

1.0 INTRODUCTION

The Sunshine Coast Regional District (SCRD) has been working to enhance the opportunities for both cyclists and pedestrians on the Sunshine Coast for many years. In November 1993, local service Bylaw #374 was established to provide for the construction and maintenance of bicycle pathways in Electoral Areas B (Halfmoon Bay), D (Roberts Creek), E (Elphinstone) and F (West Howe Sound) of the SCRD. The SCRD Community Parks Function provides funding towards the development of footpaths within Electoral Areas A (Pender Harbour/Egmont), B (Halfmoon Bay), D (Roberts Creek), E (Elphinstone) and F (West Howe Sound). In recent years the SCRD has completed work on a yearly basis to enhance both walking and cycling infrastructure within the rural areas.

In January of 1996, the SCRD developed a Bicycle and Pedestrian Pathway Plan. This plan outlined a number of priorities throughout the SCRD, with the focus on developing a “ferry-to-ferry” bicycle route as well as alternate pathways to link communities and destinations. Since that time, work has been done, as taxation and matching grant funding has permitted, to achieve some of the recommendations (see Appendix 1). Estimated total costs to achieve the recommendations in 1996 were close to \$9,000,000 with the maximum taxation available between \$100,000 and \$200,000 per year. With this financial limitation, as well as the rising costs of construction, the actual amount of work that was able to be completed over the past 11 years was limited, leaving many of the specific recommendations from 1996 valid in 2007.

In 2004, the SCRD Strategic Parks Master Plan recommended an updated Trail Network Plan be established, to focus primarily on connections within communities. The intention of the Plan is to include both a series of cycling recommendations as well as pedestrian oriented routes. This was viewed as a more realistic way to see marked change within a shorter period of time. Once the routes within the communities are developed, the focus can then shift to connections between the communities. This will help to achieve the end goal of a ferry to ferry route.

In 2005 work on the Trail Network Plan began. This Trail Network Plan has been developed for Electoral Areas A, B, D, E and F. The plan includes priorities in each Electoral Area for cycling paths as well as walking trails and beach accesses. The recommendations within the plan were completed and received by the SCRD Board in March 2006. They have now been included in this document.

Trail recommendations are comprehensive to date, with the exception of Keats Island, in Electoral Area F. Recommendations from Keats Island should be added to the plan, when received. It is also recognized that the Sunshine Coast is currently experiencing rapid change and development. It is expected that new priorities will emerge in the coming years, which should be incorporated into appropriate priority levels within each Electoral Area.

2.0 TRAIL NETWORK – Goals, Criteria and Route Types

2.1 Goals

The main goals of the trail network are:

1. To plan, develop and maintain a bicycle/pedestrian pathway network that will promote safe and efficient bicycle transportation;
2. To provide opportunities for various types of non-motorized transportation within and between each community of the Sunshine Coast;
3. To provide paved bike paths along the major travel routes;
4. To provide walking and/or biking paths with limited natural surfacing on secondary routes;
5. To provide non-motorized oriented recreational opportunities for residents of the Sunshine Coast and visitors;
6. To provide beach access routes;
7. To coordinate with the work of other agencies, organizations, and individuals.

2.2 Community Involvement

The public were involved throughout the process of developing this Trail Network Plan, providing input into the recommendations. The involvement of community is described below.

Trail Advisory Committees:

Staff worked with Trail Advisory Committees in each Electoral Area for seven months, between September 2005 and March 2006. The role of the trail committees was to consider public input and provide recommendations for future development of trails and beach accesses in their Electoral Area. There were a series of committee meetings within the seven month period. The priorities listed later in the document are a reflection of the prioritized recommendations of the committees.

Public Open Houses and Written Feedback:

There was one Open House held in each community. The Open Houses were well attended, with participants very supportive regarding enhancement of a trail network within the SCRD. Input was considered through written surveys, submitted letters and discussions with the public. This input was used by the committees to help guide recommendations.

2.3 Criteria

Criteria were determined by the committees for decision making. The criteria can be used by staff while confirming priorities, and include:

1. Equitability throughout Electoral Area
2. Joint focus on road related bike paths, forested connector trails and beach accesses
3. Accessibility (opportunities for wheelchairs, strollers, access for limited mobility)
4. Safety
5. Usability
6. Focus on network - connecting communities, linking important points within communities, loop options
7. Cost effectiveness – biggest ‘bang for the buck’
8. Development of beach accesses where there is furthest distance from other accesses
9. Development of beach accesses where people can go down to the beach by one access and return another.

2.4 Pathway types

The proposed routes indicated within the listing and on the maps for the Trail Network Plan are separated into the following categories:

2.4a Transportation Routes

Cycling routes indicated on the roadways are provided primarily for transportation and other destination oriented cycling trips. There are two main types of paved transportation pathways suggested within this plan. It is understood that once a project is selected, specific on-the-ground research may require modifications to the type of pathway used. Pathway types built on or adjacent to roadways should adhere to the most up to date Ministry of Transportation Cycling Guide Standards. More specific information can also be found in the Design Guidelines section of this document. The two types of Transportation Routes will be either Shoulder Bikeways or Separated Multi-Use Paths.

Shoulder Bikeways

Shoulder bikeways are smooth paved shoulders on the roadway. This facility is considered suitable for most rural areas. At present, the majority of provincial rural roadways have inadequate space for cycle traffic, which must ride in the automobile travel lane. Bicycle traffic on shoulder bikeways is one-way in the same direction as the adjacent outside travel lane. It will be indicated by road signs and/or pavement markings. Widths, lines and markings would be based on Ministry of Transportation and Highways standards.

Separated Multi-Use Path

Separated Multi-Use Paths are facilities which are physically separate from roadways, and where all motor vehicle traffic, except maintenance vehicles, is excluded. They are sometimes shared with pedestrians who use the paths for recreational activities such as walking and jogging. Separated Multi-Use Paths are located either within a road right of way, generally paralleling the roadway, or within other corridors not served by roads.

2.4b Unpaved Recreation/Transportation Routes

The following off-street pathways will provide non-motorized recreational opportunities, as well as provide alternative transportation corridors. Some routes will be suitable for both walking and cycling while others will be developed primarily for walking purposes. The pathways listed within Recreation/Transportation Routes will be unpaved, and surfaced either with natural materials or crushed gravel surfacing, depending on the amount and type of use. Routes that will be used as main travel routes to schools and other regular destinations may be surfaced with crushed gravel. Most of these pathways are on Ministry of Transportation Right of Ways and would be constructed under Permit to Construct Works, adhering to guidelines and requirements of the Ministry.

2.4c Beach Accesses

Providing opportunities for public access to the waterfront is a high priority for residents of the Sunshine Coast. The SCRD has developed a number of beach access footpaths over the recent years, with permit, on unused Ministry Of Transportation Road Right of Ways. Other beach accesses have been developed on SCRD waterfront property. The communities have identified a number of beach accesses of interest. In some cases the communities have stated beach accesses as a priority but left the specifics of proposed locations to future staff research. As with all pathways, prior to development, projects may be subject to environmental or geotechnical study.

2.4d Potential Future Routes – Subdivision Dependant

Each Electoral Area has also identified potential future trails to be developed, when and if subdivision occurs in that area. Specific routing has not been identified, with the importance being to secure the connection and negotiate specific routes in the subdivision process.

2.4e Community Recreation Routes

These routes are of interest now or perceived future interest to the communities and would be for backcountry or nature hiking recreation. This type of trail development is generally outside of the scope of the SCRD. Most of the routes are through Crown Land or Provincial Parks, and would be projects that could be undertaken through community volunteer efforts, under permit with the Province.

3.0 TRAIL NETWORK PLAN SPECIFICS

This section presents the proposed network, including paved cycling paths, unpaved transportation/recreation routes, potential future routes, beach accesses and potential future community projects. It includes a listing of paths, by Electoral Area. The paths are categorized by priority and type of path, and are shown on attached maps at the end of the document. The Trail Network Plan should be used to guide the long-term development goals for a coordinated regional bicycle/pedestrian network – a network intended to promote and encourage cycling and walking on the Sunshine Coast by improving the safety and efficiency of bicycle and pedestrian travel.

The trail network will provide:

- Bicycle and walking access within communities
- Bicycle and walking access between communities
- Bicycle and or walking access to recreation areas, including parks and beaches.

3.1 Transportation Routes

High Priorities

The following routes have been listed as the highest priorities for each community, to satisfy the needs for transportation cycling within the communities. It is recognized that these routes will also enhance the opportunities for non-motorized pedestrian use, as the current road infrastructure within these areas does not provide room for pedestrians. Most of the highest priority bike paths would be implemented as shoulder bikeways, with one priority being a separated multi-use path.

Shoulder Bikeways:

These are major travel routes within communities. The roads are currently narrow with very limited room for motor vehicles to pass cyclists. The roads are the main routes used by cyclists traveling to work, school, recreation or shopping.

- Gower Point Road Secret Beach to 6th (Area E)
- Lower Road (Area D)
- Redrooffs Road (sections without bike infrastructure) (Area B)
- Fawn Road (store) to Southwood (Area B)
- Francis Peninsula Road (Area A)
- Marine Drive (Area F)

Separated bike paths:

- Sunshine Coast Highway - extend separated bicycle/walking path to the entrance of the Provincial Park, and extend path in other direction to Largo Road.

Medium Priority

The following route in Halfmoon Bay has been identified as important to pursue following the completion of the highest priority items.

- Hwy: Curran to Redrooffs

Low Priority

These routes in Pender Harbour/Egmont are either of some importance now or perceived future importance.

- Egmont to Earls Cove (adjacent to road) R
- Earls Cove to Ruby Lake (adjacent to Road) S

Other Priorities

- Sunshine Coast Highway – Provide separated infrastructure along Highway 101, where feasible, connecting the Sunshine Coast communities, with a paved multi use non-motorized transportation pathway. This item was explored in more detail within the 1996 Bicycle and Pedestrian Pathway Plan. The scale of this project is significant and it is recognized that this item may not be completed for many years.

3.2 Unpaved Recreation/Transportation Routes

The following routes have been identified as routes that will be used for a mix of recreation and transportation. They are separated by Electoral Area, and categorized by level of importance.

Area A

<i>High Priority</i>	Status
• Irvings Landing to Daniel Point	
• Kleindale to Garden Bay (Daniel Rd)	
• Ruby Lake connection into portage route	
<i>Medium Priority</i>	
• Kleindale to Madeira Park	
• Mixal To Sakinaw Lake	
• GBR to Oyster Bay Road (Casano Road to Garden Bay Road)	
• Around Lilies Lake (portions other than MP to health clinic)	
<i>Medium/Low Priority</i>	
• Hotel to Mixal Lake	
• Francis Peninsula/Beaver Island on unused road allowances	
<i>Low Priority</i>	
• Health Clinic to Middlepoint	

<ul style="list-style-type: none"> Garden Bay Lake to start of Mt Daniel Trail 	
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Area B

<i>High Priority</i>	Status
<ul style="list-style-type: none"> Lohn - unused road allowance to Southwood 	Complete
<ul style="list-style-type: none"> Connection into Welcome Woods trail network from Redrooffs 	
<i>Medium Priority</i>	
<ul style="list-style-type: none"> Lohn Road to Cooper Road, Lohn to Redrooffs 	
<ul style="list-style-type: none"> Trail on road allowance from Redrooffs to Connor 	
<ul style="list-style-type: none"> Trail on second road allowance from Redrooffs to Connor 	
<ul style="list-style-type: none"> Belair Road to Trout Lake (SCRD and/or community project) 	
<ul style="list-style-type: none"> Trail around Trout Lake 	
<ul style="list-style-type: none"> Through the SCR D property near the Lagoon (adjacent to Coopers Green) (may be a good community project) 	
<i>Medium Priority (would involve BC Parks)</i>	
<ul style="list-style-type: none"> Eagle Drive into Sargeants Bay (higher priority) (SCR D would have to do the road allowance access portion) 	
<ul style="list-style-type: none"> Loop around Triangle Lake (would have to be well away from lake) 	
<ul style="list-style-type: none"> Road right of way Ravens Cry to Sargeants Bay (SCR D would have to do the road allowance portion) 	
<i>Low Priority</i>	
<ul style="list-style-type: none"> Viewing platform: near store 	
<ul style="list-style-type: none"> Brooks Road – add parking adjacent to trail that leads to 	

Homesite Creek	
<ul style="list-style-type: none"> Bridge Homesite and Halfmoon Creeks to connect the Suncoaster Trail 	

Area D

<i>High Priority</i>	Status
<ul style="list-style-type: none"> Lysander: Between Kraus and Richards 	
<ul style="list-style-type: none"> Connector between east end of golf course to Lehman Rd at top of Crow Miles Rd 	
<i>Medium Priority</i>	
<ul style="list-style-type: none"> Blackburn 	Completed- June 2008
<ul style="list-style-type: none"> Clover Road above power line 	
<ul style="list-style-type: none"> Byng Road between Hwy and Lower Road – number 1 choice connection in that area between HWY and Lower. If not feasible Geddes; if not feasible, Maskell. 	
<i>Medium/Low Priority</i>	
<ul style="list-style-type: none"> Linwood (parts that don't already exist) 	
<ul style="list-style-type: none"> Crystal Road 	
<ul style="list-style-type: none"> From Gumboot to Beach - Protected pathway for pedestrian, separate from road 	
<ul style="list-style-type: none"> Roberts Creek Provincial Park: Linwood to bus stop 	
<ul style="list-style-type: none"> Sullivan (Highway to Lower) 	
<ul style="list-style-type: none"> Connecting trail networks above highway (Grant/Lehman) with Sullivan/Porter 	
<i>Low Priority</i>	
<ul style="list-style-type: none"> Elphinstone Road 	

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Area E

<i>High Priority</i>	Status
<ul style="list-style-type: none"> Gower Point Road (Near 15th) to Cedar Grove Elementary 	
<ul style="list-style-type: none"> Ocean Beach Esplanade to Lower Road (Connection to R.Creek) (subject to geotechnical review) 	
<ul style="list-style-type: none"> Sections of Ocean Beach Esplanade that are feasible (subject to geotechnical review) 	
<ul style="list-style-type: none"> Designate bike route: Reed to Harry to Russell to Burton to Hwy (or other route bypassing town, connecting onto hwy from ferry) 	
<ul style="list-style-type: none"> Mabel Road: Gower Pt to Grandview 	
<ul style="list-style-type: none"> Kearton Road from Hough to King (enhance 	
<ul style="list-style-type: none"> Harry Road subdivision to hwy 	
<ul style="list-style-type: none"> Beach trail along esplanade 	<i>Needs geotechnical study</i>
<ul style="list-style-type: none"> Grandview section that is not a road 	<i>Construction of subdivision in progress</i>
<i>Medium Priority</i>	
<ul style="list-style-type: none"> Connection between Gibsons and Elphinstone: Inglis to Mahan Grandview from Clark 	<i>Town of Gibsons?</i> <i>Ravine</i>
<ul style="list-style-type: none"> Grandview to Oceanview (ravine connector) 	
<ul style="list-style-type: none"> Reed to Elphinstone trail network 	<i>?</i>
<ul style="list-style-type: none"> Pratt: From Sunshine Coast Highway to Gower Point (review locations w/issues) 	
<i>Low Priority</i>	
<ul style="list-style-type: none"> Kearton: From Pratt to Mahan 	

Area F – Mainland

<i>High Priority</i>	
<ul style="list-style-type: none"> Eby Road Allowance from North Road to beach. 	<i>Complete</i>
<ul style="list-style-type: none"> Smith Road Connection with Forbes Road 	<i>complete</i>
<i>Medium Priority</i>	
<ul style="list-style-type: none"> Investigate options to enter Soames from Hopkins area 	
<i>Low Priority</i>	
<ul style="list-style-type: none"> Bridgeman to North Road – right of way 	
<ul style="list-style-type: none"> Stuart Road right of way 	
<ul style="list-style-type: none"> Loop route around Langdale Elementary 	
<ul style="list-style-type: none"> Parker Road allowance 	

Area F – Gambier Island

<i>High Priority</i>	
<ul style="list-style-type: none"> Mountain Road 	
<i>Medium Priority</i>	
<ul style="list-style-type: none"> Dulcie Road 	
<ul style="list-style-type: none"> Gambier Harbour 	

3.3 Beach Accesses

Area A

The committee determined that they would recommend four beach accesses that would be beneficial, while allowing SCRD to work towards determining others based on trail development criteria.

	Status
• Francis Pen Road near Gilden (enhancement)	
• Off Cochrane Road (Beaver Island)	
• Off Francis Penn Road	
• Garden Bay Lake	

Area B

The committee determined that they would recommend two beach accesses that would be beneficial. They advised that there is an interest for more beach accesses, contingent on research and geotechnical study.

	Status
• Merry Island Esplanade – improvements and maintenance of Road End	
• Wescan Road – work on or sign 1	

Area D

Following the development of these beach accesses, others are to be added to the list.

	Status
• Paggio	Property to narrow
• Access to Ocean Beach Esplanade (Subject to geotechnical study)	
• Timberland	Not to beach-neighbor rock wall encroaching
• Agnes	Too Steep
• Richmond Esplanade	Complete Aug 08
• Woodley	Compelte

Area E

	Status
<ul style="list-style-type: none"> Unspecified beach accesses along Gower Point Road (2-3 more) 	

Area F - mainland

	Status
<ul style="list-style-type: none"> Forbes 	
<ul style="list-style-type: none"> Williamson 	Complete- 2010
<ul style="list-style-type: none"> Eby (as above) 	

Area F – Gambier

	Status
<ul style="list-style-type: none"> Avalon Bay Beach Access 	
<ul style="list-style-type: none"> Avalon Bay Road 	
<ul style="list-style-type: none"> Beach Accesses D-G (<i>Possible future priority</i>) 	

3.4 Potential Future Routes – Subdivision Dependant

Area A

- Madeira Park to Health Clinic
- Garden Bay to Irvings Landing
- Around Garden Bay Lake
- Hotel Lake to Garden Bay Lake
- Daniel Point to Bear Bay (Bear Bay Road to Lee Bay Road)
- Around Mixal Lake
- Around Hotel Lake

Area B

- HMB – Priestland Road –getting connected with other trails behind IE Datsun Alley – (through subdivision)
- Riley Road (through subdivision) connecting the san souci road trail.
- Trail access from Buccaneer bay to Simpson marine park on Thormanby island (only if subdivision ever permitted)

Area D

- Largo Connection
- Hydro easement including walking trail above Highway.

Area E

- Highland Drive from Hwy to Reed when subdivision occurs
- Hough Road trail: negotiate re: easement (if property ownership changes)

Area F - mainland

- Connection from Maple Park to Langdale Elementary School

3.5 Community Recreation Routes

Area A

- North to Waugh Lakes
- Bridge: Anderson Creek to Kleindale
- Daniel Point to Earls Cove: North side of Sakinaw
- South Side Sakinaw Lake (part community part SCRD)
- Bridge: Mt Hallowell Trail to Malaspina Substation
- Sechelt Inlet Trail
- Trail to Spipiyus Falls (BC Parks) (not shown on map)
- Mt Daniel Summit to Claydon Road

Area B

- Develop ‘old highway’ as trail adjacent to new highway (high to mid priority)
- From Tapp Road into trail that connects to subdivision potential in West Sechelt – Norwest Bay Road) – (possible joint project with District of Sechelt)
- Easy trail close to HMB Elementary for beginner mountain bikers
- Trail from San Souci Road to Homesite Creek

Area F

- Official trail into Langdale Falls from Langdale

4.0 DESIGN GUIDELINES

This section presents guidelines to assist SCRD staff in the design, construction and maintenance of the proposed bicycle and pedestrian pathway network. Site-specific designs are not provided due to the scope of the study. Instead, general guidelines are provided which will be chosen from, based on the type of path being constructed. Guidelines for transportation cycling paths are taken from the Ministry of Transportation Cycling Guide from 2000. The SCRD is currently working towards trail standards to guide the development of unpaved recreational transportation trails. Prior to construction, field investigations, surveys and at times geotechnical and/or environmental assessments will be required to provide the information needed to produce detailed designs.

4.1 Bicycle Transportation Route Guidelines

Shoulder Bikeway

(See Appendix II for diagram)

- Shoulders should be a minimum of 1.5m in width of paved surface
- Shoulders should be free of obstructions
- Non-emergency parking or stopping should be prohibited on the shoulder
- Where possible, shoulders should be continuous between intersections
- Where a shoulder ends and cyclists must ride within the traffic lane, a warning sign should be posted in advance to advise cyclists that the shoulder ends
- Shoulder Bikeways should be identified with a bicycle symbol
- Cyclists on Shoulder bikeways travel in the same direction as adjacent traffic

Separated Multi-Use Pathway

(See Appendix II for diagram)

- The minimum width for a separated bike path is 3.0 metres for a two-way facility, and 1.5 metres for a one-way facility
- No vehicle traffic except for authorized maintenance vehicles
- Designed for smooth, all-weather riding, surfaced with asphalt or chip seal mixes
- Existing old road or railway beds may be used.
- Clearing height of 3.5 metres for all types of bicycle trails/paths.
- Maximum grade of 10%

4.2 Recreation/Transportation Route Guidelines

Design and surfacing on unpaved paths would be determined on a case by case basis, based on levels and types of use. An SCRD Trail Standards is currently being developed to guide the building of the trails. Routes that would be used as major multi-use connector pathways, such as Mahan Road in Area E, are suitable for crushed gravel surfacing, while many connector paths such as the route connecting the “Heart of the Creek” to the Highway 101, adjacent to the co-housing project in Area D, require slight clearing with mainly natural surfacing.

5.0 MAINTENANCE

Appropriate maintenance of pathways is very important to the safe and enjoyable use of the paths by cyclists and pedestrians. Unpaved pathways constructed separately from the road network are to be maintained through the SCRD Community Parks function, as has been the regular practice of the Parks Division. These trails are regularly monitored and cleared when necessary. Paved pathways attached to the road network become the responsibility of the Ministry of Transportation for regular maintenance. SCRD staff does supplementary sweeping and cleaning of the paths as required.

6.0 FUNDING OPTIONS

6.1 Recreational pathways and beach accesses

Unpaved pathways within communities are funded through the Community Parks Function. It has been agreed by the current SCRD Board, that of the \$1.2 million to be borrowed through the Parks Function, \$300,000 of that will be used and split equally between the 5 participating Electoral Areas, towards the development of trails. This should be adequate funding to achieve many of the listed projects in each area. This trail development will occur over the following five years.

6.2 Paved Bicycle Paths

6.2a Tax Based Funding

Local service bylaw #374 can provide partial funding – a limit of \$.10 per \$1000 assessment. In 2007, the maximum amount that can be raised through taxation for the development of bicycle facilities is \$330,000. The cost of developing the high priority paved bike paths, as well as the future ferry-to-ferry route well exceeds the allowable taxation funding. As a result, it will be necessary to identify and access additional funding sources, such as those identified in this section.

6.2b Development Assisted Funding

Opportunities to construct pathway sections as part of new developments and rezoning will reduce the Regional District's costs of developing the Trail Network Plan. A recent example is along Lagoon Road in Area A, where \$70,000 was negotiated through the rezoning towards the development of a bicycle path on Lagoon Road.

6.2c Cycling Infrastructure Partnership Program

The Ministry of Transportation has allocated funds to assist in the development of bicycle infrastructure through a matching grant program. This program is intended to encourage cycling as a form of transportation. CIPP provides funding for new construction on a 50/50 cost share basis with local governments. Formally the Cycle Network Program, the SCRD has received funds through this program in the past. Many of the larger transportation routes within this plan would fit well within this funding program.

6.2d Gas Tax Funding

Electoral Areas B, D E and F have agreed to use their funding allocations from the Gas Tax to leverage CIPP funds and use towards the development of cycling paths. In 2007, this amount is approximately \$150,000. The current SCRD Board has also requested that gas tax funds from 2008-2010 be earmarked for bike paths. These funds can assist in increasing the amount of bike path that can be developed on a yearly basis.

6.2e Other Sources of Funding

GRANTS

Various grant programs are available to assist on cost sharing basis towards the development of Bicycle paths. Recently Local Motion was announced. The SCRD limitation is in the available funds for matching, given current maximum taxation levels.

PARTNERSHIP FUNDING

Not-for-profit cycling organizations often have access to funding not directly available to local governments. Forming partnerships with existing not-for-profit organizations could aid in accessing alternative funding sources and grant programs. The SCRD has not previously sought out grants for bicycle paths in this way.

CORPORATE SPONSORSHIP

Some corporations wish to be active in the community and to promote various initiatives such as the enhancement of bicycle infrastructure. Bicycle and pedestrian networks have attracted significant sponsorship in various communities within North America, including the 7-Eleven Bicycle Trail in Vancouver and the Martin Goodman Trail in Toronto.

SERVICE CLUBS

Service Clubs such as the Rotary and Lions Club have recently been assisting the SCRD on various Parks Initiatives. Local clubs can often provide labour and/or funding to support initiatives with significant community benefit. In Port Coquitlam and Kelowna the Rotary Club provided funding for bicycle lanes.

7.0 IMPLEMENTATION

7.1 Transportation Routes

The participants in the Bicycle/Walking Path function (Areas B, D, E and F) have committed to, over the next 4 years, contribute their Area's gas tax funds to use towards matching grant applications through the CIPP or other matching funding programs. The goal is to, each year, choose one Area's priorities, and develop some of the paths towards that end. It is understood that this will not be enough funding to complete any one project, but will provide 2-3 km of new bicycle paths in each Electoral Area over that time. Completion of all of the high priority items (outside of Highway 101) will take, at this rate, at least ten years. Supplementary funding should be sought as development occurs and as partnership and other grant opportunities present themselves.

The Ministry of Transportation is making efforts to provide some cycling facilities on Highway 101 as funding permits. Ministry of Transportation is required to provide enhanced cycling opportunities on Highway 101 along with new highway development or enhancement projects.

7.2 Recreation/Transportation Routes and beach accesses

These trails will be developed through the Parks function with the funds agreed to by the Board. Over the following 3-5 years, \$300,000 worth of work will be split between the five Electoral Areas equally. This will allow for significant work to be done towards the high, and in some areas medium or low priority, trails and beach accesses.

7.3 Potential Future Routes – Subdivision Dependant

These routes should be considered and negotiated for as new subdivisions are being planned. The priority would be for a separate non-motorized path to be developed in most cases. However, it is understood that a pedestrian friendly route adjacent to roadways may sometimes be necessary.

7.4 Community Recreation Routes

Community groups on the Sunshine Coast are very active trail builders. These projects may be undertaken as the community sees the priority and interest. Community groups would be required to work with Ministry of Tourism, Sport and the Arts, and/or BC Parks on permits and design. The SCRD generally has limited involvement in these types of projects.