METRICS AND COMMENTS BY LOCATION

Electoral Area E – Cowichan Station/Sahtlam/Glenora

Regular cleaning of the edge of the road to remove rocks/debris/glass. Plan for corridors, so money can be used wisely. I can then get to the corridors and know I can ride safely.	Existing E&N be used for non motorized or engine traffic. Family bicycling is very dangerous on the current road systems once leaving Duncan etc. Since Covid its a busy trail many lamenting that they cannot ride comfortably to town because of old tracks but would love to go and get their groceries via a safe, smooth picturesque route. Plus the amount of dog walkers using the trail between Shawnigan and Duncan now is fantastic but would be unsafe if trail was used for other transport, and no longer pleasurable. Why would anyone choose to walk then?
More designated and sign posted routes	Make the pathway on Indian road multiuse. Make bike lanes on Allenby road into the city of Duncan and along the river. Create a bike lane E/W in the city of Duncan. The bike lane along Canada Ave is much appreciated.
Where are the bus stops and where do the buses run? Having to drill down in a website is okay for computer comfortable people but elders can be challenged trying to find information.	Built, designated and sign posted routes between local communities, community parks and downtown
Get govt and regulations out of the way	I currently live on Stelfox Road and I visit Duncan, Cobble Hill, Great Greens for shopping and visit my friend on Miller Road. Will I be able to do this in 10 years time?
Get govt and regulations out of the way	The potholes on the roads out to Glenora are pretty bad.
major improvements to the bus system providing access to the Glenora area and other outlying areas like cowichan station, sahtlam	no
Please make sure that created bike paths flow. Eg the one on Canada Ave, is jagged and cars drive over it all the time, you can see how worn out it is. Also as a cyclist i have to give space around parked cars because i am at fault if someone opens a door and i hit them. This requires adequate space when travelling. I don't feel safe on Canada Ave during rush hour, sometimes. I have been cycling for over 45 years.	
Bad roads where I live. Lack of bus options for safe drop offs in town. Too expensive for bus as well esp for families with teens. But there is no shoulder it's also not safe riding the school bus because getting to it is not safe esp in either. There needs to be better ploughs. It's so full of snow and ice. But all seasons it's not safe. Car volumes have gone up with community builds and roads are not wide enough and falling apart. We need wider for walking and strollers to get to trails, mail, school bus and city bus. Driveway and proper drainage ditches as well	4800 cowichan lake road area. Lots of housing but not safe to walk to get to places. Would be nice if we could walk to the park without being crushed by cars on the way. Street too narrow around corners. We need bigger shoulders



SURVEY RESPONSE

KEY METRICS BY LOCATION

Electoral Area F – Cowichan Lake South/Skutz Falls

1. How important is developing an active transportation network in the region? **Extremely Important – 83%** **Important - 17%**
2. Would you support more investment in active transportation routes? **Yes – 100%**
3. What limits you from using active transportation? **Infrastructure & connectivity concerns – 40%** **Safety for self and others – 60%**
Convenience and distance – 0% **Personal/Physical limitations – 0%**

Comments, suggestions for improvements?	Any specific locations for improvements?
It would greatly help to have an improved shoulders system	The road from Gordon bay to Mesachie lake
Walking paths and bike lanes should be part of any future road planning and development. Existing roads need adequate sidewalks or shoulders to make them more active transportation friendly	Extend the trail from lake Cowichan to honeymoon bay
A proper bike /walking trail needs to be built that will go from honeymoon bay to lake Cowichan	Southshore Road from Lake Cowichan to Gordon Bay Provincial Park should be expanded to include safe shoulders and side walks
Widened paved road shoulders. Particularly leaving Mesachie Lake toward Lake Cowichan.	Honeymoon bay to lake Cowichan
	Southshore Road from Mesachie Lake to Lake Cowichan

SURVEY RESPONSE

KEY METRICS BY LOCATION

Electoral Area G – Saltair/Gulf Islands

1. How important is developing an active transportation network in the region? **Extremely Important – 66%** **Important - 17%**
2. Would you support more investment in active transportation routes? **Yes – 83%**
3. What limits you from using active transportation? **Infrastructure & connectivity concerns – 33%** **Safety for self and others – 50%**
Convenience and distance – 17% **Personal/Physical limitations – 0%**

Comments, suggestions for improvements?	Any specific locations for improvements?
I cycle from Saltair to Duncan, but there is no safe route that is not extremely hilly. I cycle north of Ladysmith on occasion. The highway is not safe and there are NO other viable options. The one time I tried to follow the TCT was pretty much the worse cycling experience of my life.	between Chemainus and Duncan. North of Ladysmith, towards Nanaimo.
Work with the Prov. of BC & Fed Government for additional funding to support. This program including those that cycle, walk, etc. Tourism should also be involved .	Chemainus to Duncan. CVT not finished between Saltair and Ladysmith. Ladysmith to North Oyster, Airport, and Nanaimo.
need a train system to go from at least Nanaimo to Victoria.	Chemainus Road from Ladysmith to Chemainus.
Make space for a bike/walking lane on Chemainus Road.	More kayak/canoe/paddle board access/pull-out spots in the CVRD, especially Saltair, where most of our beach accesses are too steep to safely carry heavy loads.
Clear expectations of trail etiquette - I live near the CVRD Trailhead on Watts Road, and the conflicting expectations about trail usage can be frustrating. E-bikes (I have one, they're great, but many e-bike riders are very selfish about sharing trails) need to be better managed - they can make multi-use trails terrifying for pedestrians! Also: consider adding marine trails to your plans. The history of active transportation in this area includes boat travel - kayak, canoe, even paddle boards could be included in the mix. The possibilities of active transportation expand when you add water.	Between Chemainus and Ladysmith #1 Between Ladysmith and Nanaimo #2 Between Ladysmith and Duncan #3
Install dedicated bike / walk path along Chemainus road - it would offer thousands of people an accessible and safe option, both residents and tourists	



SURVEY RESPONSE

KEY METRICS BY LOCATION

Electoral Area H – North Oyster/Diamond

1. How important is developing an active transportation network in the region? **Extremely Important – 100%**
2. Would you support more investment in active transportation routes? **Yes – 100%**
3. What limits you from using active transportation? **Infrastructure & connectivity concerns – 100% Safety for self and others – 100% Convenience and distance – 0% Personal/Physical limitations – 0%**

Comments, suggestions for improvements?	Any specific locations for improvements?
1) I would like to see connector trail routes set aside and developed between neighbourhoods as part of subdivision or land development plans. Essentially an easement for trails that can be gradually developed over time. 2) Develop trails to connect existing dead end streets to adjacent neighborhoods. 3) Widen existing roads to include bike lanes on both sides of the road. 4) existing public access to the ocean should be easily identified and used. 5) public access to the ocean should connect with trails. Let's walk to the beach!!	1) trails to connect Fillipana Rd and Viola Lane and Donna Rd. 2) trail to connect Whiting Way and Long Lake Rd, and Roper Rd.
Convert railway beds to cycling and walking pathways. Connect up networks of pathways. Extend TransCanada Trail through Ladysmith and across Nanaimo River. Provide safe cycling and walking trails beside existing roads. Why transportation only for cars? Why not provide trails for children and students?	Cedar Road, Yellow Point Rd., Brenton-Page Road/Shell Beach/Doole Road, Cedar Village into Nanaimo and Parkway Trail. Intersection of Cedar Road (S) / Airport (Timberlands) into Ladysmith and south to Chemainus. Holden-Corso Road into Cedar-by-the Sea, then south to connect to Yellow Point Road.
Priority for areas without bus service Think for the future - for a world 50 to 100 years from now. It may mean planning to purchase lands where paths can be built to make connections.	Yellow Point Road



SURVEY RESPONSE

KEY METRICS BY LOCATION

Electoral Area I – Youbou/Meade Creek

1. How important is developing an active transportation network in the region? **Extremely Important – 89%** **Important - 11%**
2. Would you support more investment in active transportation routes? **Yes – 96%**
3. What limits you from using active transportation? **Infrastructure & connectivity concerns – 44%** **Safety for self and others – 50%**
Convenience and distance – 3% **Personal/Physical limitations – 3%**

Comments, suggestions for improvements?	Any specific locations for improvements?
Extending the path from Creekside Dr just south of Youbou Rd all the way to Meades Creed Rd would make a huge difference so that people could avoid Youbou Rd altogether to travel to Lake Cowichan. Also if possible extend the path past Price Park to Youbou in the other direction.	Youbou BC
Construct sidewalks in communities and bike lanes along commuter thoroughfares.	Sidewalks in Youbou. Bike lane from Mile 77 Park to Meade Creek Road.
Designated bike lanes from Youbou to Lake Cowichan	Would love to see bike/ walking lanes along Youbou Rd. Is there any way also to deal with the logging trucks?!!!
Pave the shoulders of the Youbou Hwy so there is a safe area to move to when speeding logging trucks fly past. Also build a trail from Youbou to Lake Cowichan similar to the Canada Trail from Lake Cowichan to Duncan.	All thru Youbou, bike lanes and sidewalks
Be bold	Yes, Youbou to the town of Lake Cowichan.
Better safer more walking and biking lanes	From Youbou to Lake Cowichan
Add a sidewalk with crosswalk options on one side of the road that connects to Arbutus Park, the Youbou General Store and Price Park would be an incredible start.	Youbou
We need sidewalks and bike lanes for the safety of our residents	Youbou.
Add bike or walking lanes, stop vehicle parking on the road. More lights needed, with bear and cougar and elk it's scary in the dark	Town of Youbou
Bike lanes on Youbou Rd, especially from Creekside to Meade Road and Youbou to Swordfern with bike safety signage.	Youbou to LC



SURVEY RESPONSE

KEY METRICS BY LOCATION

Electoral Area I – Youbou/Meade Creek

Please please a proper foot path through Youbou village	Cowichan Valley Trails paving
Improve road conditions	Youbou
Extend and connect the TransCanada Trail to connect to city centres in the region.	Youbou rd
Road widening to ensure a safe passing distance	
Please put cycle lanes in Youbou. Thank you for asking us	I would like to see better access to Arbutus park by bike and safer walking to beaches in the area.
make it available	Youbou - Lake Cowichan
Always consider who would use it and make it safe.	I would love to see active transportation all the way to LC from Youbou, but until traffic is calmed it's a unachievable.
Bike and hiking trails or lanes.	Between youbou & lake Cowichan
traffic is fast, much wider roads/ shoulders, cleared for foot and bicycle traffic would be better,	through the built up areas, definitely wider roads and shoulders to accommodate locals on a daily basis, as well as the traffic, although not all that much, it is usually going too fast, dangerous to walk dogs, children etc.
Install sidewalks in Youbou	Youbou to Duncan
Bike path Youbou to lake cowichan	From Price Road to the Firehall
Sidewalks in Youbou	Same as number 10
Dedicated bike & walking paths, with good drainage	All of Youbou Rd especially where the speed limit is 80kmh
	Youbou
	From Youbou to Lake Cowichan
	I definitely would like to have a hiking trail from our development of Creekside that connects to Mead's Creek Road and on into Lake Cowichan. The highway has no walkability because of ditches and the frequency of the logging trucks.



DISCUSSIONS DURING REGIONAL WALK AND WHEEL TOURS

OCTOBER 20, 2021 AND OCTOBER 22, 2021

Team members from Bunt & Associates and Uplift Engagement Communications went on a tour of the region over the course of two full days. Guided by the CVRD Project Team, the group met with staff from member municipalities and MoTI. Lot's of great information received!

What We Heard: Opportunities:

- A desire to connect Region's towns and urban centres
- Road signs preferred over road stencil
- Connections to external areas such as Nanaimo area ferries
- Ladysmith connectivity across Highway
- Many trails and routes are piecemeal, desire to connect trail pieces (i.e. Lake Cowichan)
- TransCanada Trail gaps, but potential to provide a valuable high quality network spine
- Preference MUP's where possible (i.e. Duncan on-going MUP development)
- Potential to partner with Tourism initiatives
- MoTI can allow CVRD to develop/maintain AT infrastructure (licence of occupation)

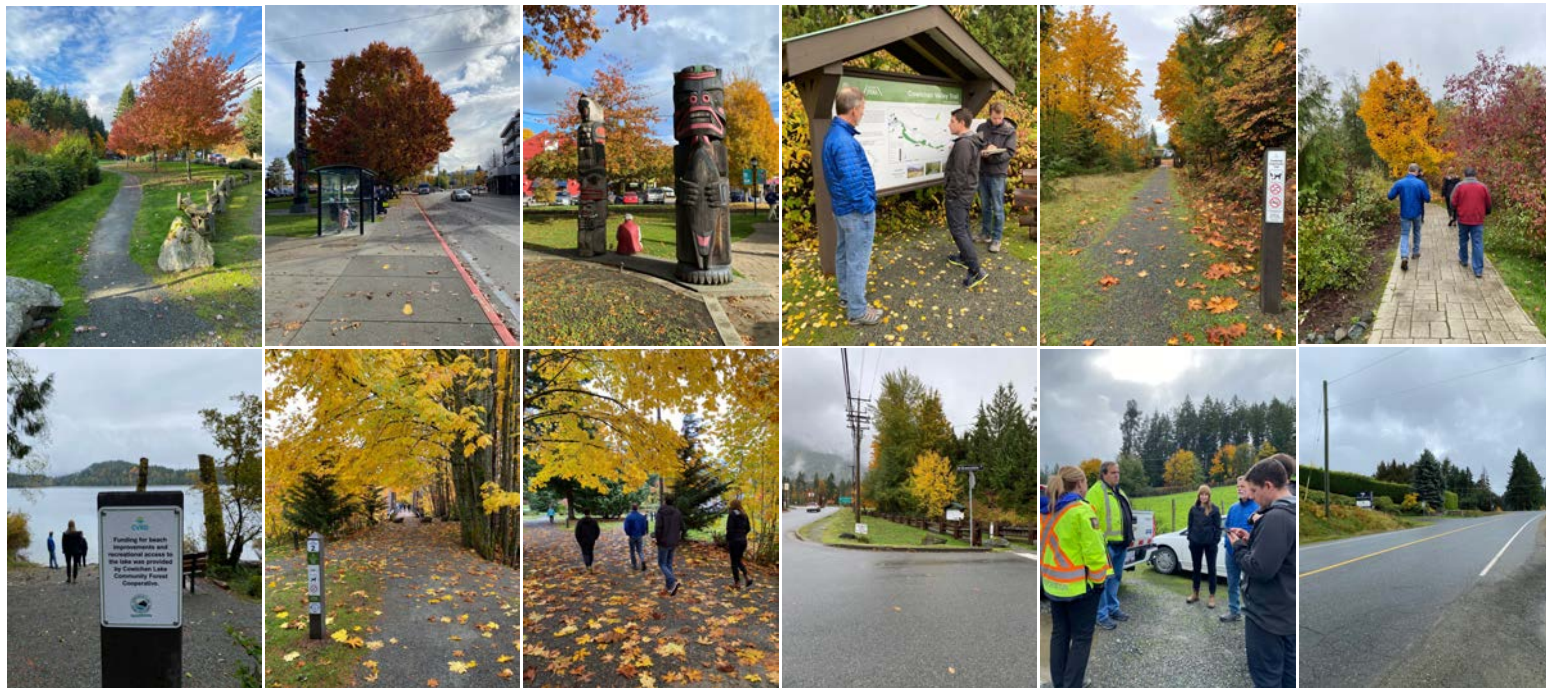
What We Heard: Opportunities: Challenges:

- Many specific connectivity gaps (i.e. the 12 km gap between Chemainus and Duncan)
- Unincorporated areas use MoTI rural road standards, that do not include sidewalks
- Funding streams beyond gas tax for regional connections
- Different jurisdictions throughout region have different authority over roads



DISCUSSIONS DURING REGIONAL WALK AND WHEEL TOURS

SOME OF WHAT WE SAW



FEEDBACK FROM PROJECT CHAMPIONS

JANUARY 11, 2022

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 is 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 we move around the region.

The word cloud 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.



FEEDBACK FROM PROJECT CHAMPIONS

- Accessibility for All Safety Efficiency of Routes
- Accessibility and Safety
- Safe connections east/west and north/south for walking and cycling
- Safe cycling to move the most people safely between communities and get people out of their cars
- Anything that makes bicycle and pedestrian travel safer
- Safety, and encouraging more use
- Connecting greenways for active transportation
- Connecting existing bike lane and trail network. Getting MoTI more involved to support these directions
- Continuing the CVT beside the rails to the North and South
- Improved trails and parks with emphasis on the E and N Rail corridor being converted into a bike path asap
- Enhance human powered transport to and from the new hospital (patients and staff). The timing is perfect as much of the hospital build is still in the planning stages
- Biking lanes
- Education for cyclists, especially with the advent of e-bikes
- Shared infrastructure costs for a regional network
- Transit is key for walkers and cyclists
- There is a water pipeline being planned from Ladysmith to Coffin Point, St'znemous Reserve. Please keep this in mind

FEEDBACK FROM PARTICIPANTS WHO ATTENDED PUBLIC INFORMATION SESSIONS

JANUARY 17, 22, 24, 2022

The Project Team convened three online public information sessions with the purpose of providing background to the project, answer questions, and encourage completion and participation of the survey and PlanYourCowichan.ca engagement activities.

Existing Infrastructure

- Is there a constraint regarding using the E&N for a recreation trail? Something like that it might have to be used for rail or revert to?
- In the opinion of many, the "gold ring/gold standard" for active transportation in the CVRD would be rapid conversion of the entire E and N rail grade into a world class active transportation corridor connecting almost all of the major communities. Will this option be thoroughly investigated? Cost benefit analyzed?
- Can you define the term "Rails to Trails"? As I understand it refers to Trails built ADJACENT to the E&N. This is NOT the same as ripping out rails and ties and REPLACING the tracks with a trail. E&N is another challenge with their policy that nothing can be done within 20' of the tracks!
- Why is the E&N r/w not on the map? That can be/should be a key part of active transportation in the region.
- How do we save the paths and roads we now use? ie. SRA
- Clean up of sites is important, how are these areas services? ie. the Davis Lagoon area garbage is not being removed, there is no garbage can etc. and I see no cleaning going on, I have removed garbage during this summer and since, and I haven't seen any pick up going on. Is this left to volunteers? Is there a Friends of Davis Lagoon group?? There are areas on the roadway berm on the northbound access to Davis Lagoon where the foliage has grown over the burm and walkers are forced into the traffic.



FEEDBACK FROM PARTICIPANTS WHO ATTENDED PUBLIC INFORMATION SESSIONS

QUESTIONS FOR THE PROJECT TEAM

Stakeholders/Representation

- Is there a plan to have a disability advisory team to ensure this development is barrier free (ie. the Chemainus bike lane photo, death trap to the visually impaired trying to cross the lane to the street)
- Is the ICF a stakeholder?
- Do you have any leverage with neighbouring Municipalities/Regional Districts? My district cuts our community in half.
- How are you forming partnerships with transportation partners such as BC transit and MoTI who already have huge tax dollars for the purpose of creating active transportation in smaller communities throughout Cowichan. Project completion timeline before 2050?
- Key urban connectors are at CVRD boundaries, do we have stakeholders engaged for these?
- Who are the Project Champions and Technical Advisory Group?
- Is Island Corridor Fdn part of the TAG? Are they engaged in any way with the ATAP?
- Could we have an MOTI rep in future engagement - MoTI and BC Transit?
- Are you working with the TransCanada Trail folks as well?



FEEDBACK FROM PARTICIPANTS WHO ATTENDED PUBLIC INFORMATION SESSIONS

QUESTIONS FOR THE PROJECT TEAM

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- Is there a plan to have a disability advisory team to ensure this development is barrier free (ie. the Chemainus bike lane photo, death trap to the visually impaired trying to cross the lane to the street)
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FEEDBACK FROM PARTICIPANTS WHO ATTENDED PUBLIC INFORMATION SESSIONS

QUESTIONS FOR THE PROJECT TEAM

Active Modes

- Are horses included in the active transportation plan? Riding as well as carriage driving.
- What role if any will horseback riding have in the planning, given that is not a human powered mode of transportation?
- Any inclusion of horseback riders?

Cost/Funding

- You mention Cost benefit analysis, how would that be applied over all of the places and options for active transportation?
- Very large territory to connect: order of priority (funding based)?

Planning/Recommendations

- Have you included the creation of "Park & Peddle" sites as many use cars w/bike racks to get to trails (in the absence of local connection points)?
- Can it be made standard that "any" road resurfacing efforts include a bike lane by default?
- Will education be part of your recommendations? So many new cyclists, especially e-bikes cycle without knowing "rules of the road".
- Is a map app being planned to help users find their way? on the path, exits and entrances to the path etc.
- I'm from Ditidaht FN. I'm interested in knowing how there might be transportation options for folks living in Malachan?



FEEDBACK FROM PARTICIPANTS WHO ATTENDED PUBLIC INFORMATION SESSIONS

QUESTIONS FOR THE PROJECT TEAM

Engagement

- Permission/Ok to embed the video and link to this portal on our Rotary site? Plus share on our Social Media I'm sure!
- What is the deadline for taking the survey? That is not a lot of time to alert our networks. It is just a week.
- I found I had to register to get into the survey. Is that the case? I think you will get a lot of people not participating because of that and having to revisit later when you are approved.

FEEDBACK FROM PARTICIPANTS WHO ATTENDED PUBLIC INFORMATION SESSIONS

COMMENTS

Challenges

- I've lived in South Cowichan for almost 40 years. Road infrastructure for walk/roll has not changed in that time. How can you have a safe/equitable/accessible Active Transportation Plan with no jurisdiction over sidewalks and roads? Especially in village centres like Shawnigan and Cobble Hill
- The Village Rail Trail in Shawnigan Lake ends at Renfrew/Shawnigan-Cobble Hill Road. The cars race past. You have to go over the train tracks and next to the road to get to the crosswalk. I suppose I don't understand why the CVRD builds new trails and does not build in MoTI connections. When we stroll with our baby we just turn around - we can't safely get by. So I'd like to note that we are building great trails with zero follow thru on the road part. Please emphasize in your report that these things need to happen simultaneously
- Our Shawnigan Lake trail section pictured there is super challenging for self-powered wheelchair users (we tested it in action)
- It's very frustrating having great accessible trails, and good roads, but the TRANSITIONS are where the issues are: gravel parking lots, or large curbs, or mud holes. Same with the roundabouts, please cut those curbs so people can flow onto trails and sidewalks.
- Davis Lagoon walking and biking room on roadway is dangerous (Saltair) (Lack of room available). I am speaking about the access to and from the Lagoon on the roadway for local users and those traveling through.
- I used to be a cyclist until I moved here and found it so dangerous, and I also have a child with mobility issues so have that lens.



FEEDBACK FROM PARTICIPANTS WHO ATTENDED PUBLIC INFORMATION SESSIONS

COMMENTS

Challenges

- We have an extremely dangerous shoulder sections along Renfrew Rd from the Koksilah Prov Park / Kinsol Trestle to Shawnigan Mill Bay Rd that is shared by logging trucks, yet that route is growing in use by cyclists... It would be tragic to experience a cycling or pedestrian accident
- Comment about Renfrew Road can be repeated throughout the rural areas - MoTI roads are a huge issue.
- The explosion in e-bikes means there will be lots more people riding on roads, needing better infrastructure.
- BC Transit stops need TLC



FEEDBACK FROM PARTICIPANTS WHO ATTENDED PUBLIC INFORMATION SESSIONS

COMMENTS

Opportunities

- Another recent source of inspiration for this work can be found here <https://www.santa-clarita.com/city-hall/departments/neighborhood-services/parks-division/trails>
- Hoping the poles are marked with reflective tape, or some visibility aids for foggy days
- There are artifacts along the Friendship Trail that are features in PokémonGo, encouraging youth and families to explore
- Rail with trail! Great!
- Also, for people with mobility issues, benches are needed for them to want to attempt a trail. They need to be regularly placed a certain distance from the entrances to encourage use
- Glad to hear that accessibility will be a key consideration. Looking forward to seeing more options for elderly, young kids, strollers, wheelchairs, etc.
- The Friends of Rails to Trails VI should be on the TAG if the ICF is, to provide a different perspective. The rail corridor is a great, safe N/S connector, especially for Tribes! recommended Tanelle Bolt of RAD Society to join as a project champion - <https://www.radsociety.ca/>. Tanelle's support of adaptive recreation equipment is also excellent to support our aging population towards outdoor recreation and mobility
- Cowichan Valley School District: The new Cowichan Secondary will offer trail connectivity through the site to University Way
- We also hope there is consideration to creating trails or shoulder sections that can assist our students to get to school even more out of harms way



FEEDBACK FROM PARTICIPANTS WHO ATTENDED PUBLIC INFORMATION SESSIONS

COMMENTS

Opportunities

- We have engaged residents supported through our EcoClub's South End LitterWatch team - <https://www.facebook.com/groups/546702236411797>
- I recommended Tanelle Bolt of RAD Society to join as a project champion - <https://www.radsociety.ca/>. Tanelle's support of adaptive recreation equipment is also excellent to support our aging population towards outdoor recreation and mobility
- ShawniganRotaryEcoClub.ca: We have reached out to Melissa & Chris Bruntlett of modacitylife.com (Canadian consultants based in Delft, NL) "who strive to communicate the benefits of sustainable transport and inspire happier, healthier, more human-scale" communities. Highly recommend their work!!



FEEDBACK FROM PARTICIPANTS WHO ATTENDED PUBLIC INFORMATION SESSIONS

COMMENTS

Other

- We are very pleased and optimistic with this initiative
- Separate but related.... don't have the details but good news announced last week, the trial bus from the CVRD to Nanaimo will start a couple of weeks. Congratulations and thanks to folks who worked on making it happen
- Horseback riding occurs on the roads. Come to Cobble Hill
- I'll add a word for a sustainable Waste Management plan along the routes, strategic and maintained (ie wildlife-safe garbage bins, portapotties like we have at the Kinsol Trestle, etc)
- I had no idea this was NOT about trails, but roadways!
- For future, it works really well to separate chat and Q&A
- To the consultants and CVRD: people would love to have a more open discussion and provide examples. Dropping pins on a GIS map is not as accessible as you might imagine (though I have participated and It's a great option!) and I hope that the next round of consultation is given more time and is more open



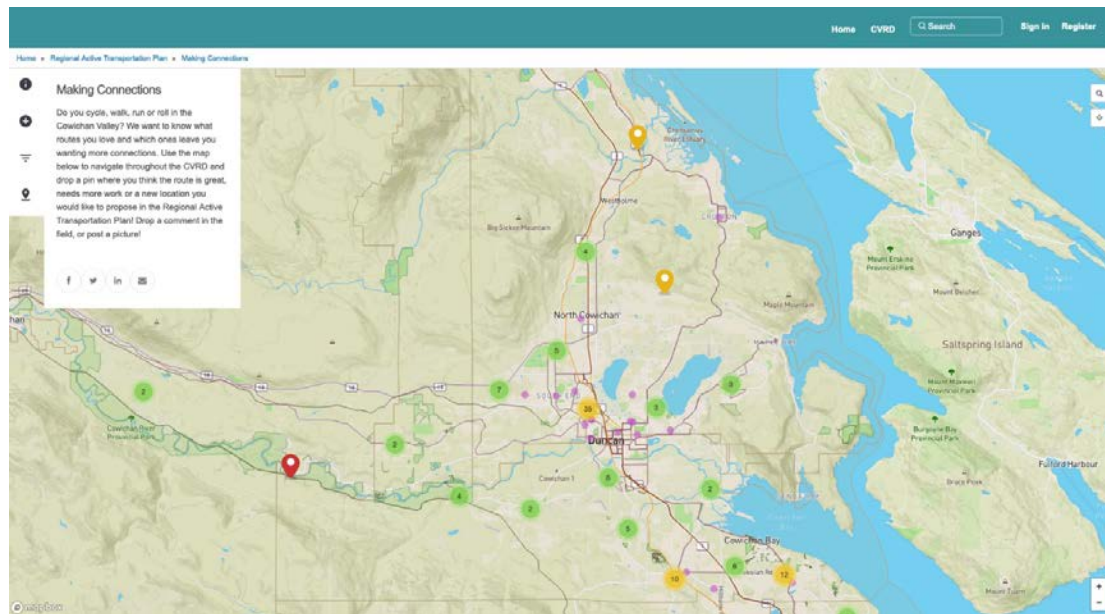
FEEDBACK FROM PROJECT INTERACTIVE MAP

The Active Transportation Plan project website includes an interactive map tool where participants were asked to place a pin and provide comments, categorized as follows:

- I would love to be able to bike/walk/roll here!
- I currently bike/walk/roll here
- I start bike/walk/rolling here
- I like this too

This location-based feedback is analyzed by the consulting team to help determine areas of collective challenge and opportunity.

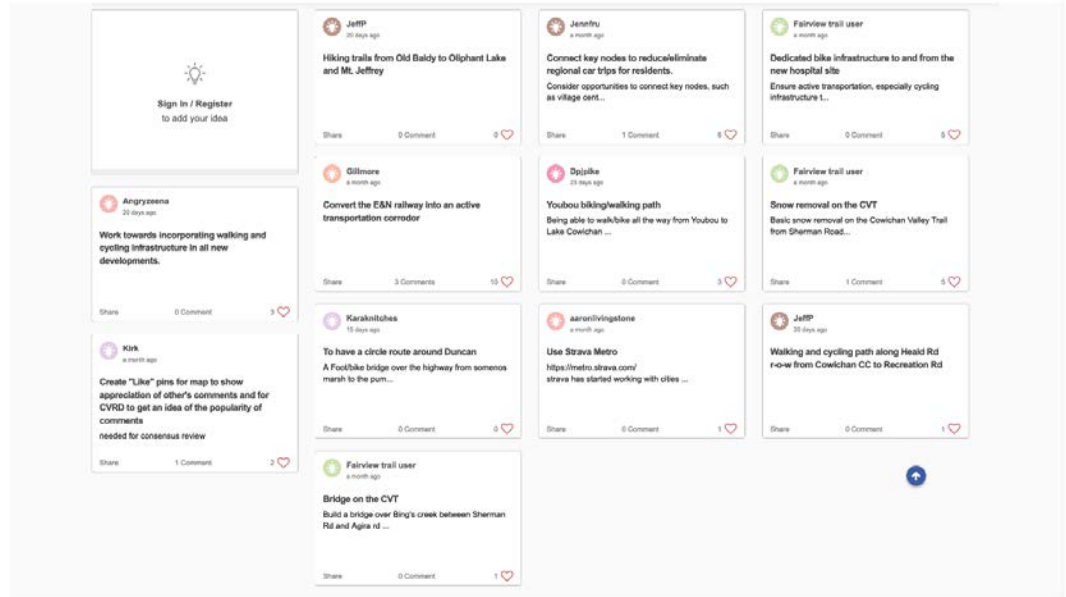
[Open Interactive Map](#) to view pins and peruse the comment activity.



FEEDBACK FROM PROJECT IDEA BOARD

The Active Transportation Plan project website includes an Ideas Board where participants were asked to share their ideas about regional active transportation.

[Open Idea Board](#) to view all ideas.



FEEDBACK FROM PROJECT STORY BOARD

The Story Board allowed participants to share an experience they've had while actively travelling the region.





[Open Story Board](#) to read "Walking the Lakeside Loop (Shawnigan Lake)" and "Happy Birthday (a run from Lake Cowichan to Duncan)".

Tell us a Story

Tell us a time you had the most epic adventure on one of our trails. Maybe you saw wildlife, or maybe you wheeled a great distance. Where were you and would you do it again?

You need to be signed in to share your story. [SIGN IN](#) [REGISTER](#)

Start your story by providing a title





   

Walking the Lakeside Loop (5 hours)

by Kim, 12 days ago

We have spent multiple summers walking around Shawnigan Lake, leaving our home in the Beach Estates early in the morning before 7am and having short breaks at the Provincial Park, the south end, ice cream at the Galley, and finally up to the Village for a drink and then all the way home to the Beach Estates. We walk facing the traffic, and wear bright clothing, but there are numerous points where you literally have to jump out of the way of oncoming traffic because they either cross into the shoulder around curves or there's just not much shoulder to...

[Continue reading](#)

Happy Birthday!

by Fairview trail user, about 1 month ago

On my husband's birthday, November 14, just before the trails got washed out, he asked to run from Lake Cowichan back to Duncan! While it might not have been my choice for a Happy Birthday, that's what he wanted. My dad and I rode our bikes beside him and we got SOAKED in the rain. The next day, huge sections of the trail were washed out, so we sure were glad to have accomplished his birthday wish prior to the trail being damaged!!! The Cowichan Valley Trail is a huge highlight of our neighbourhood. We use it as a family...

[Continue reading](#)



5. NEXT STEPS

With the feedback from round one engagement concluded and summarized, the consulting team will compile a list of potential projects/initiatives. Options will be developed and analyzed using the following scoring matrix methods:

- Connectivity between communities and destinations
- Public engagement and First Nations feedback
- Cost/benefit analysis, potential for increasing active transportation
- Asset deficiencies and areas of safety concern

The project team will be looking for your feedback on the draft recommendations. Please stay tuned. Engagement Round 2 - Spring 2022!

Visit PlanYourCowichan.ca to register and receive updates

Report Prepared by UPLIFT Engagement Communications Inc.



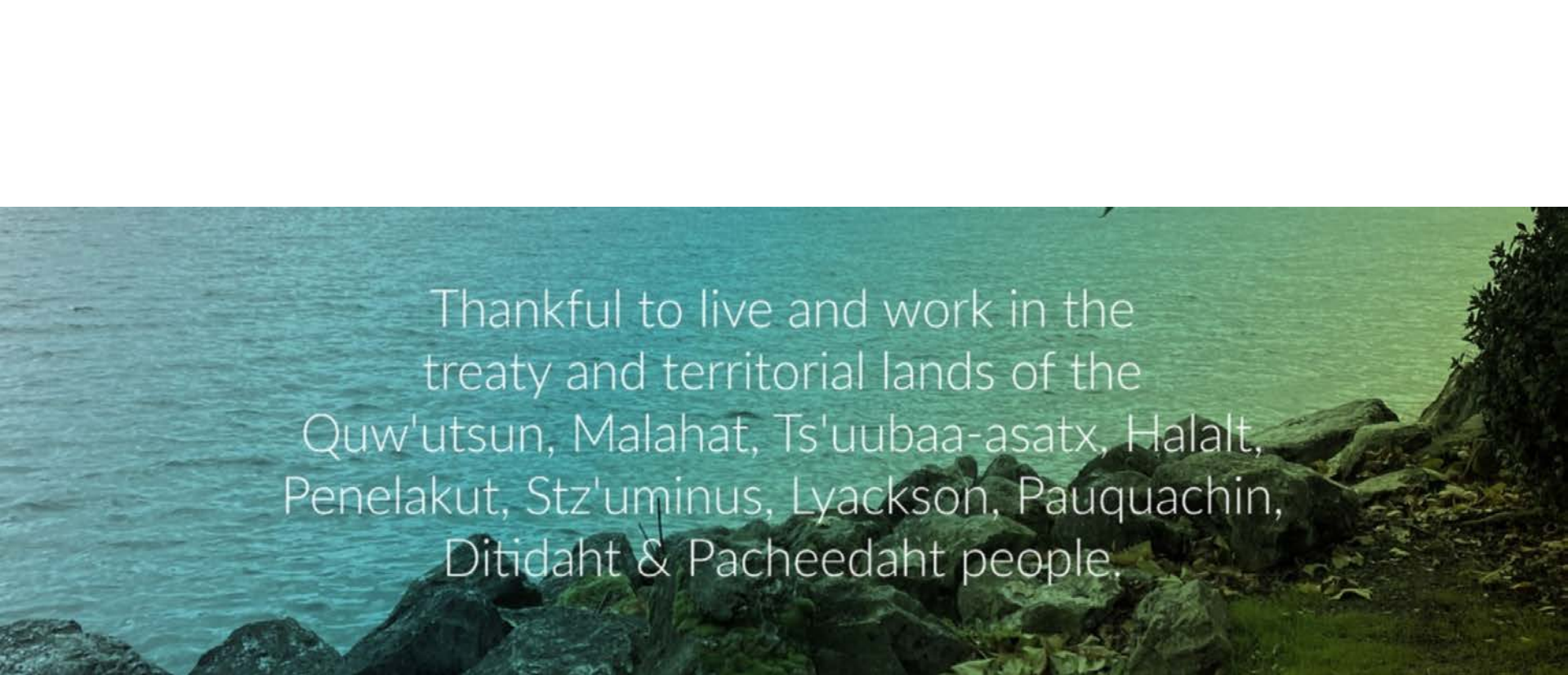


human powered

ACTIVE TRANSPORTATION PLAN

Public Participation Summary Report #2

January, 2023



Thankful to live and work in the
treaty and territorial lands of the
Quw'utsun, Malahat, Ts'uubaa-asatx, Halalt,
Penelakut, Stz'uminus, Lyackson, Pauquachin,
Ditidaht & Pacheedaht people.

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1. INTRODUCTION

This Engagement Summary Report presents the **second round** of activities and outcomes of the Cowichan Valley Regional District (CVRD) Active Transportation Plan Stakeholder, First Nations, and Public Participation Plan.



2. ENGAGEMENT + COMMUNICATIONS

ROUND 2 ENGAGEMENT AT A GLANCE

The purpose of round 2 engagement was to share and obtain feedback on the recommended Draft Regional Active Transportation Network. To achieve this, online meetings were held with the Technical Advisory Group, Project Champions, four First Nation communities, and the general public. Additionally, four Public Open House events were held in the region and a survey was open June through September of 2022.



Public Survey



Public Open House Events



Technical Advisory Group Online
Workshop



Project Champion Online
Information Session



First Nations Meetings

KEY METRICS

Key metrics provide an overview of project awareness and engagement achieved via a variety of communication channels and activities. Notably, on-line communication about the project reached over 13 thousand people. In-person events and sharing of print and digital materials represent even further reaching awareness that metrics are not able to capture.



13k

Total Online Coverage Views -
Round 2



10.6k

Coverage Views on Social Media -
Round 2



2k

Views of Media Release - Round 2



1.1K

Visits to PlanYourCowichan.ca ATP
Project Site - Since Project Launch



271

Total Social Media Engagements -
Round 2



168

Responses to Survey #2



35

People Attended Public Open
House Events- Round 2



17

People Attended Project Champion
Online Information Session - Round
2



PROJECT WEBSITE

The Cowichan Valley Regional District recently launched a new web-based engagement platform using the Bang the Table. All communication efforts focused on continuing to drive awareness and participation at this site.



Regional Active Transportation Plan

this is an upcoming stage for Regional Active Transportation Plan Following adoption of the Regional Active Transportation Plan, implementation with partners will begin in accordance with the plan's goals, objectives and priorities on an ongoing basis.



PUBLIC OPEN HOUSE POSTER

Public Open House event posters were shared with Technical Advisory Group members, CVRD project staff and all Project Champions for distribution throughout the region.



NEWS RELEASE

The CVRD published a news release on August 16, 2022 to advise that public input is being sought via survey #2.

News Release

FOR IMMEDIATE RELEASE

August 16, 2022



Public input sought for regional active transportation in the Cowichan Valley

Duncan, BC – The Cowichan Valley Regional District (CVRD) is seeking public input for the continued development of its Regional Active Transportation Plan (ATP).

The CVRD does not currently have an identified regional active transportation network. Instead, cyclists and pedestrians wishing to use "human-powered" travel within the region are met with inconsistent and often sub-standard active transportation infrastructure.

"While active transportation has been a popular topic in CVRD for many years, increased awareness of climate change has increased the urgency to make lifestyle changes," said Lori Iannidiano, Board Chair of the Cowichan Valley Regional District. "Having an Active Transportation Plan will help us prioritize future projects and enable our ability to access grant funding programs available through senior levels of government. These grants offer considerable funding to save us money, reduce our climate impact, and provide us with the simple joys of cycling and walking through our beautiful region."

The CVRD ATP builds off other, local area plans that have been developed for municipalities and territories within CVRD, such as Lake Cowichan First Nation and Cowichan Tribes, including planning projects underway in the City of Duncan and Municipality of North Cowichan. While these other plans focus on specific local, urban areas, the CVRD ATP will focus on connections between CVRD's many community village centers and prioritize routes based on feasibility, safety, cost/benefit and public engagement factors.

"The project team has worked with the Ministry of Transportation and Infrastructure (MOTI), who have authority over regional road networks, to establish potential infrastructure improvements that are applicable to our large number of rural, community-connecting roadways," said Brian Farquhar, Manager of Parks & Trails for the Cowichan Valley Regional District. "By providing widened shoulders or multi-use pathways, we can improve the safety and comfort of cyclists and pedestrians while creating regional routes that enhance connectivity and reduce our reliance on fuel-powered transportation."

The ATP project team is currently seeking input from residents regarding both enthusiasm for the plan and prioritization of routes. The draft plan currently prioritizes the completion and improvement of the Cowichan Valley Trail (CVT). The CVT offers an existing north-south connection, a connection west to Lake Cowichan and south to Shawnigan Lake. However, the CVT also has various connectivity gaps and lacks adequate wayfinding in various locations. Completing and improving this spine-like route is currently ranked as a top priority.

The plan also recommends an eastern route that would build off the CVT and connect the communities of Chemainus, Crofton, Maple Bay, Duncan, Cowichan Bay, Cobble Hill, Shawnigan Lake, and Mill Bay. This "closer to the ocean" route would create a scenic option to be enjoyed by both residents and visitors. The proposed "third layer" of improvements, referred to as Community

Connection and Extension Routes, include further connections of schools, commercial areas, and public facilities.

The project team continues to engage with First Nation leaders so that the advantages of improved roadway shoulders, trails and paths can be shared by all residents of the region. Public participation in the survey now available at [Plan Your Cowichan](https://www.planyourcowichan.ca/regional-active-transportation-plan) will strengthen grant applications and ultimately help realize a regional active transportation network that can be enjoyed by residents, visitors, and generations to come.

Residents are encouraged to share input at www.planyourcowichan.ca/regional-active-transportation-plan.

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For more information, please contact:

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kris.schumacher@cprd.bc.ca

PODCAST

An overview of the CVRD Regional Active Transportation Plan was featured in the 1st episode of the Uplift Community podcast.

This episode was shared with the CVRD and posted on the Uplift Engagement Communications website, social media (LinkedIn, Instagram, Facebook), and on Spotify September 7th, 2022. The episode continues to be available on all platforms.



SOCIAL MEDIA POSTS



The CVRD made seven social media posts to advise of project updates with a call-to-action to complete survey #2. In addition, 27 regional social media accounts were tagged with requests to share:

1. Town of Ladysmith - @ladysmithbc
2. Cowichan Bay Village - @cowichanbayvillage
3. City of Duncan - @cityofduncan
4. Cowichan Trail Blazers - @cowichantrailblazers
5. Cowichan Trail Stewards - @cowichantrails
6. Trails Society of BC - @trailsbcsociety
7. Yellowpoint Ecological Society - @yellow.point.ecological.society
8. Tourism Vancouver Island - @tourismvancouverisland
9. Bunt Engineering - @buntengineering
10. Tourism Cowichan - @cowichantourism
11. Cowichan Cycles - @cowihancycles
12. Cowichan Climate Hub - @cowichan_climate_hub
13. Rotary Club of South Cowichan - @south.cowichan.rotary
14. Downtown Duncan BIA - @downtown.duncan
15. Cowichan Citizen - @cowihancitizen
16. Rotary Club of Duncan - @duncan.rotary
17. Duncan Cowichan Chamber - @duncancowichan
18. Cowichan Intercultural Society - @cowichaninterculturalsociety
19. BEST - @bestmobility
20. GoByBikeBC Society - @gobybikebc
21. BC Alliance for Healthy Living - @bchealthyiving
22. BC Cycling Coalition - @bccc.bc.ca
23. Living Streets - @livingstreetsbc
24. CVRD Rec @civrdrec
25. HUB Cycling - @hubcycling
26. SD 68 @nanaimoladysmith
27. SD 78 - @cowichanschools

3. WHAT WE HEARD

PUBLIC OPEN HOUSE EVENTS



Duncan, Ladysmith, Mill Bay, Lake Cowichan
June 25, 26, 27, 2022

- Strong support for the CVT Completion of the East Route.
- Preference for 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 using removeable gravel cover.

PROJECT CHAMPION INFORMATION SESSION



June 14, 2022

- 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.

First Nations Meetings

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** route through reserve could be problematic because is a narrow road right-of-way, jurisdiction issues, lot holdings; Improve signage to Stone Butter Church recognizing Cowichan Tribes lands
- Negotiations with 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
- JUB Outfall Relocation project – in progress concept to consider for potential roadway improvement
- 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 needs to be considered

First Nations Meetings

Ts'uubaa-asatx Nation (Lake Cowichan)

- **Northshore Road** became BC 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.

SURVEY RESPONSE

Survey 2 was open from June 14 to September 23, 2022. 168 responses were received. Overwhelmingly, there was an extremely high level of consensus in support of the draft Regional Active Transportation Network.



94%

Support the Cowichan Valley Trail
Completion and Improvements
Route



93%

Support the East Route



95%

Support the Community
Connections Routes



95%

Support the Overall Transportation
Network



Recreation

#1 Reason For Using The Regional AT Network



Top 3 Routes for Completion

#1. Duncan to Cowichan Bay #2. Cowichan Bay to Cobble Hill #3. Cobble Hill
to Shawnigan Lake



SURVEY RESPONSE

COMMENTS BY LOCATION

Questions Asked:

1. Do you have any comments about the route segments that are most important to you?
1. Do you have any additional comments to share at this time regarding development of a Regional Active Transportation Network for the Cowichan Valley Regional District?

Public Survey #2 Feedback Summary

Electoral Area A - Mill Bay/Malahat

5 responses – 3%

Quantitative

How important is developing an active transportation network in the region?	Would you use sections of the Regional Active Transportation Network as highlighted on the maps?
Strongly Support – 40% Support – 20% Neutral – 20%	Yes – 20%

Qualitative

Do you have any comments about the route segments that are most important to you?	Do you have any additional comments to share at this time regarding development of a Regional Active Transportation Network for the Cowichan Valley Regional District?
<p>From east side of TCH in cobble Hill and Mill Bay through to Thrifty Foods mall. I have mapped out the route. It does not require a lot of infrastructure to be fairly safe. Mainly it is to widen the area inside the highway barriers north of the bridge at Shawnigan Mill Bay Road. Currently that area is very narrow with lamp and hydro poles right in the middle of it, so it doesn't allow for bike riding. It is tricky even to walk the bike and if you meet someone coming opposite direction impossible.</p>	<p>Transportation Network for the Cowichan Valley Regional District? I think the paths can be done in segments to make access happen sooner, coming back to improve remaining areas after access is at least achieved. For instance, if you fix the area mentioned in the previous question, you wouldn't need to do the remaining roads to get to Thrifty Mall, as they are fairly safe as is. They have shoulders, or are very quiet, such as Church Road which leads up to the museum. From there, you take the path down to the inside of the highway barriers and this is the area that is challenging.</p>
<p>Telegraph Road is named as a cycle route but is very narrow and unsafe as it stands. Part has been widened and lines painted but that ends abruptly.</p>	<p>Glad to see this is being worked on. Schools especially need dedicated lanes to and from them.</p>

Public Survey #2 Feedback Summary

Electoral Area B - Shawnigan Lake

15 responses – 9%

Quantitative

How important is developing an active transportation network in the region?	Would you use sections of the Regional Active Transportation Network as highlighted on the maps?
Strongly Support – 67%	Yes – 53%
Support – 20%	No – 7%
Neutral – 13%	

Qualitative

Do you have any comments about the route segments that are most important to you?	Do you have any additional comments to share at this time regarding development of a Regional Active Transportation Network for the Cowichan Valley Regional District?
The ability to get groceries from Shawnigan Lake by foot/bike/rollerblades on a car-free/protected trail system is a huge benefit for our family. The lack of sidewalk infrastructure to safely walk to the village or shopping centres (cobble hill/mill bay) is highly problematic.	Please promote the rails to trails initiative to further expand network!!! This is a far more realistic and viable means to enhance the active transport system than the fanciful and misguided notion that a train service will return to VI.
Shawnigan lake needs sidewalks. On Renfrew Rd. by discovery elementary. the kids have to walk renfrew and people think it's a racetrack. There's already a bus stop vigil for a kid that was hit and killed.	Let us know how we can continue to support the progress of these trail networks.
Again, it is a mistake not to include the E&N Corridor from Shawnigan Lake to Duncan and beyond. This should be a priority.	Again, it is a mistake not to include the E&N Corridor from Shawnigan Lake to Duncan and beyond. This should be a priority.
The unused rail lines would be a great way to add trail diversity to all of these areas. We use some of these trails already and if they loop more than they would be used more.	I am 100% in favour of anything that encourages people being outdoor more in nature. More trails equals better health.

Public Survey #2 Feedback Summary
Electoral Area B - Shawnigan Lake

<p>Number one isn't on the list. That would be Shawnigan/Cobble Hill to Chemainus. Number two would be Shawnigan/Cobble Hill to Langford.</p>	<p>Imagine you can't afford to own and operate a motor vehicle and transit is also too expensive. Try riding a bike on the TCH through Duncan in both directions. Try riding a bike over the Malahat especially south at or near the speed limit into Goldstream Park. Going South through Mill Bay downhill at 50 kph, find the shoulder suddenly disappear at Shawnigan/Mill Bay Rd. Then try riding the back roads to avoid the TCH and realize it takes a lot more effort and time due to the hills and increased distance. The thing about active transportation is that human power is relatively feeble; this needs to be taken into account when planning. Aside from safety, speed and convenience are essential to make active transportation a viable alternative to motor vehicles. Just like motorists, commuting cyclists have busy lives too, and need fast direct routes to where they are going.</p>
<p>The roads around Shawnigan are dangerous to run or bike along. My husband is a runner and trucks actively swerve towards him when he is running at the side of the road. There was also a recent letter to the Cowichan Citizen saying how a family on a biking holiday had the same experience here. We need safe active transportation!</p>	<p>I strongly support these initiatives.</p>
<p>That the routes be away from traffic and safe for bicycles and pedestrians.</p>	<p>Please look to the Netherlands for ideas on how to support cyclists :) Thank you for the planning and thought that goes into these networks. I hope we can count on rest stops, litter management, and repair kiosks in future! Cheers!!</p>
<p>Safety measures should include litter management because object collisions are a hazard (especially broken glass and metal).</p>	

Public Survey #2 Feedback Summary

Electoral Area C – Cobble Hill

18 responses – 10.9%

Quantitative

How important is developing an active transportation network in the region?	Would you use sections of the Regional Active Transportation Network as highlighted on the maps?
Strongly Support – 82%	Yes – 59%
Support – 22%	No – 0%

Qualitative

Do you have any comments about the route segments that are most important to you?	Do you have any additional comments to share at this time regarding development of a Regional Active Transportation Network for the Cowichan Valley Regional District?
Cobble Hill to Mill Bay and cobble Hill to Duncan would be great also.	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.
Telegraph Road is named as a cycle route but is very narrow and unsafe as it stands. Part has been widened and lines painted but that ends abruptly.	Case study for traffic and tourism: https://www.summitcountyco.gov/1130/Recreational-Pathway
Plan for adequate parking at various locations.	It's a bit hard to tell, but the routes for active transport need to be physically separated from vehicular traffic. I recently rode the trail from Ladysmith to Chemainus and riding off the road was fantastic. It's safe and very enjoyable. Further, as a parent, I don't mind taking my daughter on a trail, but riding on the road with her is extremely stressful. I would like to teach her that riding places is a fantastic way to travel, but with the amount of traffic on our roads I don't think it's a safe option. Please, please, please get this happening quickly for us! Thanks for your efforts!

Public Survey #2 Feedback Summary
Electoral Area C – Cobble Hill

Would greatly help, for safety reasons, if the speed limits of roads that are adjacent to trails are reduced to 50KPH. Observed speeds on those roads are often close to 70 or even 80 even though the posted limit is 60KPH!	Areas south of Duncan are often treated as low priority. Yet these areas are the ones least connected and have more hiking/cycling enthusiasts.
I am not sure how exploiting the E&N right of way figures in this. I would have thought that to be a major topic.	This area is my #1 interest in terms of CVRD activities.
All of Telegraph Road and Hutchinson Road are very important connections for us that connect us on the east side of Cobble Hill to Mill Bay and Cowichan Bay. Those 2 roads at the moment are very dangerous for bicycle riding and walking, as vehicles travel very fast and there is little space on the roadside for active transportation.	We would use these new paths proposed frequently. We would love to commute from the east side of Cobble Hill by bicycle, but at the moment we feel it is too dangerous with fast moving vehicles and no room on the side of the roads. Thank you!
Living in Arbutus Ridge, where we have an e-Bike Club of 55 members, the highest priorities would be: 1. Widening Telegraph Rd with paved shoulders; 2. providing a pedestrian bridge connecting the south end of Church Way (in Mill Bay) to the north end of Lashburn Rd (Mill Bay) so we don't have to take the narrow east side of Hwy 1; and 3. connecting the top of Manley Park to Granfield Way Trail with a northeasterly bike path, avoiding the current steep descent with stairs.	E-bike are becoming very popular, and the pathways are not keeping up. I walk along Ratcliffe where huge oil trucks drive. Mostly the drivers move over but last winter a vehicle was coming from the other direction so the truck and trailer couldn't move over. I was walking on the east side where the edge is very narrow and there is nowhere to get off. It was raining and the oil truck threw up water soaking me including my face and glasses. CVRD needs to put in a sidewalk for safety. There are many residents from Arbutus Ridge that walk on the side of the road with their dogs. We pay strata fees to cut the grass and pull the weeds on the ditch which belongs to CVRD and is not our responsibility. I resent paying for this maintenance when I'm paying taxes to CVRD. The intersection at Hutchinson and Telegraph is dangerous and should be a 4 way stop. I understand money was put aside to fix that intersection and then was spent on something else????
I want to ride my E-bike rather than drive. Driving telegraph to mill Bay has dangerous spots. Walking across the highway at Kilmalu road with my bike I almost got hit by a distracted truck driver who didn't see the red light and came charging through (perhaps on the phone). Then I rode beside the highway to Mill Bay swerving around street light standards.	Only that riding on Telegraph Road without a shoulder is a risk I take, and I would love to have some linear trails to access and link up with, away from traffic on narrow winding roads.
Please make bike riding safer on all roads. We ride on Telegraph Rd. to get from Cobble Hill (Arbutus Ridge) to other places in the Valley. Telegraph Rd needs a safe bike shoulder so that we're not competing with vehicles on that road. Thanks...	I suggest waiting until the fate of the E and N Railroad is decided. If there is no return of trains on the horizon, tear up the tracks and put in a trail. It would be a world class active transportation corridor.
I would have the most support for a trail along the E and N corridor.	
I'm a 76 yr old e-biker in good health. The speeds of an e-bike and the narrow shoulders dissuade me from travelling much on the routes leading from Arbutus Seaside Community to places such as Mill Bay, Cowichan Bay, Shawnigan Lake and even Duncan. Older people are restricted physically in ways other than ill health and mobility issues. Aging alone brings slower reaction times, balance issues and diminishing of overall strength. Some hills are a special challenge (try the one from Bamberton beach) For your information there are over 40 avid members in the Arbutus Seaside Community e-bikers club (just formed this past year) Thank you for your work.	

Public Survey #2 Feedback Summary

Electoral Area D - Cowichan Bay

17 responses - 10.4%

Quantitative

How important is developing an active transportation network in the region?	Would you use sections of the Regional Active Transportation Network as highlighted on the maps?
Strongly Support - 65% Support - 29% Strong do not support - 6% Neutral - 0%	Yes - 47% No - 0%

Qualitative

Do you have any comments about the route segments that are most important to you?	Do you have any additional comments to share at this time regarding development of a Regional Active Transportation Network for the Cowichan Valley Regional District?
Really important to bike for groceries as that is our primary vehicle use now.	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.
Very hard to prioritize as they are all important. Being able to cycle between all centres should be readily doable and safe.	you don't have unlimited money to do this. I doubt it will benefit many people.
Just do it!!!	As I said, any road work should include improvements for cyclists, including shoulders on both sides of the street and widening on super busy roads including TCH

Public Survey #2 Feedback Summary
Electoral Area D - Cowichan Bay

costs are not presented here. how can anyone determine the benefit?	Transportation Network for the Cowichan Valley Regional District? Cycling safety is our top priority with wide shoulders and smooth fixed pavement especially as areas that are currently marked as cycling routes are often in disrepair and offer no designated area for cyclists, so they are on the road and often around blind corners or hills making us stop our children from riding their bikes on current cycling routes.
A safer space to traverse along Cowichan Bay Rd from Glen Rd. to Valleyview Centre would make a huge difference for kids walking and biking to school, as well as adult bike and pedestrian traffic. Vehicles take the road far too fast and don't respect the 40km/hr speed limit (it's not well signed), and I don't see driver behaviour changing, so the best solution is to create a safer path! Related to this, the 'Four Ways' corner at Cowichan Bay Rd./Koksilah/Cherry Point, is very challenging to traverse as a pedestrian and as a cyclist and has become more difficult as a vehicle with the addition vehicles parked on the shoulders to visit The Brazen Fork. Work is definitely needed to improve this intersection for EVERYONE	Thank you for prioritizing these trails that act as corridors for green and happy riders!
Yes. One from Wilmot to Whipple Tree (I know it isn't listed above but is needed); and the ones from C Bay to Mill Bay and C Bay to Cow Station	
Cycling safety is top priority!!	
Please please make travel along Cowichan Bay Road safe for pedestrians, given the very high speeds that cars travel and all the kids going to and from school. Or provide an alternate route.	
We attempt to travel by bike from Cowichan Bay to Duncan with our kids, but the road is far too dangerous to travel with them. In addition to this is to cobble hill from Cowichan Bay, the Cobble Hill Road is also FAR too dangerous to take kids on.	
Biking with electric bike.	



Public Survey #2 Feedback Summary

Electoral Area E - Cowichan Station/Glenora/Sahtlam

9 responses - 5%

Quantitative

How important is developing an active transportation network in the region?	Would you use sections of the Regional Active Transportation Network as highlighted on the maps?
Strongly Support - 89%	Yes - 11%
Neutral - 11%	No - 0%

Qualitative

Do you have any comments about the route segments that are most important to you?	Do you have any additional comments to share at this time regarding development of a Regional Active Transportation Network for the Cowichan Valley Regional District?
I am thinking primarily about walking, but if I felt safer, I can imagine extending where I go with an e-bike (not a lot of experience with cycling as transportation).	Connection of bike path across Trans Canada on Koksilah down to Cowichan Bay.
I love the route idea - I am an avid cyclist and try to commute to work daily. One improvement could just be fixing the lesser used roads connecting our community (west riverbottom) as the potholes are very discouraging to cycling!	Just the potholes!
Unfortunately, the most important route segments requiring attention are controlled by MOTI. Safety and flow are important considerations. By and large, the member municipalities have the best networking for active transportation in the region. Hopefully the rural areas can catch-up.	Once the routes are decided on, try not to over-think the engineering.

Public Survey #2 Feedback Summary
Electoral Area E - Cowichan Station/Glenora/Sahtlam

Access to safe transportation corridors that are not shared with automobiles is appreciated.	Emergency phone coverage with road access and restroom facilities with potable water are essential to enhanced travel safety. Proper waste disposal opportunities along routes should be part of the system. It would be nice to have public art and cultural infrastructure and Eco stewardship opportunities to enhance the riparian areas with fish ladders and better ecofriendly design and better culvert design to enable fish and amphibians to return to shaded areas and access habitat and weather protection. It would be nice to see the trails become a vibrant network community corridor with community services such as farm and wild harvest stands, artisan stalls, gathering places, food stands, bike and trail essentials stands, pop up trail stall themed events to boost community collaboration and wellness, environmental resilience, and tourism.
Full bike/pedestrian paths along Cowichan Lake rd., with connections to Cowichan Valley Trail. I am only 10km from Duncan but have no safe access to cycle to town. I would absolutely use active transport for daily errands.	Begin with trail connectors and simple painted bike lanes, then move to separated transport corridors as in Europe.
There are a few places where road edge travel is dangerous, e.g., Cowichan Station to Highway, that need attention, and generally routes that are apart from roads are more pleasant and feel safer.	An excellent priority to support the health of people and of our environment.

Public Survey #2 Feedback Summary

Electoral Area F - Cowichan Lake/Skutz Falls

5 responses - 3%

Quantitative

How important is developing an active transportation network in the region?	Would you use sections of the Regional Active Transportation Network as highlighted on the maps?
Strongly Support - 75% Support - 20%	Yes - 40% No - 0%

Qualitative

Do you have any comments about the route segments that are most important to you?	Do you have any additional comments to share at this time regarding development of a Regional Active Transportation Network for the Cowichan Valley Regional District?
There is an abandoned railway line from Lake Cow to Cow Bay but only a portion of it has been incorporated into the trail system. A small extension from Glenora to Cow Bay would link the 2 tourist Meccas by a walking/hiking/biking trail. There are Native issues and crossing the TCH to deal with but the tourism potential would be enormous.	A micro grant or program to help homeowners backing onto the trail put up an access gate to the trail. I would bike to Lake Cowichan to do my grocery shopping, go for dinner, or appointments. I have to bike on a segment of lake cowichan road with many tourists or trucks going too fast on the back roads.

Public Survey #2 Feedback Summary
Electoral Area G – Saltair/Gulf Islands (Including Chemainus)

27 responses – 16.5%

Quantitative

How important is developing an active transportation network in the region?	Would you use sections of the Regional Active Transportation Network as highlighted on the maps?
Strongly Support – 70%	
Support – 22%	Yes – 15%
Not support – 3%	No – 0%
Strongly not support – 3%	

Qualitative

Do you have any comments about the route segments that are most important to you?	Do you have any additional comments to share at this time regarding development of a Regional Active Transportation Network for the Cowichan Valley Regional District?
Would really appreciate the trail completed from Ladysmith through to Duncan...	Cyclists need to have a louder warning system when approaching pedestrians.
I live in Chemainus and am an avid cyclist. There are short bits of 'good' road which then turn into roads without shoulders at all. And the highway has a great shoulder, but it is not maintained - it's covered with random bits of gravel, etc. Having connections to Duncan and Ladysmith would allow a lot more options both for recreation and practical trips without a car.	Future active transportation corridors need to be built to a AAA standard. Simply a wider shoulder or paint does not make an acceptable bike lane. If you wouldn't let your child ride on it by themselves, it is not a suitable bike lane.
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.	It would be outstanding to incorporate All Ages & Abilities guidelines for bicycle paths such as Victoria and Vancouver are currently doing/working on in many areas.
Connecting Chemainus to Duncan would improve the safety of commuters. Plus, if you could make the trail longer, I see a massive increase in gravel tourism!	I would like to be able to safely connect between Ladysmith and Nanaimo by bicycle or other active transportation.

Public Survey #2 Feedback Summary
Electoral Area G – Saltair/Gulf Islands (Including Chemainus)

I would like a safe route to connect from Ladysmith to Duncan.	Great initiative. looking forward to being able to go from one end of the valley to the other on safe cycling routes.
Finish the trail from Chemainus to Duncan to close the gap. Maintain the existing trail - sections through Chemainus and Saltair are so overgrown with blackberries they are down to half their normal width.	Brilliant. It's even getting seniors more active!
Commuter trails. encourage safe cycling corridors away from vehicle traffic. Prioritize commerce routes.	There need to be regulation of e-bikes - common sense is not working.
Recreational trails are being made unsafe by bicycles going too fast - it is dangerous to walk your dog or take young children on the trails.	I am keenly aware of the Saltair to Ladysmith route limitations, including the serious accident where the trail met the Chemainus road. There have been many close calls at that location as well, and an improvement is very much needed.
We live South of Ladysmith with highway access only by car - the trail is our only non-highway connection to amenities.	It's important for the engineering staff and decision makers to appreciate the following: 1. Many of the bicycling routes in the region continue to be vehicle centric and as a result can be off putting for cyclists. This is particularly true where cycling routes intersect with roads. The design of some of these intersections put cyclists in jeopardy with things such as sudden change in gravel size, tight chicanes, sharp rocks and signs to block off motorized vehicles. Why can't we have flashing lights at the intersections that give bicycles the right of way. A fantastic example of these is on the bike lanes on the south (Vancouver) side of Lionsgate Bridge. 3. There needs to be a portal for cyclists to report accidents so that there are learnings and improvements for the designers. (I live adjacent to the CVT and continue to see and meet cyclists who are hurt on the trail. But there is nowhere to report these. 4. It is critical that cyclists are provided with an ongoing opportunity to provide feedback and input in all design and construction components. While active transportation users - walkers, bicyclists and horse riders share many of the same things there are aspects of trail design that require specific input from each of these users. 5. 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. See this website https://www.adventurecycling.org/advocacy/building-bike-tourism/economic-impact/ Here's some other learnings for bike route designs https://www.npr.org/2022/05/25/1099566472/more-cyclists-are-being-killed-by-carsadvocates-say-u-s-streets-are-the-problem

Public Survey #2 Feedback Summary
Electoral Area G – Saltair/Gulf Islands (Including Chemainus)

Ensuring that the connection between Chemainus and Ladysmith is a dedicated pathway, does not use or cross Chemainus Road. This would be an unnecessary safety risk to users and drivers.	I'm glad this is being discussed, and I hope this discussion will bear fruit. So many people talk about how unsafe Chemainus Road is for alternate modes of travel, yet it is used by locals and tourists alike. An opportunity exists to build a North-South alternate mode transportation network for the Island; one where locals would enjoy it immensely, as well, for those who come to travel to cycle/hike/walk, would find it a beautiful place to come and partake in such activities (and spend their money). The opportunity is there. I ask, "Is the vision and courage there to make it happen?" I believe this is one of those rare times in which the cost of not doing something, or perhaps worse, doing something poorly, is far greater than the cost of the project itself. This is a legacy project that generations will enjoy. Please make it happen, and give the bean counters a holiday on this one.
It would be great to stay on the waterfront through Ladysmith- to avoid the hills and get access to great places like transfer beach.	
The most important improvements for me would be to safely travel from Nanaimo to Mill Bay by bicycle.	
For safety of pedestrians and cyclists, Chemainus Road requires a bike/pedestrian corridor between Chemainus and Ladysmith.	

Public Survey #2 Feedback Summary

Electoral Area H - North Oyster/Diamond

18 responses – 10.9%

Quantitative

How important is developing an active transportation network in the region?	Would you use sections of the Regional Active Transportation Network as highlighted on the maps?
Strongly Support – 67%	Yes – 44%
Support – 17%	No – 0%
Neutral – 6%	

Qualitative

Do you have any comments about the route segments that are most important to you?	Do you have any additional comments to share at this time regarding development of a Regional Active Transportation Network for the Cowichan Valley Regional District?
Should be obvious, the one around Yellow Point and a non-highway route from here to Ladysmith.	MOTI's Active Transportation Grant is open for submissions. I do hope you are making a request for a grant that will connect Area A's gas tax initiative for the Yellow Point Trail with more AT money.
I'm just being selfish her, choosing the routes closest to where I live!	Transportation Network for the Cowichan Valley Regional District? Probably should have been in years ago, but asap.
If the CVT went to the Nanaimo Airport and the Yellow Point Trail connected it to the Duke Point Ferry, we could connect the TransCanada Trail to the rest of Vancouver Island and connect the CVRD with the Great Blue Heron Trail scheduled to go from Tsawwassen to West Vancouver!	The town of Ladysmith doesn't have a safe connection to the saltair rail trail. The Coronation Mall intersection is too Dangerous.

Public Survey #2 Feedback Summary
Electoral Area H - North Oyster/Diamond

I would like to see coordination between the RDN and CVRD Area H north to Nanaimo and the Island Parkway Trail. An active transportation route is being constructed in Cedar Yellow Point, though it could use connections to the Airport, to the TransCanada Trail through Cassidy, to the village of Cedar and the farm market there, to South Gate Mall, to the Duke Point Ferry. The focus is naturally on development in the CVRD, but all that development will be compromised for people who want to go north towards Nanaimo. Passage through Ladysmith and then north of the Airport to Nanaimo will be an important focus of development, but it means looking outside the CVRD for solutions.	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.
Great plan. A multiuse trail. Off the ferry in Nanaimo, visiting the island, well signed and designated route to Mill Bay ferry and towns in-between. (And from Nanaimo north).	Keep doing the good work.
Ladysmith does not have a safe connection to the Saltair Rail Trail. Coronation Mall intersection is way too dangerous.	Work on / with MNC/TOL/TLC? COD on integration with their active transportation plans. Work on pathways that connect and move cyclists/pedestrians away from arteries. Set-up appropriate signage, mapping and overall understanding of connectivity of trail networks. Connect with key destinations (rec facilities, sports facilities, key trailheads/staging areas).
The above routes would serve most of my work commute, access to health care and give great access for recreational use. I do not actually see a viable proposal to connect Ladysmith to Yellow Point on the maps but hopefully this can be negotiated it is key for connecting the island north to south. The connection to Chemainus should need very little work as it is mostly in place. The other connections open up the wonderful Cowichan Valley route. Thank you for helping me reduce my carbon footprint and improve my health and quality of life.	I strongly recommend connection from Stzuminus First Nation be added. There are many people walking from this area on a road without adequate walking path.
For the trail from Ladysmith to Nanaimo and the Duke point ferry, I would like the trail to go along the old railway line- as is the case for the present trail from Saltair to Chemainus. This means that there is already public land used and the base of the road is already made. Also, the gradients on the railline are not steep	As someone with a disability, the inclusion of electric and electric assist bikes would really be an asset. No motorized vehicles are pretty ableist rhetoric.
Cycling and walking in area H is very dangerous. Widening all secondary roads and adding a cycle/pedestrian lane would make the area much safer and more actively used.	Developing trails on ministry of transport right of ways that have not been developed into roads at this time would be an inexpensive way to connect neighborhoods. For example, in area H: connect Donna Road and Filipana Road.



Public Survey #2 Feedback Summary

Electoral Area I - Youbou/Meade Creek

4 responses - 2.4%

Quantitative

How important is developing an active transportation network in the region?	Would you use sections of the Regional Active Transportation Network as highlighted on the maps?
Strongly Support - 100%	Yes - 50%

Qualitative

Do you have any comments about the route segments that are most important to you?	Do you have any additional comments to share at this time regarding development of a Regional Active Transportation Network for the Cowichan Valley Regional District?
Bike trail to Bald Mountain Park.	There needs to be a bike path on meads creek and on to marble bay, it is dangerous to ride currently with no shoulder!
Bike path to Bald Mountain Park, bike path or sidewalk along Meade Creek Road.	

Public Survey #2 Feedback Summary Duncan

18 responses – 10.9%

Quantitative

How important is developing an active transportation network in the region?	Would you use sections of the Regional Active Transportation Network as highlighted on the maps?
Strongly Support – 94% Neutral – 5%	Yes – 67%

Qualitative

Do you have any comments about the route segments that are most important to you?	Do you have any additional comments to share at this time regarding development of a Regional Active Transportation Network for the Cowichan Valley Regional District?
In addition to the trail network, the Koksilah - Miller Road corridor must be improved. Cycling on these roads are treacherous. The pavement is in terrible condition and the roads are too narrow.	It is very overdue. As is fixing sidewalks for pedestrian traffic in Duncan. Thank you for doing this survey.
The connections have to be safe.	This is for retired people and family rec. Commuters maybe.
Currently the worst road conditions are through the various indigenous reserves throughout the CVRD. It almost feels like some sort of apartheid, but I suspect garden variety institutional racism is more the culprit. The combination of not having any shoulders for safe cycling combined with poor road conditions where drivers are dodging around potholes makes any cycling hazardous to the point where I avoid these vital connections between communities. I can only imagine how depressing it is to actually live with these conditions.	Please refer to my comments regarding the condition of the Koksilah and Miller roads for cyclists (and pedestrians). Terrible. Unsafe.
Koksilah road and Allenby Road need dedicated paved biking lanes. The traffic on Koksilah has increased a tremendous amount over the last 5 years making it dangerous for bike riding.	Safe Bike lanes are critical to encourage healthy lifestyles and reduced carbon footprint!
	I ride my bike a lot as I don't have a car. In the efforts to make the situation better greatly appreciated. Having some 110 available at charging stations would help the e-bikers immensely.
	Keep bike lanes swept regularly.
	Would be ideal to have bike paths on those flatter routes; as well as adequate sidewalks/walking paths - especially to and from parks.
	So happy this work is being done! We need safer bike routes!



Public Survey #2 Feedback Summary North Cowichan

22 responses – 13.4%

Quantitative

How important is developing an active transportation network in the region?	Would you use sections of the Regional Active Transportation Network as highlighted on the maps?
Strongly Support – 77% Support – 19%	Yes – 32 %

Qualitative

Do you have any comments about the route segments that are most important to you?	Do you have any additional comments to share at this time regarding development of a Regional Active Transportation Network for the Cowichan Valley Regional District?
The route segment that is the most important to me is the one that is currently washed out, by Sherman Road. It is a critical part of how I, and many of my neighbours recreate and get to work/school etc. The repair of this trail MUST be a bigger priority than it is. We have been emailing and trying to find out what the plan is, and when we can expect something to happen there, and have gotten nothing but a generic response of 'no timeline available'. That is completely unacceptable. This path is a critical part of human powered transportation through north cowichan and Duncan.	1. Please use E&N for active transportation. It already exists and goes through the major hubs. 2. Please separate the vehicles paths from the rest of the transportation methods. 3. Is there any way for the budgets to more match how people move through the region? (As per 2016 census, 83% vehicle, 12% walking/biking). Vehicles get the lion share of cash and walkers/bikers have to beg for grant money.
As this is a multi-use trail I think more education on how to share the trail with horses is important. Far too often horses are being passed in an unsafe manner. Safety is the number 1 for all involved and I just don't see it happening as well as it could.	Please fight for this to happen no matter where in valley as long as it starts somewhere.
I can't wait to ride my bike on some safer more bike friendly roads in the valley. It has been a long time coming. Kudos to all those planning this great endeavor.	A corridor on the east side of the TCH from Beverly Street to the Forestry Discovery centre would greatly increase the safety for people choosing alternative means than cars of getting into town.

Public Survey #2 Feedback Summary
North Cowichan

Having alternative and SAFE means of commuting through the valley is essential to growth. As the population increases the accompanying traffic will make the current recreational paths more congested. Moving to allow for a greener form of commuting that is efficient will encourage people to use alternate means. I am an avid Cyclist and am finding it more challenging to enjoy rides. Also, given the lack of trails from Herd Road into town make me use my car more. I essentially have to double the distance to get into town on my bike if I want ride into town. Having a pedestrian corridor on the east side of the TCH would be of a great benefit to commuters.	Yes you have families out for an hour, you have commuters going back and forth, you have weekend warriors putting in the 50-100km, but there is so much more to consider.
Widening shoulders don't really make you feel that safe; totally separate bike routes are the best if we expect all demographics to enjoy this. Plan for year years old's and 88-year-old and everyone else will enjoy it too.	PLEASE Fix the sherman rd. trailhead its literally been a year.
My priority for recreational rides is always to stay off the highway. I'll be much happier when the bottleneck near Oyster stolo rd. is opened up with another option.	Eventually someone is going to have to fix that Malahat connector. That trail is almost useless.
Please repair section near Lanes Rd first.	
If the routes are created for the least of us, they will attract the most of us. Cycle tourism is big and it gets bigger with a safe connections to the Galloping Goose Trail system. when you think of Cycle tourism you need to think of these connections that are 50, 100, 200, and more kilometers long. if you have places that allow 'wild camping', all the better. Safe routes connecting Sidney, Victoria, Duncan, Nanaimo etc. will pay off in spades!	I'm happy this is happening. Alternatives to riding on the TCH welcome. Signage would be an asset.
Please fix the Sherman Road trailhead and remove the gate it's been almost a year.	
Completing the link from Herd up to Chemainus is critical to make the network function properly. Already tons of cyclists along Westholme Rd even though there is no shoulder and bad sight lines. Those problems limit use of the trail to highly confident cyclists and make this show piece trail unusable for most riders.	
Priority needs to go where the traffic threatens the safety of pedestrians and cyclists.	

Public Survey #2 Feedback Summary Other Communities

6 responses – 3.7%

Quantitative

How important is developing an active transportation network in the region?	Would you use sections of the Regional Active Transportation Network as highlighted on the maps?
Strongly Support – 100%	Yes – 100%

Qualitative

Do you have any comments about the route segments that are most important to you?	Do you have any additional comments to share at this time regarding development of a Regional Active Transportation Network for the Cowichan Valley Regional District?
I would like to be able to ride safely from Duncan to Chemainus to Ladysmith to Nanaimo, so really all these segments are very important to me and to other seniors looking to be able to move without a car.	Good for all, from recreational opportunities to fighting climate change with alternative transportation routes.
	It would be best if this could be implemented quickly as one plan instead of bits and pieces over many years.

4. NEXT STEPS

All data collected and feedback received is used by Bunt & Associates to inform the Draft CVRD Active Transportation Plan.

Visit PlanYourCowichan.ca to register and receive updates

Report Prepared by UPLIFT Engagement Communications Inc.



APPENDIX B

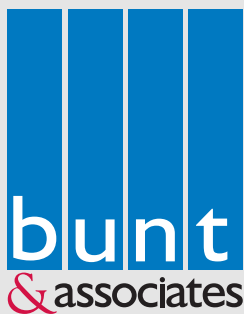
Infrastructure Design Guide





INFRASTRUCTURE DESIGN GUIDE

Supporting the CVRD Regional Active Transportation Plan



September, 2023

OUR VISION

All communities are healthy and connected in equitable and sustainable ways.

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ACTIVE TRANSPORTATION RESOURCES

BRITISH COLUMBIA

British Columbia Active Transportation Design Guide (2019)

City of Coquitlam Bicycle Parking Design Guidelines

Clean BC Move Commute Connect - B.C.'s Active Transportation Strategy

CANADA

Costing of Bicycle Infrastructure and Programs in Canada – Clean Air Partnership (2019)

Federal Highway Administration (FHWA) - Bikeway Selection Guide (2019)

National Active Transportation Strategy – Infrastructure Canada (2021)

INTERNATIONAL

Massachusetts Department of Transportation (MASSDOT) - Separated Bikeway Planning & Design Guide (2015)

National Association of City Transportation Officials (NATCO) - Designing for All Ages and Abilities (2017)

National Association of City Transportation Officials (NATCO) - Urban Bikeway Design Guide

National Association of City Transportation Officials (NATCO) - Urban Street Design Guide

The state of National Cycling Strategies in Europe (2021)



1 DESIGNING FOR DIFFERENT USERS

A core component for designing All Ages and Abilities (AAA) facilities is prioritizing safety for the diversity of users that will be using the facilities. Though traditionally multi-use trails have primarily focused on pedestrians and cyclists, an increasingly diverse set of users are enjoying these amenities including people on skateboards and scooters (both electric and human-powered). Each of these users may have unique needs and interact with each other differently.

1.1 SPEED

At a basic level, speed is the primary consideration when mixing different users on the same path or trail. The typical speeds for different users are illustrated below.

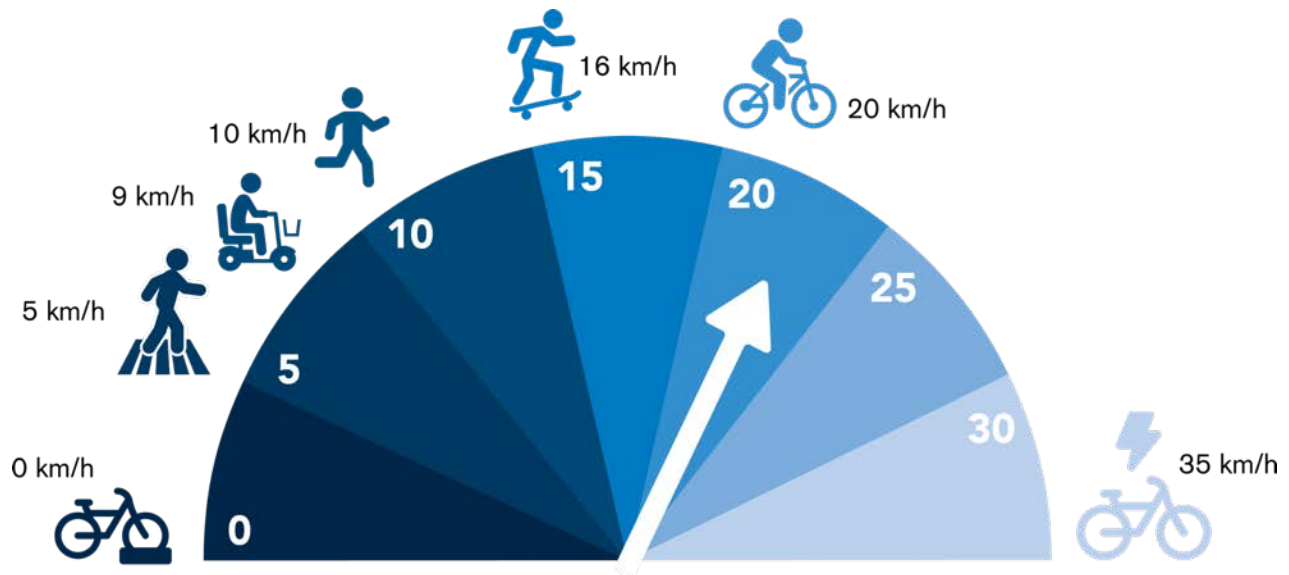


Figure 1.1 Typical Speeds for Different Users

Source: Content by BC Active Transportation Design Guide

1.2 SHARED SPACE FACILITY DESIGN CONSIDERATIONS

Maximize safety and enjoyment where a variety of users share space by:

- > Considering all potential users when designing a facility
- > Separating cyclists and pedestrians when possible
- > Mixing rollers (skateboard/scooter) with cyclists rather than pedestrians
- > Increasing shared facility widths where separate pedestrian facilities are not feasible or desired
- > Maintaining a consistent set of rules for all users while understanding diverse needs

The BC Active Transportation Guide provides further contextual guidance on the specific needs of different users.

1.3 UNIVERSAL DESIGN PRINCIPLES

Universal Design principles should be applied to the design of all infrastructure and programs to reach the goal of accommodating a variety of users and providing an equitable environment. These principles ensure that all levels of ability are considered in shaping CVRD's built environment and helps reduce the barriers that some people face in navigating their community.

PRINCIPLE	GUIDELINES
1 Equitable Use Design is useful and marketable to people with diverse abilities	<ul style="list-style-type: none"> • Provide the same means of use for all users: identical whenever possible; equivalent when not • Avoid segregating or stigmatizing users • Provisions for privacy, security, and safety equally available to all users • Make the design appealing to all users
2 Flexibility in Use Design accommodates a wide range of individual preferences and abilities	<ul style="list-style-type: none"> • Provide choice in methods of use • Accommodate right- or left-handed access and use • Facilitate the user's accuracy and precision • Provide adaptability to the user's pace
3 Simple and Intuitive Use Use of the design is easy to understand, regardless of the user's experience, knowledge, language skills, or current concentration level	<ul style="list-style-type: none"> • Eliminate unnecessary complexity • Be consistent with user expectations and intuition • Accommodate a wide range of literacy and language skills • Arrange information consistent with its importance • Provide effective prompting and feedback during and after task completion
4 Perceptible Information Design communicates necessary information effectively to the user, regardless of ambient conditions or the user's sensory abilities	<ul style="list-style-type: none"> • Use different modes (pictorial, verbal, tactile) for redundant presentation of essential information • Provide adequate contrast between essential information and its surroundings • Maximize "legibility" of essential information • Differentiate elements in ways that can be described (e.g. make it easy to give instructions or directions) • Provide compatibility with a variety of techniques of devices used by people with sensory limitations
5 Tolerance For Error Design minimizes hazards and the adverse consequences of accidental or unintended actions	<ul style="list-style-type: none"> • Arrange elements to minimize hazards and errors: most used elements, most accessible; hazardous elements eliminated, isolated, or shielded • Provide warnings of hazards and errors • Provide fail safe features • Discourage unconscious action in tasks that require vigilance
6 Low Physical Effort Design can be used efficiently and comfortably and with a minimum of fatigue	<ul style="list-style-type: none"> • Allow user to maintain a neutral body position • Use reasonable operating forces • Minimize repetitive actions • Minimize sustained physical effort
7 Size and Space for Approach and Use Appropriate size and space is provided for approach, reach, manipulation, and use regardless of user's body size, posture, or mobility	<ul style="list-style-type: none"> • Provide a clear line of sight to important elements to seated or standing users • Make reach to all components comfortable for any seated or standing user • Accommodate variations in hand and grip size • Provide adequate space for the use of assistive devices or personal assistance

Figure 1.2 Typical Speeds for Different Users

Source: Content by BC Active Transportation Design Guide



2 EMERGING TRENDS

2.1 SHARED MICRO-MOBILITY



Micro-mobility refers to several small, one-person vehicles. The term is used primarily for electric scooters and shared bicycles. Many companies have begun providing shared dockless electric scooters in cities worldwide. The province of British Columbia is undergoing electric kick-scooter pilot projects in several municipalities, including the City of Nanaimo, City of Kelowna, City of Vernon, City of Vancouver, City of Richmond, District of North Vancouver, City of North Vancouver, and District of West Vancouver.

The introduction of dedicated cycling facilities has been shown to reduce e-scooter collisions by 90%.

Information and articles of interest in relation to micro-mobility pilot programs in British Columbia can be viewed at [BC Active Transportation Pilot Projects | B.C. Government](#).

2.2 ELECTRIC BICYCLES



The market share of electric bicycles has grown significantly in the last five years. This growth is due both to new users and some adaptation of non-electric bicycles. Electric bicycles increase distances that riders are willing to cycle and attract users that would not be typically interested in cycling. As e-bicycle usage grows, it is anticipated that cycling usage in total will also grow.

2.3 EVOLVED BICYCLES

A wide range of bicycles are available to accommodate varied needs. These include:



Recumbent

A recumbent cycling position may put less strain on the rider's back and joints.



Long-tail

An elongated tail is provided which is commonly used to seat one to three children and/or cargo. The bicycles are longer and heavier than standard bicycles.



Cargo

Used by businesses to deliver goods and parents to transport children. They range in size and weight but are always wider than standard bicycles.



Trailer

Fitted with a trailer, these bicycles are often used by parents to transport their children but can also be used to move goods.



Handcycle

Handcycles can come as one piece or as a 'clip-on' attachment for a wheelchair.



Tandem

Tandems are designed for two people to ride together.



Tricycle

Has three wheels and offers good stability. They also exist in tandem and recumbent versions.



3 PEDESTRIAN FACILITIES

The design of sidewalks and pedestrian crossings have a significant impact on the safety, accessibility, and overall quality of experience for those walking or rolling. In line with the principles of Universal Design, it is essential that the future design of pedestrian facilities consider the needs of those who may have visual or mobility impairments.

3.1 TYPES OF PEDESTRIAN FACILITIES



Figure 3.1 Types of Pedestrian Facilities

Source: Content by BC Active Transportation Design Guide

3.2 SIDEWALK WIDTHS

A notable requirement for sidewalk design in terms of accessibility, as well as comfort and usability for all pedestrians is the overall clearway width and treatment at driveways. Design of sidewalks that allow people to walk side-by-side and easily pass oncoming walkers (including parents with strollers and people in wheelchairs or with other mobility aids), is important to create a safe and welcoming pedestrian environment. The guidelines in the **Table 3.2** set out the recommended minimum sidewalk type and widths.

Table 3.2: Sidewalk Clearway Width Contextual Selection

Land Use	Road Type	Separation (Boulevard)	Widths	
			Desirable (m)	Minimum (m)
Residential	Local	Non-Separated or Separated	1.8	1.5
	Collector/Arterial	Separated	2.1	1.8
Industrial	Any	Separated	2.1	1.8
Commercial	Any	Separated	2.4 – 3.0	1.8



3.3 SIDEWALK DESIGN PRINCIPLES

- > Provide non-separate sidewalks only if necessary due to constraints. If provided, ensure a level clearway of greater than 1.5m at driveways and ideally buffer with on-street parking
- > Separate sidewalks on Arterial Streets with a minimum 1m planted boulevard to improve safety
- > Locate street furniture outside clearway width
- > Provide straight paths to minimize walking distances



3.4 CROSSING DESIGN PRINCIPLES

Safe and accessible pedestrian crossings are crucial to ensuring all ages and abilities can navigate the transportation network.

- > Provide curb/wheelchair ramps at all intersection corners to allow access for all users
- > Enhance crosswalk markings at key locations like schools and Downtown, through use of zebra or decorative crosswalk markings
- > Provide curb extensions at intersections to shorten crossing distances and improve visibility. Curb extensions can also help reduce vehicle speeds
- > Consider raised crosswalks at key crossings near schools



4 ROLLING AND CYCLING FACILITIES

Creating a network of rolling and cycling facilities that accommodates users of all ages and abilities requires a breadth of options that reflect the surrounding environment.

4.1 BIKEWAY/ROLLING PLANNING AND DESIGN PRINCIPLES

The following five principles of good bikeway planning and design (CROW 2016) reflect the unique challenges and needs of those riding:

1. SAFETY: Perceived and real, road users should feel that they have enough space to ride, conflicts are minimized, and outcomes of crashes are not severe.

2. COMFORT: Surfaces should be smooth, turn angles and gradients gentle, with minimal obstructions.

3. DIRECTNESS: Alignments should be competitive with the driving network, have as few turns as possible, and minimal stops.

4. COHERENCE: Facilities and routes should be intuitive in their design and direction, and also integrate seamlessly with other transportation systems.

5. ATTRACTIVENESS: Routes should be enjoyable, relatively quiet, and connect to points of attraction.

While many people enjoy cycling, it has been found that a large part of the population would enjoy riding a bicycle more often if a safe and convenient network was readily available. Understanding what types of facilities those on bikes find comfortable is important to encourage increased ridership.



4.2 TYPES OF BIKEWAY/ROLLING FACILITIES

Cycling or rolling facilities can be broadly categorized into separated and shared.

Separated Facilities

AAA quality routes with physical rolling/cycling separation from vehicles. These routes provide the highest quality active transportation network. Due to their higher capital and operating costs, these routes are typically provided on roadways with the highest vehicle volume or speeds and where separation provides the highest benefit. Separated routes are encouraged in areas with higher vehicle and pedestrian volumes such as in village centers or urbanized areas. They are also encouraged to be primary choice for rural roadways in the form of an adjacent Off-Street Pathway or a Multi-Use Path (MUP) when they are determined to be feasible.

Shared Facilities

On-street routes that are signed but do not have physical separation between rollers/cyclists and vehicles. Traffic calming initiatives can be considered on these routes to reduce vehicle speeds. Shared routes are typically lower-cost options. In the CVRD rural area context, these types of facilities are anticipated to be widened roadway shoulders.



4.3 TYPES OF BICYCLE FACILITIES

<div>MULTI-USE PATHWAY</div> <div></div> <div>Typically located outside the road right-of-way and, in parks or other green spaces. These facilities are designed to support bi-directional users: pedestrians, cyclists, runners, in-line skaters and skateboarders etc. Users are expected to share the space on the path and follow organizational markings.</div>	<div>PROTECTED BICYCLE LANE</div> <div></div> <div>Dedicated cycling facility separated from motor vehicle traffic by a physical vertical barrier (curb, planter boxes, etc.). This facility can be designed for one-way or two-way travel. Users are expected to share the space on the path and follow organizational markings.</div>	<div>LOCAL STREET BIKEWAY</div> <div></div> <div>Facility where cyclists share the road with motorists on a street with low traffic volumes and speeds. These bikeways often have traffic calming measures to reduce speed and volume (30km/h, $\leq 1,000$ average daily traffic volume). Where bikeways meet collector or arterial roads, signals or other design measures provide for safe crossing.</div>
<div>PAINTED BUFFERED BICYCLE LANE</div> <div></div> <div>Typically located outside the road right-of-way and in parks or other green spaces. These facilities are designed to support bi-directional users (pedestrians, cyclists, runners, in-line skaters, skateboarders, etc.). Users are expected to share the space.</div>	<div>PAINTED BICYCLE LANE</div> <div></div> <div>Facility where a portion of the roadway is designated for exclusive use by cyclists with pavement markings and regulatory signage. Motorists are typically not permitted to enter the bicycle lane to park, stand or drive, however, they are permitted to mix when performing a turn at an intersection.</div>	

Figure 4.1 Types of Bicycle Facilities

The graphic below illustrates the continuum of bicycle facilities based on the perceived level of comfort. These examples demonstrate the range of cycling facility types where higher levels of separation from vehicles equates to higher levels of comfort. Increased comfort not only provides safer routes; it also increases the potential cyclist demographic to include the large percentage of people who would consider cycling if it were more comfortable.

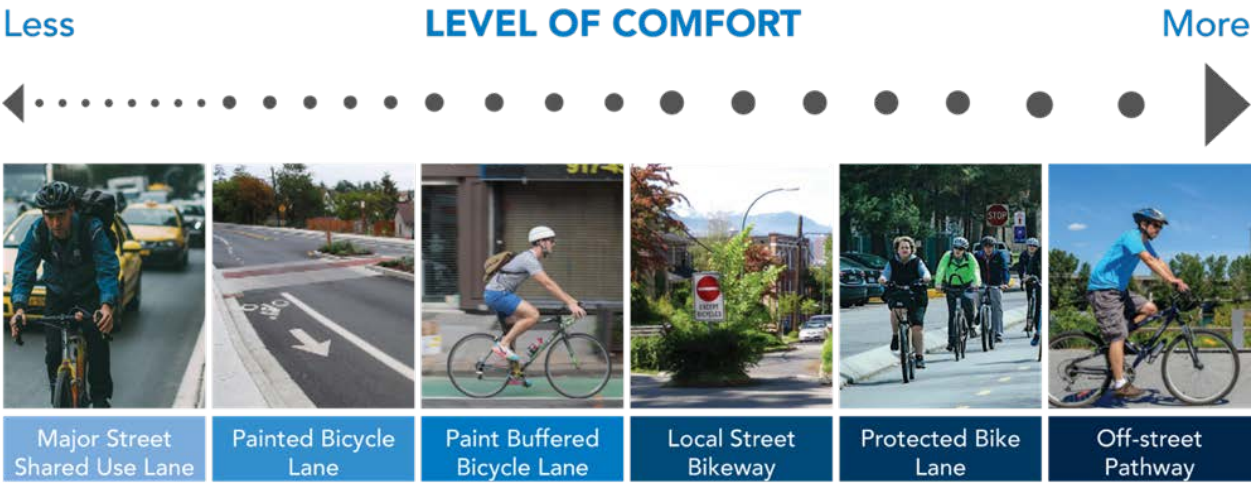


Figure 4.2 Bicycle Facilities Level of Comfort



4.4 BICYCLE PARKING CLASSIFICATION

There are two categories of off-street bicycle parking.

Short-term

A parking space for bicycles parked for a short period (i.e. less than 4 hours) in locations that are easily accessible.

Long-term

A parking space for bicycles parked for longer periods (i.e. more than 4 hours), typically requiring more secure parking.

4.5 BICYCLE PARKING LOCATION & ACCESS

Increased uptake in cycling as a viable travel mode may not reach its full potential if bicycle parking security is not considered at the planning and design stages. Bicycle parking should consider all types of bicycles and be designed to meet the needs of All Ages and Abilities (AAA). To that end, there are several fundamental guiding principles that influence how both bicycle parking is located and accessed:

WELL-LOCATED: Convenient, accessible, as close as possible to the destination, and weather protected.

STAIR-FREE ACCESS: Provision of ramps or elevators large enough to accommodate all types of bicycles. Slopes should be limited.

MINIMUM WIDTHS: Appropriate widths shall be provided along all routes required to access bicycle parking facilities, including along ramp accesses, at doorways, and aisle widths in bicycle parking rooms.

SIGNAGE: Integrated, high-quality, and simple bicycle parking signage should be provided to indicate the availability and location of an off-street bicycle parking area.

VISIBILITY: The location selected for bicycle parking shall be easily identifiable by cyclists as they are riding. It will also help to reduce theft and vandalism.

BARRIER-FREE: Access to bicycle parking facilities should be direct and free from obstacle to accommodate to all users. Provide breaks in long lengths or span of bicycle racks to allow users a more convenient path for access and egress.

DETECTABILITY: Design should be cognisant of users with physical, sensory, or cognitive impairments and should ensure the facilities are both easily detectable for these users and do not create obstacles.

LIGHTING: Quality lighting shall be provided to ensure facilities are well-lit to improve the overall security of all bicycle parking facilities. Tamper-proof features should be considered to prevent vandalism.

SECURITY: Racks in visible, well-lit places that have high levels of natural surveillance.

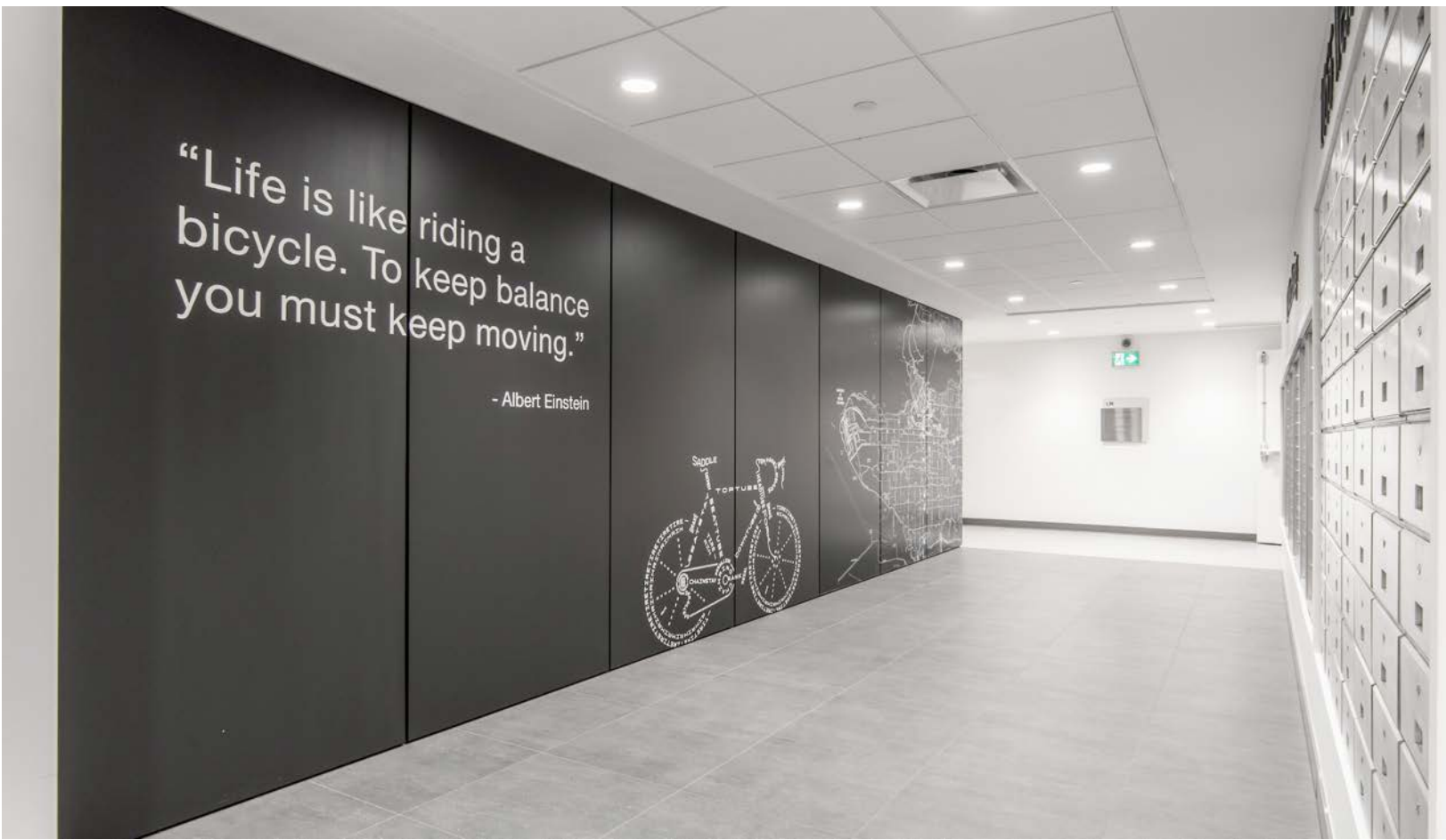


Table 4.1: Sample Bylaw Requirements for Short- and Long-term Bicycle Parking

Note: Bylaw requirements are unique to jurisdictions. The information in this table refers to Coquitlam, BC Bicycle Parking Bylaws.

Principles	Short-Term	Long-Term
General Location	<ul style="list-style-type: none"> Provide at-grade Locate within 15.0m of pedestrian building access points 	<ul style="list-style-type: none"> Locate in a private parking area, private garage or bicycle room Provide at-grade or located no lower than the first complete parking level below grade, where possible
Access & Clearance	<ul style="list-style-type: none"> Provide wheel ramps, as required, if stairs are provided Access routes with a minimum clear width of 2.0m Automated door openers shall be installed along the entirety of the access route 	
Weather Protection	<ul style="list-style-type: none"> Provide for all bicycle parking (either incorporate into the building design or a standalone structure) 	
Visibility	<ul style="list-style-type: none"> Well-lit at all times 	<ul style="list-style-type: none"> Both the room and the access route shall be well-lit
Add-ons	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Equipped with electrical outlets

Table 4.2: Design Principles Specific to Short- and Long-Term Bicycle Parking

Principles	Short-Term	Long-Term
Access & Clearance	<ul style="list-style-type: none"> Level access required with no stairs Where a grade change is inevitable, a slope of 6% or less is preferred by cyclists Additional buffer space (min., 0.5 m) shall be considered if the access route is next to a wall or railing Provide sufficient minimum overhead clearance (2.1m) Aisle widths within bicycle parking rooms should have a minimum width of 1.5m, except for aisles adjacent to stacked bicycle racks where the minimum width shall be increased to 2.1m 	
Visibility & Signage	<ul style="list-style-type: none"> Locate near active entries and public amenity spaces Provide signage as needed for usage 	<ul style="list-style-type: none"> Place in clear visible locations 'Tamper-proof' lighting should be considered Directional signage should be provided along the route
Other	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> If approved, bicycle parking at Level P2 or below should have a designated bicycle parking elevator (with at least one interior dimension of 1.8m) If access is shared with vehicles, delineators should be provided to separate bicycles from vehicular traffic where space permits



4.6 BICYCLE PARKING SPACE DESIGN PRINCIPLES

Design principles are similarly important in terms of making bicycle parking attractive to the user, not only from an aesthetic perspective but also regarding the security and safety that is offered as part of the facility.

SUPPORT: The rack should provide two points of contact with the bicycle frame and keep it upright without putting stress on the wheels.

INTUITIVE RACK USE: The rack should be recognizable as bicycle parking and should be easy to use without the need for written instructions.

EFFICIENT USE OF SPACE: Available space is often a constraint, but the choice of bicycle parking should not be dictated by space alone. Racks should allow a good number of bicycles to be parked in a small area while providing adequate space between bicycles to facilitate parking and locking.

LONGEVITY: Weather- and corrosion-resistant materials should be used in the construction of the bicycle parking racks, while appropriate maintenance should be completed regularly to ensure the longevity and attractiveness of facilities.

SECURITY: Racks shall be in secured private or indoor spaces, or in visible, well-lit places that have high levels of natural surveillance.

LARGER SPACES: Ensuring the availability of spaces for larger models and reserving allocated spaces for users with accessibility requirements.

VARIETY: Long-term parking facilities should anticipate the presence of a variety of bicycles and accessories.

DESIGN & ATTRACTIVENESS: The design and aesthetic quality of bicycle parking facilities should reflect the surrounding neighbourhood and environment to attract users without compromising their functionality.

EXAMPLES OF POOR BICYCLE PARKING DESIGN

Racks that do not meet the design principles or universally designed to accommodate a variety of common bicycle types are presented below.

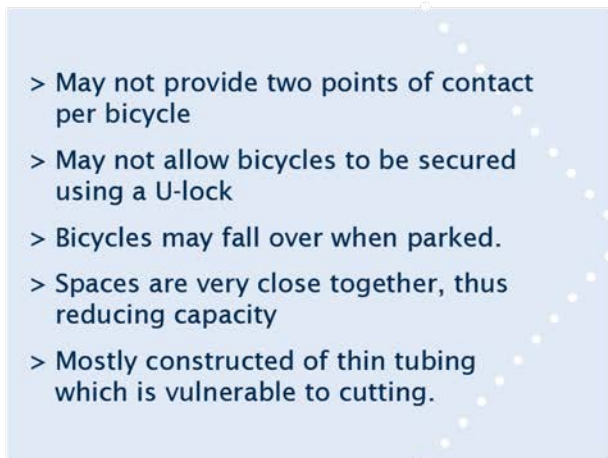
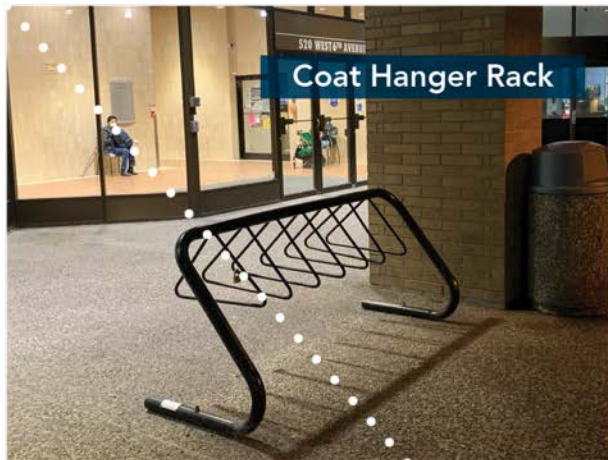




Figure 4.1: Examples of Poor Bicycle Rack Design



5 FACILITY SELECTION + DESIGN

Identifying the appropriate pedestrian or cycling facility type for a given location is largely a factor of the traffic environment. Illustrated on the following pages are the framework for identifying the appropriate facility type based on the traffic environment (speed and volume) and the corresponding design considerations.

5.1 AAA BICYCLE AND PEDESTRIAN FACILITY SELECTION

ROADWAY CONTEXT			FACILITY TYPE	
Target Vehicle Speed	Daily Vehicle Volume	Vehicle Lanes Per Direction	 Bicycle Facility	 Pedestrian Facility
Greenway	N/A	N/A	Multi-use or Separate Pathways	
≤15 km/h	Low	-	Shared Street	
≤30 km/h	≤1,000			
≤40 km/h	500 - 1,500	Single	Local Street Bikeway	Sidewalk
	1,500 - 3,000		Painted, Buffered or Protected Bicycle Lanes	
	3,000 - 6,000		Buffered or Protected Bicycle Lanes	
	>6,000			
	Any	2+	Protected Bicycle Lane	
	≤50km/h	≤6,000	Single	
2+				
>6,000		Any	Protected Bicycle Lane or Pathway	

*Vehicle lanes are based on lane markings (e.g. centre line) or driving width (pavement width – parking = driving width). A driving width of 6.6m provides a single vehicle lane per direction. Driving widths of less than 6.0m are associated with residential streets where vehicles may have to yield to oncoming vehicles.

Figure 5.1: AAA Bicycle and Pedestrian Facility Selection

5.2 MULTI-USE PATHWAYS

While Multi-Use Path (MUP) facilities are often used for recreational purposes, they also have the potential to play an important role in a multimodal transportation system. Generally, MUP's are wide enough trails to accommodate two-way travel of both pedestrians and rollers. CVRD has various MUP's that create an important network through the region. They are the preferred active mode infrastructure typology as they separate pedestrians and rollers from the noise and dangers of vehicle traffic. MUP's can be placed along one side of a roadway or in a non-roadway context as shown in **Figure 5.2**.

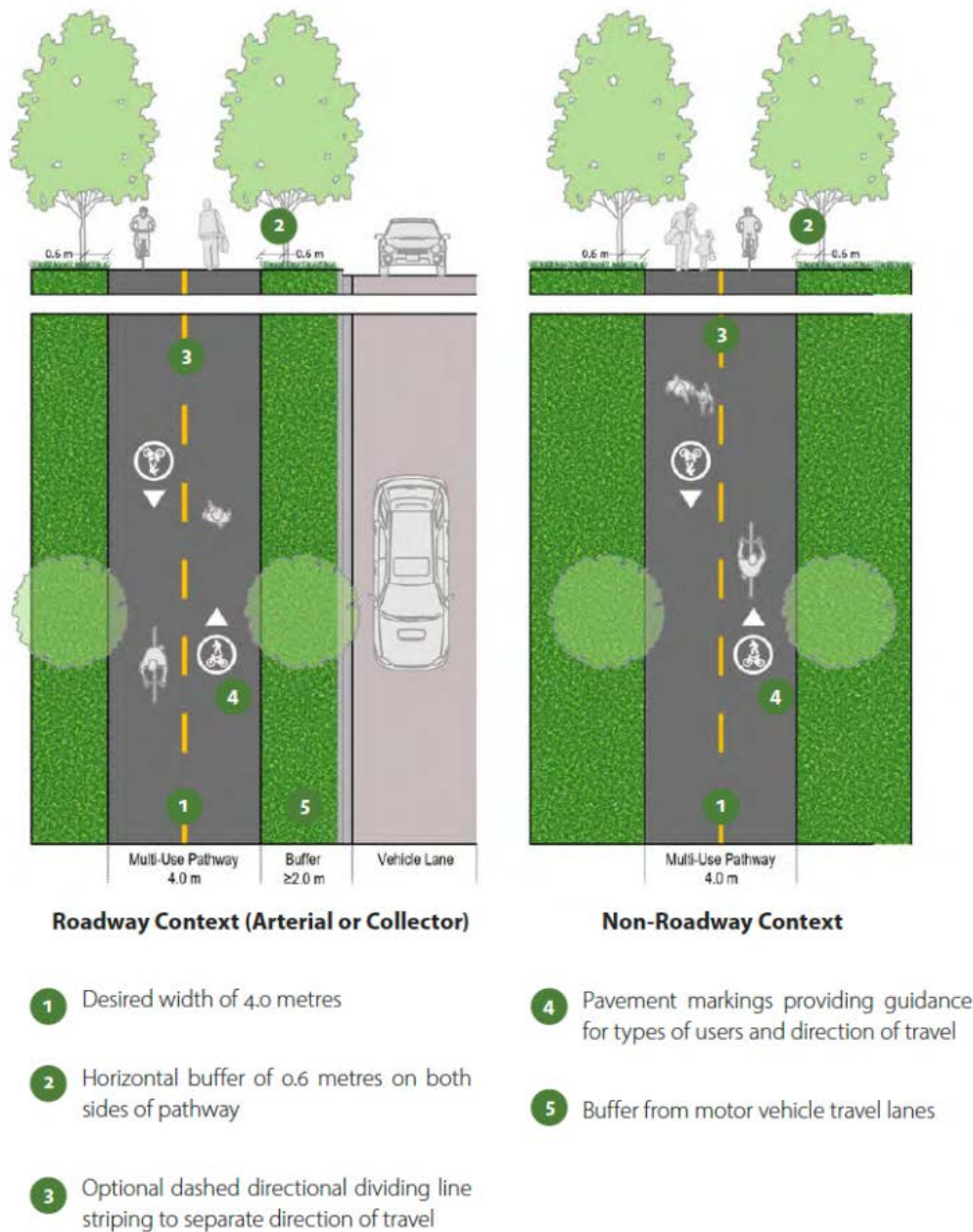


Figure 5.2: Multi-use Pathway Design
Source: BC Active Transportation Design Guide

PATH WIDTH & KEY FEATURES



Path design plays an important role in the safety and satisfaction of users. Though pathways are found to be more comfortable by users, their generally circuitous design and poor sightlines have shown to have problematic safety impacts. To continue to capture the inherent comfort and enjoyment of MUPs while improving safety, the following measures are recommended:

- > Minimum 3m width with 4m preferred
- > Avoid circuitous routing
- > Maintain clear sightlines, particularly at corners, by clearing vegetation or physical obstructions
- > Avoid bollards or other obstacles
- > Apply centre line along path to improve visibility for users at night
- > Consider delineating space for pedestrians and cyclists where high volumes of users are expected

Key Features of a Roadside MUP

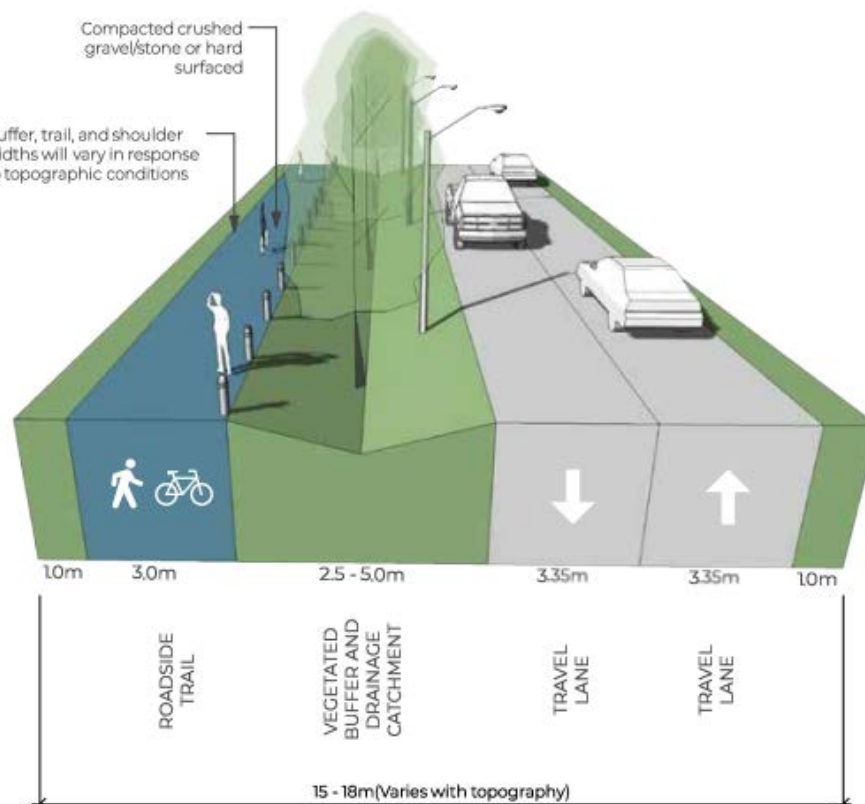


Figure 5.3: Potential MUP Cross Section
Source: Bell McKinnon Local Area Plan, 2018

5.3 RURAL ROADWAY SHOULDERS



Rural roadway shoulders are often used for active transportation. In the CVRD many rural roadways have shoulders often delineated with a white fog line. In the CVRD many rural roadways have shoulders that are well below width guidance. Many others have no shoulders or fog lines at all, therefore active mode participants must share the roadway with vehicles.

As presented in the table below, the minimum width for pedestrian and bicycle accessible shoulders on roadways under provincial jurisdiction, according to BC MoTI supplement to TAC Geometric Design Guide is 1.5 metres. Bicycle accessible shoulders are not recommended for design speeds greater than 70km/hr or on roadways with seasonally adjusted daily traffic volumes greater than 5,000.

All relevant rural roadways in the CVRD fall into the first category with typical posted speeds of 50km/hour, therefore a consistent minimum design width of 1.5 metres is recommended for rural roadways in the CVRD.



Table 5.1: Pedestrian and Bicycle Accessible Shoulder Widths

Source: TAC Geometric Design Guide

Condition	Shoulder Width in Metres
Design for most cases except as below	1.5
For Design Speeds ≥ 70 km/h and SADT > 5000	2.0
For Design Speeds ≥ 80 km/h and SADT $> 10,000$	2.5
All Freeways and Expressways	3.0

5.4 DESIGN OPTIONS

RUMBLE STRIPS



The BC Active Transportation Design Guide describes rumble strips as milled sections of the pavement along a roadway that provides feedback to motorists through noise and vibrations in the steering wheel, notifying them when they have deviated from the travel lane into the shoulder. Rumble strips are intended to clearly delineate the shoulder area and ensure the additional road width does not lead to higher vehicle operating speeds.

- > Shoulders should have a minimum width of 1.5 metres to ensure adequate smooth shoulder area.
- > Rumble strips can be milled into new or existing asphalt.

There is an existing standard practice in BC for the application of rumble strips, including installing 15 metres of rumble strips with a 3.5 m gap pattern. This is done to allow people cycling a regular opportunity to leave the shoulder area without passing over the rumble strips.

The BC Active Transportation Design Guide recommends the rumble strips be placed within the shoulder area and as close to the fog line as possible to minimize interference with cyclists.

Rumble strip width guidance ranges from 10 - 30 cm (4 - 12 inches). Narrower 15 - 20 cm (6 - 8 inch) width are recommended in the CVRD context to retain smooth shoulder surface area and maximize buffering impact.

Raised rumble strips or road texture is not recommended due to it being subject to damage during snow cleaning and MOTI regular practice maintenance.



Rumble strips on the Malahat by MOTI in CVRD.
Used to protect shoulder area and to traffic calm.

TWO FOG LINES

Two fog lines help to create a buffer area between the shoulder area and the vehicle travel lane. Shown below this can help to differentiate the shoulder area as an area for cyclists and pedestrians. Should be supported with signage as shown here or with Share the Road sign.



5.5 RAIL WITH TRAIL

The E&N rail corridor extends north/south through the CVRD, linking with the Capital Regional District and Regional District of Nanaimo.

The CVRD has developed multi-use pathways as "rail with trail" within the E&N rail corridor through the communities of Electoral Area G/Saltair, Gulf Islands, Municipality of North Cowichan, City of Duncan and Electoral Area B/Shawnigan Lake. There is the opportunity to further develop "rail with trail" within the corridor.

The Shawnigan Village Rail Trail concept diagram illustrates a Rail with Trail initiative in the CVRD. This route provides a MUP amenity within the existing E&N Rail Corridor linking Old Mill Park to Masons Beach.

To preserve a rail right-of-way, 5 metres distance is required between the rail line and a MUP. If the available space between the rail line and a MUP is 3 to 5 metres, a fence would be required along the MUP.

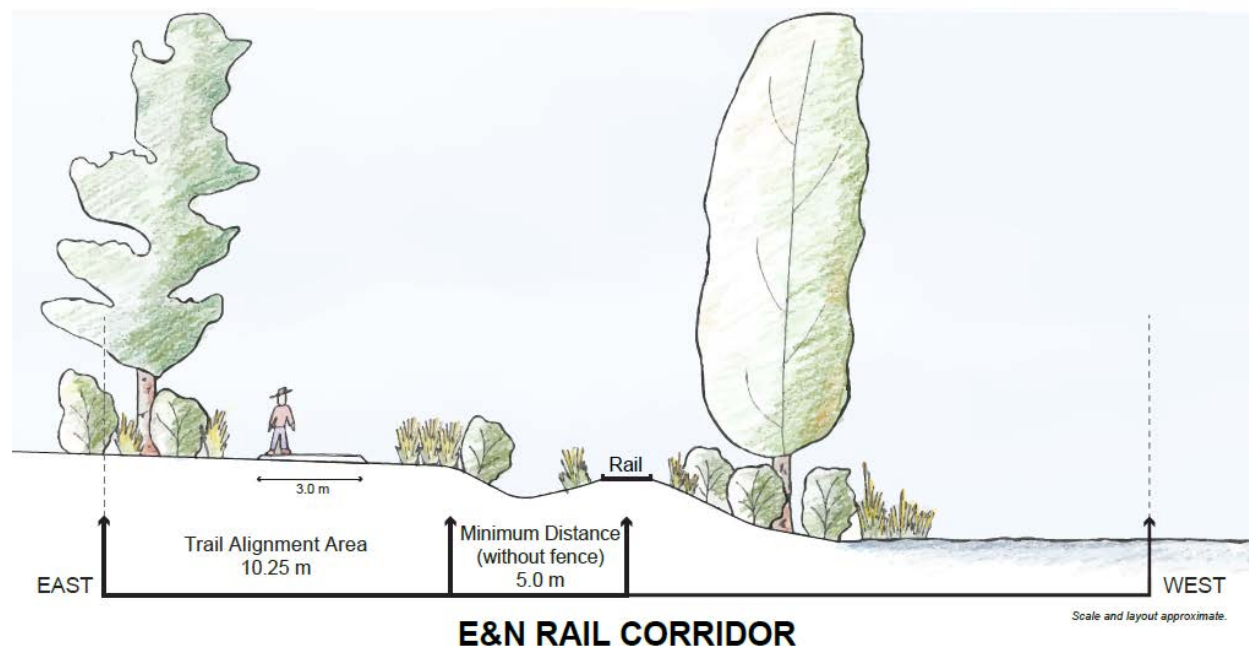


Figure 5.4: Example of Rail with Trail Cross Section

Source: https://www.cvr.ca/DocumentCenter/View/89178/3_SVRT_elevations?bidid=



5.6 TRAIL TERMINUS

Where a trail or MUP terminates at a roadway, and where no connecting off-street facility is present, it is important to provide a design treatment that allows for users (particularly cyclists) to transition smoothly to/from the roadway without the need to use an adjacent sidewalk. This ensures that the connection between facilities is obvious and does not require a detour or dismounting of a bike.

Recommended Trail Terminus Features

- > All trail termini should have an accessible curb ramp to the roadway
- > Curb cuts should be as wide or wider than the approaching facility
- > Provide cyclist crossings on higher volume collector or arterial roads
- > Install a TAC approved trail crossing sign (e.g., WC-32) along the intersecting roadway
- > Ensure all transitions are as smooth as possible

5.7 PAVEMENT MARKINGS

Providing clear and consistent pavement markings is important to communicate facility information to all road users. As MUPs and trails are multimodal facilities, it is important to communicate this when they cross the roadway so that drivers can expect users crossing at different speeds than if it were only a pedestrian crossing.

Recommended Pavement Marking Features

- > Provide a mixed crossing where pedestrians and cyclists are mixed, illustrated in **Figure 5.4**
- > Use elephant's feet markings to denote a bicycle crossing, illustrated in **Figure 5.5**
- > Use a green surface treatment to increase the conspicuity of the crossing in locations with high bicycle volumes or high vehicle turning, illustrated in **Figure 5.5**



Figure 5.4 Combined Crossing
Source: OTM Book 18

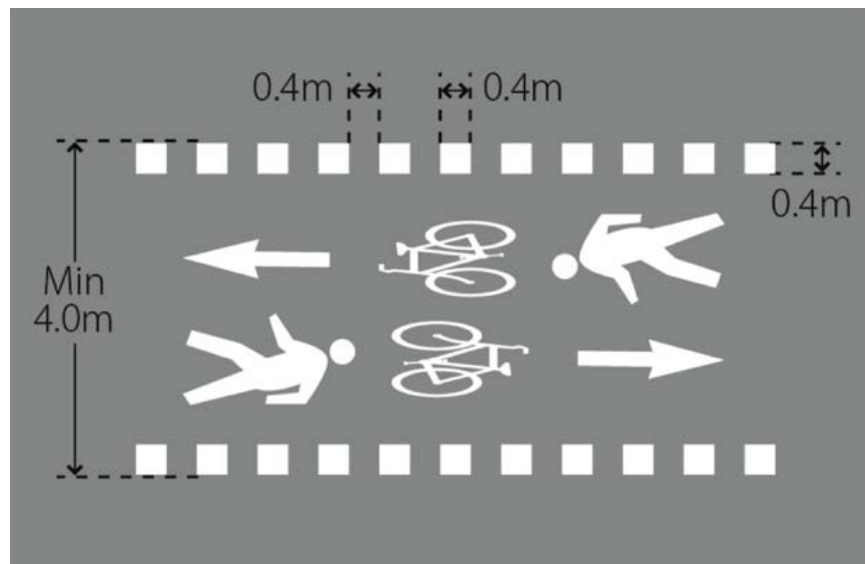


Figure 5.5 Combined Crossing with Green Pavement Markings

5.8 SUPPORTING AMENITIES



Common active transportation infrastructure amenities include benches, bike racks, bicycle repair stations, water fountains, garbage/recycling bins, temporary shelters (in case of rain), wayfinding signage, and educational materials. The presence and location of these amenities can significantly improve the experience for all users. While the design of individual elements may be subject to site-specific context, the following design principles are considered useful:

- > Maintain a consistent look and feel, to deliver a sense of continuity throughout the trail system.
- > Place amenities well outside the clear zone of the pathway, to ensure users are engaging with the amenities but do not obstruct other trail users (e.g., place benches $\geq 1\text{m}$ from edge of the pathway so those sitting are a comfortable distance from passing users); and to reduce the likelihood of users colliding with amenities.
- > Ensure amenities do not obstruct sightlines of trail users to reduce safety challenges associated with blocked sightlines.



ACTIVE TRANSPORTATION SIGNAGE

Active transportation focused signage serves various functions. It can calm traffic by warning motorists of potential vulnerable road user presence. It can also be used to inform vulnerable road users if they should share the road's shoulder area or if they should share the vehicle travel lane. Signage is also vital for route wayfinding.



Shared Pathway

A sign currently used on CVRD roads that have shoulders along the existing CVT route. It is used to indicate the shoulder is shared space for both pedestrians and cyclists.



Share the Road

A sign suggesting to share the road between all users. It is used on rural roadways that have no shoulders or have inadequate shoulders to indicate travel lanes are to be shared.



A sign suggesting that cyclists and pedestrians to use shoulder area. Matches recommended CVRD road with improved shoulder cross-section with illustration of fog line.



Cyclist on Roadway

A sign warning both motorists and cyclists that both users may be present on the roadway. It can be used where the presence of cyclists would be unexpected by the motorist or where there is heavy volume of cycling traffic on the route. This signage is not preferred for rural roadway shoulders as it omits pedestrians.

W-130 BC MOTI



Bike Route

A sign that can be used on designated bicycle routes. Route specific branded signage is preferred such as signage specific for CVT and East Route.



Sharrow

A sign to be used on roadways without shoulders where cyclists are to share the vehicle travel lane with vehicles. They can be applied to roadways that do not have shoulders or have inadequate shoulders. They can be used on lower speed roadways, often in an urban context.

Pavement Markings
Sharrows with Bike Stencil

Source: BC Ministry of Transportation and Highways 2000, Manual of Standard Traffic Signs & Pavement Markings



6 SAFETY + TRAFFIC CALMING

Wide travel lanes often correlate with faster vehicle speeds.

6.1 DRIVING LANE WIDTHS

Vehicles can operate within lanes as narrow as 3.0 metres. However, buses and trucks typically require a lane width of 3.3 metres. NACTO design guidance identifies:

- > Lane widths of 10 feet (3.0m) generally provide adequate safety in urban settings while discouraging speeding. Cities may choose to use 11-foot (3.3m) lanes on designated truck and bus routes
- > Lanes greater than 11 feet (3.3m) should not be used as they may cause unintended speeding and assume valuable right of way at the expense of other modes

The recommended maximum driving lane width is 3.3 metres on Collector roadways. While snow can reduce driving lane widths during the winter season, this can be addressed through use of boulevards to store snow outside the driving area.

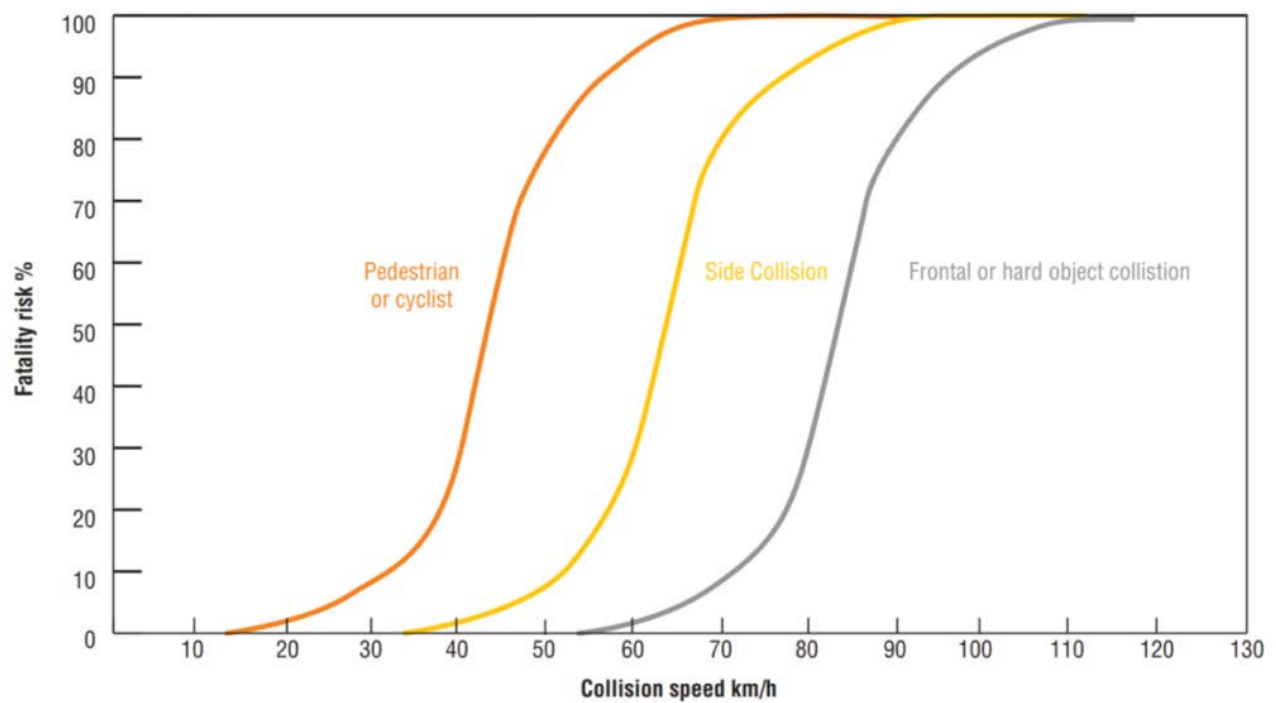


6.2 SPEED LIMIT

COLLISION IMPACTS

The graph below provides the likelihood of a fatality due to a collision at various vehicle speeds. For pedestrians and cyclists, the greatest change in fatality occurs between 30 km/h and 50 km/h. Small changes in vehicle speeds in this range can have significant impact on collision outcomes.

Cumulative Probability of Collision Fatality



Source: NATCO

Posted Speed Reduction Impacts

While engineering changes are necessary to provide the largest reduction in vehicle speeds, NACTO¹ identifies that *“Even changing the posted speed limit sign creates safety benefits and allows cities to provide more and better safety treatments and improve overall quality of life.”*

6.3 ROADWAY CROSSINGS AND INTERSECTIONS

Intersections present the primary conflict points between pathway users and motor vehicle traffic. This makes their design a priority for ensuring a consistently safe and comfortable network of facilities.

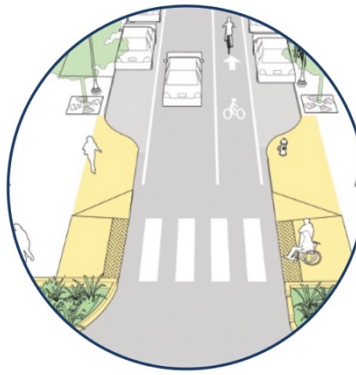
Trails and MUPs are unique in terms of bicycle and pedestrian facilities in that they function for both cyclists and pedestrians in two directions. This context results in an increased safety risk at intersections with the roadway as drivers must look out for users traveling in two directions and at varying speeds. Compared to unidirectional bike facilities, MUPs and bidirectional facilities are found to be ~50% less safe at intersections. These risks can be mitigated through design that highlights the presence of the facility and reduces conflicts by slowing turning vehicles and providing optimal signal phasing where applicable.

RECOMMENDED SAFETY FEATURES

- > Differentiate crossings from the main roadway with alternative pavement colouring or set back crossings from the intersection
- > Provide leading or protected bicycle/pedestrian signal phases where feasible
- > Raise crossings at minor intersections and driveways
- > Provide high-conspicuity pavement markings and/or signage
- > Provide refuge island (≥3m in width) on uncontrolled collector and arterial streets, when possible, to allow pedestrians and cyclists to deal with one direction of traffic at a time and help slow drivers



Pedestrian Refuge Island



Corner Bulges and Curb Extensions



Raised crosswalk and Intersection

THANK YOU!

Questions? Please Contact Us.

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APPENDIX C

All Recommended Projects
Maps and Tables



PRIORITY TABLE DIRECTORY

In addition to the high priority projects provided in Section 4 of the report, the following tables include medium and low priority projects categorized using the following shading. Maps accompanying these tables illustrate all the high, medium, and low priority project locations.

	High Priority
	Medium Priority
	Low Priority

Improvements in the **COWICHAN VALLEY TRAIL COMPLETION AND IMPROVEMENTS** layer are all high priority apart from one medium priority project.

Improvements in the **EAST ROUTE** layer include both high and medium priority projects.

Improvements in the **COMMUNITY CONNECTIONS AND EXTENSIONS** layer include high, medium, and low priority projects.

TABLE C1: COWICHAN VALLEY TRAIL COMPLETION AND IMPROVEMENTS initiative consists of eight potential improvements described briefly below. These improvements seek to improve sub-standard gaps in the existing CVT alignment. Improved CVT branded wayfinding signage to be applied throughout the route. In addition to high priority projects provided in **Section 4** of the report, this table also includes a medium priority project. The accompanying maps illustrate the medium priority projects and the high priority projects, illustrated in **Section 4** of the report.

MAP REF.	ROAD	SEGMENT	LENGTH	LOCATION	IMPROVEMENT	EXISTING CONDITIONS	IMPLEMENTATION NOTES
A	Bell McKinnon Road	Westholme Road to Herd Road	3.7 km	North Cowichan	MUP/Shoulders	One approximate 1m wide shoulder on east side of roadway. Key CVT gap	Collaborate with CVRD Hospital Project, Bell McKinnon Local Area Plan. Pursue MUP on west side of road
B	Chemainus Road	Howe Road to Crofton Road	3.7 km	North Cowichan	MUP/Shoulders	Approximate 1m shoulders with fog lines	Pursue CVT Trail with Rail opportunity east of Chemainus Road alignment
C	Chemainus Road	Crofton Road to Mt. Sicker Road	1.7 km	North Cowichan	MUP/Shoulders	Approximate 1m shoulders with fog lines	Pursue CVT Trail with Rail opportunity east of Chemainus Road alignment
D	Arroyo Road, Christie Road	Christie Falls Trailhead to Christie Road., Christie Road. to Strathcona Road, 2nd Avenue. to Symonds Road	2.8 km	Electoral Area H	Wayfinding Signage and Share Road Signage	Inadequate wayfinding for TCT and CVT. Moderate to low existing vehicle volumes allow for retained road cross section	Add 'Share the Road' signs and branded wayfinding
E	Cowichan Valley Trail	CVT through Ladysmith, intersection of Christie and Strathcona to Chemainus Road and Davis Road	2.2 km	Ladysmith	Wayfinding Signage and Complete Streets	The on-going Ladysmith Active Transportation Plan will recommend an active transportation network in Ladysmith including a north-south route through the community	A primary north-south route should be supported with wayfinding for CVT connectivity through Ladysmith
F	Westholme Road	Mt. Sicker Road to Bell McKinnon Road	3.0 km	North Cowichan	MUP/Shoulders	No shoulders or fog lines. Missing CVT link	Add 'Share the Road' signs. Widen shoulders and/or MUP
G	Water Line MUP	Johnston Road to Somenos Road	7.5 km	North Cowichan	MUP	Water line, no trail or through route	Potential for Water Main line and/or Rail line MUP alignment from Chemainus Road and Howe Road intersection south to Friendship Trail
H	Herd Road, Cowichan Valley Highway, Somenos Road, Johnson Road	Bell McKinnon Road west across TCH to CVT	2.5 km	North Cowichan	MUP/Shoulders and Wayfinding Signage	Approximate 1m shoulders on Cowichan Valley Highway. No shoulders or fog lines on Somenos Road. Missing CVT link	Add 'Share the Road' signs. Widen shoulders and/or MUP on Cowichan Valley Highway and Somenos Road. Add wayfinding on Johnson Road

TABLE C2: EAST ROUTE scored second highest in priority rankings. This initiative consists of 18 improvements, which are described below. This potential route compliments the CVT, which traverses west to Lake Cowichan by providing a north-south route that retains a predominately East of Trans-Canada Highway alignment, connecting Chemainus, Crofton, Maple Bay, Duncan, Cowichan Bay, Cobble Hill, Shawnigan Lake and Mill Bay. East Route-specific wayfinding signage is to be applied throughout the route. In addition to the high priority projects presented in **Section 4** of the report, this table includes medium priority projects. The accompanying maps illustrate the medium priority projects and the high priority projects illustrated in **Section 4** of the report.

MAP REF.	ROAD	SEGMENT	LENGTH	LOCATION	IMPROVEMENT	EXISTING CONDITIONS	IMPLEMENTATION NOTES
I	Shawnigan Lake Mill Bay Road	Shawnigan Lake Village to TCH	5.3 km	Electoral Areas A, B	MUP/Shoulders	Ongoing work program of improved shoulders and segments of MUP	Complete work program initiated in 2022 to improve shoulders and segments of MUP
J	Tzouhalem Road	Trunk Road to Maple Bay Road	6.3 km	North Cowichan/ Cowichan Tribes	MUP/Shoulders	No shoulders or fog lines. Key route with notable pedestrian activity. Missing link between Duncan and Maple Bay/Cowichan Bay	Important connectivity gap. Opportunity to work with Cowichan Tribes and MOTI
K	Cowichan Bay Road	Lochmanetz Road to Cowichan Bay Village (Marina)	3.2 km	Electoral Area D	MUP/Shoulders + 'Share the Road' signs	Substandard, inconsistent shoulders with fog lines	Important connectivity gap along Tzouhalem Road between Duncan and Cowichan Bay. Add 'Share the Road' signs. Widen shoulders and/or MUP
L	Mill Bay Road South – Malahat Nation	Rozon Road to Mill Bay Ferry Terminal	3.0 km	Malahat Nation	MUP/Shoulders	Substandard, inconsistent shoulders with fog lines	Pursue MUP or shoulder improvements along road in coordination with anticipated Malahat Nation water main work scheduled for 2024. Water main removal along roadways west edge provides opportunity to collaborate
M	Mill Bay Road North	Handy Road to Rozon Road	2.1 km	Electoral Area A	MUP/Shoulders	Substandard, inconsistent shoulders with fog lines	Pursue adaptive MUP or shoulder improvements along road, which could include both rural and urban cross sections with AT infrastructure
N	Barry Road to Horton Road Connection	Shawnigan Lake-Mill Bay Road to Horton Road	1.5 km	Electoral Area A	MUP/Signage	Barry Road has approximately 1.7 m wide shoulders. Horton Road is a low vehicle volume route, without shoulders or fog lines	Through future 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. Add Wayfinding and 'Share the Road' signage along route
O	Stone Bridge Trail	Stone Bridge to Shawnigan Lake - Mill Bay Road	490 m	Electoral Area A	MUP	Approximate 3m wide MUP connects Barry Road across Shawnigan Creek	Preserve and augment AT trail connection from Barry Road Walkway termination to Shawnigan Lake - Mill Bay Road. Add wayfinding route signage



MAP REF.	ROAD	SEGMENT	LENGTH	LOCATION	IMPROVEMENT	EXISTING CONDITIONS	IMPLEMENTATION NOTES
P	Shawnigan Lake Road	From Renfrew Road to Cobble Hill Village	4.3 km	Electoral Area B	MUP/Shoulders	Substandard, inconsistent shoulders with fog lines. This route connects two commercial areas/communities	Add 'Share the Road' signs. Widen Shoulders and/or MUP
Q	York Avenue	Chaplin Street to Adelaide Street	800 m	North Cowichan	Signed Route or Painted Bike Lanes	Inconsistent cross section, sporadic sidewalks. Some curbside parking activity near residential frontages	Due to the urban context of York Road, a more urban cross section with protected bike lanes may be considered in consultation with Municipality of North Cowichan
R	Cowichan Bay Road	Cowichan Bay south to TCH	4.1 km	Electoral Area D	MUP/Shoulders	Substandard, inconsistent shoulders with fog lines. This route connects two commercial areas/communities	Widen shoulders and/or MUP
S	Telegraph Road	Cowichan Bay Road to Kilmalu Road	8.7 km	Electoral Areas C, D, A	MUP/Shoulders	Substandard, inconsistent shoulders, some section with no fog lines	Add 'Share the Road' signs. Widen shoulders and/or MUP
T	Crofton Road	Chemainus Road to Chaplin Street @ York Avenue	3.5 km	North Cowichan	MUP/Shoulders	Recently widened and repaved with approximate 1m shoulders with fog lines. Main connection to Crofton and its ferry terminal	Future resurfacing may look to widen asphalt on shoulders to 1.5–1.8 m. In interim add Wayfinding and 'Share the Road' signage
U	Osborne Bay Road	Adelaide to Herd Road	4.5 km	North Cowichan	MUP/Shoulders	Approximate 1m shoulders with fog lines	Future resurfacing may look to widen asphalt on shoulders to 1.5–1.8 m. In interim add Wayfinding and 'Share the Road' signage
V	Herd Road (East)	Osborne Road east to Maple Bay Road	2.4 km	North Cowichan	MUP/Shoulders	Approximate 1m shoulders with fog lines	Future resurfacing may look to widen asphalt on shoulders to 1.5–1.8 m. In interim add Wayfinding and 'Share the Road' signage
W	Cobble Hill Road	Cobble Hill to TCH/ Valleyview Centre	2.5 km	Electoral Area C	MUP/Shoulders	Approximate 1m shoulders with fog lines	Future resurfacing may look to widen asphalt on shoulders to 1.5 – 1.8 m. In interim add Wayfinding and 'Share the Road' signage
X	Kilmalu Road	Telegraph Road west to Horton Road	500 m	Electoral Area A	MUP/Shoulders	No shoulders or fog lines. Controlled crossing of TCH	Widen shoulders. Add "East Route" wayfinding if Church Way connection is not viable
Y	Church Way	Kilmalu Road south to Shawnigan Lake Mill Bay Road	750 m	Electoral Area A	MUP/Shoulders	Church Way is a low vehicle volume route, without shoulders or fog lines	Pursue potential MUP opportunity south of Church Way to connect to Lashburn Road. This would retain "East Route" to the east of the TCH. If Church Way can connect to Lashburn Road then Church Way could be retained as a local route without shoulders, signed as AT route
Z	Maple Bay Road	Maple Bay to Tzouhalem Road and Duncan	6.0 km	North Cowichan	MUP/Shoulders	Approximate 1m shoulders with fog lines	Future resurfacing may look to widen asphalt on shoulders to 1.5 – 1.8 m. In interim add Wayfinding and 'Share the Road' signage



TABLE C3: COMMUNITY CONNECTIONS AND EXTENSIONS presents potential improvements that seek to provide connections to the CVT and East routes, resulting in a comprehensive Regional Network. In addition to the high priority projects presented in **Section 4** of the report, this table includes medium and low priority projects. The accompanying maps illustrate the medium and low priority projects and the high priority projects, illustrated in **Section 4** of the report.

MAP REF.	ROAD	SEGMENT	LENGTH	LOCATION	IMPROVEMENT	EXISTING CONDITIONS	IMPLEMENTATION NOTES
A2	Cedar Road	TCH to RDN	3.7 km	Electoral Area H	MUP/Shoulders	Approximate 0.6 m shoulders with fog lines. Recent (2022) work on Cedar Road between Chuck Wagon retail and Cedar Community Centre	Collaborate with Nanaimo Regional District and MOTI to connect the two Regional Districts. Add 'Share the Road' signs. Widen shoulders and/or MUP
B2	Yellow Point Road	Cedar Road to RDN	7.9 km	Electoral Area H	MUP/Shoulders	No shoulders or fog lines	Collaborate with Nanaimo Regional District. Add 'Share the Road' signs. Widen shoulders and/or MUP
D2	Renfrew Road	Shawnigan Lake Road to Cowichan Valley Trail	5.5. km	Electoral Area B	MUP/Shoulders	Inconsistent, often below standard shoulders with fog lines, areas towards west without shoulders or fog lines	Add 'Share the Road' signs. Widen shoulders and/or MUP. Priority to segment east of West Shawnigan Lake Road intersection
E2	Boys Road	TCH to Mission Road	1.0 km	Cowichan Tribes / Duncan	MUP/Shoulders	Approximate 1.0 m shoulder with fog on north side along western segment (300 m). No shoulders or fog lines on eastern segment (700 m)	Collaborate with Cowichan Tribes and MOTI
F2	North Shore Road	River Road to Meade Creek Road	2.3 km	Electoral Area I	MUP/Shoulders	Isolated pieces (450m) of parallel MUP as the road traverses Lake Cowichan First Nation. The remainder of the route has no or substandard shoulders	Add 'Share the Road' signs. Widen shoulders and MOTI MUP. Priority to eastern segments of roadway
G2	South Shore Road	Stone Avenue to Honeymoon Bay	9.1 km	Electoral Area I	MUP/Shoulders	Substandard, inconsistent shoulders, some section with no fog lines	Add 'Share the Road' signs. Widen shoulders and/or MUP. Priority to eastern segments of roadway
H2	Allenby Road	Government Street to Allenby Road/ Miller Road	675 m	Cowichan Tribes/ Electoral Area E	MUP/Shoulders	Northeast 225 m section has urban profile with curbs, gutters, and sidewalks. Southwest 450 m section has no shoulders or fog lines	Northeast section – Add protected or buffered bike lanes. Southwest section - widen shoulders and/or MUP. Collaborate with Cowichan Tribes and MOTI
I2	Indian Road	Allenby Road to Glenora Road	3.5 km	Electoral Area E	MUP/Shoulders	Partial MUP, ongoing work program. Connects Glenora and Deerholme to Duncan	Collaborate with Cowichan Tribes and MOTI to complete MUP
J2	Sherman Road	Cowichan Lake Road to Canada Avenue	1.7 km	North Cowichan	Complete Streets	Urban road with curb, gutter and curb-side parking	Complete Street cross section may include painted or buffered bike lanes, bike route signage or sharrows
K2	Mays Road	Cowichan Exhibition Park to Bell McKinnon Road	400 m	North Cowichan	MUP/Shoulders	No shoulders or fog lines	Add 'Share the Road' signs. Widen shoulders and/or MUP
L2	Meade Creek Road	Meade Road to Youbou Road	3.4 km	Electoral Area I	Wayfinding Signage and	No shoulders or fog lines	Wayfinding signage at intersections to connect AT route from North Shore Road to Youbou Road



MAP REF.	ROAD	SEGMENT	LENGTH	LOCATION	IMPROVEMENT	EXISTING CONDITIONS	IMPLEMENTATION NOTES
					Share Road Signage		
M2	Herd Road (West)	Osborne Bay Road to Bell McKinnon Road	5.4 km	North Cowichan	MUP/Shoulders	Approximate 1m shoulders with fog lines. High vehicle speeds. Crofton to Duncan connection	Future resurfacing may look to widen asphalt on shoulders to 1.5 – 1.8 m. In interim add Wayfinding and 'Share the Road' signage
N2	Beverly Street	TransCanada Highway to Canada Avenue	280 m	North Cowichan	Complete Streets	East of TCH, Beverley Street has bike lanes and nearby parallel MUP. Also, an option to use MUP on dyke	Extend AT amenities west of controlled TCH crossing to Canada Avenue and parallel Friendship Trail. Collaborate with Vancouver Island University Cowichan Campus to create direct MUP from Beverley / TCH intersection south to Vancouver Island University Cowichan Campus and Canada Avenue/Friendship Trail
O2	Government Street	Cowichan Lake Road to Trunk Road	1.5 km	Duncan/ Electoral Area E	MUP/Shoulders	Inconsistent bike lanes and sharrows	Recommended as a regional connection with consistent bike lanes, but at local level the higher priority alternative route is Carinsmore Street to Jubilee Street to Ingram Street which is in Duncan's Active Transportation Plan
P2	Koksilah Road	Miller Road south and east to Cowichan Bay Road	9.9 km	Cowichan Tribes/ Electoral Areas E/ D	MUP/Shoulders	Substandard, inconsistent shoulders. Areas with and without fog lines. Crosses TCH, provides link with East Route	Add 'Share the Road' signs. Widen shoulders and/or MUP
Q2	Youbou Road	Meade Creek Road to Creekside Drive	1.3 km	Electoral Area I	MUP/Shoulders	Substandard, inconsistent shoulders	This section of Youbou Road would connect proposed Meade Creek Road route to existing MUP and local road route at Creekside Drive (Mile 77 Park). Add 'Share the Road' signs. Widen shoulders and/or MUP
R2	Youbou Road	Swordforn Trail west to Alder Crescent/ Cedar Drive	4.1 km	Electoral Area I	Complete Streets	Substandard, inconsistent shoulders	Future resurfacing may look to widen asphalt on shoulders to 1.5 – 1.8 m. In interim add Wayfinding and 'Share the Road' signage
S2	Shawnigan Lake South Trail	Shawnigan Lake Road Rail with Trail MUP to Recreation Road	1.2 km	Electoral Area B	MUP	Gap in Shawnigan Lake Rail with Trail MUP	Continue Rail with Trail initiative from existing termination south to Old Mill Park
T2	Miller Road	Indian Road to Koksilah Road	2.0 km	Electoral Area E	MUP/Shoulders	Inconsistent substandard shoulders, no fog lines. Miller is preferred over the parallel Allenby Road due to the difficulty of widening Allenby Road when it nears the Cowichan River	Add 'Share the Road' signs. Widen shoulders and/or MUP
U2	Hutchinson Road	Cobble Hill Road to Telegraph Road	3.8 km	Electoral Area C	MUP/Shoulders	Substandard, inconsistent shoulders, some section with no fog lines. Provides east/west connection across TCH. Connects Ecole Cobble Hill	Add 'Share the Road' signs. Widen shoulders and/or MUP



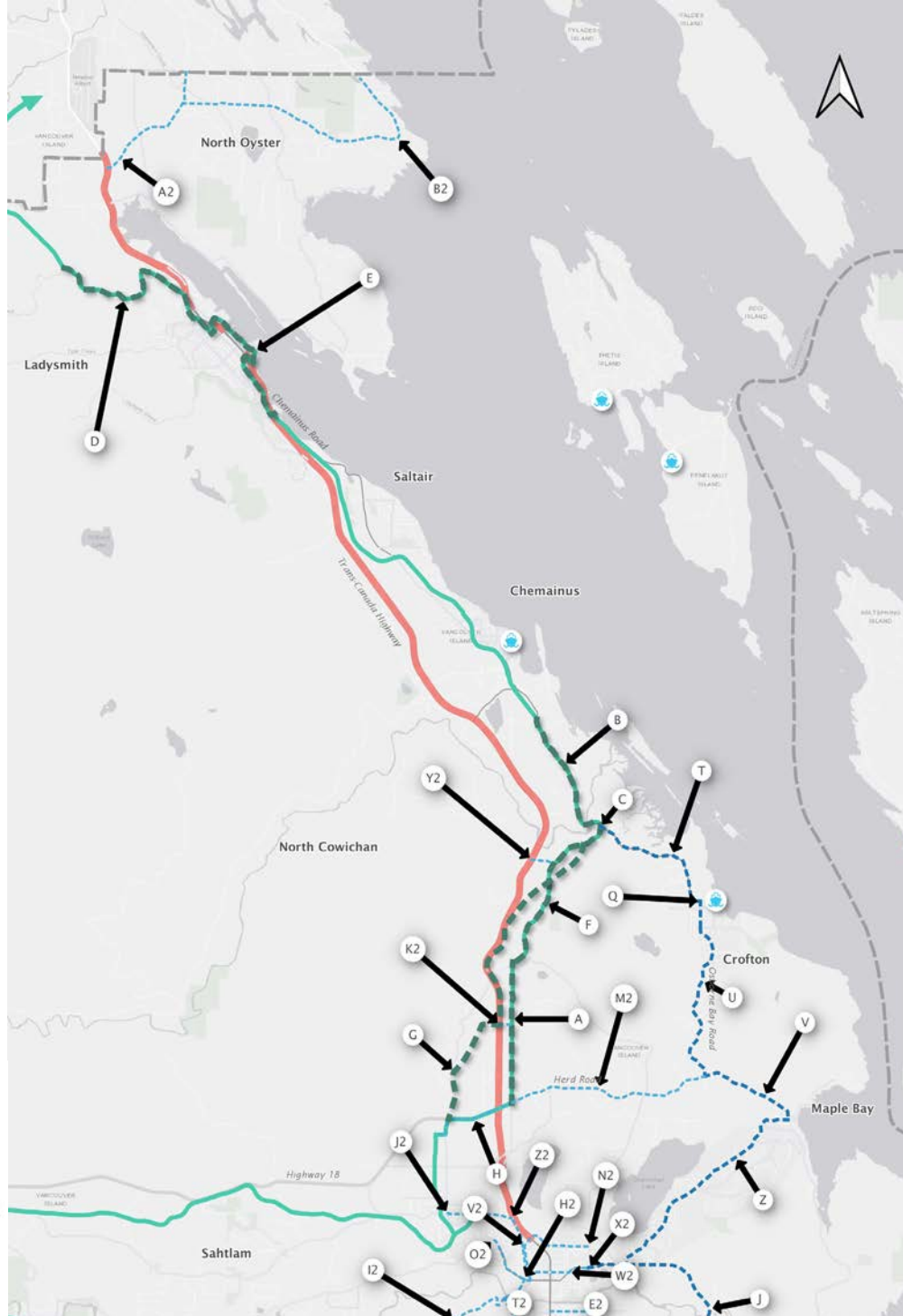
MAP REF.	ROAD	SEGMENT	LENGTH	LOCATION	IMPROVEMENT	EXISTING CONDITIONS	IMPLEMENTATION NOTES
						Elementary School to proposed East Route	
V2	Duncan Street	Beverley Street to Trunk Road	900 m	Duncan	Complete Streets	90-degree parking along west edge. Sidewalk, curb and gutter along east edge	Introduce sharrows to indicate rollers share travel lane, and traffic calming such as augmented pedestrian crossing points
W2	Coronation Avenue	Duncan Street to Trunk Road	1.1 km	Duncan	Complete Streets	Curb, gutter and sidewalks on both sides. East, west connection through Duncan, controlled crossing of TCH	In Duncan Active Transportation Plan. Design consistent with Duncan AT Plan recommendations
X2	Trunk Road	Coronation Avenue to Tzouhalem Road	570 m	Duncan	Complete Streets	Curb, gutter and sidewalks on both sides. Connects Coronation Avenue to Tzouhalem Road, consider adding buffered or protected bike lanes	In Duncan Active Transportation Plan. Design consistent with Duncan AT Plan recommendations
Y2	Mt. Sicker Road	Westholme Road to TCH	580 m	North Cowichan	MUP/Shoulders	Inconsistent substandard shoulders, no fog lines	Collaborate with Halalt First Nation. Add 'Share the Road' signs. Widen shoulders and/or MUP
Z2	Canada Avenue	Sherman Road to Beverly Street	780 m	Duncan	MUP	Gap in adjacent and parallel Friendship Trail MUP	In Duncan Active Transportation Plan. Fill MUP gap
A3	Boal Road, Chaster Road, Francis Street	Polkey Road to Corfield Road	1.2 km	Electoral Areas E and D	Wayfinding Signage	No shoulders, no fog lines. Provides connections to the TCH pedestrian overpass located south of Duncan	Add wayfinding and 'Share the Road' signage on Boal Road. Widen shoulders on Chaster Road and Francis Street, add and 'Share the Road' signage
B3	Frayne Road	East terminus to west terminus	1.9 km	Electoral Area A	'Share the Road' Signage	East of TCH segment (600 m) – No shoulders. West of TCH segment (1.3 km) - Approximate 1.2 m wide shoulders West- east controlled TCH crossing to Mill Bay Road/ East Route	East segment – add 'Share the Road' signs. Widen shoulders and/or MUP. West segment - add 'Share the Road' signs. Consider widening shoulders during future resurfacing



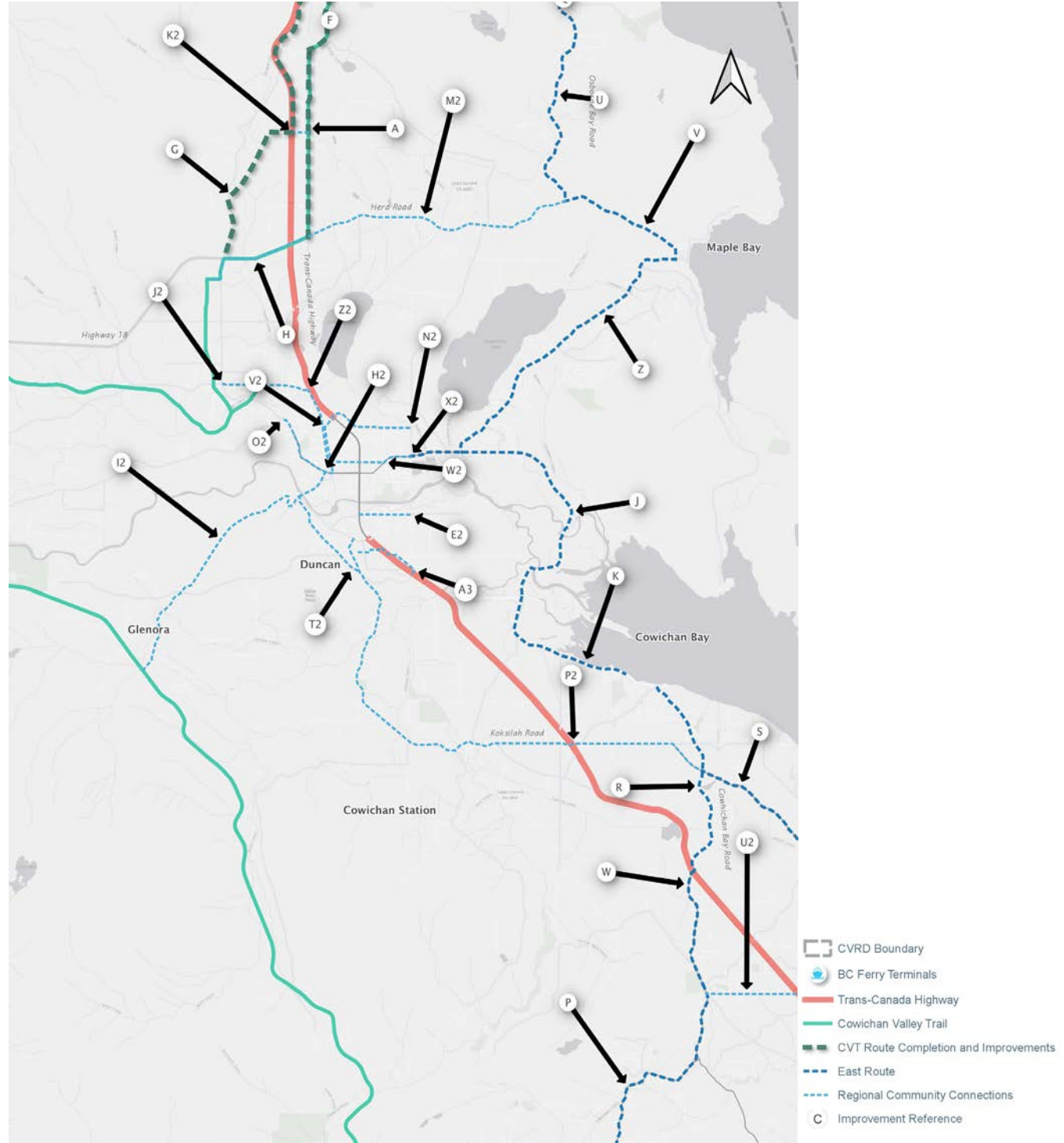
ALL RECOMMENDED PROJECTS IN FOCUS

The maps on the following pages showcase all recommended projects focused by north, east, west, and south sections of the Cowichan Valley region. The purpose of these maps is to present all project segments on an area-by-area basis to illustrate how the proposed project segments and improvements function together. Each labeled project segment is described on the corresponding table.

-  CVRD Boundary
-  BC Ferry Terminals
-  Trans-Canada Highway
-  Cowichan Valley Trail
-  CVT Route Completion and Improvements
-  East Route
-  Regional Community Connections
-  Improvement Reference



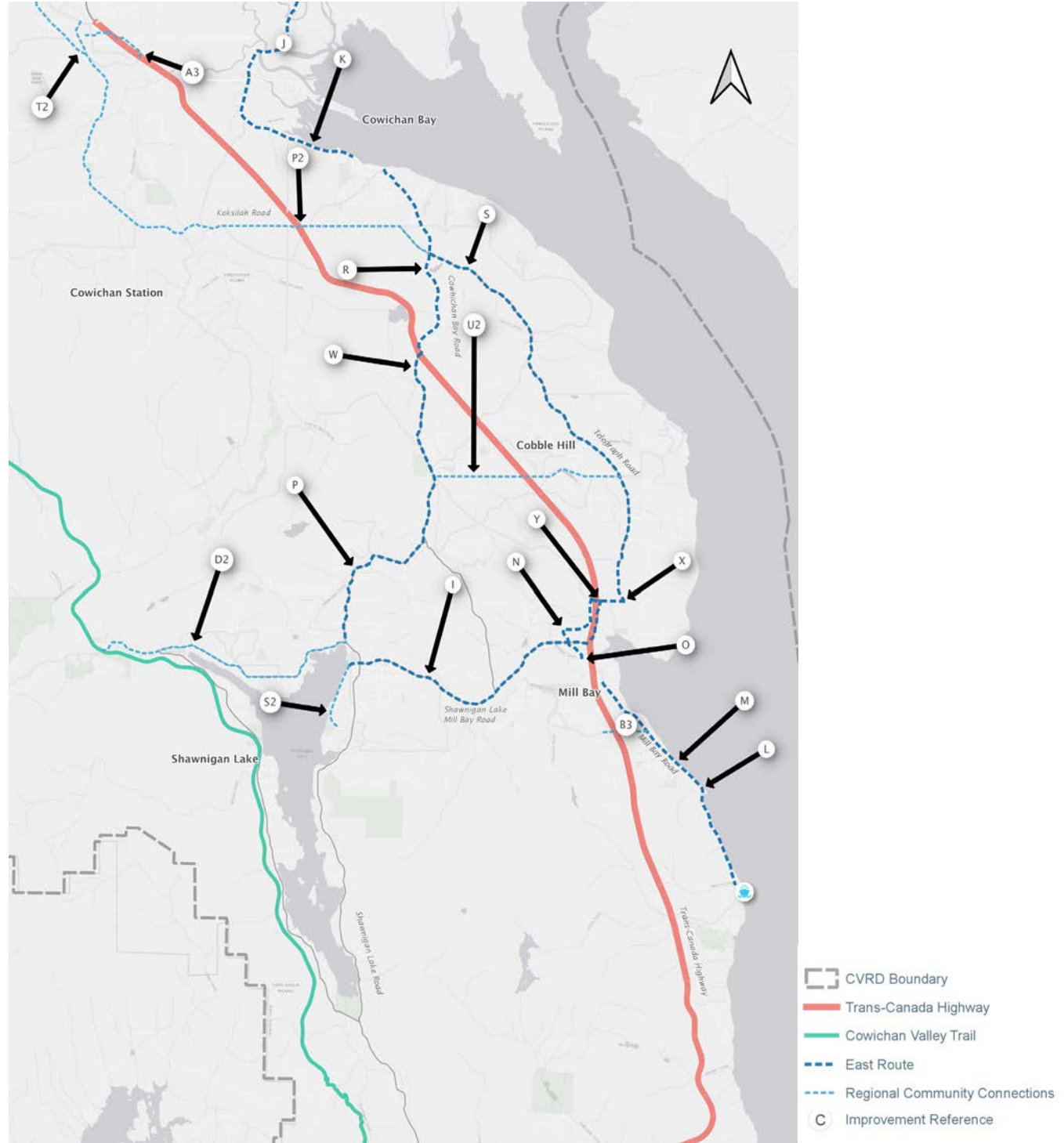
MAP C1 - NORTH REGION HIGH, MEDIUM, AND LOW PRIORITY PROJECTS



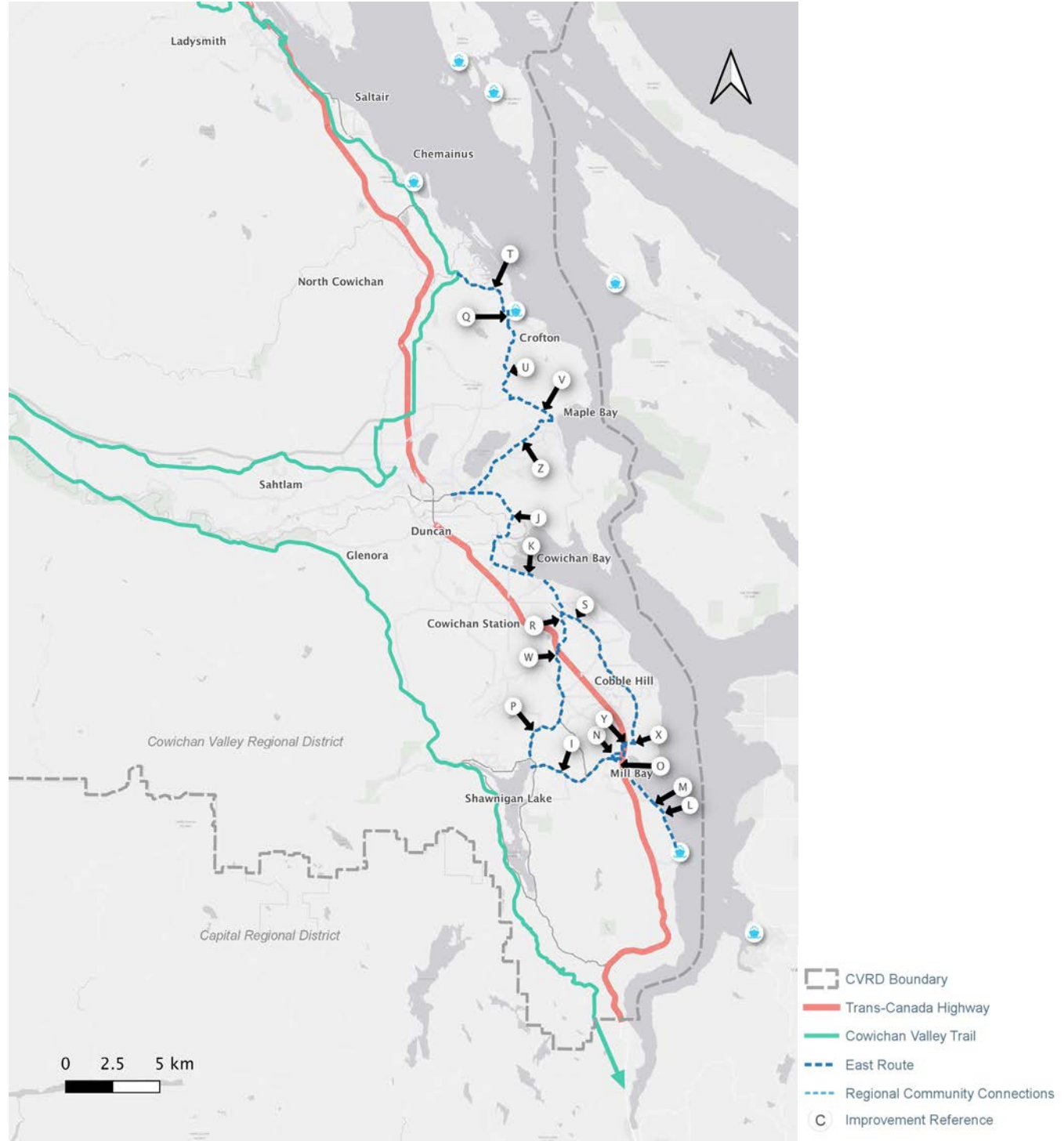
MAP C2 - EAST REGION HIGH, MEDIUM, AND LOW PRIORITY

-  CVRD Boundary
-  Trans-Canada Highway
-  Cowichan Valley Trail
-  East Route
-  Regional Community Connections
-  Improvement Reference

MAP C3 - WEST REGION HIGH, MEDIUM, AND LOW PRIORITY PROJECTS



MAP C4 - SOUTH REGION HIGH, MEDIUM, AND LOW PRIORITY PROJECTS



MAP C5 - EAST ROUTE HIGH AND MEDIUM PRIORITY PROJECTS