

# Appendix B: Trail Network Plan

Updated June 2018





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## Abbreviations

CMP	Capital Management Plan
CNR	Canadian National Railway
DCC	development cost charges
ETF	Experience the Fraser
FVRD	Fraser Valley Regional District
GSP	City of Chilliwack Green Space Plan
NPRA	National Parks and Recreation Association
OCP	Official Community Plan
SRW	statutory right-of-way
TNP	City of Chilliwack Trail Network Plan

# Executive Summary

The City of Chilliwack Trail Network Plan (TNP) is a comprehensive strategy for developing a city-wide network of trails, walkways and roadside links to connect people, places and public amenities within city boundaries and to other regional trail systems. This document will be reviewed annually to ensure it remains current and properly integrated with other relevant planning and financial documents, such as the 2040 Official Community Plan (OCP), the Capital Management Plan (CMP) and the Green Space Plan (GSP).

Trails are an essential part of the recreation services that enhance the quality of life and recreational opportunities for the citizens of Chilliwack. As the city's population increases, so does the demand for trails and access to green space. A comprehensive trail network provides for public recreation, fitness and exercise, the circulation of non-motorized transportation, and regional and local linkages. According to the National Parks and Recreation Association (NPRA), recent monitoring shows that trails are the second most used and most supported recreational amenity for public funding and use, with parks being the most supported.

The TNP is a supplement to the GSP, which was developed as part of the strategies identified in the OCP with a vision of a greener community and green connections throughout the city. The OCP vision states:

*Through detailed park and trail plans, ensure the park and green space provision reflects appropriate standards that reference the City's vision, population distribution, demographics and other socio-economic characteristics, and site planning/engineering criteria.*

Developing a comprehensive yet flexible guide for the provision of a city-wide, off-road network of trails is a key component to realizing this vision. After a consultation process that received input from interdepartmental staff, community groups, trail user

groups and government agencies, the TNP was to guide the planning, development and management of the trail network in the City of Chilliwack.

This document will continue to be reviewed and updated regularly to incorporate new information to ensure its goals, objectives and strategies remain consistent with the GSP, the OCP and other related City plans, planning guidelines and policy documents.

Trails are classified under recreational and off-road cycling trail types. Established planning, design, construction and maintenance principles and guidelines ensure implementation and continuity of consistent standards. The City of Chilliwack's Trail Construction and Management Manual guides provide information on construction, care and maintenance of trail systems, and they also address quality, liability and safety issues.

The TNP describes concepts for future major trail connections within the context of existing local and regional trail networks, as well as on-road routes (bike routes, city greenways). The TNP includes approximately 100 km of existing maintained trails and pathways in the city and many proposed major trails. The network of off-road trails is intended to be complementary to the network of on-road travel connections for pedestrians and cyclists, guided by the Chilliwack Cycle Plan (May 2017).

The TNP schedule of proposed trail additions will be prioritized for implementation according to set criteria based on neighbourhood and community needs. The TNP will be implemented through various mechanisms, strategies, planning tools, policies, programs and partnerships.

Implementing the TNP will require additional land, which the City may secure in several ways:  
→ receiving land title transfers through the land development process

- securing statutory rights-of-way (SRW) through the land development process
- acquiring land through park development cost charges (DCCs)
- using unused portions of existing municipal road allowances
- receiving land donations

The City can construct new trails in several ways:

- the land development process
- partnerships with community groups
- partnerships with non-profit organizations and societies
- trail funding through park capital and DCC budgets

The timing for the completion of future additions to the trail network is somewhat speculative and will depend on emerging opportunities and partnerships with public and private groups. Additions to local and neighbourhood trail sections will be accomplished primarily through the land development process and according to approved neighbourhood or development area plans.

The estimated costs to implement the TNP's program of proposed trail sections have been included in the City's financial plan and Development Cost Charge Bylaw. These include the cost of land purchase and trail construction. This estimated funding will be reviewed and updated regularly to reflect the progress of trail development and opportunities that may emerge. The TNP implementation strategy will also include seeking out local, regional, provincial and national grants, partnerships and funding opportunities.

Trails, greenways and blueways provide a variety of benefits that ultimately affect the sustainability of Chilliwack's economic, environmental and social health:

- Create value and generate economic activity.
- Improve bicycle and pedestrian transportation.
- Improve health through active living.
- Ensure clear skies, clean rivers and protected wildlife.
- Protect people and property from flood damage.

# Section 1: Introduction

Over the years, parks and trails have become part of our urban and rural landscape and are an expected amenity associated with municipal service provision and the development process.

Outdoor recreation, and walking in particular, is the most common form of exercise and provides many health benefits, including mental relaxation. Recent years have seen a major increase in linear, nature-based recreation activities, including walking, hiking, trail running and cycling.

Chilliwack's trails are the most frequented recreational facilities in the city and have become a popular part of both our urban and rural landscape. The Vedder Rotary Trail North alone sees 200,000 to 400,000 trail users per year.

The Trail Network Plan (TNP) sets out Chilliwack's vision, goals and objectives to meet the needs of a growing population that places an ever-increasing value on fitness, recreation and energy conservation.

The TNP provides the framework to achieve two specific objectives of the City of Chilliwack Green Space Plan (GSP): accessibility and connectivity.

Trails, walkways and greenways provide access to parks and green space. Trails also interconnect parks and other green space, providing connectivity to our overall green space network between neighbourhoods, communities and regional facilities.

The TNP focuses primarily on enhancing recreational opportunities. However, many of the components of the trail network, particularly those relating to cycling, also serve a transportation function, providing opportunities for non-motorized active transportation to and from work, school, shopping and other destinations.

The TNP provides not only for the development of additional trails, but also for a network of interconnecting trails. This network is made up of existing and proposed trails, as well as routes and corridors that need to be acquired, protected and constructed as part of the land development process.

The City of Chilliwack has over 100 km of developed trails in a variety of locations:

- urban parks
- riparian corridors and linear greenways
- rural or hillside parks and natural areas
- transportation corridor rights-of-way
- statutory rights-of-way (SRWs) over private lands
- Crown lands

Adding in the city's dykes and unimproved trails, the total is over 125 km.

## Vision, Goals and Objectives

**The TNP's vision is a comprehensive trail and green space network that provides for linear recreation, connects neighbourhoods, encourages a healthier community and facilitates non-motorized transportation.**

### Vision

The TNP's vision is to provide a framework for the development of a trail network consisting of both linear and loop trails to meet the present and future recreational and active

(non-motorized) transportation needs of a growing population. This vision has several facets:

- Make Chilliwack a more walkable, bikeable and livable city.
- Make Chilliwack an outdoor recreation destination.
- Provide access to segments of the trail network by all non-motorized user groups, including:
  - walkers, runners and hikers
  - cyclists
  - equestrians
  - people who use wheelchairs or scooters
  - other specialized or seasonal users
- Facilitate connectivity between the city's trail network and neighbouring regional trail networks.
- Encourage a healthier community by providing recreational activities.

## Goals and Objectives

To achieve this vision, the TNP has several interrelated goals and visions:

- Develop a TNP in consultation with community trail user groups, other government organizations and the community as a whole.
- Develop a primary network of linear trails that vary in both terrain and length, linking areas in the community with each other as well as to regional trail networks.
- Develop interconnecting trails to form hiking, walking or cycling loop routes to interconnect neighbourhoods, public recreational facilities and green space.
- Construct a high-quality trail network to attract users.
- Acquire, protect and construct components of the trail network as part of the land development process.
- Provide access to the trail network from every urban neighbourhood.
- Provide a variety of trails to satisfy the needs of all trail user groups.

## The History of Our Trails

Trails were the original “highways” for the movement of people. Walking trails interconnected First Nations settlements and provided access to hunting and fishing areas.

Prior to the initial subdivision of land into one-square-mile sections and the introduction of the automobile, the transportation network consisted of trails and wagon roads interconnecting towns and settlements.

Map 1 is a transportation map of the late 1800s showing a network of wagon roads and pack horse trails.

While most of these original wagon roads and trails have either been abandoned or replaced by roads, several segments remain today. A few of these historical trails have the potential to become components of today's trail network.

### Old Yale Wagon Road

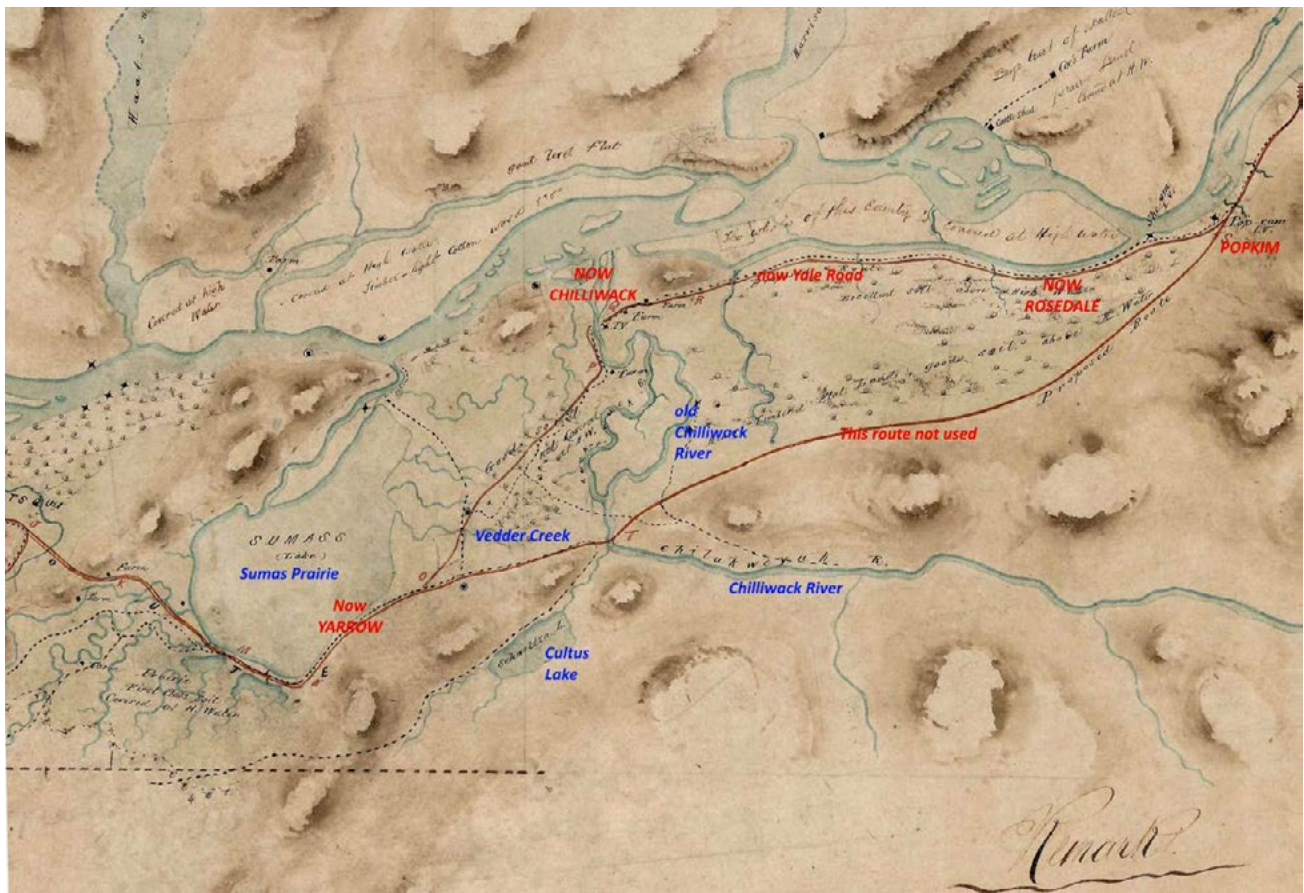
Prior to the late 1800s, the New Westminster to Yale Wagon Road (also known as the Old Yale Wagon Road) passed south of Sumas Lake along the slopes of Vedder Mountain on what is now Majuba Hill Road. It then turned north, crossing Vedder Creek along what is now Unsworth Road, to pass through the small settlement of Centerville (now Chilliwack) and along the Hope Slough to Popcam (now Popkum).

The eastern section of the “road to Yale” became Yale Road.

The only segment of the original road that remains in close to original condition extends east from Wilson Road to Vedder Mountain Road.

With the diversion of the Chilliwack River into Vedder Creek in the late 1800s, the river crossing was relocated upstream to what is now Vedder Crossing. The new road was named Yale Road. Owing to repeated flooding from the Vedder River, a number of bridges were lost in 1891, 1895 and 1903.

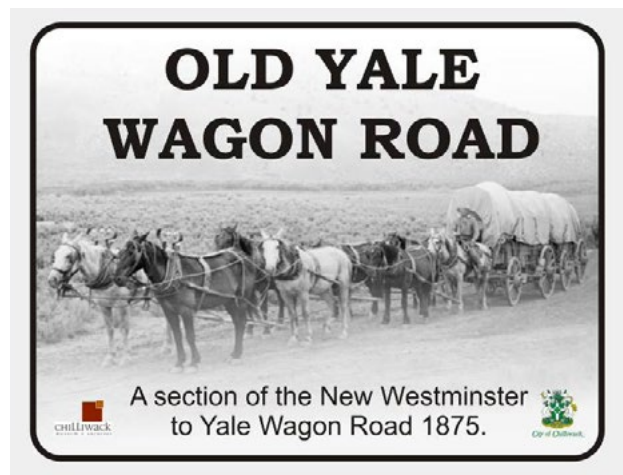




↑ Map 1 Plan of Trails and Wagon Roads, Route Adopted by the Government Between New Westminster and Yale, Late 1800s



Old Yale Wagon Road (from Vedder Mountain Road)  
(Image © City of Chilliwack, 2018)



Old Yale Wagon Road Sign (Image © City of Chilliwack, 2018)





**Remaining Abutments of 1910 Bridge** (Image © City of Chilliwack, 2017)



**1910 Vedder Bridge, 1913** (Chilliwack Museum and Archives Photo PP503334)





↑ Map 2 Railroad Network Map, Early 1900s

In 1910, a new downstream crossing was developed to connect Yale Road (now Vedder Road) to what is now Vedder Mountain Road, to re-establish the main route to Vancouver. The bridge abutments are still standing about 175 m downstream of the present Vedder Crossing Bridge.

The remains of the old roadbed cross private lands on the south side of the river and are then obscured by the current Vedder Mountain Road.

### Vedder Mountain Logging Railway

The Vedder Mountain Logging Railway originally extended from north of the Vedder River, crossing the river slightly upstream of the new Vedder Crossing Bridge, then through the Soowahlie Reserve. It then split into two lines: one continued up the Chilliwack River almost to Chilliwack Lake, and the other looped back across Cultus Lake Road and up Vedder Mountain. Map 2 shows the area's railroad network in the early 1900s.

Only three segments of the railway remain within the city: a section owned by Canada Lands, occupied by the road to the Soowahlie Reserve; a short section of the Trans Canada Trail; and the section on Vedder



Vedder Mountain Logging Railway Grade on Private Land (Image © City of Chilliwack, 2009)

Mountain across private land. The longest section, across Crown land, was decommissioned to a narrow rough trail after landslides in January 2009. A more recent landslide has further damaged the roadbed.



**1931 Vedder Bridge with Railway Bridge on the Left, 1938** (Chilliwack Museum and Archives)

### **Brownlee and Wynne Wagon Road**

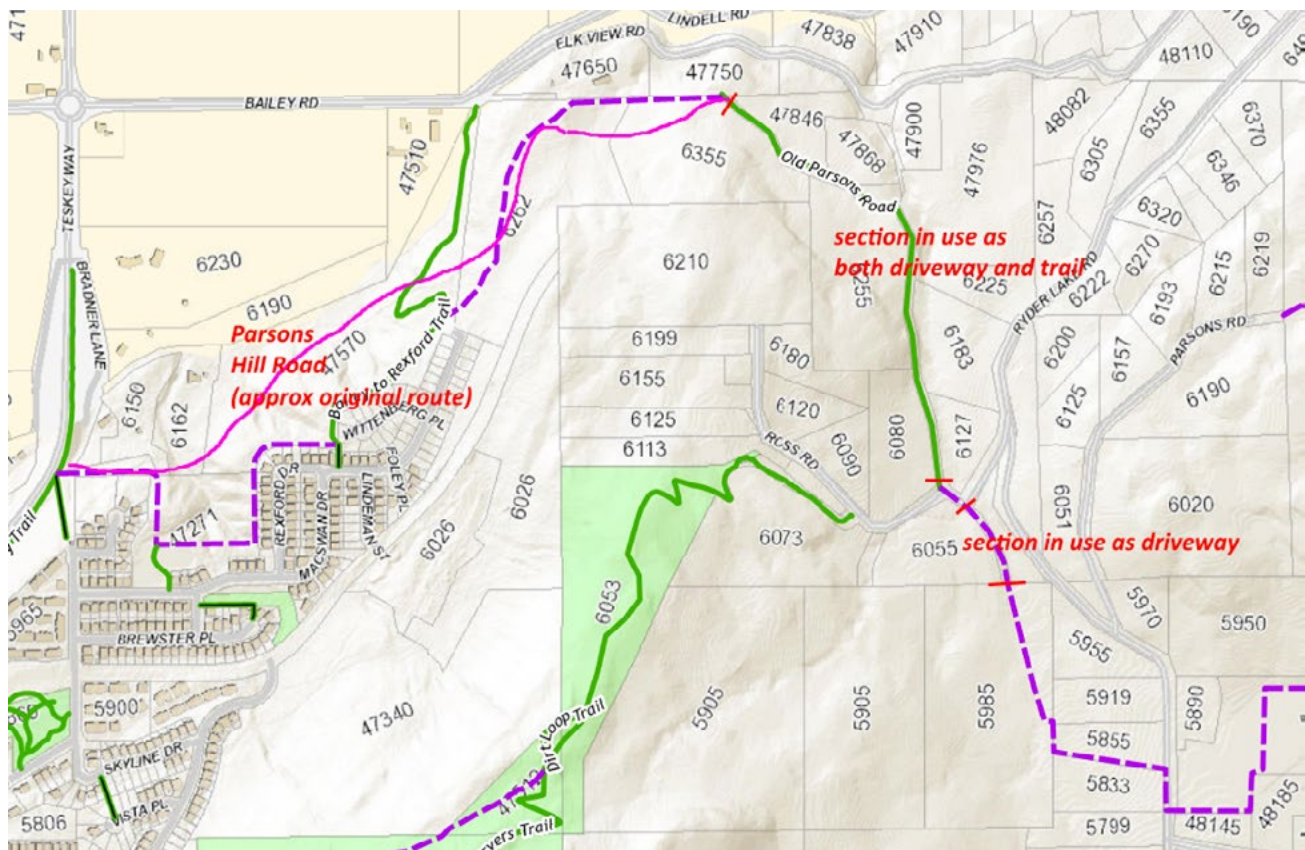
The Brownlee and Wynne Wagon Road connected Ryder Lake to the Eastern Hillside to move horses and wagons to be used as transportation to the gold fields.

While it remained passable into the 1970s, some of the route has been obscured by more recent logging. The section of Brownlee Road on the city road right-of-way remains an excellent example of early road building.

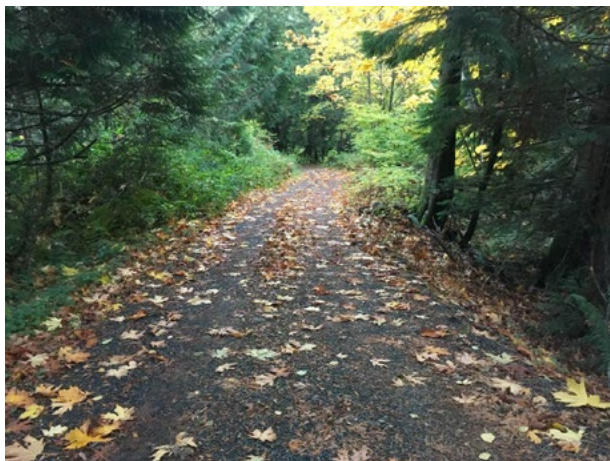


**Brownlee and Wynne Wagon Road** (Image © City of Chilliwack, 2012)





↑ Map 3 Parsons Hill Road



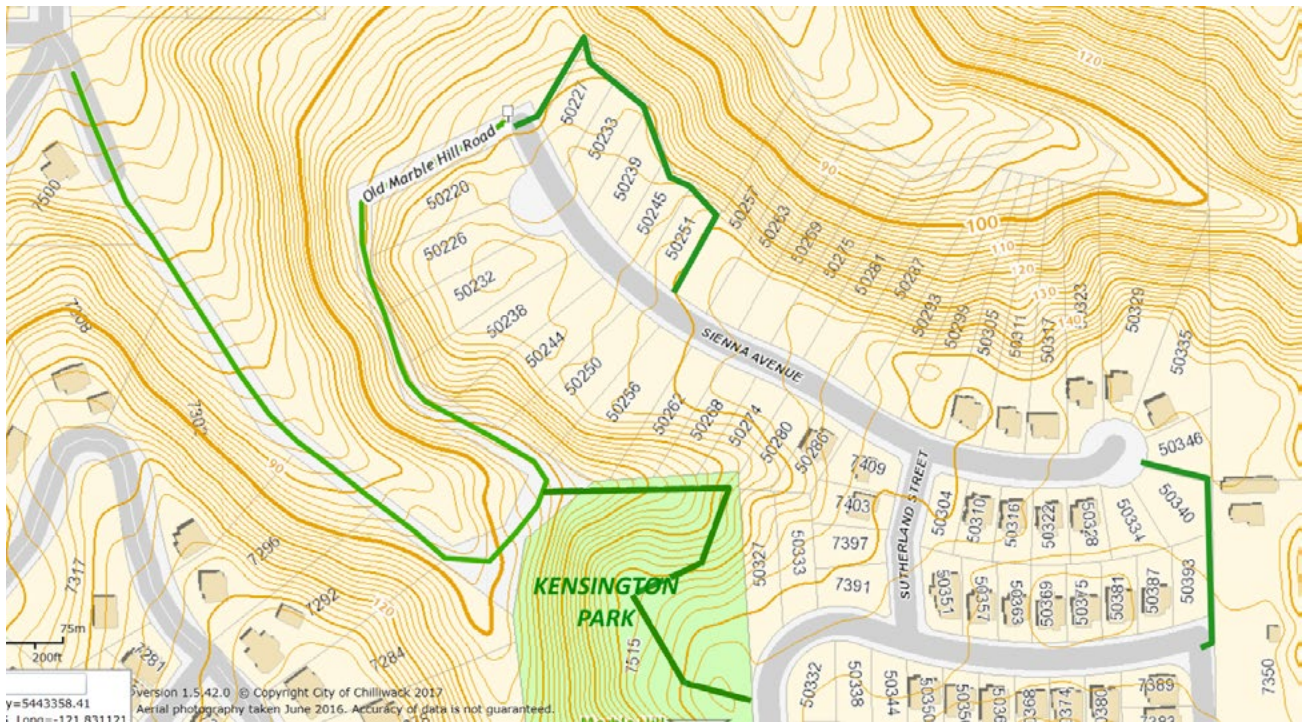
Parsons Hill Road (Image © City of Chilliwack, 2017)

### Parsons Hill Road

Parsons Hill Road was the original road to Ryder Lake, predating both Elkview Road and Ryder Lake Road. It originally started in the lower Promontory area, connecting to Jinkerson Road, then paralleled Parsons Brook, crossing what are now Ross Road and Ryder Lake Road to the height of land.

While most of the lower sections have been lost to subsequent subdivision, four segments remain: an abandoned roadbed on 47570 Bailey Road, now owned by the City; a section below Ross Road in use as a driveway and trail; a section above Ross Road in use as a private driveway; and the upper section, still in use as a public road (Parsons Road). Portions of the now abandoned roadbed (shown in light purple in Map 3) can be found on City property adjacent to the Bailey–Rexford Trail.





↑ **Map 4 Old Marble Hill Road and Recent Trail Development**

### Old Marble Hill Road

Marble Hill Road was the original road into the Marble Hill area. In the 1990s, a slide took out a section of the road. As it was not considered practical to rebuild, the road was abandoned and replaced by Ramsay Place.

In the late 1990s, a logging company repaired the road and used it temporarily as a haul road. A portion of the now closed road has been converted to a trail connecting the lower section of Marble Hill Road to Sienna Avenue and Ramsay Place.



Old Marble Hill Road (Image © City of Chilliwack, 2014)

## Section 2: Trail Analysis

In order to improve and expand Chilliwack's existing trail network, we must understand how trails function. This section analyzes the components of trail networks as well as existing trails and opportunities for expanding them.

Appendix B provides a complete list of trails, with their lengths and difficulty levels.

### Components of the Network

The trail network is multi-level, with components forming segments and segments forming routes. Components are the actual constructed elements. They can be grouped into three classes: off-road, on-road and other.

#### Off-Road Components

Off-road components are those that offer a "trail-like" experience.

- **Trails:** Trails are the most obvious component of a greenway system. In the broad sense, the term "trail" may refer to a combination of components. In the narrower context, a trail is a purpose-built dirt, gravel or paved pathway. Trails may be found in various locations: parks, riparian corridors, and forested and natural areas.
- **Dykes:** In terms of length available as a component of the trail network, dykes rank highest, with over 50 km of primary and setback dykes along the Fraser River, Vedder River, Vedder Canal and Hope River. About 30 km have been upgraded to a trail standard for recreational use either within the Vedder Greenway or as part of the Experience the Fraser (ETF) route.
- **Bridges:** While most bridges are located within the road system, more than 30 bridges are components of the trail network, where they provide passage over watercourses for

pedestrians, cyclists and, in some cases, other non-motorized trail users.

- **Stairs:** Box stairs are constructed from either wood timbers or composite materials forming a box that is filled with gravel. They are used where the gradient is too steep for a standard trail.
- **Abandoned or unused roads:** More than 100 years of road and railway building has left us with scattered segments of abandoned roads and railbeds. While many of these are now on private lands, some of those previously mentioned are available for use as part of our trail network system.
- **Utility corridors:** While utilities such as water, sewer and storm drainage are generally located within the road right-of-way, topography or road patterns within a development sometimes require that they be located within SRWs or lane corridors. The surface of these corridors is often graveled and is suitable for trail or walkway development.

#### On-Road Components

On-road components are those within the road structure that serve as links.

- **Sidewalks:** Sidewalks are a component of the road system generally separated from vehicle lanes by a curb and in some cases a landscape strip. While primarily for pedestrian use, cycling is allowed on some sidewalk segments where there is no other safe alternative.
- **Delineated road shoulders:** Delineated road shoulders are a component of the road structure much like an additional narrow traffic lane. Those designated for cycle use are generally 1.5 m wide and are marked with a cycling symbol. Some may be shared by pedestrians, in the absence of sidewalks. Narrower delineated shoulders are generally unmarked. While their primary purpose is to facilitate safer cycling, some delineated road shoulders form road links in the trail network.





**Vedder Rotary Trail North** (Image © City of Chilliwack, 2005)



**Vedder Rotary Trail North** (Image © City of Chilliwack, 2007)

- **Walkways:** Walkways are a component of the road system not shared by motor vehicles, providing connections between adjacent roads or between roads and public spaces such as schools and parks. While some walkways include stairs and thus are suitable only for pedestrian use, some may provide shortcuts for cyclists, thus becoming a component of a cycle route.
- **Tunnels:** Tunnels provide safe passage for pedestrians or cyclists under major transportation corridors.

### Other Components

Other components are those within other linear corridors.

- **Railway rights-of-way:** Railway rights-of-way are generally much wider than required for the actual trackbed. While some may also contain drainage works, there is generally adequate remaining width to accommodate a trail. One existing example is the Valley Rail Trail, a walkway and cycle path extending from Webb Avenue to Luckakuck Way within the Southern Railway Corridor. A northward extension of the Valley Rail Trail over Luckakuck Way and Highway 1 to downtown Chilliwack is planned for 2018–2019.

Future extension south from Webb Avenue to Yarrow is envisioned, and a planning study was undertaken in 2017 to provide a design concept.

## Network Routes and Trails

A major goal of the TNP is to develop a trail network consisting of both linear and loop trails. These trails or routes may be a mixture of both off-road and on-road components and segments.

Routes composed primarily of off-road components are used predominantly for recreation, while those composed primarily of on-road components serve both transportation and recreational needs.

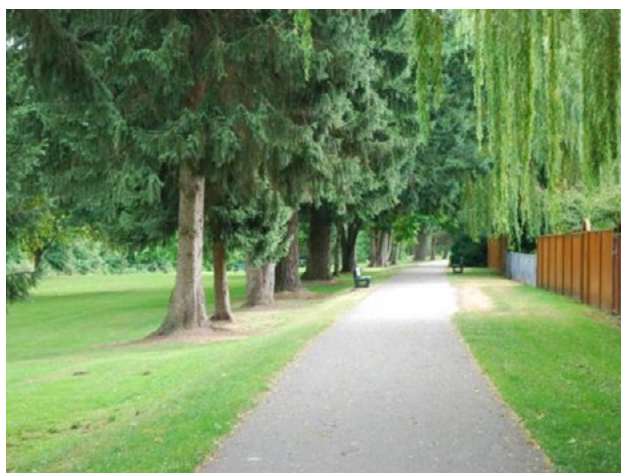
There are three categories of routes:

- **Primary network routes:** Relatively long linear north–south or east–west trail corridors.
- **Neighbourhood trails:** Trails within a neighbourhood or connecting neighbourhoods.
- **Destination trails:** Trails leading to a destination such as a summit or lake.

The TNP has essentially two network-building objectives:

- Interconnect existing trail segments.
- Acquire new segments to expand the network or to “fill in the gaps.”





**Hope River Rotary Trail** (Image © City of Chilliwack, 2010)



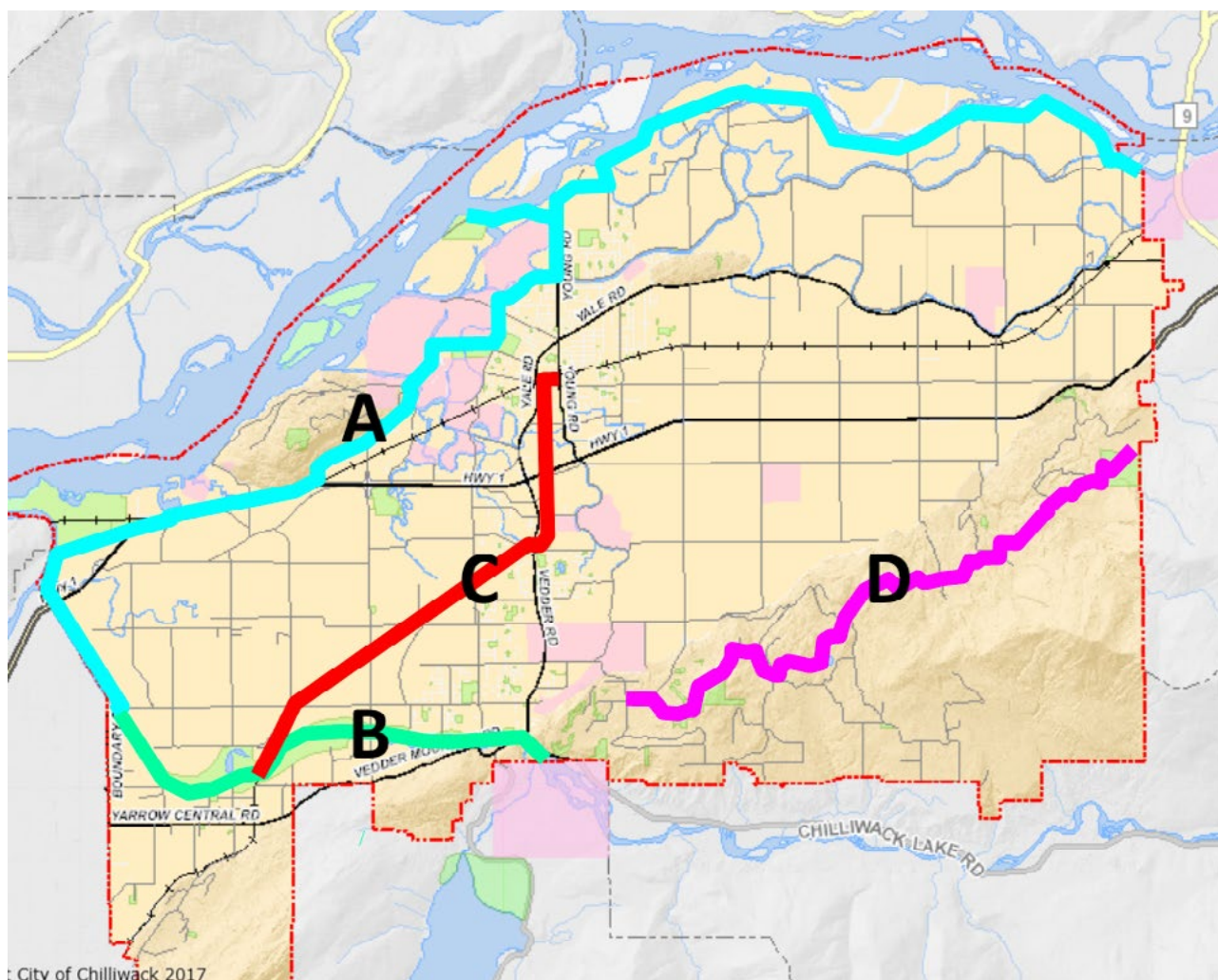
**Mount Thom Park** (Image © City of Chilliwack, 2009)

Trails and links can be interconnected to form linear routes or loops of varying lengths.

While some trails limit user groups based on the trail's length, surface condition, steepness and competing users, a principal objective is to develop as many multi-use trails as possible. While many proposed trails remain as concepts only at this time, a few have been advanced as specific project proposals.

Appendix A presents an approximate schedule of improvements. Project timelines fall into three categories:

- **Short-term:** Project initiation within one to two years.
- **Medium-term:** Project initiation within three to five years.
- **Long-term:** Project initiation likely five years or more into the future.



↑ **Map 5** Primary Network Routes in the City of Chilliwack

## Primary Network Routes

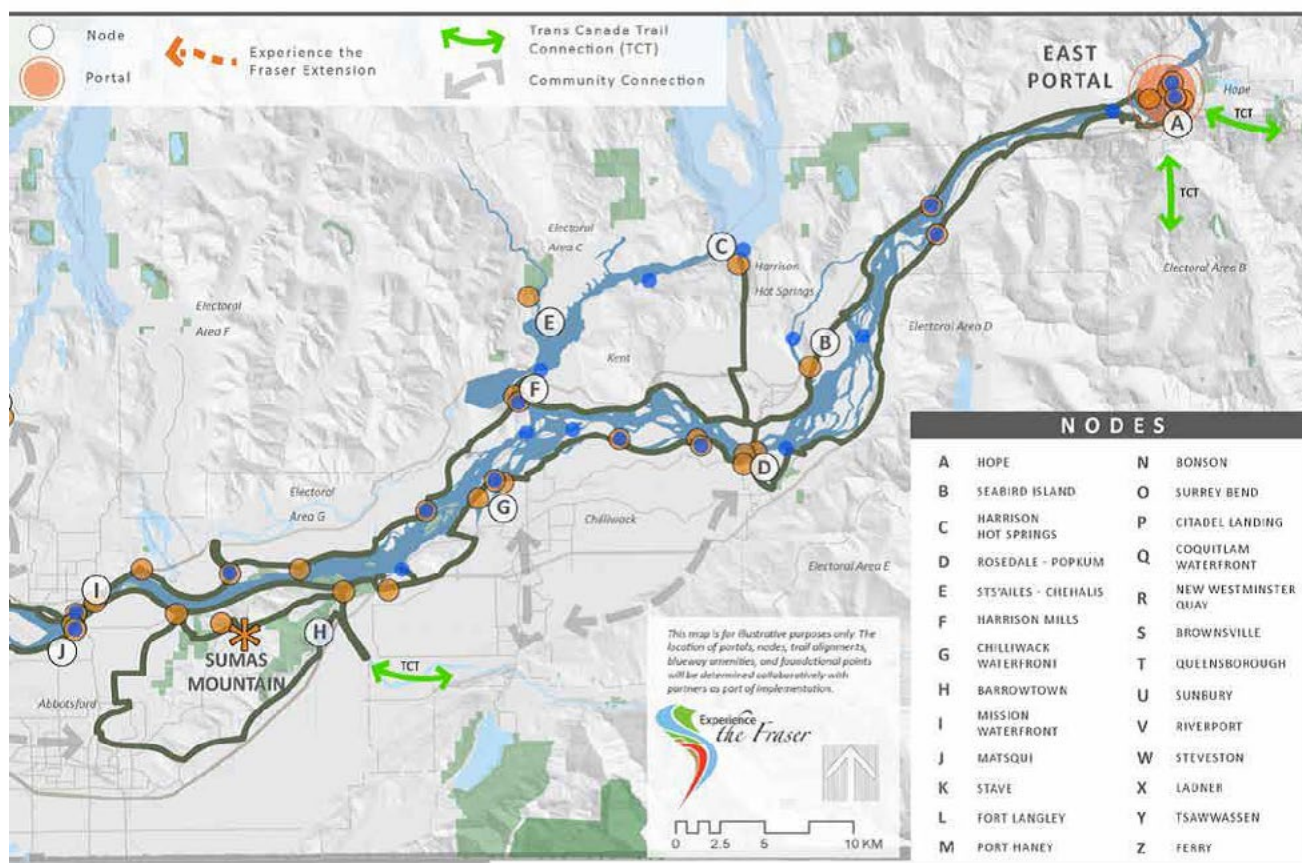
The primary trails act as the “skeleton” of the network, offering opportunities to move throughout the city along major corridors that provide the principal access links to and from major origins and destinations within Chilliwack and

to communities outside of the city. The primary system consists of off-road trails and on-road bicycle lanes (where required links are needed). Refer to Map 5 and Table 1 for primary routes.

↓ **Table 1** Primary Network Routes and Their Status

Network route	Status
A. Experience The Fraser (ETF) Canyon to Coast Trail	Existing and planned
B. Vedder Greenway	Existing
C. Valley Rail Trail–Southern Rail Corridor	Existing and planned
D. Promontory–Eastern Hillside Upland Trails	Proposed





↑ Map 6 Experience the Fraser Concept Map (Fraser Valley Regional District, 2012)

## A. Experience the Fraser (ETF) Canyon to Coast Trail

Experience the Fraser (ETF) is a phased recreational, cultural and heritage project that will extend along the Lower Fraser River Corridor, connecting Hope to the Salish Sea. Over 550 km of trails (43% of which are already in place) and blueways will connect communities along the Fraser River. ETF will act as a catalyst to encourage and strengthen tourism and economic development initiatives. The actual trail has been named the Canyon to Coast Trail.

The ETF plan, completed in 2012, identified a series of community nodes and parks along both sides of the Fraser River from Richmond to Hope, connected by both a trail system and a water route.

Within the City of Chilliwack, the route is nearly continuous for 26 km from the Vedder Canal to the city's eastern boundary near Highway 9.

The goal of ETF is “to establish trail routes and utilize the natural heritage and infrastructure to develop integrated land and water-based recreation and cultural heritage opportunities along the Lower Fraser River to facilitate tourism and active, healthy living.”

— BC Ministry of Tourism, Culture and the Arts, 2009

The initial ETF route will be as follows:

- Keith Wilson Bridge from Abbotsford
- Vedder Canal East Dyke and Fraser West Dyke to Industrial Way
- Road shoulder of Industrial Way to Progress Way
- Lickman Ponds Trail to Lickman Road
- Road shoulders of Chilliwack Mountain Road, Schewey Road, Wolfe Road and Ashwell Road to Wellington Avenue
- Hope River Rotary Trail
- Road shoulder of Young Road to Brinx Road and McDonald Road
- Fraser East Dyke to Chilliwack's eastern boundary

The long-term route could ultimately see a crossing of the Sumas River north of Highway 1, a connection through First Nations lands and a bridge over Hope River to Island 22, connecting to the Cartmell Road Wing Dyke the Fraser East Dyke at Young Road.

With the exception of a few sections in use as public roads or seasonal river access, the corridor is not shared by motor vehicles, making it ideal for a multi-use trail. As the dyke, roads and trail segments already exist, the route is essentially ready, needing only surface and access improvements.

The development of ETF will be a multi-year project. Improvements to the dyke surface, gates and signage started in 2015, following consultation with adjacent land owners. The first sections improved were from McDonald Road toward Chilliwack's eastern boundary at Ferry Road.

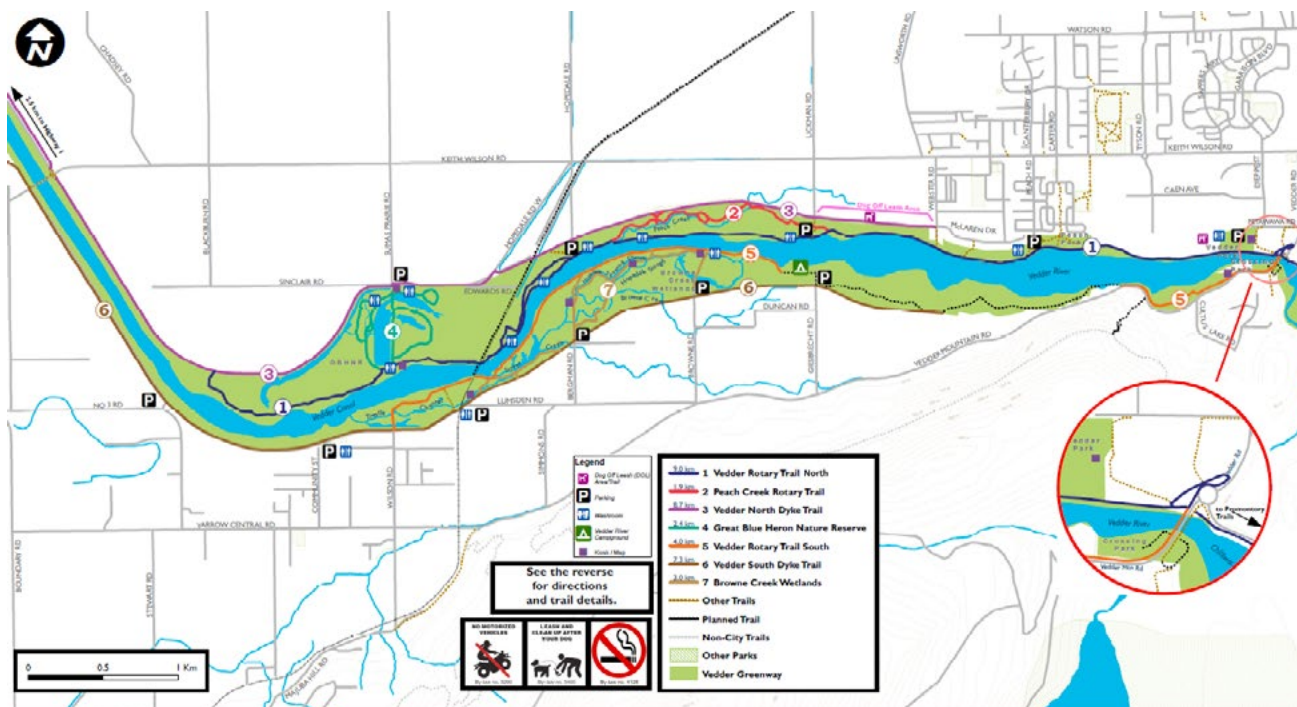
The decision has been made at the regional level to focus on the "vision" route. While the long-term improvements will make the trail more attractive and functional, an interim signed route would enable its use in the short term.

This route could include two components:

- Construction of a trail surface under the Highway 1 bridge over the Vedder Canal to facilitate use during the summer high-water period.
- Use of local roads on Fairfield Island linking Gwynne Vaughan Park and Fairfield Park to McDonald Road where the dyke route would

start. This would bypass the heavy truck traffic on Young Road and the privately owned section of the dyke.

It is anticipated that the trail will see both regional use as a linear cycling route and local use as both a walking and cycling loop when linked with low-traffic local roads.



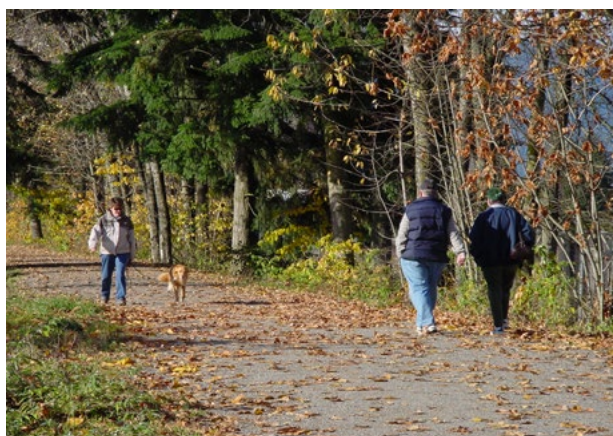
↑ Map 7 Vedder Greenway

## B. Vedder Greenway

The Vedder Greenway is the linear corridor extending from the Vedder Crossing Bridge to the Highway 1 Bridge over the Vedder Canal. The greenway consists of land and water between the setback dykes and adjacent to the upper portion of the Vedder River. Within the corridor, there are over 40 km of developed trails: 24 km on the north side and 17 km on the south.

The Vedder Rotary Trail on the north side alone sees 200,000 to 400,000 users per year.

A major goal of the TNP is to provide for the development of a continuous loop trail within the Vedder Greenway linking both sides of the river at the Vedder Crossing Bridge, a new pedestrian bridge at a yet to be determined downstream location, and the Keith Wilson Bridge over the Vedder Canal.



Vedder Greenway (Image © City of Chilliwack, 2007).

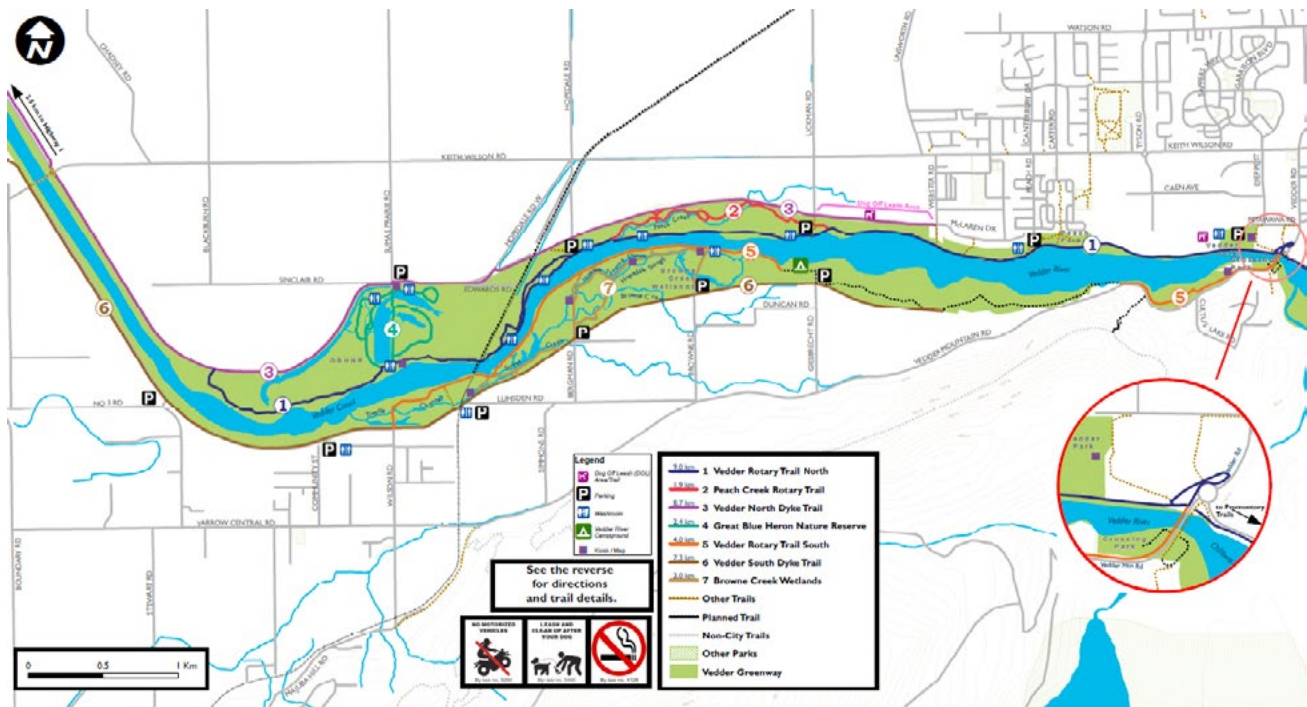
### Vedder Greenway North Side: Existing Trails

1. Vedder Rotary Trail North:	8.1 km
2. Peach Creek Rotary Trail:	1.7 km
The Legacy Trail:	0.8 km
Peach Park Trails:	0.5 km
3. Vedder North Dyke Trail:	9.5 km
4. Great Blue Heron Nature Reserve:	2.8 km

### Vedder Greenway North Side: Links and Access Points (East to West)

→ Vedder Park: parking, washrooms, picnic tables, playground and dog off-leash area





↑ Map 8 Vedder Greenway Trail Network



**Peach Creek Rotary Trail Opening** (Image © City of Chilliwack, 2013)

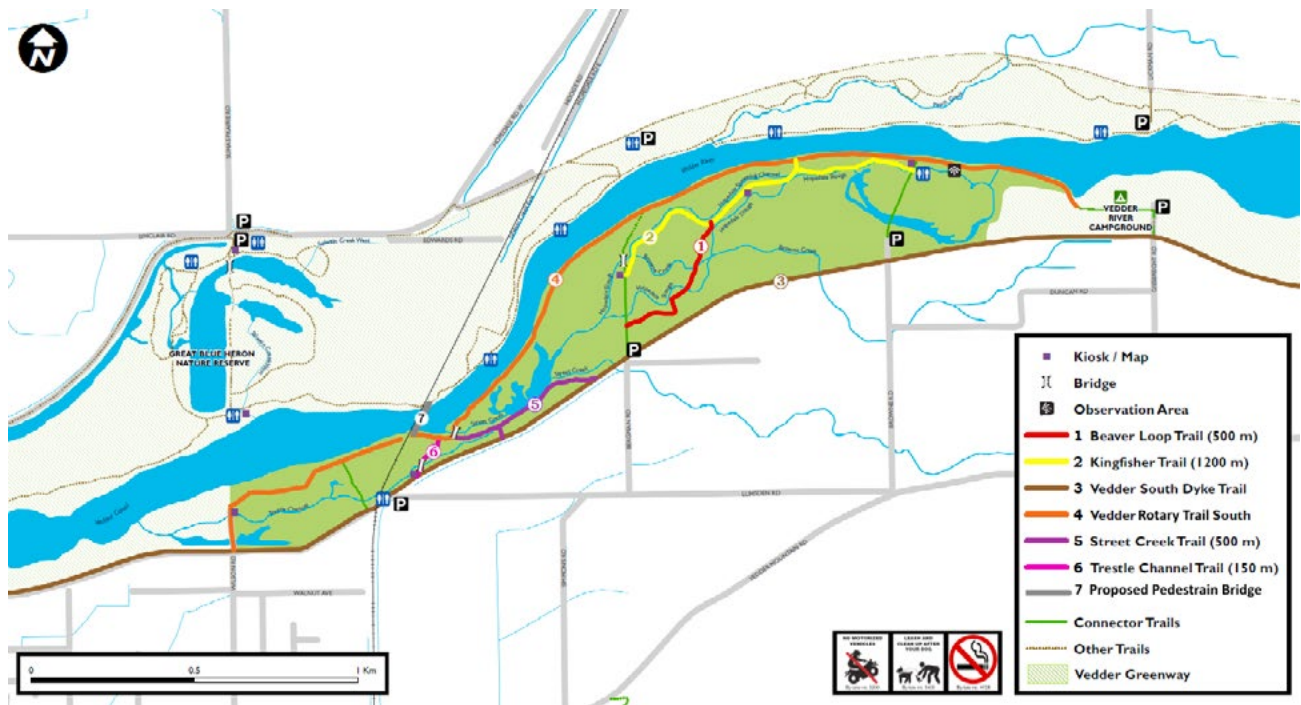


**Great Blue Heron Nature Reserve** (Image © City of Chilliwack, 2017)

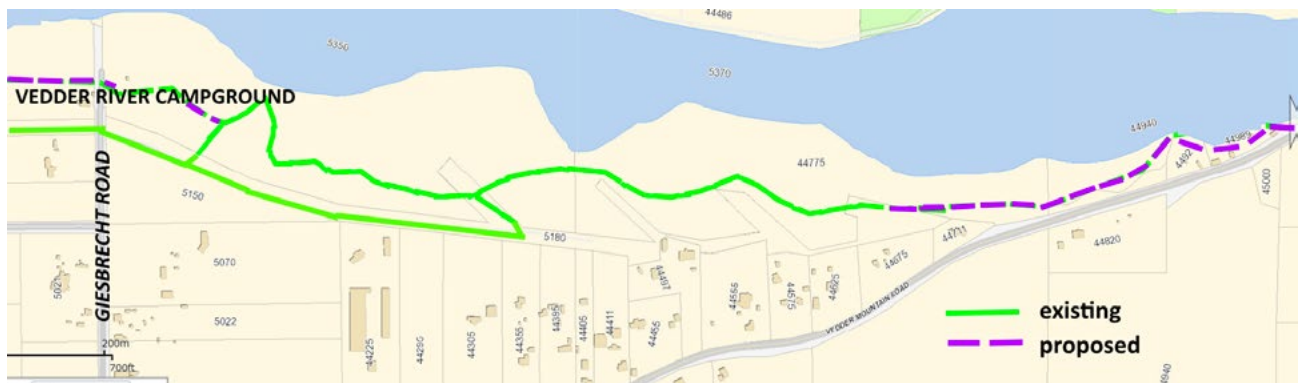
- Legacy Trail: pedestrian access from Garrison Crossing
- Peach Park: parking, washrooms and playground
- McLaren Walkway: pedestrian access from McLaren Drive
- Webster Trail: limited parking on road
- Lickman Road: parking, picnic tables and portable toilets
- Hopedale Road West: parking and portable toilets

- Great Blue Heron Nature Reserve: parking, trails, washrooms and interpretive centre
- Rivers Edge Trail from Keith Wilson Road

The Vedder Rotary Trail North and Peach Creek Rotary Trail are the most heavily used recreation facilities in Chilliwack. The Vedder Rotary Trail North extends from east of Vedder Crossing to west of the Great Blue Heron Nature Reserve. The Peach Creek Rotary Trail parallels the



↑ Map 9 Browne Creek Wetlands



↑ Map 10 Vedder Rotary Trail South: Middle Section (Under Construction)

Vedder Rotary Trail North, from just east of Lickman Road to the outlet of Peach Creek.

There are four major recreational nodes along the Vedder Rotary Trail North. Vedder Park and Peach Park provide parking, picnic areas, playgrounds, dog off-leash areas, drinking fountains and washrooms. Lickman Road provides parking, picnic areas, dog off-leash areas and portable toilets. Hopedale Road West provides parking and portable toilets.

The Vedder North Dyke Trail parallels the Vedder Rotary Trail North from Webster Road to past the Great Blue Heron Nature Reserve. The section between Webster Road and Lickman Road is a designated dog off-leash trail.

The Great Blue Heron Nature Reserve contains 2.8 km of internal trails, linking north to the Vedder North Dyke Trail and south to the Vedder Rotary Trail North.





**Browne Creek Wetlands: Spawning Channel West of Browne Road** (Image © City of Chilliwack, 2016)

#### **Vedder Greenway South Side: Existing Trails**

5. Vedder Rotary Trail South: 6.0 km
6. Vedder South Dyke Trail: 7.0 km
7. Browne Creek Wetlands: 4.0 km

#### **Vedder Greenway South Side: Link Trails and Access Points (East to West)**

- Crossing Park: access from Vedder Park by Vedder Bridge
- Giesbrecht Road: limited parking at Vedder River Campground
- Browne Road: parking, access trail and portable toilet
- Bergman Road: parking and access trail
- Wilson Road: limited parking on dyke
- Community Street: parking and washrooms at Community Centre and access trail
- No. 3 Road: parking

Trail development on the south side of the Vedder River has, in the past, been less extensive than on the north side. With the recent development of



**Vedder Rotary Trail South: Entrance from Sidewalk West of Vedder Bridge** (Image © City of Chilliwack, 2018)

4 km of trails in the Browne Creek Wetlands and expansion of the Vedder Rotary Trail South, there are now over 17 km of trails. The extension of the Vedder Rotary Trail South to connect the eastern and western segments and the construction of a pedestrian/bicycle bridge over the Vedder River will complete the Vedder Greenway Short Loop.

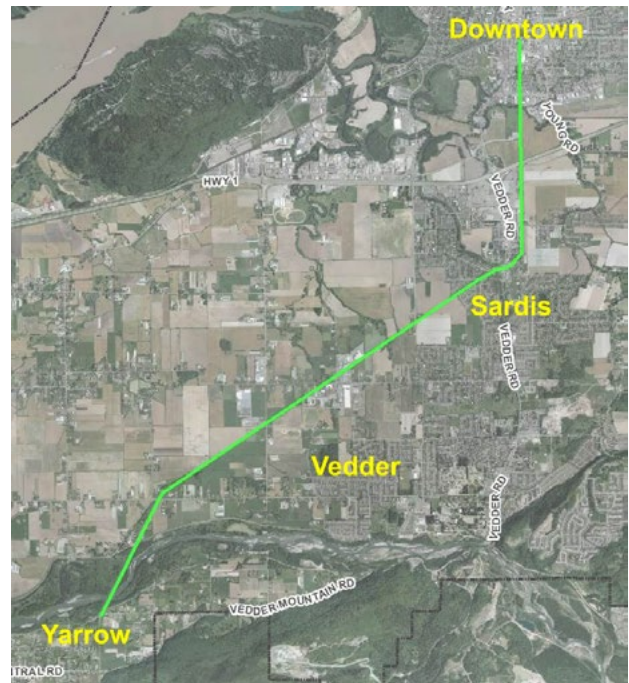




**Valley Rail Trail** (Image © City of Chilliwack, 2018)



**Valley Rail Trail Concept** (Image © City of Chilliwack, 2018)



↑ **Map 11 Valley Rail Trail Route**

### C. Valley Rail Trail, Southern Railway Corridor

The Southern Railway Corridor extends 16 km from the city's western boundary with Abbotsford to its interconnection with the Canadian National Railway (CNR) in downtown Chilliwack.

The proposed Valley Rail Trail, when completed, will interconnect Yarrow, Greendale and Sardis with downtown Chilliwack, providing a direct, safe and efficient non-motorized recreational and commuter route.

The overall route would generally follow the Southern Railway, using the railway right-of-way, city roads and existing trails adjacent to the railway.



**Valley Rail Trail: Alder Avenue to Knight Road** (Image © City of Chilliwack, 2010)



**Southern Railway Bridge** (Image © City of Chilliwack, 2010)

## **D. Promontory to Eastern Hillsides Routes**

Over the long term, two linear trail routes are envisioned to interconnect Promontory, Ryder Lake and the Eastern Hillsides. As acquisition of these corridors will depend on the progression of hillside development, trail construction will occur in segments.

As neither the location of the routes nor the grades of segments have been finalized, it is too early to determine routing or the eventual suitability of this corridor for multi-use trails. The City of Chilliwack Official Community Plan (OCP) shows the approximate routing of trails and connections.

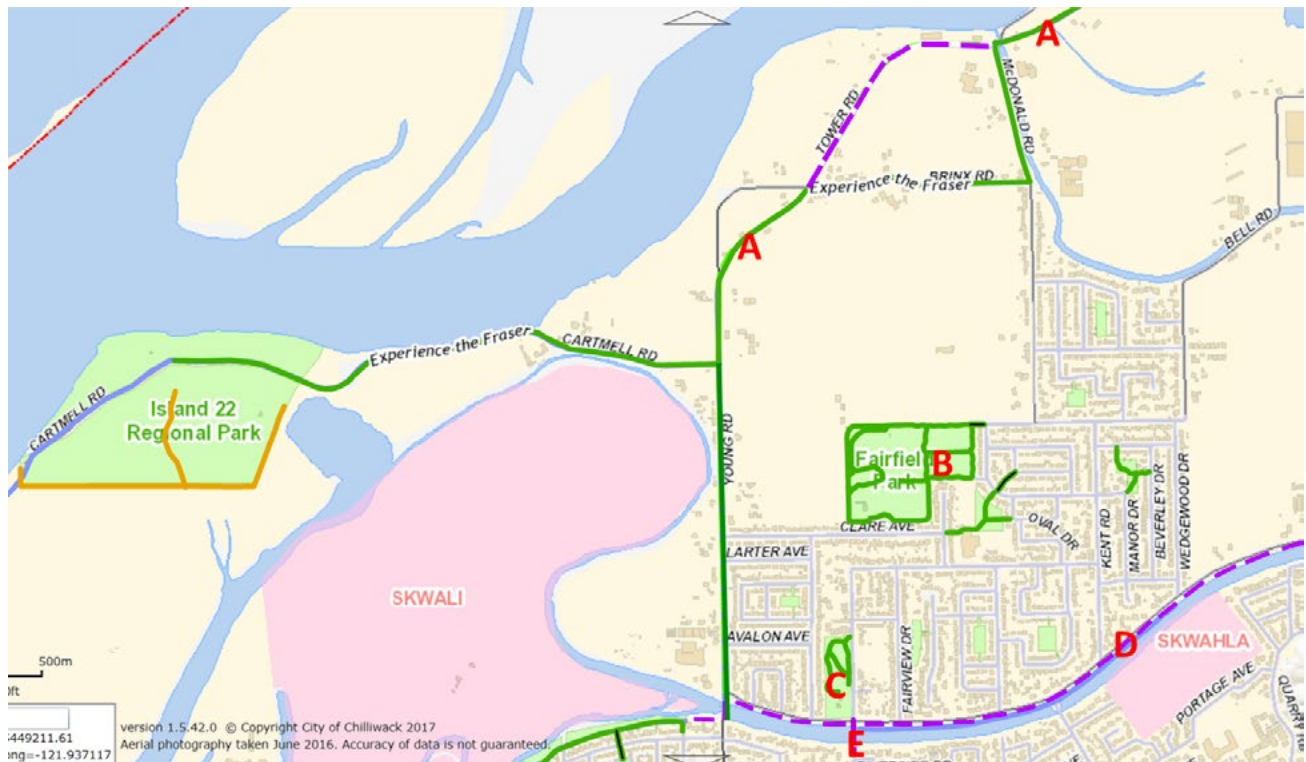


## Neighbourhood Trails

There are two classes of neighbourhood trails:

- **Inter-neighbourhood trails** provide access between contiguous neighbourhoods.
- **Intra-neighbourhood trails** provide internal access within the neighbourhood.

Some of the most popular walking routes consist of interconnected neighbourhood trails linked by roads, stairs and walkways.



↑ Map 12 Fairfield Island Trails

### Fairfield Island

Fairfield Island has more parks than any other neighbourhood in Chilliwack. While several of the larger parks contain internal trails, the only continuous, linear trail is the ETF trail (Fraser East Dyke), extending eastward from McDonald Road to Ferry Road.

low-traffic local roads to form loop routes. Map 12 shows existing and potential trails in this area.

#### Fairfield Island Existing Trails

- A. ETF Canyon to Coast Trail: 12.6 km
- B. Fairfield Park–Strathcona Park: 2.7 km
- C. Gwynne Vaughan Park: 0.5 km

#### Proposed Trails and Connections

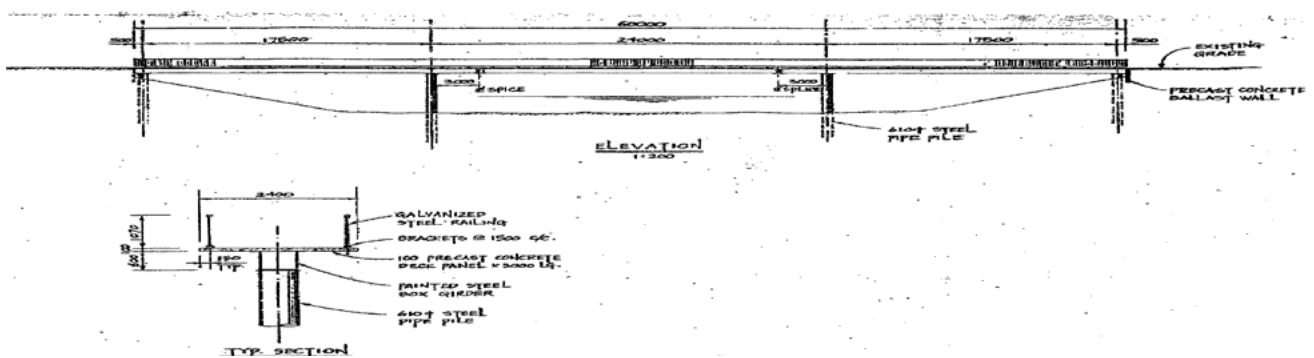
- D. Extend the Hope River Rotary Trail eastward to Kinsmen Park
- E. Construct a pedestrian/bicycle bridge over Hope River at Williams



Despite the apparent lack of connectivity in the trail network, trail segments and walkways can be linked by



Williams Bridge, 1923 (Chilliwack Museum and Archives)



Williams Bridge Concept

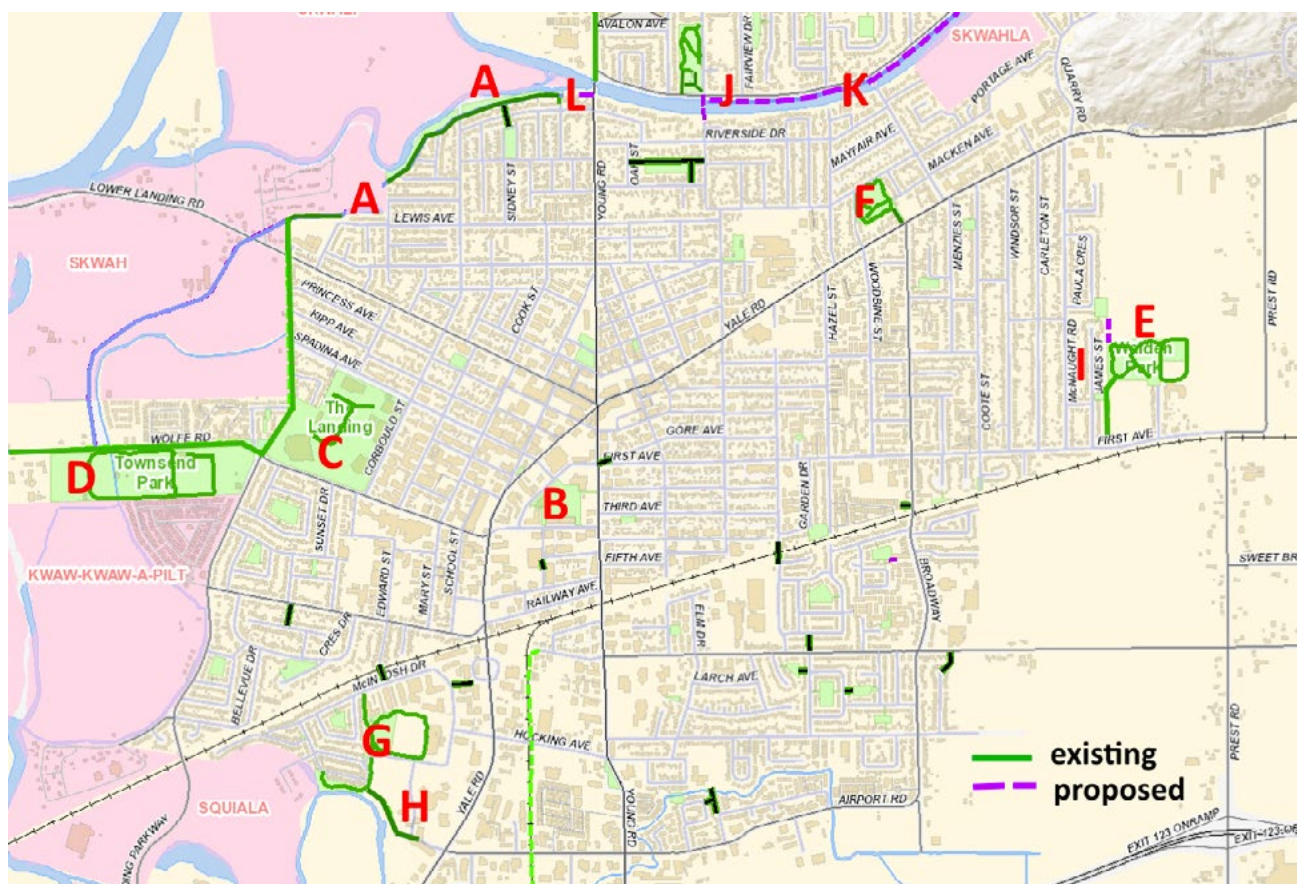


**Arch Bridge Examples** (Image © City of Chilliwack, 2009)



**Arch Bridge Examples** (Image © City of Chilliwack, 2009)





↑ Map 13 Downtown Trails

## Downtown Chilliwack

The urban area referred to as downtown Chilliwack has relatively few actual trails. As with Fairfield Island, several of the larger parks contain internal trails, some of which can be linked by local roads to form loop routes. Map 13 shows existing and potential trails in this area.



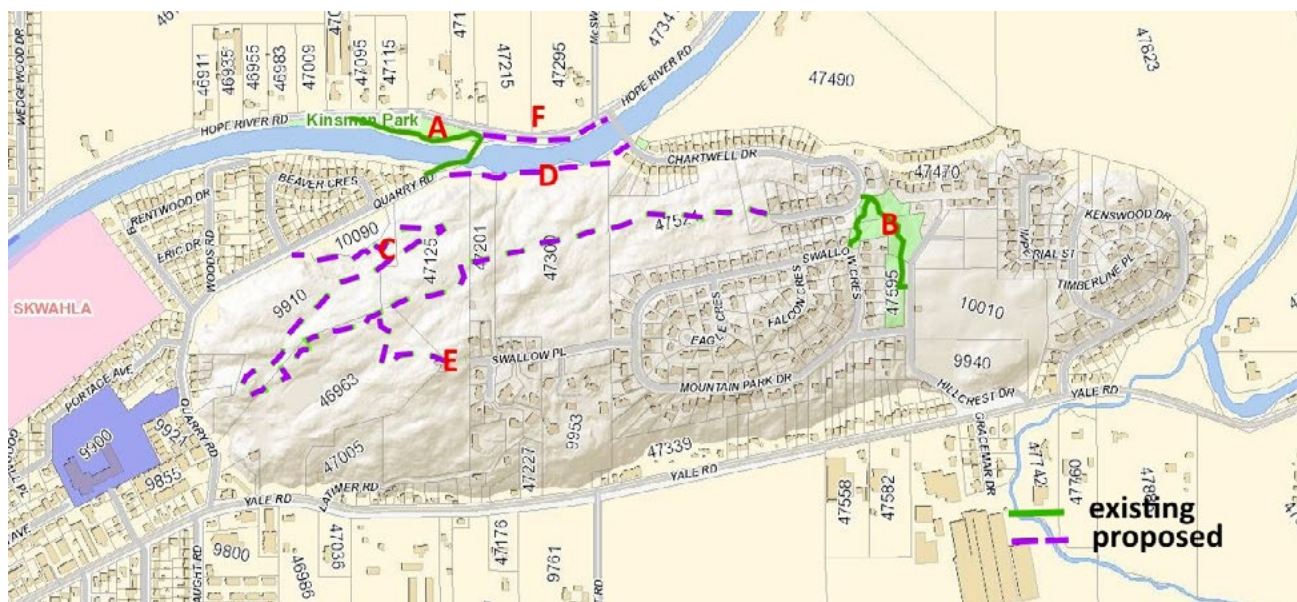
Hope River Rotary Trail–Kinsmen Park (Image © City of Chilliwack, 2017)

### Existing Trails

- A. Hope River Rotary Trail: 1.2 km
- B. Salish Park: 0.5 km
- C. The Landing: 0.45 km
- D. Townsend Park: 1.7 km
- E. Walden Park: 1.1 km
- F. Kinsmen Park on Portage: 0.7 km
- G. Meadowbrook Trail: 1.0 km
- H. McCutcheon Trail: 0.6 km

### Proposed Trails and Connections

- A. Extend Hope River Rotary Trail west through First Nations land and east
- I. Connect James Street Park, First Avenue and Paula Park to Walden Park
- J. Williams Street Pedestrian Bridge
- K. Young Road–Kinsmen Park Boardwalk
- L. Hope River Rotary Trail–Young Road



↑ Map 14 Mount Shannon Trails

## Mount Shannon (Little Mountain)

The elevated area referred to as Mount Shannon or Little Mountain is located northeast of the downtown area and is bounded by Yale Road on the south, Quarry Road on the west, Hope River on the north and farmland on the east. This area rises from 10 m to 120 m above sea level in a short distance.

### Existing Trails

- A. Hope River Rotary Trail to Quarry Road Bridge to Hope River–Kinsmen Park
- B. Little Mountain Park

### Proposed Trails and Connections

- C. Connect Quarry Road Trail to City reservoir property through developing lands
- D. Connect Quarry Road Trail to Chartwell by SRW
- E. Connect Swallow Place to City reservoir property through developing lands
- F. Hope River–Kinsmen Park to Chartwell Drive

## Sardis–Vedder

The Sardis–Vedder area is bounded by Highway 1 on the north, the Vedder Greenway on the south, and agricultural lands on the east and the west. The area contains several short linear corridors, internal trails within larger parks and connections to the Vedder Greenway. Map 15 and Map 16 show existing and potential trails in this area.

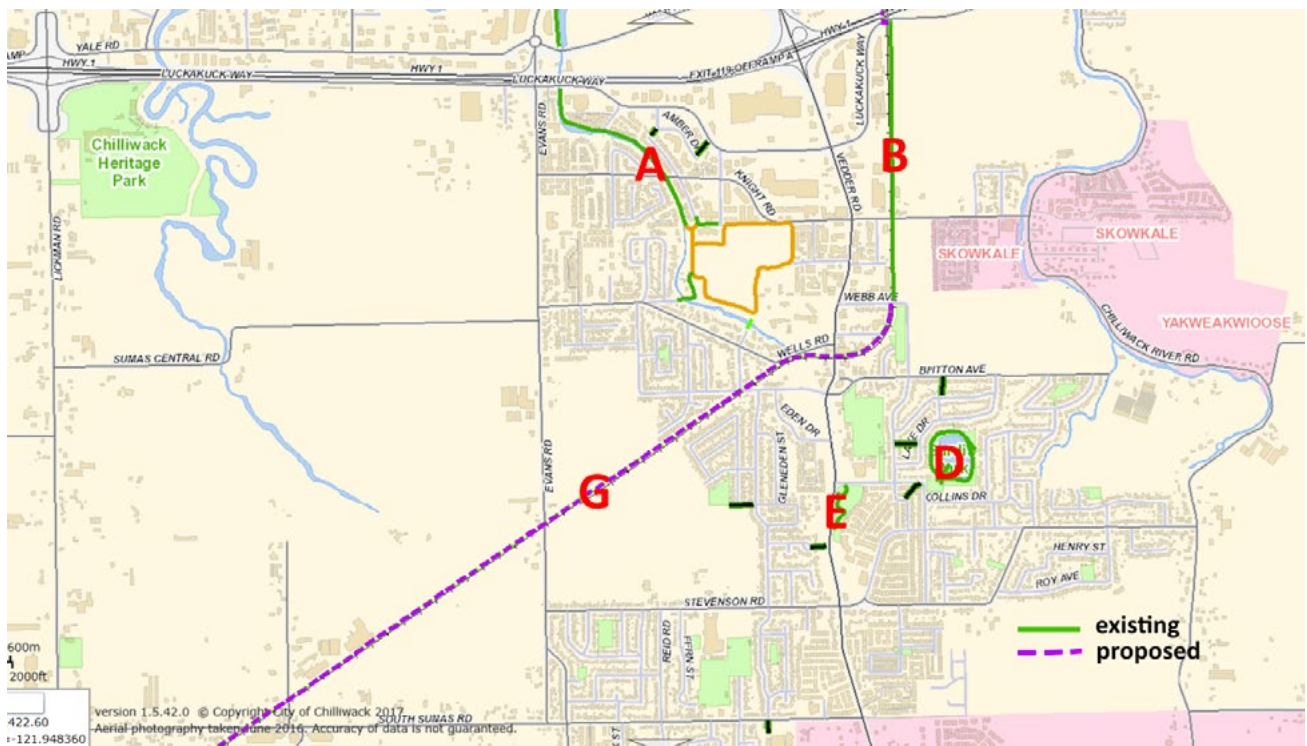
### Existing Trails

- A. Luckakuck Creek Trail: 1.2 km
- B. Southern Rail Trail: 1.2 km
- C. Watson Glen Park: 1.5 km
- D. Sardis Park: 1.0 km
- E. Manuel Park: 0.25 km
- F. Vedder Greenway: 24 km
- H. Rivers Edge Woodlot trails: 0.31 km

### Proposed Trails and Connections

- G. Extend the Valley Rail Trail west toward the Vedder Greenway and Yarrow



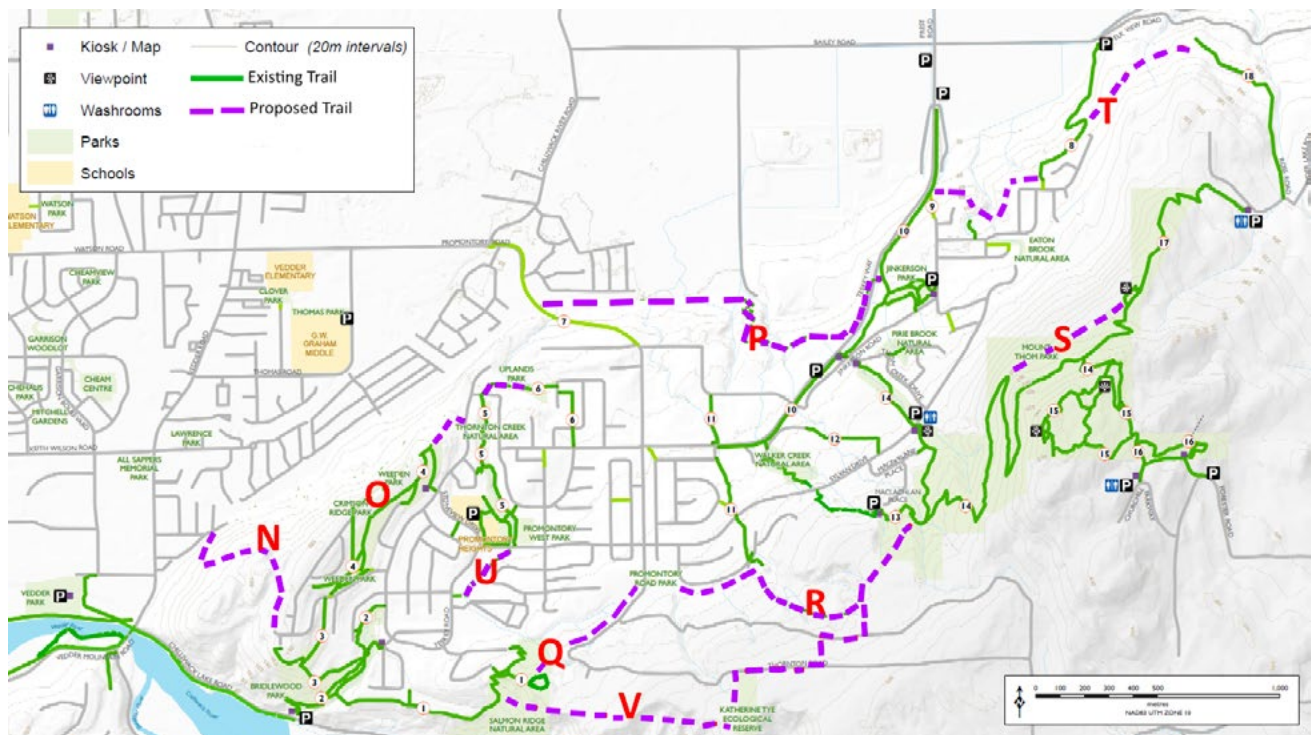


↑ Map 15 Sardis-Vedder Trails North



↑ Map 16 Sardis-Vedder Trails South





↑ Map 17 Promontory Area Trails

## Promontory

The Promontory area offers an extensive network of over 14 km of neighbourhood trails. These trails can be interconnected by road links to form loop opportunities, giving a huge variety in length and elevation gain. Map 17 shows existing and potential trails in this area.

### Existing Trails

1. Salmon Ridge Trail: 1.3 km
2. Bridlewood Trail: 1.1 km
3. Bridlewood West Trail: 0.8 km
4. Weeden Park Trails: 1.5 km
6. Teskey Creek Trail: 0.8 km
7. Promontory Walkway: 0.8 km
8. Bailey–Rexford Trail: 0.8 km
9. Jinkerson Stairs: 240 stairs
10. Teskey Way Trail: 1.8 km
11. Lefferson Creek Trail: 0.7 km
12. Russell to Sylvan Trail: 0.4 km
13. Walker Creek Trail: 1.0 km
14. Thom Creek Trail: 3.3 km

### Proposed Trails and Connections

- N. Connect Promontory Trails to Vedder Crossing
- O. Complete Crimson Ridge Trail
- P. Construct Bailey Trail from Promontory Road to Teskey Way
- Q. Connect Salmon Ridge Trail to Promontory Road
- R. Connect Lefferson Creek Trail to Mount Thom Park
- S. Connect mid-point of Thom Creek Trail to mid-point of Karver's Trail
- T. Connect Bailey–Rexford to Parsons Hill Road
- U. Extend Thornton Creek Trail to Apple Creek access
- V. Connect Salmon Ridge Trail to Mount Thom
- W. Connect Teskey Road to Promontory Road

## Project Details

In order to establish east–west routes, segments of existing trails must be linked by walkways and the road network. In developing areas, new trails can parallel the eastward residential expansion. Several potential segments are proposed.

### O. Weeden Park and Crimson Ridge Trails

The present trail network consists of approximately 2.5 km of trails within and adjacent to Weeden Park (see Map 18). These are linked to the south to the Bridlewood Trail by way of a lane and to the north by a utility corridor to Crimson Ridge lookout and the future Crimson Ridge Trail.

The Crimson Ridge–Weeden Park trail system will be extended along the ridge line as other properties are developed.

### P. Bailey Trail

The Bailey Trail would connect the walkway from G.R. Graham School (Promontory Trail) to Teskey Way at the Thom Creek trailhead and Jinkerson Park (see Map 19).

From Promontory Road, the route will occupy an existing utility corridor between First Nations land and Johnson Packers to the Bailey Landfill property. It will then go on to the proposed Hudson Road Park and on to Teskey Way and Jinkerson Park and the Mount Thom trails beyond.

### S. Karver's Trail to Thom Creek Trail (lower route)

The proposed trail alignment will follow a natural ridgeline and sloping bench to the park boundary, then traverse a section of fairly steep side slope to another sloping bench joining the Thom Creek Trail at the switchback at approximately kilometre 2 (see Map 20).



Salmon Ridge Loop Trail (Image © City of Chilliwack, 2017)

### R. Lefferson Creek to Mount Thom Park

The Lefferson Creek Trail presently ends at Goldspring Place. From there, the City has an SRW for a trail through to the City reservoir (see Map 21).

From the reservoir property, a short SRW will be required to cross one private property to link to Mount Thom Park. There is an existing roadbed within the park extending to near the junction of Walker Creek Trail and Thom Creek Trail.

The new trail will complete a loop route by returning on either the Walker Creek Trail or Thom Creek Trail.

### T. Bailey–Rexford Trail Connection to Parsons Hill Road

The Bailey–Rexford Trail links NE Promontory to Bailey Road at Elkview (see Map 22). An offshoot from this trail will follow the route of Parsons Hill Road, the original road to Ryder Lake, to connect to the remaining road end. As much of the roadbed is still intact, it can easily be re-established as a trail. This link will be acquired through the development process. See the Mount Thom Park–Ryder Lake section for details.





From Crimson Ridge (Image © City of Chilliwack, 2017)

Parsons Hill Road (trail) will also eventually be extended westward, on the original roadbed, primarily through City properties to Jinkerson Stairs.

#### **Q. Salmon Ridge Trail to Promontory Road**

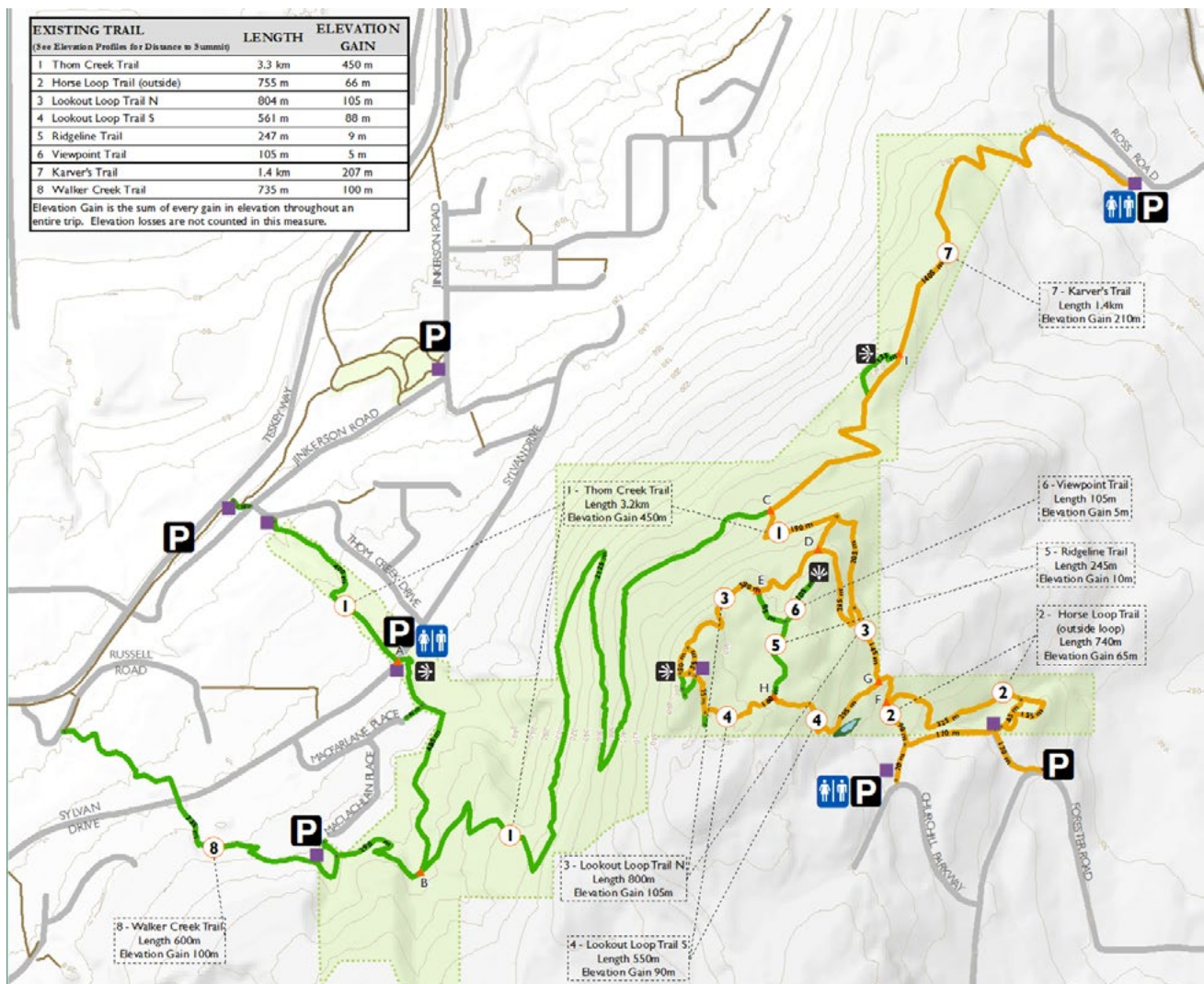
The Salmon Ridge Trail presently ends at both Cecil Ridge Place and Tournier Place (see Map 23). A short dirt path also extends along the ridgeline to near the park boundary.

Expansion will be in two phases. The first phase will be to extend the trail to the park boundary and loop back to Tournier Place, entirely within the park. The second phase will be to extend the trail on an SRW across private land to connect with either Promontory Road or Sparrow Road.

#### **N. Promontory Trails to Vedder Crossing**

There is one possible route to connect the Crimson Ridge area of Promontory with the Vedder Crossing area:

- At the time of future subdivision of 45660 Weeden Drive, acquire an SRW for a trail to connect Weeden Drive with Morton Road.



↑ Map 18 Mount Thom Park Trails (See Appendix D)

## Mount Thom Park–Ryder Lake

### Existing Trails

1. Thom Creek Trail: 3.3 km
2. Horse Loop Trail: 0.7 km
3. Lookout Loop North: 0.8 km
4. Lookout Loop South: 0.6 km
5. Ridgeline Trail: 0.3 km
6. Viewpoint Trail: 0.1 km
7. Karver's Trail: 1.4 km

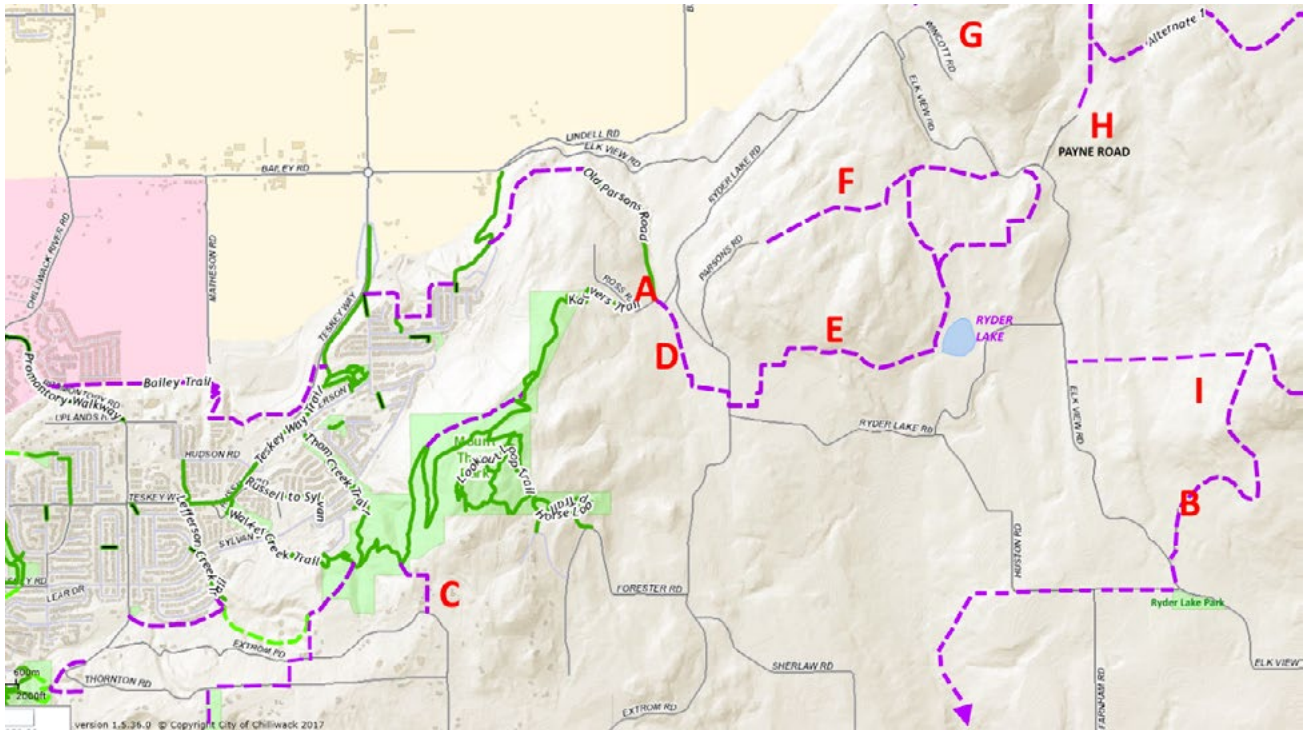
Karver's Trail connects Mount Thom Park to Ross Road and will eventually extend along the Ross Road connector and Parsons Hill Road, offering return loops to Promontory.

A more extensive trail network through the Ryder Lake area and on to the Eastern Hillside will depend on the future development of the area.

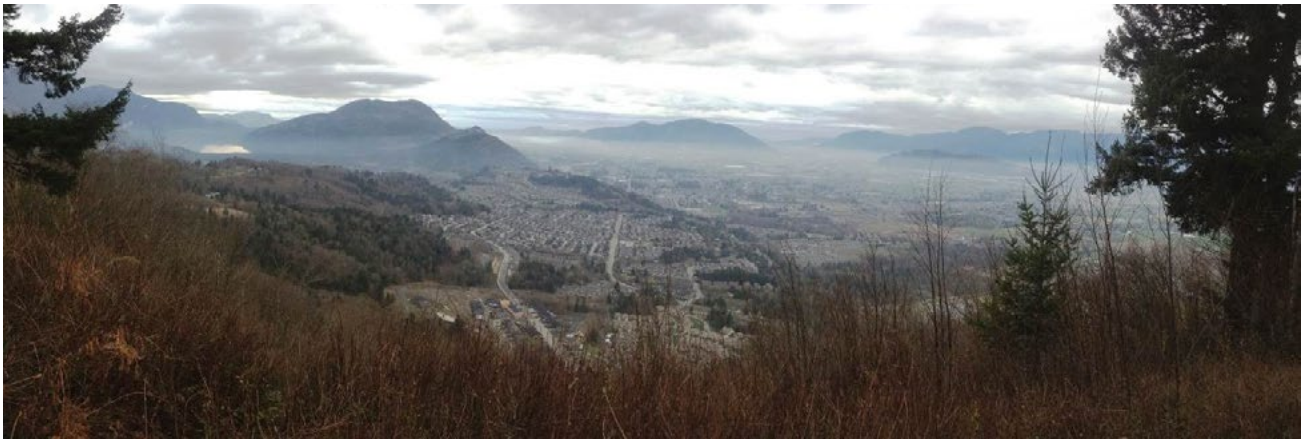
There are presently no development plans for the Ryder Lake area.

When development does occur, trail corridors may be acquired to provide not only neighbourhood trails but also linear connections to the Eastern Hillside and to the regional trails listed above.





↑ Map 19 Ryder Lake – Mount Thom



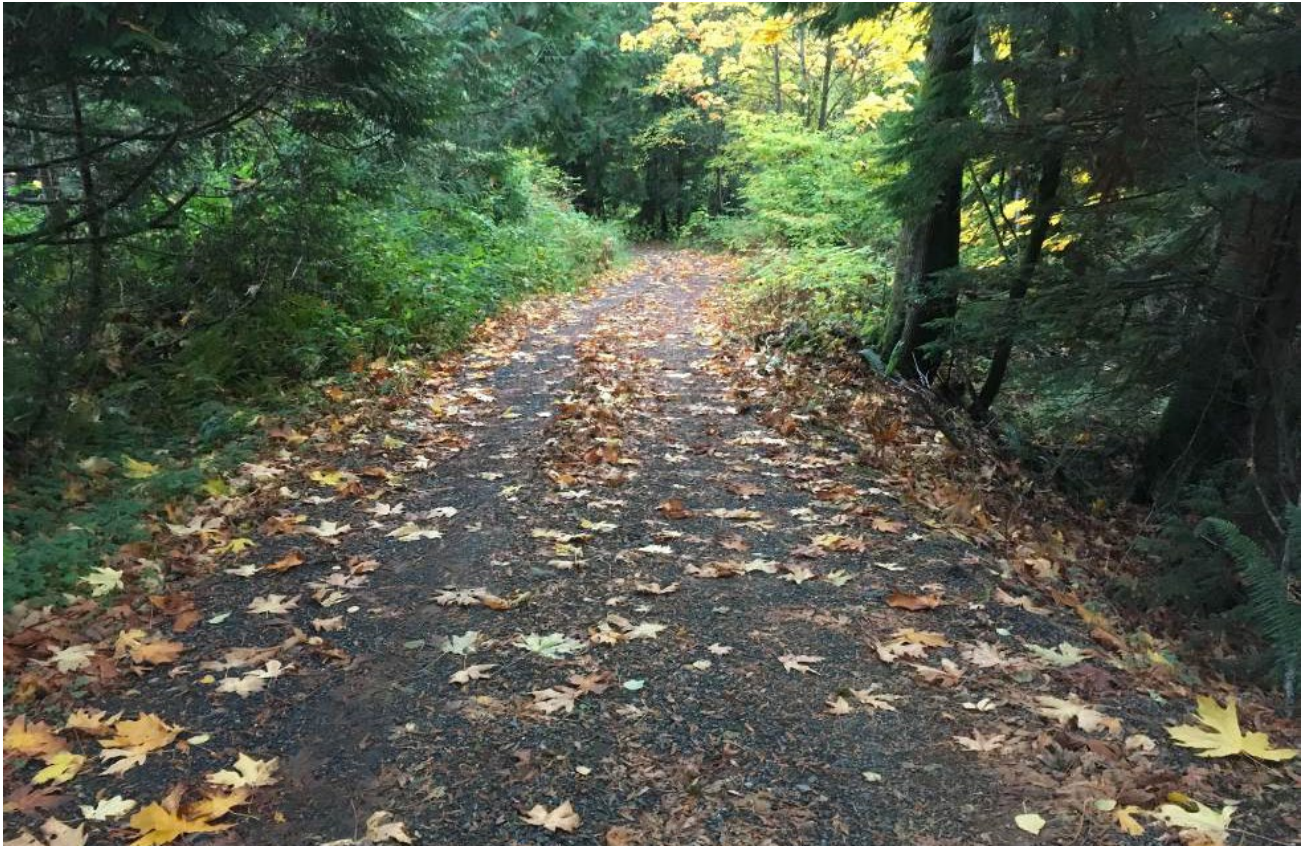
Promontory Area from Mount Thom Summit (Image © City of Chilliwack, 2017)

Essentially, there are two feasible routes through the Ryder Lake area, combining on-road and off-road segments.

### Planned, Proposed and Conceptual Trails and Connections

- A. Connect Parsons Hill Road to Promontory trail network
- B. Construct a trailhead parking area on Graham Road for future trail development

- C. Connect Mount Thom Park to Extrom Road
- D. Extend Parsons Hill Road
- E. Construct trail across to Ryder Lake
- F. Construct trail from end of Parsons Road eastward
- G. Connect Wincott Road to Eastern Hillside
- H. Connect Payne Road to Eastern Hillside
- I. Connect Elk View Road to trail to Elk Mountain
- J. Connect Ryder Lake to Chilliwack River Valley



**Parsons Hill Road** (Image © City of Chilliwack, 2017)

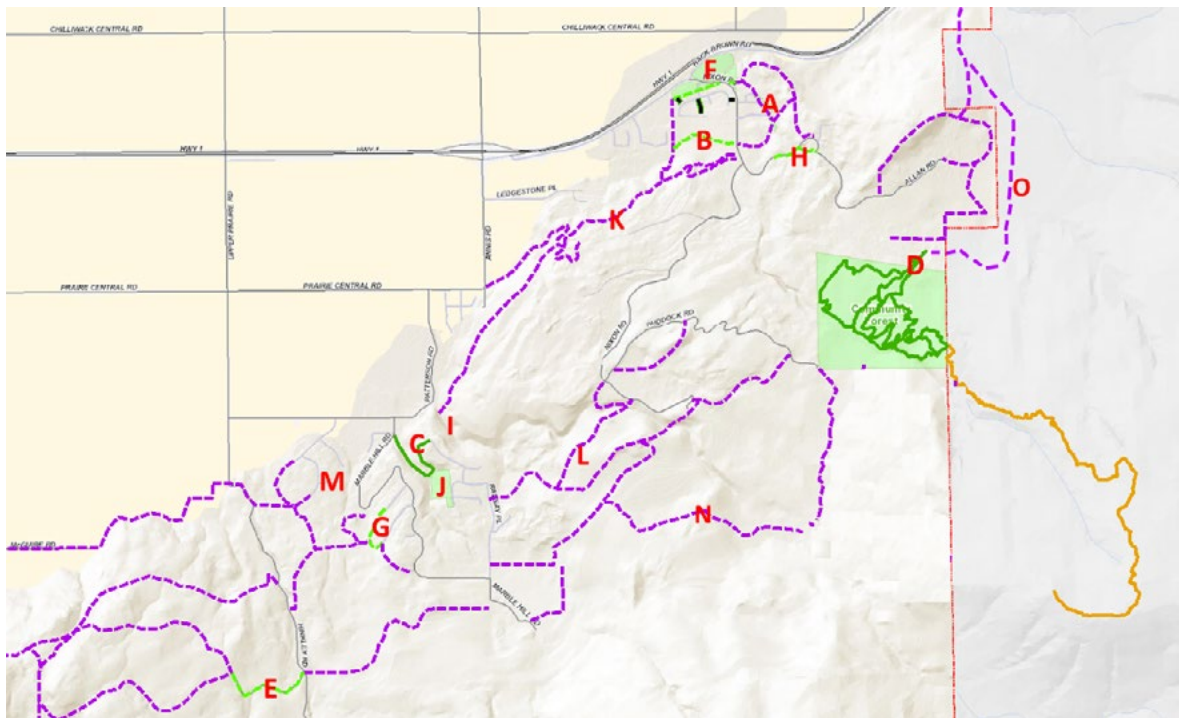
## Parsons Hill Road

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Parsons Hill Road was the original road to Ryder Lake, predating both Elkview Road and Ryder Lake Road. It originally started in the lower Promontory area, connecting to Jinkerson Road, then paralleling Parsons Brook, crossing what are now Ross Road and Ryder Lake Road to the height of land.

While the lower section in Promontory and Ryder Lake has been lost to a subdivision, three segments remain: one on either side of Ross Road and one above Ryder Lake Road. The lower section is in use as a driveway and trail, the middle section is used as a private driveway, and the upper section is still in use as Parsons Hill Road.





↑ Map 20 Eastern Hillside Trails

## Eastern Hillside

The Eastern Hillside Land Use and Development Plan proposes a network of parks and trails. The plan proposes that park locations and trail segments be acquired mainly through the land development process. Map 28 shows existing and potential trails in this area.

### Existing Trails

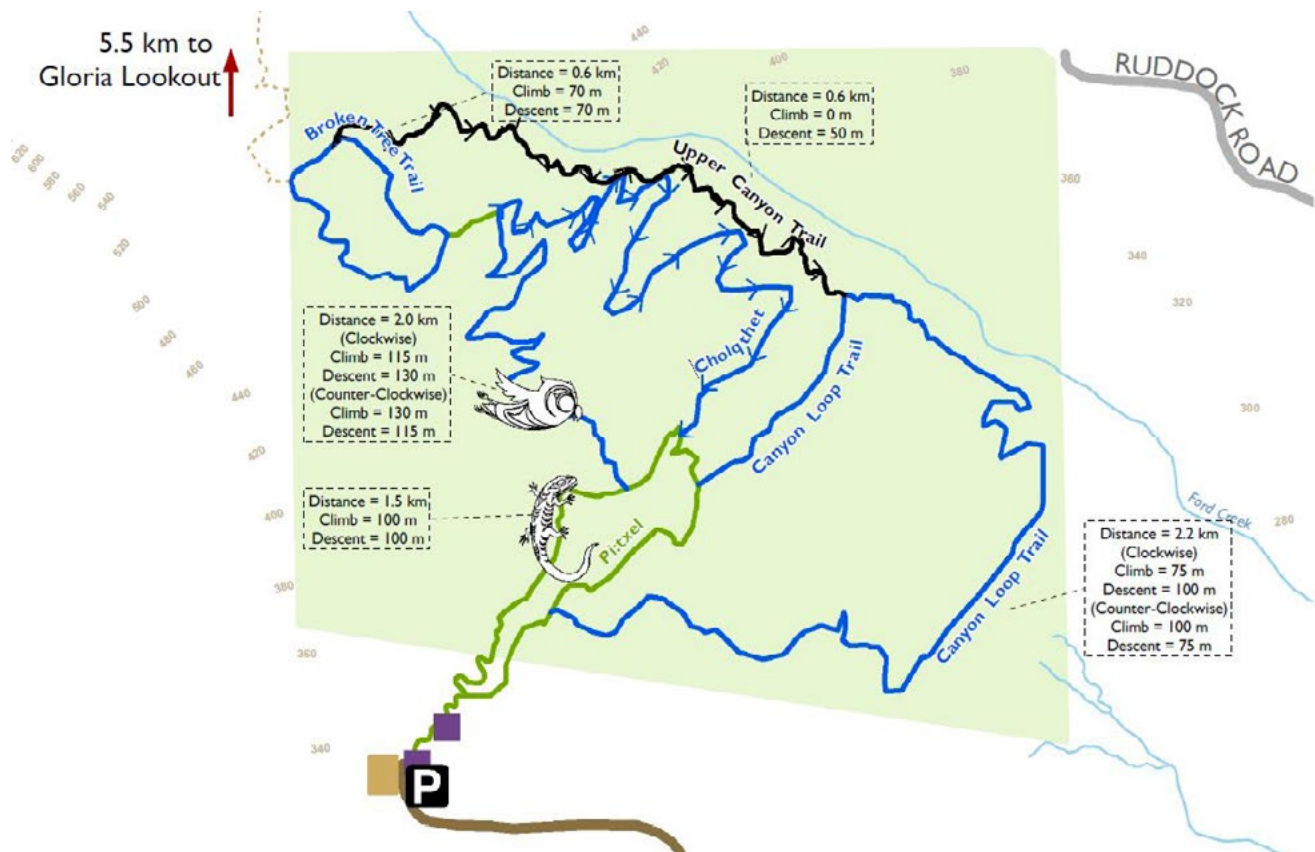
- A. Allan Creek Trail (300 m within Allan Creek Park)
- B. Ford Creek Trail (Ford Creek diversion berm): 400 m
- C. Old Marble Hill Road: 660 m
- D. Community Forest trails: 6 km
- E. Brownlee and Wynne Wagon Road: 600 m
- F. Nixon Road Park: 200 m

While a fairly extensive network of trails is proposed for the Eastern Hillside, park acquisition and trail construction are subject to future land development applications, and most are not yet planned projects.

### Proposed Trails and Connections

- A. Allan Creek Trail: connect to both Nixon Road Park and Allan Road
- B. Ford Creek Trail: connect through development to Nixon Road Park
- E. Brownlee and Wynne Wagon Road: designate the remaining section as a historical site and extend the trail westward on its original route
- G. Bryant–Thurston Walkway: relocate portion of SRW
- H. Forest Gate Park: construct trail on old roadbed
- J. Kensington Trail: construct trail from Kensington Park to Old Marble Hill Road
- K. Falls Trail: to be constructed
- L. Ramsay Place to Allan Road
- M. Marble Hill connection
- N. Community Forest to Elk–Thurston Trail
- O. Community Forest to valley through FVRD

The overall objective is to provide an upper and lower linear connection to Ryder Lake and to develop neighbourhood and inter-neighbourhood trails within the Eastern Hillside area.



↑ Map 21 Community Forest: Present Trail Development

## D. Community Forest Trails

The City purchased the Community Forest property in the 1950s (see item D on Map 28). The land consists of 132 acres of naturally forested hillside. At present, the primary vehicle access is from Allan Road by way of an SRW over private property at 51642 Allan Road.

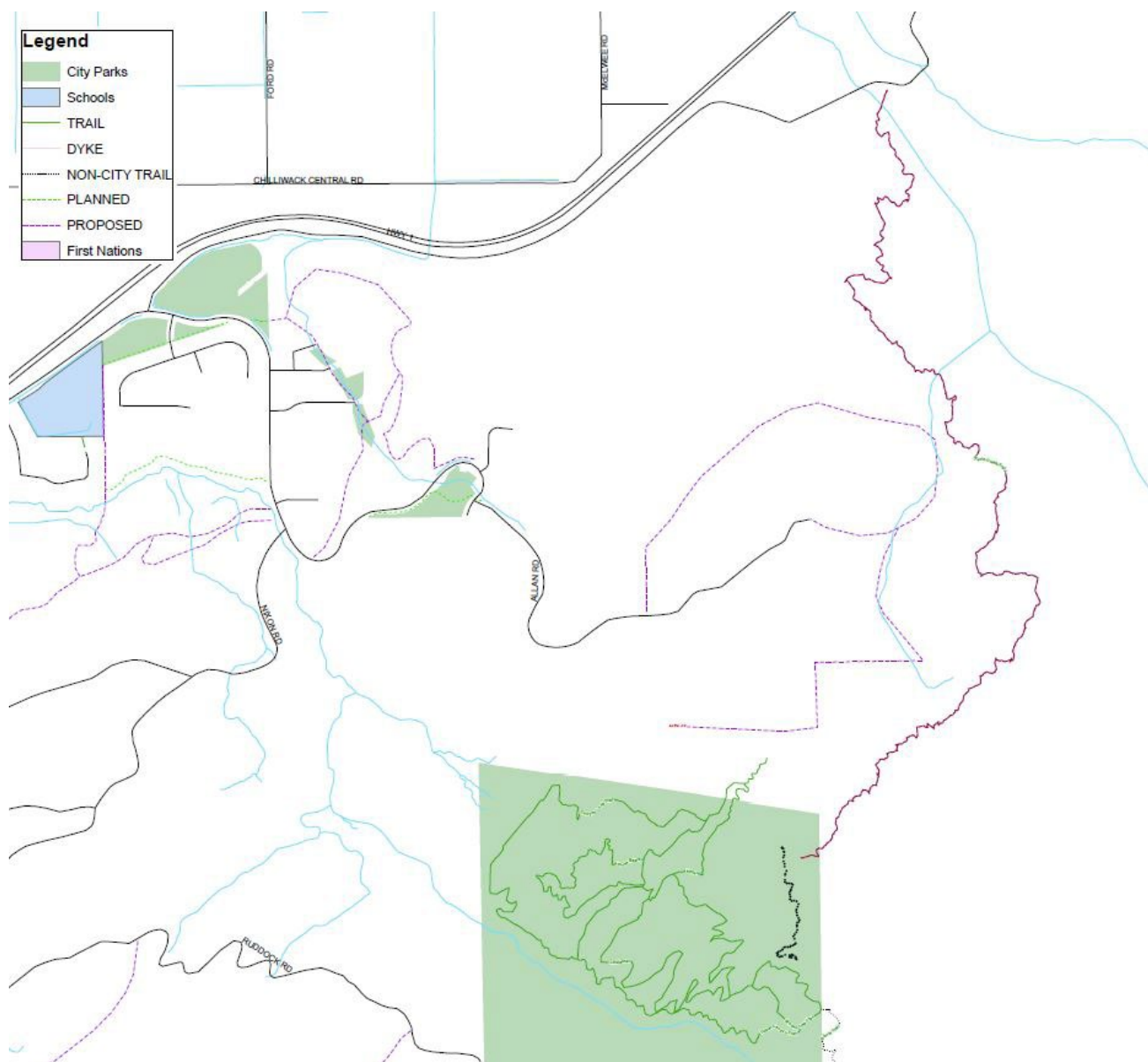
As the area to the north develops, direct road access will be provided.

The driveway from Allan Road leads to a clearing with a log building originally constructed as a forestry interpretive centre. A parking lot and trailhead have been built in a clearing from which more than 6 km of trails have been developed. Further development will consist of crossing Ford Creek and connecting to Ruddock Road.

As the Community Forest property is contiguous with Crown land to the east, the Gloria Lookout Trail has been constructed to eventually intersect the Elk–Thurston and Cheam trails beyond (see Map 29).

A trail connecting the Broken Tree Trail downhill to City property on Hack Brown Road is under construction (see Map 22).





↑ Map 22 Community Forest: Proposed Link to Hack Brown Road





**Community Forest: Log Building at Parking Lot** (Image © City of Chilliwack, 2015)



**Community Forest: Trailhead Parking** (Image © City of Chilliwack, 2016)





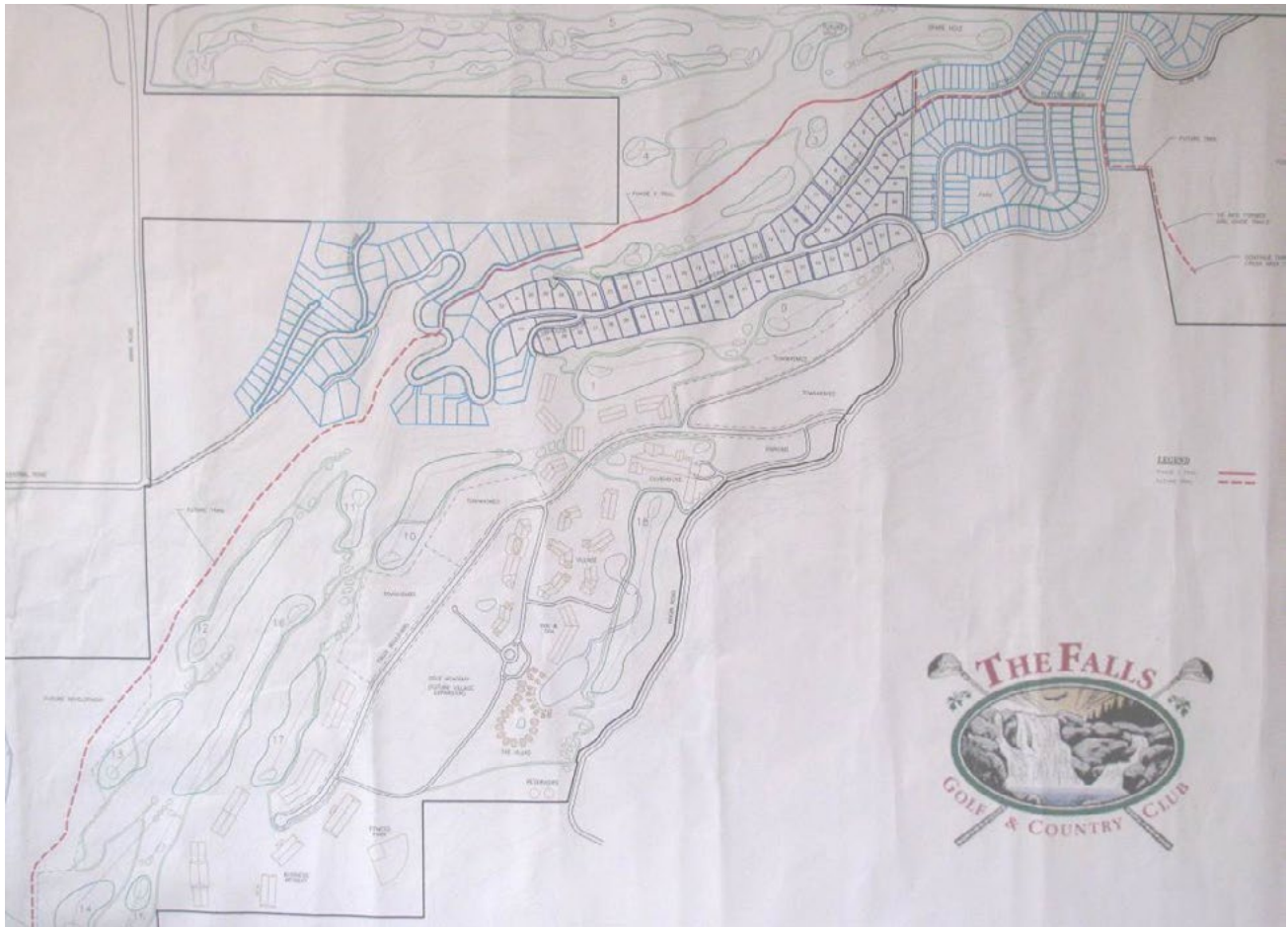
**Brownlee and Wynne Wagon Road** (Image © City of Chilliwack, 2012)

### **E. Brownlee and Wynne Wagon Road**

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The Brownlee and Wynne Wagon Road historically connected Ryder Lake to the Eastern Hillside to move horses and wagons used as transportation to the gold fields.

Although some of the route has been obscured by recent logging, portions remain as an excellent example of early road building. The road will be retained as a segment of trail and preserved as a historical site.



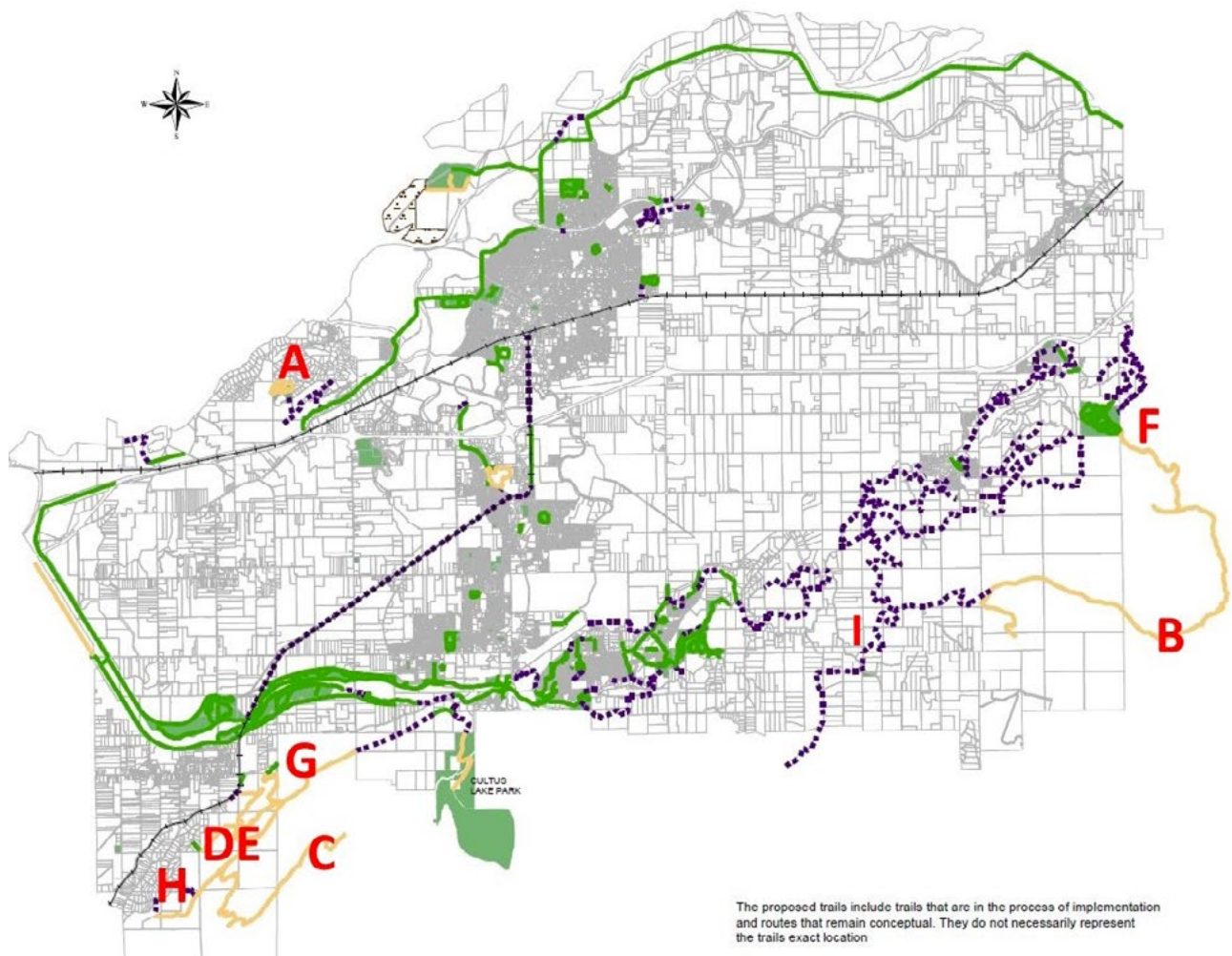
↑ Map 23 The Falls Development Concept (Proposed Trail Shown as Red Line)

## K. The Falls Trail

Since the 1990s, development plans for The Falls have included the concept of a public trail through the properties. Map 23 shows this as a thin red line.

As part of the rezoning and development agreement, a blanket SRW was registered on the lands to allow for the development of the public trail. Although segments of trail exist, an overall contiguous route has not been formalized.





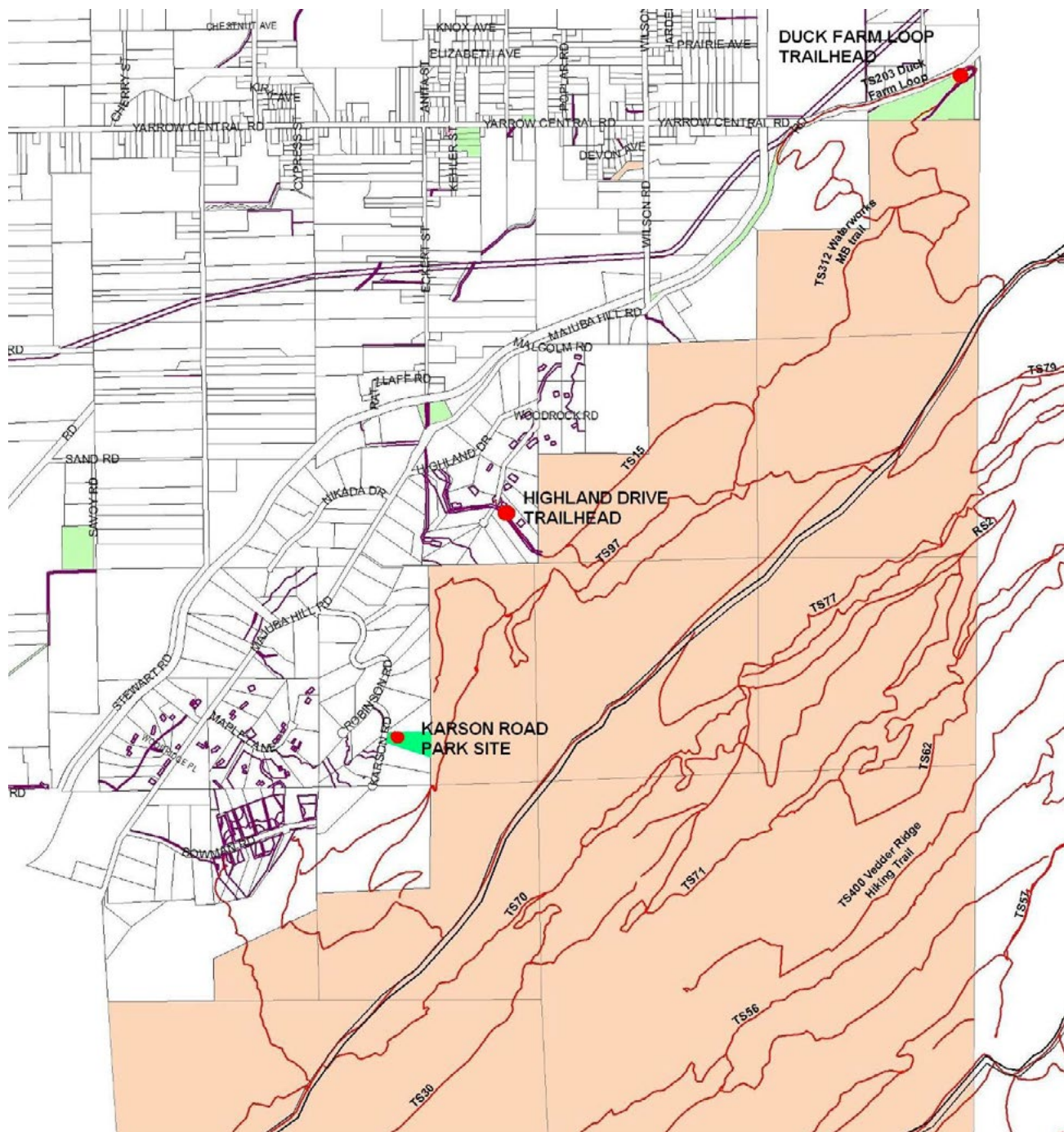
↑ Map 24 Destination Trails, Regional Trails and Links

## Destination Trails and Links to Regional Trails

Some popular hiking trails are not part of the City trail network but are either within or accessed through City of Chilliwack lands.

### Existing Trails (see Map 24)

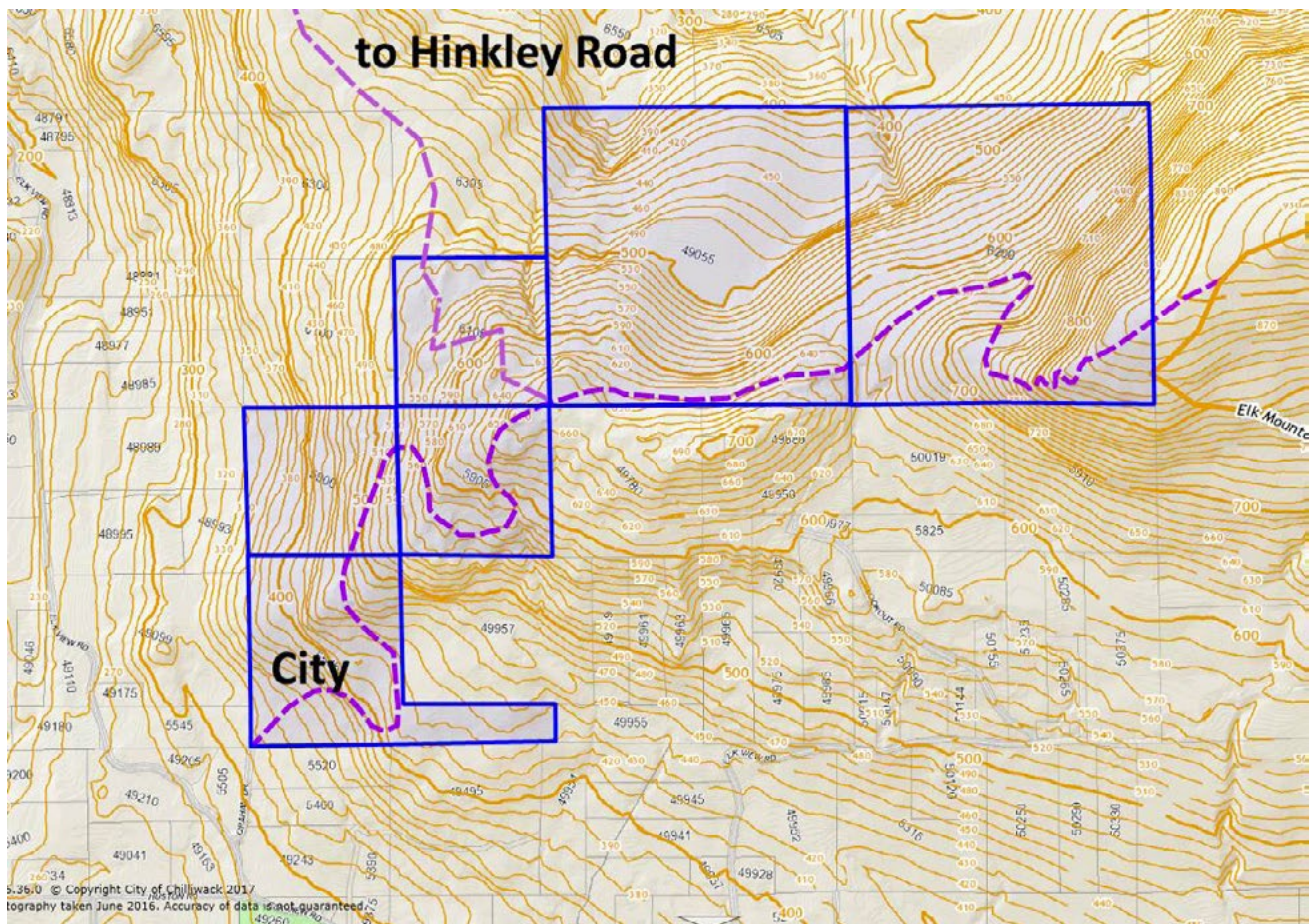
- A. Hillkeep Regional Park, on Chilliwack Mountain: 2 km of internal trails accessed from Hillkeep Place.
- B. Elk–Thurston Trail: From a trailhead on the upper part of Bench Road (an extension of Elk View Road) in Ryder Lake, the trail ascends the ridgeline to the summit of Elk Mountain (1,430 m) and continues to the summit of Mount Thurston (1,600 m).
- C. Vedder Mountain Ridge Trail: From a trailhead on Parmenter Road, above Cultus Lake, the trail ascends to the ridgeline and to the summit of Vedder Peak (920 m). Near the summit is the junction with the Vedder Mountain West Trail.
- D. Vedder Mountain West Trail: From a trailhead on Highland Drive on Majuba Hill, the trail follows the road grades to a steep ascent to join the main hiking trail to the summit.
- E. Vedder Mountain multi-use trail network: Several user groups, including hikers, mountain bikers, equestrians, motorcyclists and ATV users, have developed an extensive network of trails.



↑ Map 25 Vedder Mountain Trails







↑ **Map 26** Connections to Elk Mountain from City-Owned Graham Road Property (over Crown Land)

G. Duck Farm Loop Trail: The trail is accessed from two trailheads; one from City property on Vedder Mountain Road and the other from private land off the Old Yale Wagon Road. From both trailheads the trail continues on Crown land.

### Proposed Trails and Connections

(see Map 32 and Map 33)

- A. As the development of the south side of Chilliwack Mountain progresses, the City could acquire a connection from the base of the mountain (Lickman Ponds Trail) to Hillkeep Regional Park.
- F. There is presently an informal trail access across private land to Elk Falls on Crown land. A connection could be developed from the Community Forest through adjacent private land to the south.

- G. The City will develop a trailhead parking area for the Duck Farm Loop and Old Yale Wagon Road.
- H. The park site on Karson Road could be developed as a trailhead for parking and access to trails on Crown land. As part of the land development process, the City will work with developers to safeguard segments of trail presently on private properties.
- I. The City will construct a parking lot and trailhead on Graham Road to facilitate future trail development.

A future trail linkage may run from the valley floor at Hinkley Road through the Ryder Lake area and connect to the Elk–Thurston Trail. While the upper section would be on City and Crown land, the lower section would be dependent on future development, as the route crosses private lands (see Map 26).

# Appendix A: Implementation Plan and Schedule

The tentative trail construction plans are subject to available budget, resources, land and SRW acquisition, and necessary approvals.

As the opportunity to acquire many proposed trails will come as a result of the development process, construction of these links cannot be scheduled in advance but will be incorporated into the network when the opportunities arise.

Completion of the Vedder Greenway Loop is dependent on acquisition of land or SRWs, approval from Southern Railway, and co-operative funding.

Other major initiatives, such as the western portion of the Southern Rail Trail and Williams Bridge, are not scheduled and are entirely dependent on approvals and funding.

## Completed Projects (2015–2017)

### Sardis–Vedder

- Develop main trail through Rivers Edge Woodlot.
- Extend Luckakuck Creek Trail from Haig Drive to Coqualeetza Trail.

### Promontory

- Weeden Park: connect Weeden Park to Teskey Road (trail and stairs).
- Thom Creek Trail: replace stairs above Sylvan Drive.
- Bridlewood Trail: replace bridges P3 and P4.
- Walker Creek Trail: complete trail from Russell to MacLachlan.
- Salmon Ridge Trail: construct loop trail to lookout.

### Mount Thom Park–Ryder Lake

- Karver's Trail: complete trail works and parking area.

### Eastern Hillside

- Community Forest: develop trailhead parking lot and 6 km of trails.

### ETF Canyon to Coast Trail

- Delineate road shoulders on Young Road from bridge to Cartmell Road.
- Resurface Fraser East Dyke.
- Install new gates and improve bicycle and pedestrian access.
- Add signage on both road and dyke sections.

### Vedder Greenway North

- Add portable toilets along route.
- Close the road on the edge of the river to vehicles and expand parking lot at Hopedale Road.
- Construct a trail on the edge of the river from Hopedale Parking Lot to Rail Bridge.
- Improve signage.

### Vedder Greenway South

- Vedder Rotary Trail South
- Construct road shoulder trail from new bridge to existing trail.
- Construct trail from east from Giesbrecht Road.

### Valley Rail Trail

- Obtain approval for bridge over Vedder River and design (with the Engineering Department).

## Short-Term Projects (2018–2020)

### Downtown–Fairfield

- Urban greenways and cycle routes: identify and add needed signage.
- Mount Shannon: Obtain SRW over property between Swallow Crescent and City reservoir for trail development.



- Walden Park: connect to First Avenue and James Park through development area with trail and bridge; replace two bridges if required.
- Fairfield Park: cancel memorandum of understanding over entrance from Brice Road in preparation for development of park entry and parking; develop additional parking.

#### Sardis–Vedder

- Improve trails within Rivers Edge Woodlot.

#### Promontory

- Parsons Hill Trail: link to development on Rexford.
- Crimson Ridge Trail: complete connections to Weeden Park.
- Thom Creek Trail: replace stairs from Thom Creek Drive.
- Acquire SRW over 10 m of 6150 Bradner Lane for trail from Jinkerson Stairs to Bailey–Rexford Trail.
- Connect the Bailey–Rexford Trail to the end of Parsons Hill Road.
- Bridlewood Trail: replace bridge P10 at Sherwood.

#### Mount Thom Park–Ryder Lake

- Expand Karver’s Trail parking lot if required.
- Upgrade Viewpoint Trail to gravel.
- Link Viewpoint Trail to Lookout Loop Trail with dirt path.
- Graham Road: develop trailhead parking area on City land for future trail development on Crown lands to connect with Elk–Thurston Trail.

#### Eastern Hillside

- Allan Creek Trail: construct section within Allan Creek Park and link north to Nixon Road Park and south to Allan Road.
- Construct trail between Kensington Park and Old Marble Hill Trail.
- Ford Creek Trail: link section on diversion berm to development area to north.
- Designate the Brownlee and Wynne Wagon Road as a historical site to preserve road structure and facilitate its use as a trail.
- Develop trail through Nixon Road Park to connect with Allan Creek Park.
- Community Forest: expand parking area to facilitate trail development and increased usage.

- Improve roadside trail through Allan Road (Forest Hills) Park.

#### ETF Canyon to Coast Trail

- Resurface rough gravel sections.
- Complete signage of interim route.
- Improve access at dyke gates.
- Install information kiosks (FVRD).
- Complete delineated road shoulders or road side trails.

#### Vedder Greenway North

- Improve signage.
- Develop trails within the wooded area north of the Vedder Rotary Trail east of Peach Park to Keith Wilson Road and Watson Glen Park.

#### Vedder Greenway South

- Vedder Rotary Trail South
- Obtain SRW over private lands east of Giesbrecht Road.
- Improve trail through Vedder River Campground.
- Acquire land or SRW to construct trail east of Giesbrecht.
- Upgrade parking at the north end of Wilson, Bergman and Giesbrecht Roads.
- Develop Crossing Park with picnic tables, exercise equipment and stairway connection to the Vedder Rotary Trail South.

#### Vedder Mountain

- Old Yale Wagon Road: upgrade parking lot (subject to Kinder Morgan plans).
- Construct roadside trail from parking area to Duck Farm Loop (subject to Vedder Mountain land use plans).
- Clarify status of Vedder Mountain Railway Trail.
- Construct trail from new park on Vedder Mountain Road to Vedder Mountain Railway Trail.

#### Valley Rail Trail

- Construct trail and overpasses from Luckakuck Road to downtown (with the Engineering Department).
- Green and improve aesthetics of the existing 1.2 km section from Webb Avenue to Luckakuck Way.

## Medium-Term Projects (2020–2023)

### Downtown–Fairfield

- Mount Shannon: construct trails in developing area to link with City properties.
- Walden Park: connect to Paula Park.
- Develop a trail from the Quarry Road Bridge to Chartwell Drive.

### Sardis–Vedder

- Manual Park: replace bridges SV1 and SV2.

### Promontory

- Salmon Ridge Trail: extend to near Promontory Road Park.
- Thornton Creek Trail: extend from Apple Creek to Teskey Road.
- Link Crimson Ridge Trail to Vedder Crossing through Canada Lands or developing property.
- Construct Bailey Trail from base of Promontory to Hudson Park (subject to Engineering Department approval).
- Connect Lefferson Creek Trail to Mount Thom Park through City reservoir property and SRW.
- Connect Thom Creek Trail to Karver's Trail at lower elevation.

### Mount Thom Park–Ryder Lake

- Link midpoint of Thom Creek Trail to midpoint of Karver's Trail.
- Construct trail from summit along south ridge to Thom Creek Trail.
- Connect Mount Thom Park to Extrom Road (subject to SRW).

### Eastern Hillside

- Acquire new SRW for Bryant–Mt. Thurston trail and connection to upper unused section of Marble Hill Road across adjacent property.
- Develop the Falls Trail (subject to SRW).
- Construct Allison–Ridgeview trail (when Fortis lease expires).
- Construct trail from Graham Drive to Elk–Thurston Trail to the Community Forest.

- Interconnect trails to provide one or more continuous routes to the city's eastern boundary.
- Construct more trails as development progresses.

### ETF Canyon to Coast Trail

- Construct Highway 1 underpass trail.
- Investigate potential crossings of Vedder Canal (possibly on Highway 1 Bridge).
- Eliminate vehicle use of dyke and develop point-access parking areas.
- Install kiosks and nodes.
- Pursue an SRW through the one private property along the route.
- Improve or develop access points at all road ends.

### Vedder Greenway North

- Provide washrooms and picnic facilities at Lickman Road.
- Expand and improve the Hopedale Road West parking areas.

### Vedder Greenway South

- Vedder South Dyke Trail: improve crossing of railway (subject to approval).
- Develop additional trails.

### Valley Rail Trail

- Construct pedestrian / bicycle bridge over Vedder River.
- Extend the Rail Trail southward into the Sardis residential area.
- Extend the Rail Trail northward to Airport Road and Hocking Avenue.
- Improve railway crossing and connections to trails.

## Unfunded and Unscheduled Projects

Unfunded and unscheduled projects may be beyond the five-year planning period. However, if funds become available, a specific project may be constructed at any time.



#### Downtown–Fairfield

- Design and construct pedestrian / bicycle bridge over Hope River at Williams.
- Construct Hope River Rotary Trail on north side of Hope River–Young to Kinsmen Park and Chartwell Drive.
- Formalize the use of the segment of the Hope River Rotary Trail on First Nations land from Wellington Avenue to Marshall Avenue.
- Upgrade several city streets as greenways in accordance with the Downtown Land Use and Development Plan.
- Develop a trail from the Quarry Road Bridge to Chartwell, City reservoir property and Swallow Crescent.

#### Eastern Hillsides

- Develop one or more linear connections from Promontory to Ryder Lake and on to the Eastern Hillsides.
- Link Ryder Lake to the Eastern Hillsides by re-establishing the Brownlee and Wynne Wagon Road and a possible lower elevation trail as the area develops.

#### ETF Canyon to Coast Trail

- Complete delineated road shoulders from Fraser West Dyke to Lickman Ponds Trail.
- Add delineated road shoulders to Ashwell Road from Amadis to Wellington.
- Relocate Hope River Rotary Trail along river from Cawley to Young.
- Relocate ETF through property on Tower Road.

#### Promontory

- Lefferson Creek Trail: obtain SRW over private land between the City reservoir and Mount Thom Park to connect Goldspring to Mount Thom Park.
- Connect the Weeden Park trails to Promontory Road and Bailey Trail.
- Extend Thornton Creek trail to south.

#### Valley Rail Trail

- Connect the pedestrian / bicycle bridge over Vedder River to existing Rail Trail in Sardis.

#### Mount Thom Park–Ryder Lake

- Develop one or more linear connections between Promontory and Ryder Lake.
- Connect end of Parsons Road to Payne Road.
- Connect Ryder Lake (Graham Road) to the Eastern Hillsides.
- Connect Valley Floor at Hinkley Road across Ryder Lake to connect with Elk–Thurston Trail.
- Develop trails through the Ryder Lake area as development occurs.

#### Vedder Greenway

- Expand Great Blue Heron Nature Reserve eastward to railway for additional trail development.

# Appendix B: Trail Guide 2017

## CHILLIWACK URBAN AREA

Hope River Rotary Trail	1.1 km	easy: paved trail
Townsend Park	1.7 km	easy: gravel park pathways
The Landing	1.1 km	easy: paved park pathways
Kinsmen Park on Portage	0.7 km	easy: paved park pathways
Walden Park	1.1 km	easy: gravel trail with bridges
Little Mountain Park	0.4 km	easy: gravel trail with stairs

## FAIRFIELD ISLAND

Fairfield Park	2.0 km	easy: gravel trails
Gwynne Vaughan Park	0.7 km	easy: garden paths
ETF (Canyon to Coast Trail)	16.7 km	easy: paved and gravel road/dyke
Island 22 Regional Park	2.4 km	easy: gravel and dirt trails

## SARDIS-VEDDER

Luckakuck Creek Trail	1.3 km	easy: gravel path along creek
Manuel Park	0.4 km	easy: gravel park pathways
Promontory Path	0.7 km	easy: paved walkway
Sardis Park	1.0 km	easy: gravel path around pond
Valley Rail Trail	1.2 km	easy: paved walkway
Watson Glen Park	2.0 km	easy: gravel park pathways
Webster Park	0.5 km	easy: gravel park pathways

## PROMONTORY

Bailey-Rexford Trail	0.9 km	moderate: gravel trail
Bridlewood Trail	1.3 km	moderate: gravel trail with stairs and bridges
Bridlewood West Trail	0.8 km	moderate: gravel trail
Teskey Way Trail	2.1 km	moderate: gravel trail along road
Jinkerson Stairs	240 stairs	moderate: stairs and trail
Jinkerson Park	0.7 km	easy: park pathways
Lefferson Creek Trail	0.7 km	easy: gravel trail with stairs
Thornton Creek Trail	0.8 km	easy: gravel trail
Teskey Trail	0.6 km	easy: gravel walkway
Thom Creek Trail to Mt. Thom	3.3 km	difficult: gravel and dirt trail and 200 stairs
Salmon Ridge Trail	1.4 km	moderate: gravel trail with stairs
Pirie Brook Trail	0.1 km	easy: short trail with bridge
Weeden Park Trails	2.5 km	moderate: gravel trail and 204 stairs
Walker Creek Trail	1.0 km	moderate: gravel

## MOUNT THOM PARK

Horse Loop/Lookout Loop	2.3 km	moderate: gravel and dirt trail
Ridgeline/Lookout Trail	0.4 km	moderate: dirt trail
Karver's Trail	1.4 km	moderate: gravel and dirt trail



**VEDDER GREENWAY NORTH**

Vedder Rotary Trail North	9.0 km	easy: gravel trail
Vedder North Dyke Trail	6.9 km	easy: gravel dyke surface
Peach Creek Rotary Trail	1.7 km	easy: gravel trail

**GREAT BLUE HERON NATURE RESERVE**

Centre Trail	0.5 km	easy: wide gravel trail
Heron Colony Loop	0.8 km	easy: gravel trail
Tower Trail	0.7 km	easy: gravel, woodchip and boardwalk
Salwein Creek Trail	0.5 km	easy: gravel trail
Discovery Trail	0.4 km	easy: gravel trail

**VEDDER GREENWAY SOUTH**

Vedder Rotary Trail South (East)	1.19 km	easy: gravel trail
Vedder Rotary Trail South (West)	4.1 km	easy: gravel trail with bridge
Vedder South Dyke Trail	7.3 km	easy: gravel dyke surface
Old Yale Wagon Road	1.0 km	easy: gravel roadbed trail

**BROWNE CREEK WETLANDS**

Kingfisher Trail	1.5 km	easy: gravel trail or roadbed
Beaver Loop Trail	0.5 km	easy: gravel trail or roadbed
Trestle Channel Trail	0.4 km	easy: gravel trail with bridge
Browne Road Access	0.3 km	easy: gravel road
Bergman Road Access	0.5 km	easy: gravel road with bridge
Street Creek Trail	0.5 km	easy: gravel trail

**RURAL AREAS**

Hillkeep Regional Park	2.0 km	moderate: gravel and dirt loop trails
Lickman Ponds Trail	1.0 km	easy: gravel trail
Old Marble Hill Road	1.1 km	moderate: gravel trail and sidewalk
Community Forest	6.0 km	difficult: gravel and dirt loop trails

