



Vedder Rotary Trail North (Image © City of Chilliwack, 2010)

APPENDIX B: TRAIL NETWORK PLAN

NOVEMBER 2020



CITY OF
CHILLIWACK

APPENDIX B: TRAIL NETWORK PLAN

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ABBREVIATIONS

CMP	Comprehensive Municipal Plan
CNR	Canadian National Railway
DCC	Development Cost Charges
ETF	Experience the Fraser
FVRD	Fraser Valley Regional District
GSP	Green Space Plan
NPRA	National Parks and Recreation Association
OCP	Official Community Plan
SRW	Statutory right-of-way
TNP	Trail Network Plan



Mount Thom Trail (© City of Chilliwack, 2020)

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 Comprehensive Municipal 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 and appendix 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:

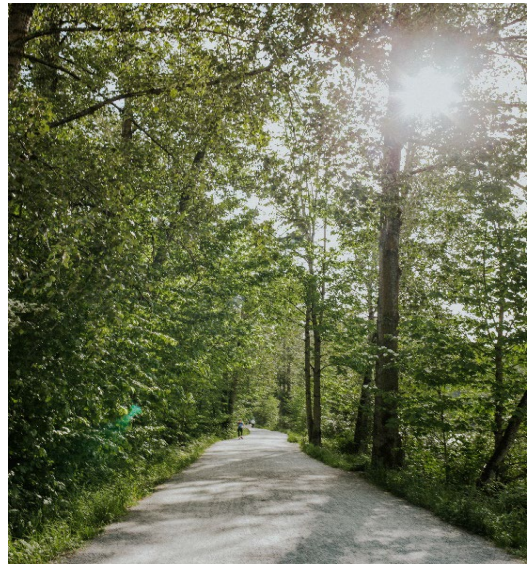
- receiving land title transfers through the land development process
- securing statutory rights-of-way (SRW) through the land development process
- acquiring land through park development cost charges (DCCs) and land dedication
- using unused portions of existing municipal road allowances and other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

The City can construct new trails in several ways:

- require trails through the land development process
- partnerships with community groups
- partnerships with non-profit organizations and societies
- trail funding through 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 will be, where possible, 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.



Vedder Rotary Trail (Image © City of Chilliwack, 2020)

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 alone sees over 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 110 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 135 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.

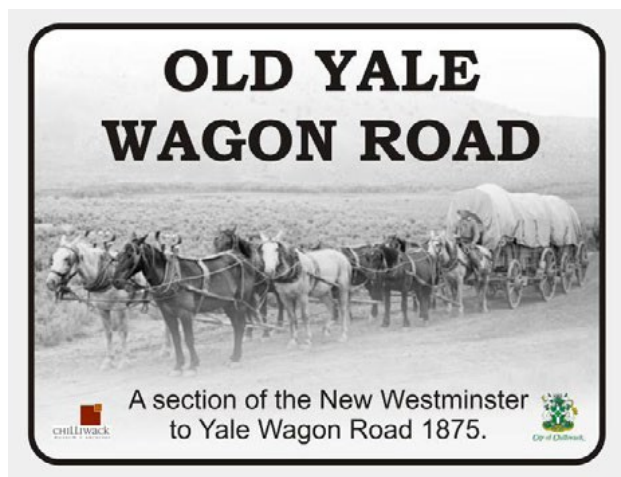
OLD YALE WAGON ROAD

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).

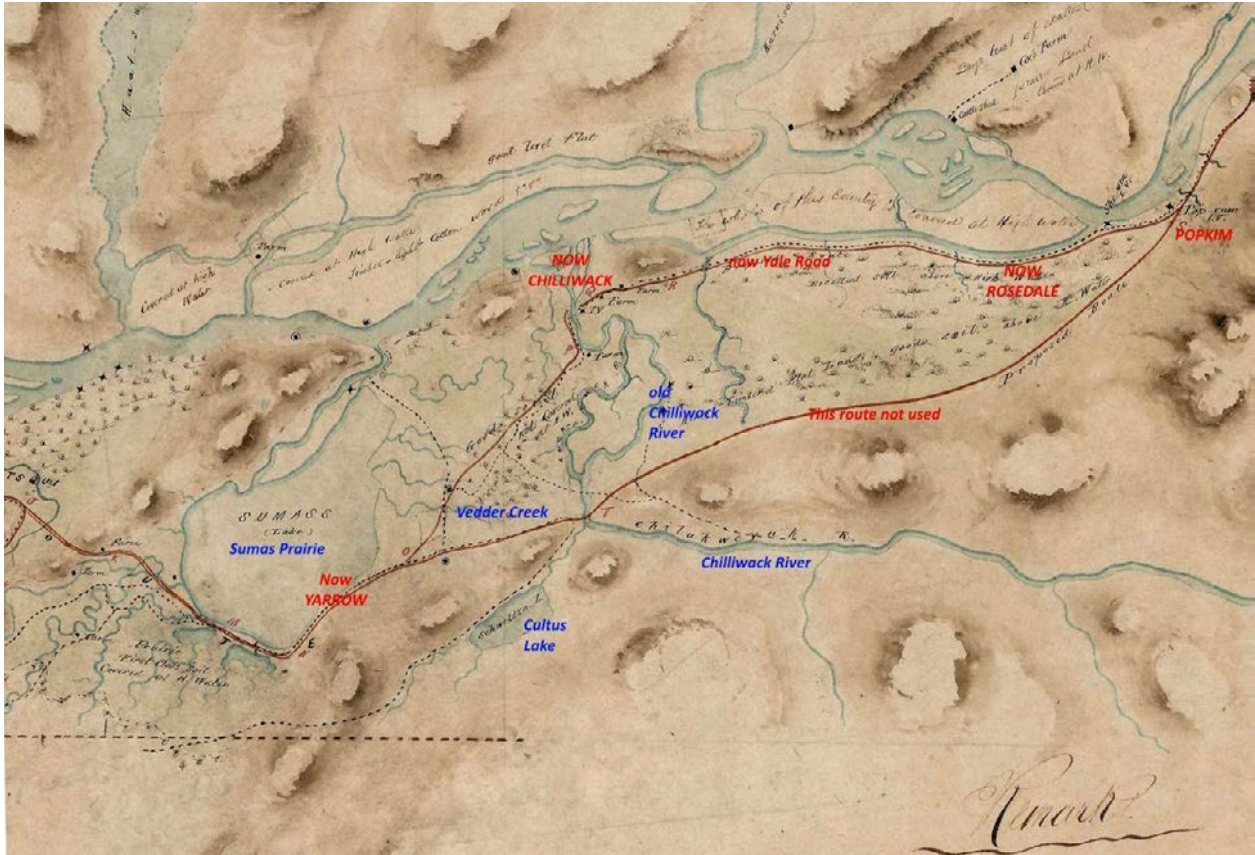
The eastern section of the “road to Yale” became Yale Road.

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.



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



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



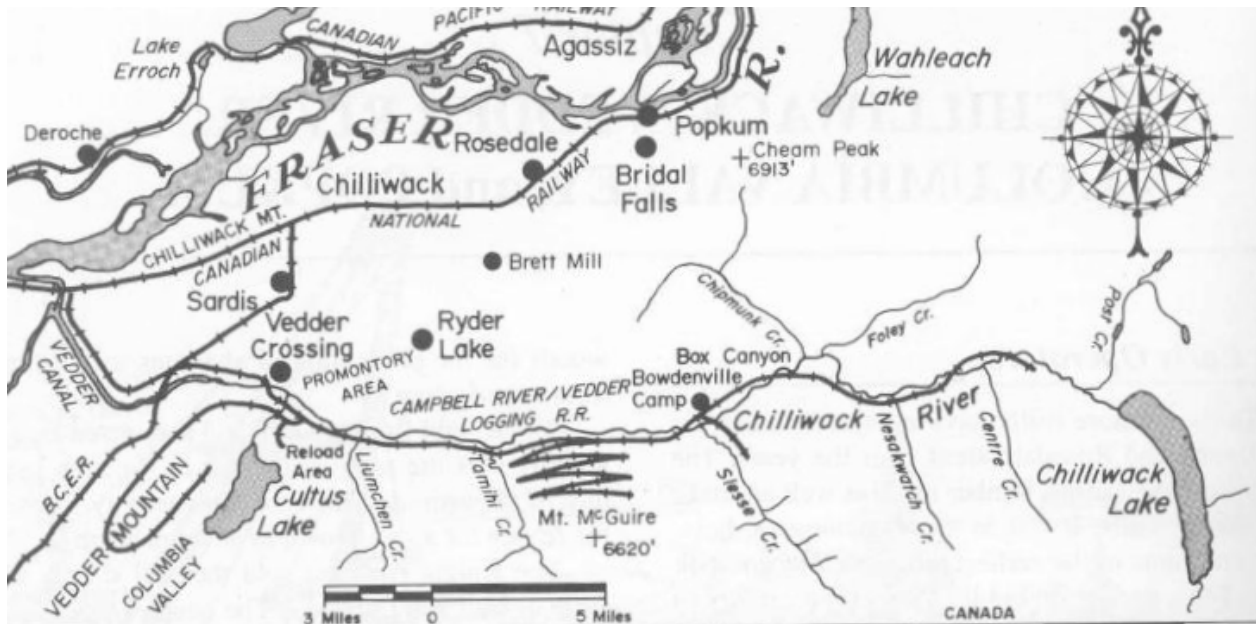
Old Yale Wagon Road (from Vedder Mountain Road)
(Image © City of Chilliwack, 2018)



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 four 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; a section on Vedder Mountain across City owned land and a section on private lands. 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.



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



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

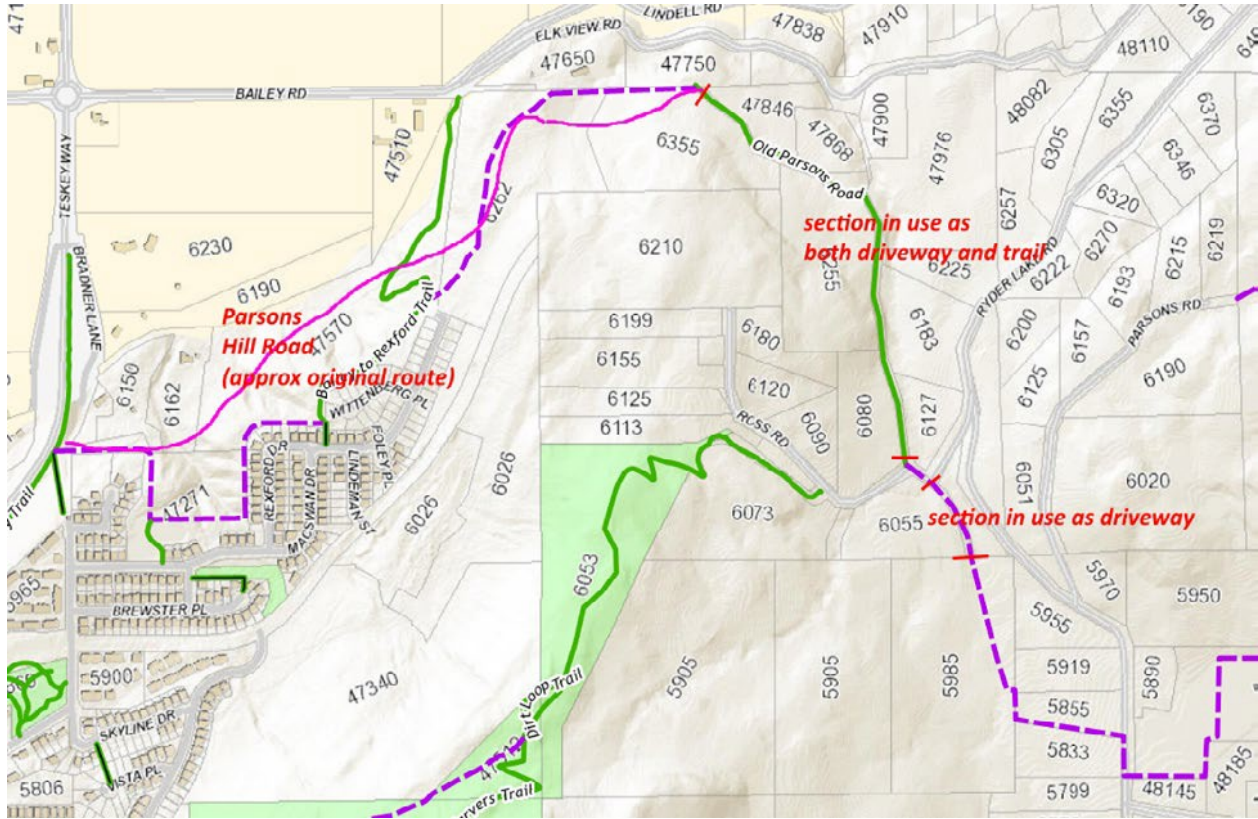
BROWNLEE AND WYNNE WAGON ROAD

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

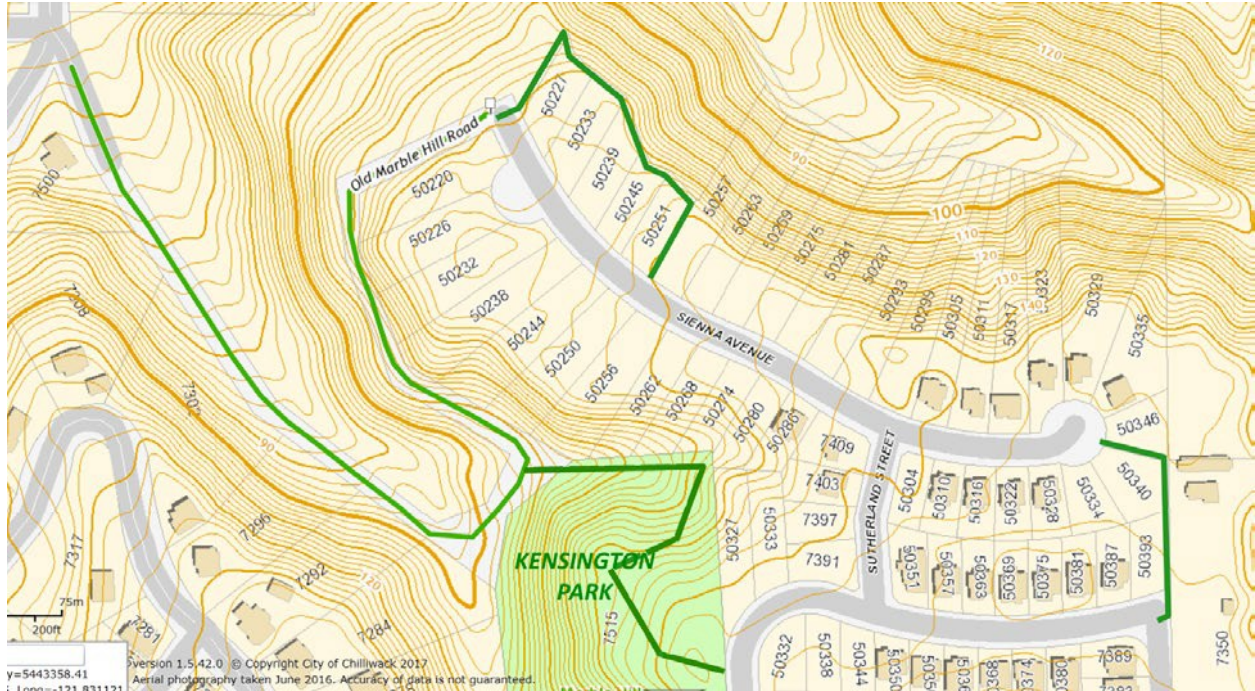
PARSONS HILL ROAD

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.



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

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 Trail

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.

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.



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



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

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 in Sardis to Hocking Avenue downtown, which is within the Southern Railway Corridor.

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.

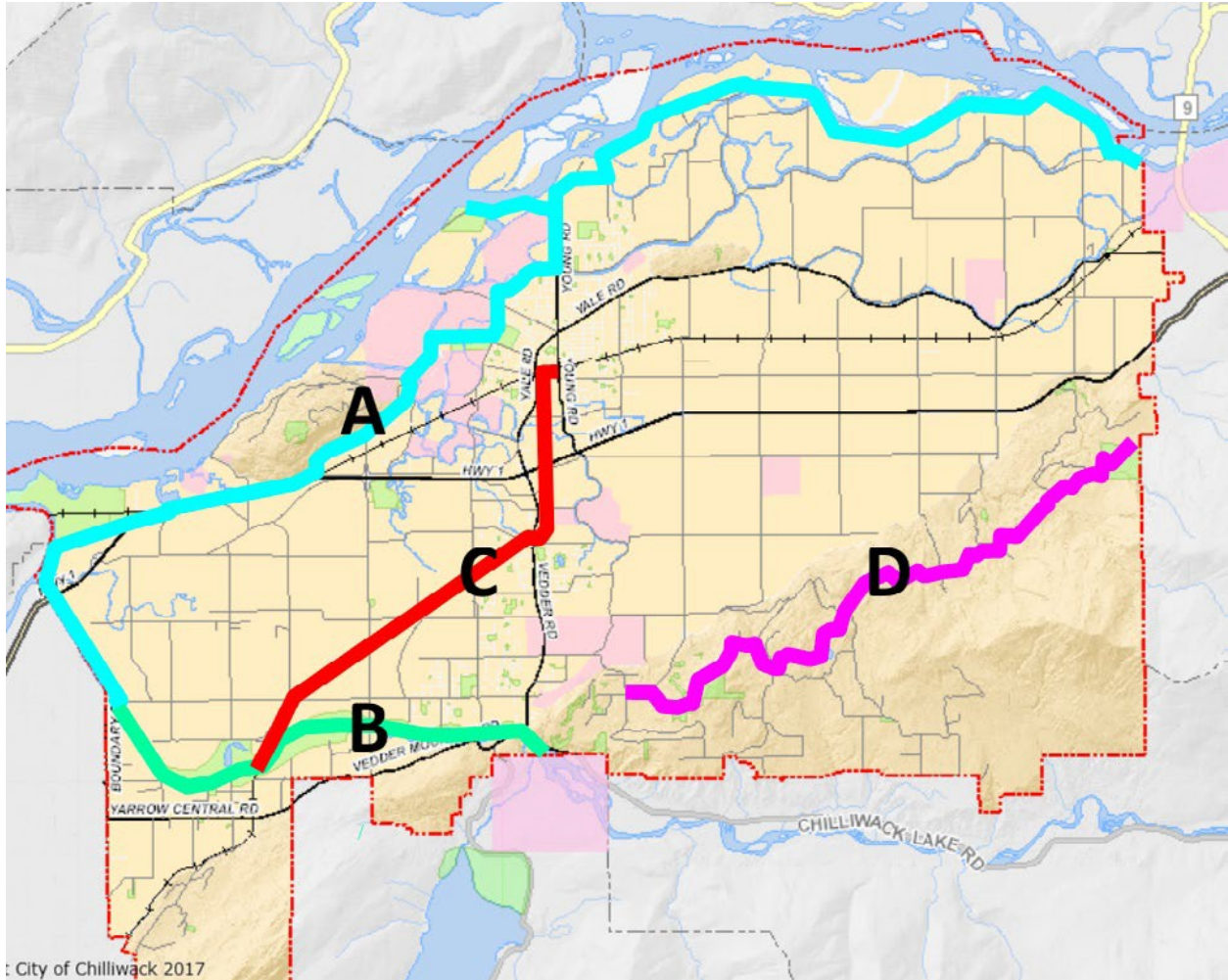
While some trails limit user groups based on the trail's length, surface condition, steepness and competing users, a principal objective is to develop as many multi-use trails as possible. While many proposed trails remain as concepts only at this time, a few have been advanced as specific project proposals.

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.



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



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.

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 Hillsides Upland Trails	Proposed



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

A. EXPERIENCE THE FRASER (ETF) CANYON TO COAST TRAIL (MAP 6)

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 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.



ETF node installed in 2020 (Image © City of Chilliwack)



ETF wayfinding signs 2019 (Image © City of Chilliwack)

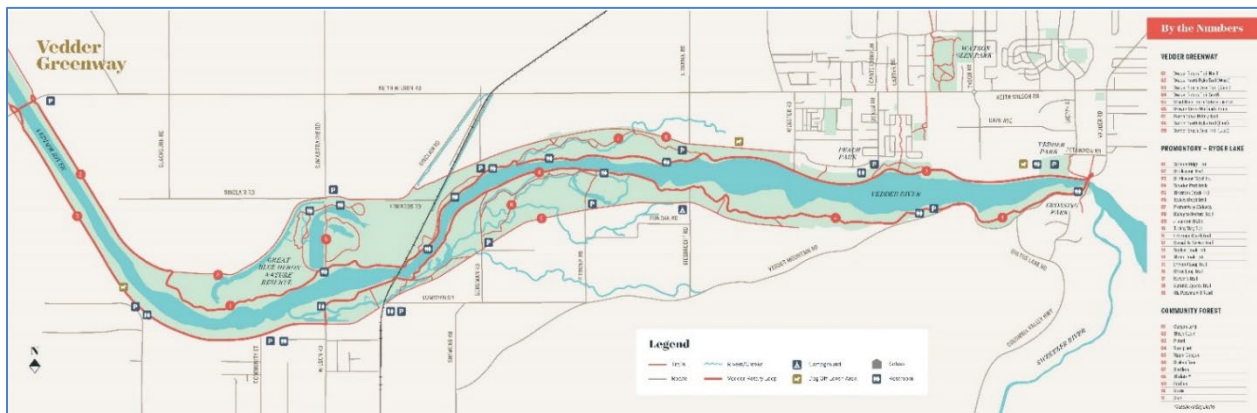
The goal of ETF is “to establish trail routes and utilize the natural heritage and infrastructure to develop integrated land and water- based recreation and cultural heritage opportunities along the Lower Fraser River to facilitate tourism and active, healthy living.”

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

The 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 (The Vedder Rotary Loop Trail 2020)

B. VEDDER GREENWAY (MAP 7)

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.

With the completion of a few missing trail sections, the inclusion of existing dyke surfaces linked together by the Vedder Crossing Bridge and the Keith Wilson Bridge the Vedder Rotary Trail Loop was opened in 2019. Strategically positioned counters have revealed usages between 300,000 - 400,000 visits per year.

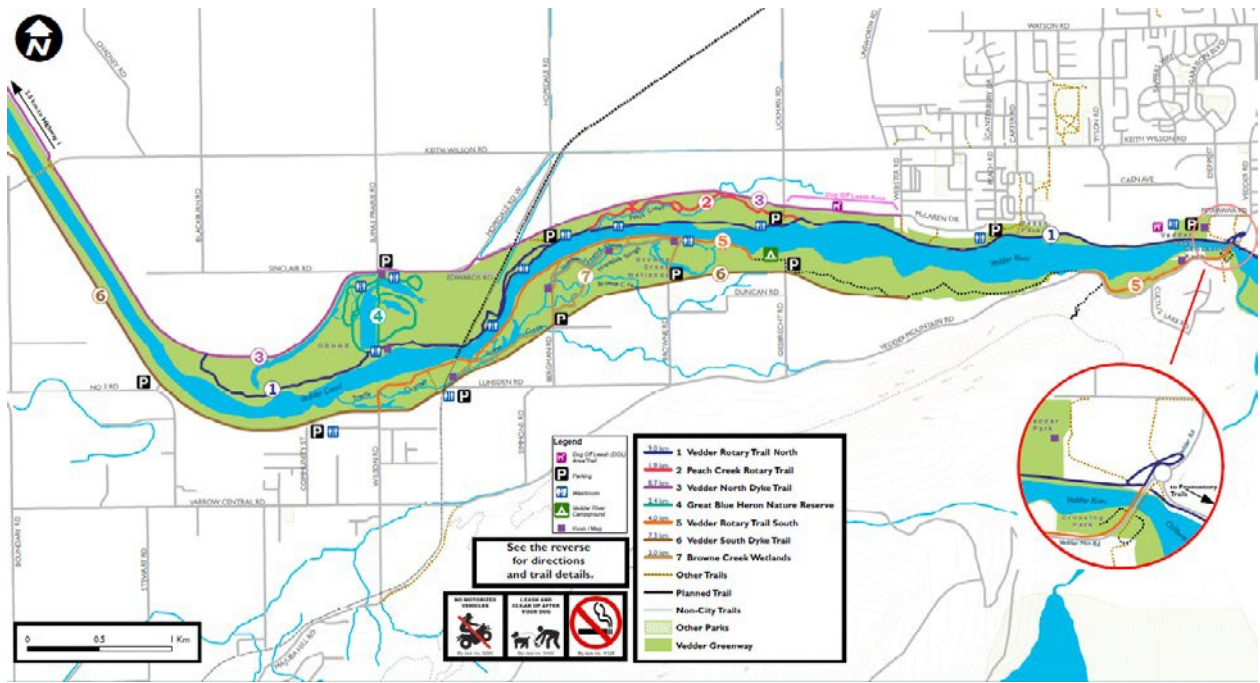


Vedder Greenway (Image © City of Chilliwack, 2007)

A major goal of the TNP is to provide a new pedestrian bridge at a location downstream of the existing southern rail bridge.

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 |



Map 8 Vedder Greenway Trail Network



Vedder Rotary Trail (Image © City of Chilliwack, 2020)



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

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

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

Vedder Rotary Trail South: 6.0 km

Vedder South Dyke Trail: 7.0 km

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

Browne Creek Wetlands



PARK OPERATIONS 604 793 2810

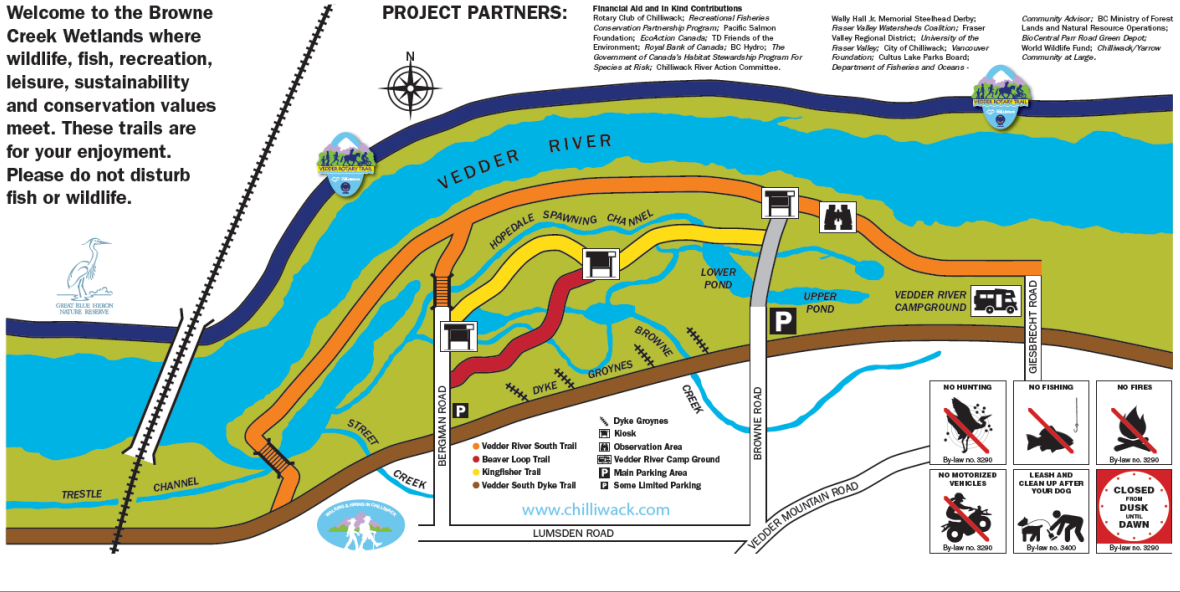
Welcome to the Browne Creek Wetlands where wildlife, fish, recreation, leisure, sustainability and conservation values meet. These trails are for your enjoyment. Please do not disturb fish or wildlife.

PROJECT PARTNERS:

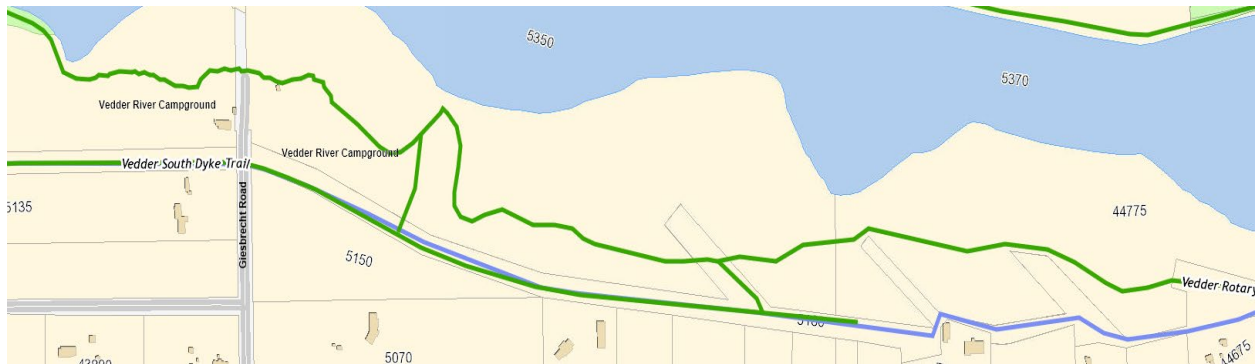
Financial Aid and in Kind Contributions:
 Rotary Club of Chilliwack; Recreational Fisheries Conservation Partnership Program; Pacific Salmon Foundation; EcoAction Canada; TD Friends of the Environment; Royal Bank of Canada; BC Hydro; The Government of Canada's Habitat Stewardship Program for Species at Risk; Chilliwack River Action Committee.

Wally Hall Jr. Memorial Stevedore Derby:
 Fraser Valley Waterworks Coalition; Fraser Valley Regional District; University of the Fraser Valley; City of Chilliwack; Vancouver Foundation; Chilliwack Parks Board; Department of Fisheries and Oceans.

Community Advisor: BC Ministry of Forest Lands and Natural Resource Operations; BC Central Fair Road Green Group; World Wildlife Fund; Chilliwack/Yarrow Community of Large.



Map 9 Browne Creek Wetlands



Map 10 Vedder Rotary Trail South: Middle Section / Vedder River Campground

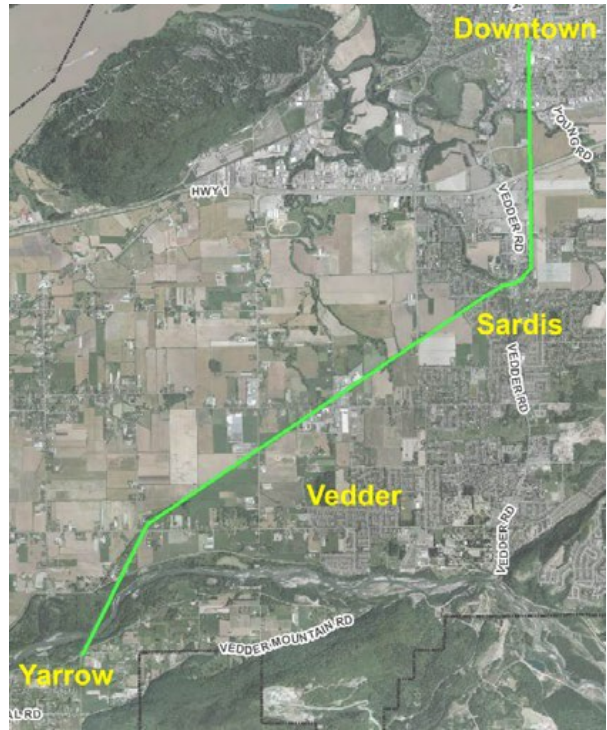
Trail development on the south side of the Vedder River has, in the past, been less extensive than on the north side. With the recent development of 4 km of trails in the Browne Creek Wetlands and expansion of the Vedder Rotary Trail South, there are now over 17 km of trails. The extension of the Vedder 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, 2019)



Valley Rail Trail over highway (© City of Chilliwack, 2019)



Map 11 Valley Rail Trail Route



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

C. VALLEY RAIL TRAIL, SOUTHERN RAILWAY CORRIDOR (MAP 11)

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.

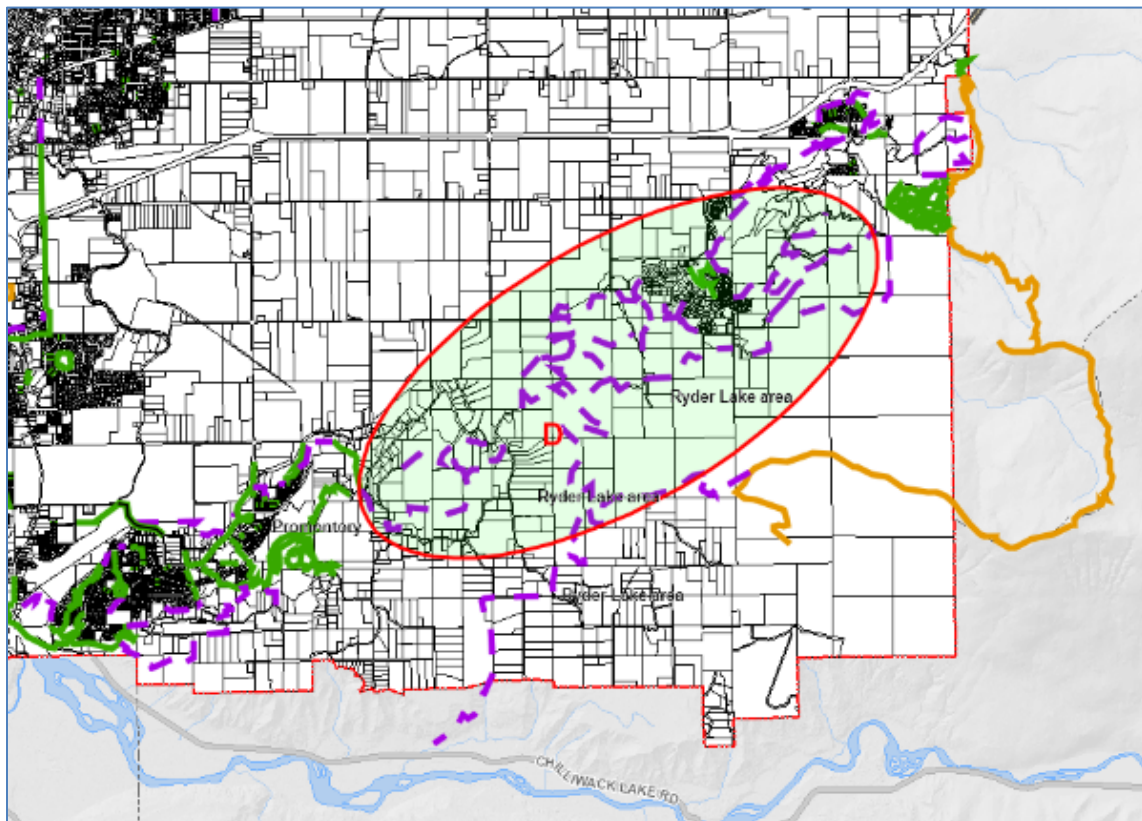
The proposed Valley Rail Trail, when completed, will interconnect Yarrow, Greendale and Sardis with downtown Chilliwack, providing a direct, safe and efficient non-motorized recreational and commuter route.

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

D. PROMONTORY TO EASTERN HILLSIDES ROUTES (MAP 12)

Over the long term, two linear trail routes are envisioned to interconnect Promontory, Ryder Lake and the Eastern Hillside. 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.



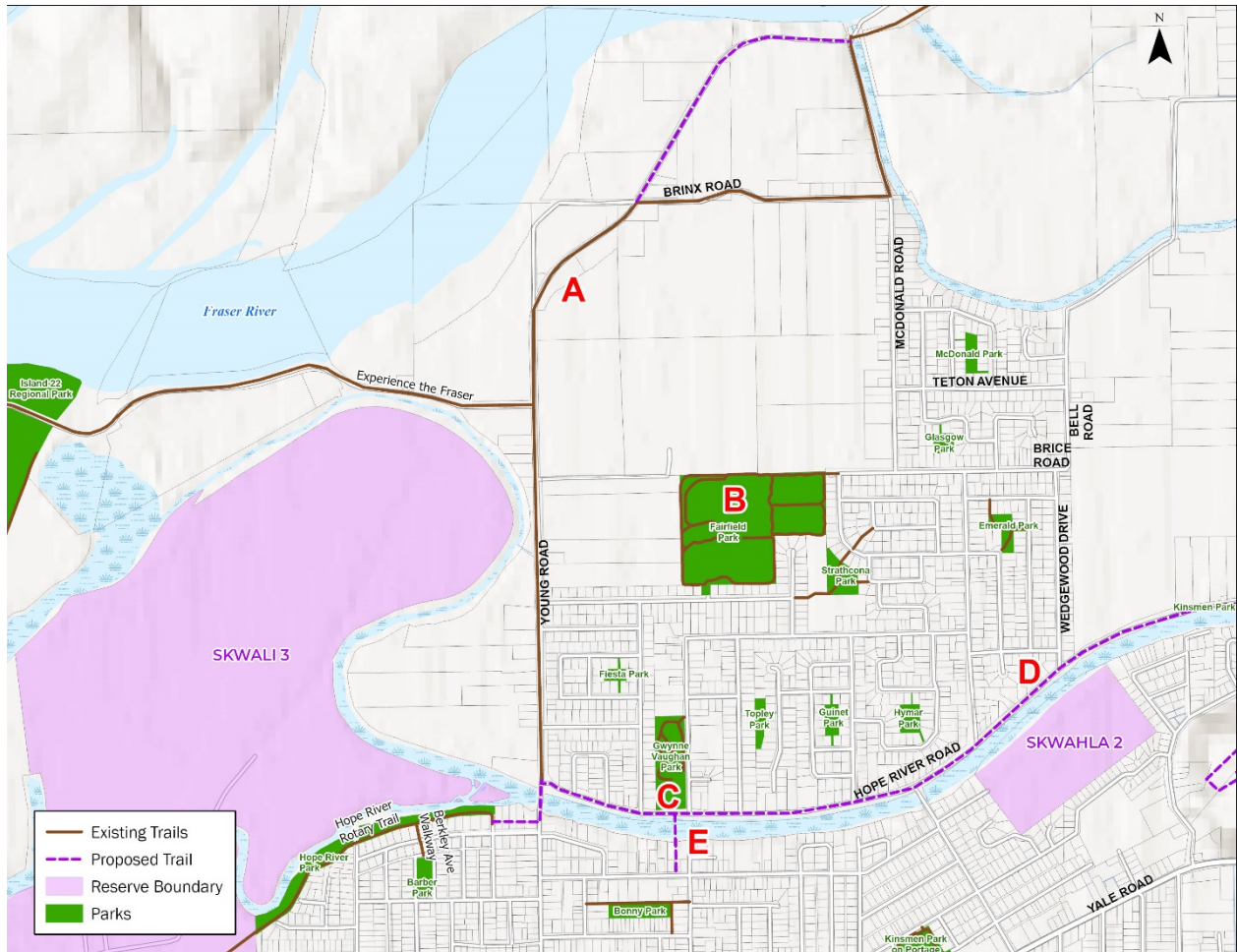
Map 12 Eastern Hillside Long Term Vision

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 13 Fairfield Island Trails

FAIRFIELD ISLAND (MAP 13)

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.

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



Map 14 Downtown Trails

DOWNTOWN CHILLIWACK (MAP 14)

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

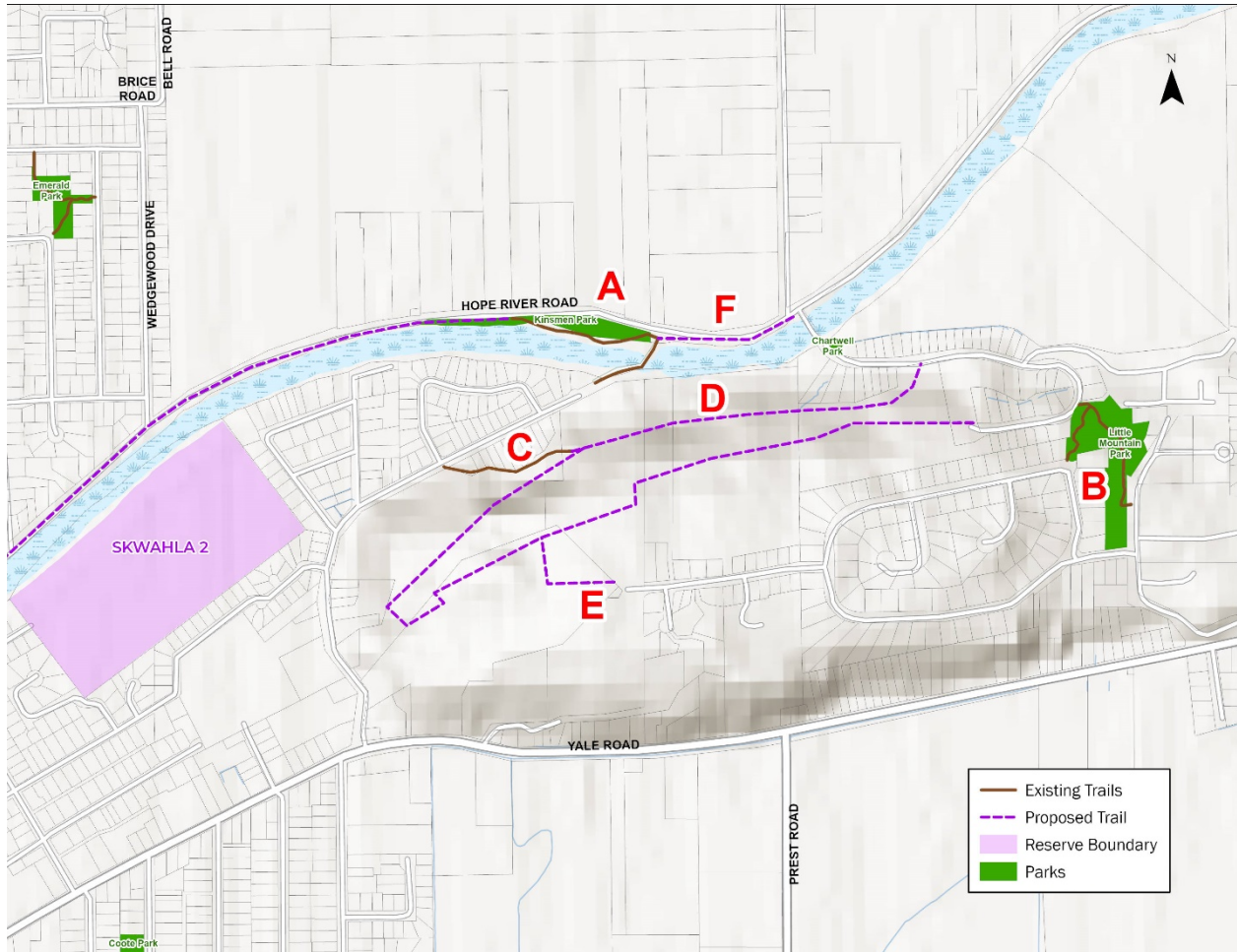
- A) Hope River Rotary Trail: 1.2 km
- B) Salish Park: 0.5 km
- C) The Landing: 0.45 km
- D) Townsend Park: 1.7 km
- E) Walden Park: 1.1 km
- F) Kinsmen Park on Portage: 0.7 km
- G) Meadowbrook Trail: 1.0 km
- H) McCutcheon Trail: 0.6 km

Proposed Trails and Connections

- 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
- M) Extend Hope River Rotary Trail west through First Nations land and east to Young Road



Townsend Park Trails (Image © City of Chilliwack, 2020)



Map 15 Mount Shannon Trails

MOUNT SHANNON (MAP 15)

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. The potential to connect all of the undevelopable, remainder forested areas and the City Reservoir together to create a continuous green belt exists in this area. This area has at risk species indicated and special care should be taken to respect habitat areas.

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

- E) Connect Swallow Place to City reservoir property through developing lands
- F) Hope River–Kinsmen Park to Chartwell Drive

SARDIS–VEDDER (MAPS 16 AND 17)

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.



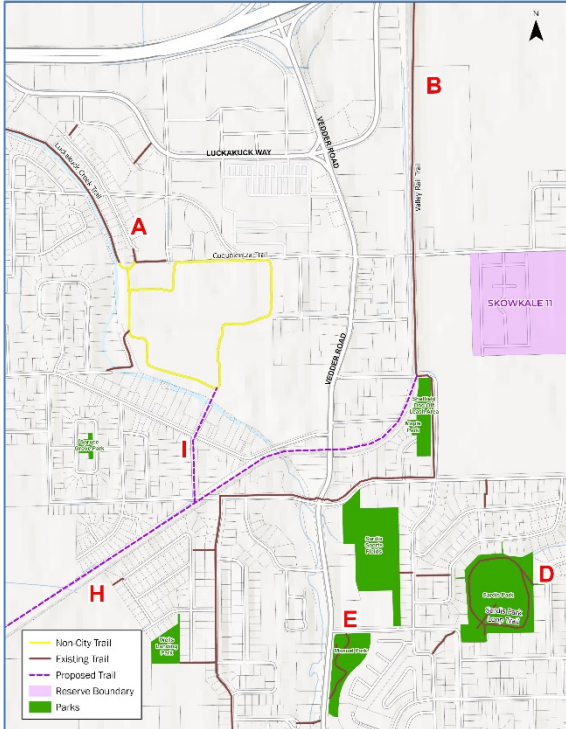
Riversedge Woodlot Trail (Image © City of Chilliwack, 2020)

Existing Trails (maps 16 + 17)

- A) Luckakuck Creek Trail: 1.2 km
- B) Valley Rail Trail to Downtown: 2.3 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
- G) Rivers Edge Woodlot trails: 0.31 km

Proposed Trails and Connections

- H) Extend the Valley Rail Trail west toward the Vedder Greenway and Yarrow
- I) Connect from the Coqualeetza Maitland Avenue bridging over Luckakuck Creek. (with approvals)

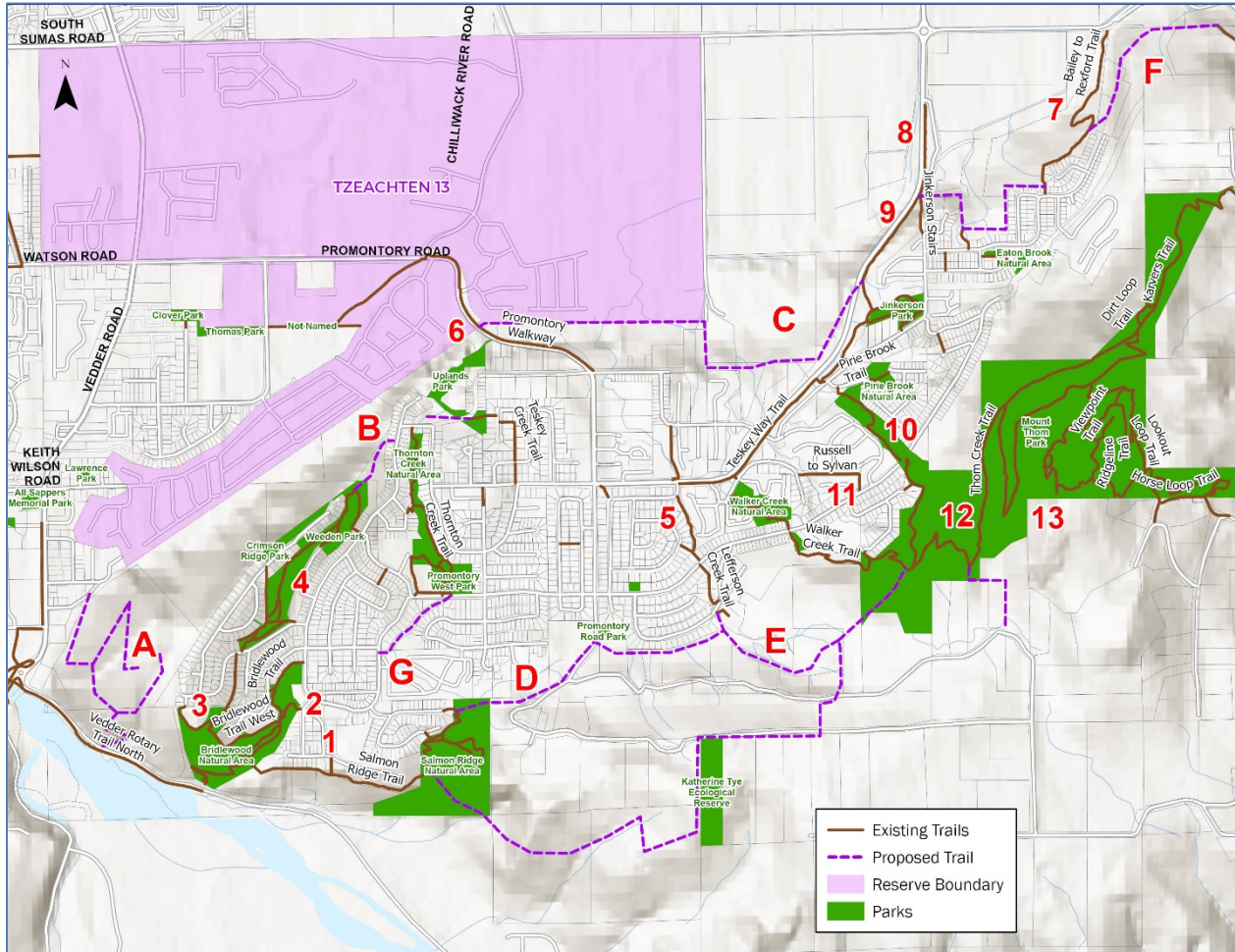


Luckakuck Creek Trail 2018

Map 16 Sardis-Vedder Trails North



Map 17 Sardis-Vedder Trails South



Map 18 Promontory Area Trails

PROMONTORY (MAP 18)

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
5. Teskey Creek Trail: 0.8 km
6. Promontory Walkway: 0.8 km
7. Bailey–Rexford Trail: 0.8 km
8. Jinkerson Stairs: 240 stairs
9. Teskey Way Trail: 1.8 km

- 10. Lefferson Creek Trail: 0.7 km
- 11. Russell to Sylvan Trail: 0.4 km
- 12. Walker Creek Trail: 1.0 km
- 13. Thom Creek Trail: 3.3 km

Proposed Trails and Connections

- A) Connect Promontory Trails to Vedder Crossing
- B) Complete Crimson Ridge Trail
- C) Construct Bailey Trail from Promontory Road to Teskey Way
- D) Connect Salmon Ridge Trail to Promontory Road
- E) Connect Lefferson Creek Trail to Mount Thom Park
- F) Connect Bailey–Rexford to Parsons Hill Road
- G) Extend Thornton Creek Trail to Apple Creek access

FUTURE TRAIL PLANS - PROMONTORY

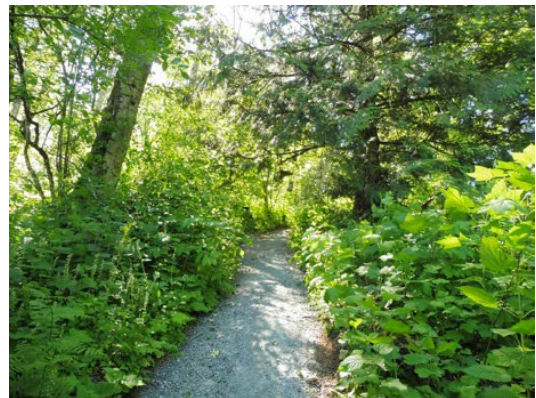
In order to establish east–west routes, segments of existing trails must be linked by walkways and the road network. In developing areas, new trails can parallel the eastward residential expansion. Several potential segments are proposed.

Promontory Park trails to Vedder Crossing

With the development of 45660 Weeded Drive the City has acquired the right to obtain trail along the utility corridor. This will connect Promontory to Vedder Crossing.

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.



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

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.

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.

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).

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 19).

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.

Bailey–Rexford Trail Connection to Parsons Hill Road

The Bailey–Rexford Trail links NE Promontory to Bailey Road at Elkview (see Map 21). 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. Parsons Hill Road (trail) will also eventually be extended westward, on the original roadbed, primarily through City properties to Jinkerson Stairs.

Salmon Ridge Trail to Promontory Road

The Salmon Ridge Trail presently ends at both Cecil Ridge Place and Tournier Place (see Map 18). A short dirt path also extends along the ridgeline to near the park boundary.

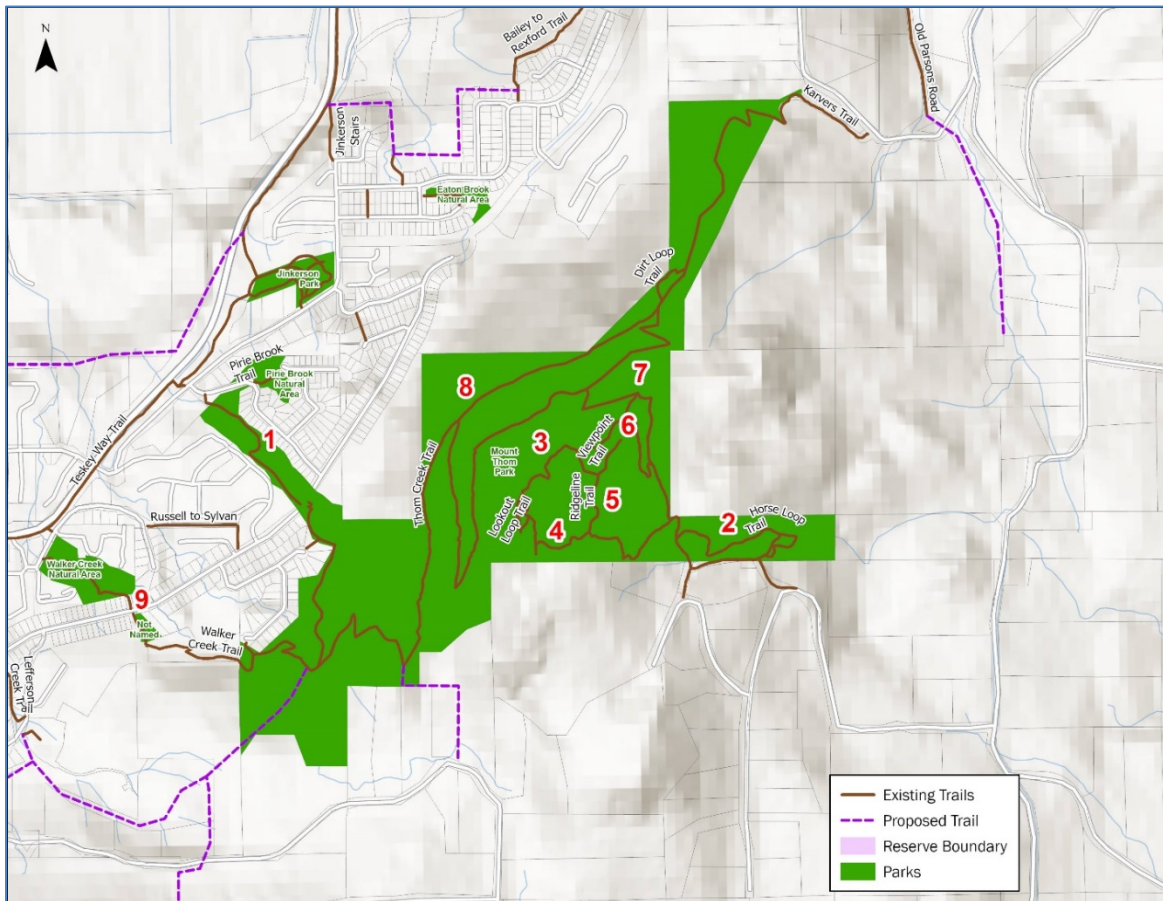
Expansion will be in two phases. The first phase will be to extend the trail to the park boundary and loop back to Tournier Place, entirely within the park. The second phase will be to extend the trail on an SRW across private land to connect with either Promontory Road or Sparrow Road.

The second phase will be to make application to construct trail from Salmon Ridge Natural Area at 46428 Thornton Rd over properties to the east at 4900 and A-4900 Thornton Road to the Katherine Tye Ecological Reserve at 46800 Thornton Road. Pursue trail connections through development land on Thornton Road and Extrom Road. Additional connections required through to the City water reserve property at 5263 Goldspring Place. A right of way across 47015 Extrom Road will complete the connection to Mt.Thom Park.



Mount Thom Summit Loop Trail (Image © City of Chilliwack, 2020)

MOUNT THOM PARK–RYDER LAKE (MAP 19)



Map 19 Mount Thom Park Trails

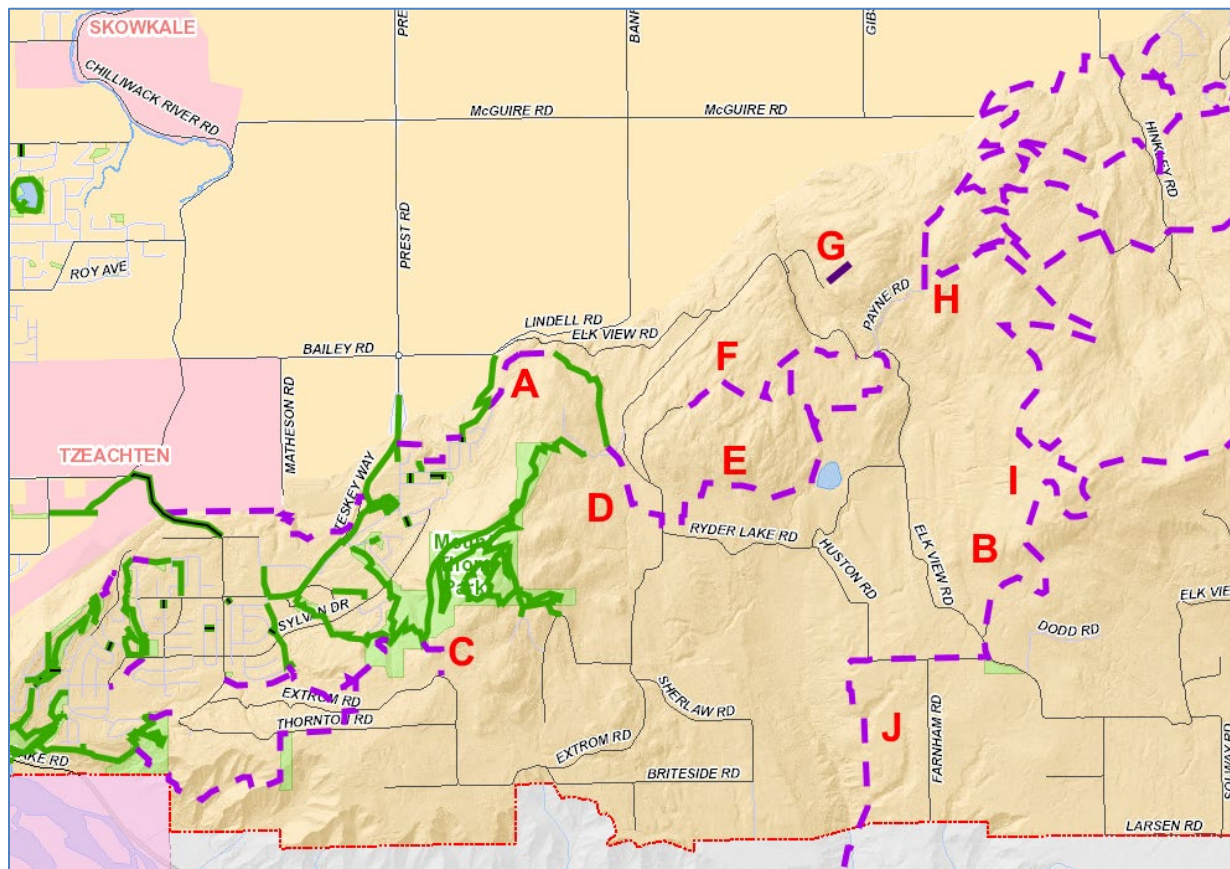
Existing Trails

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
8. Summit ByPass: 0.6 km
9. Walker Creek Trail: 1.0 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 Hillides 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 Hillides and to the regional trails listed above.



Map 20 Ryder Lake - Mount Thom

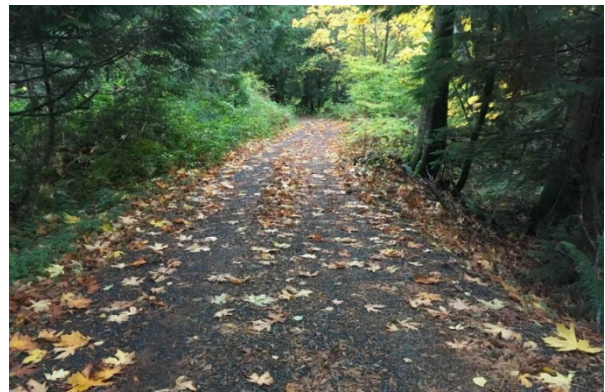


Promontory Area from Mount Thom Summit (Image © City of Chilliwack, 2017)

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

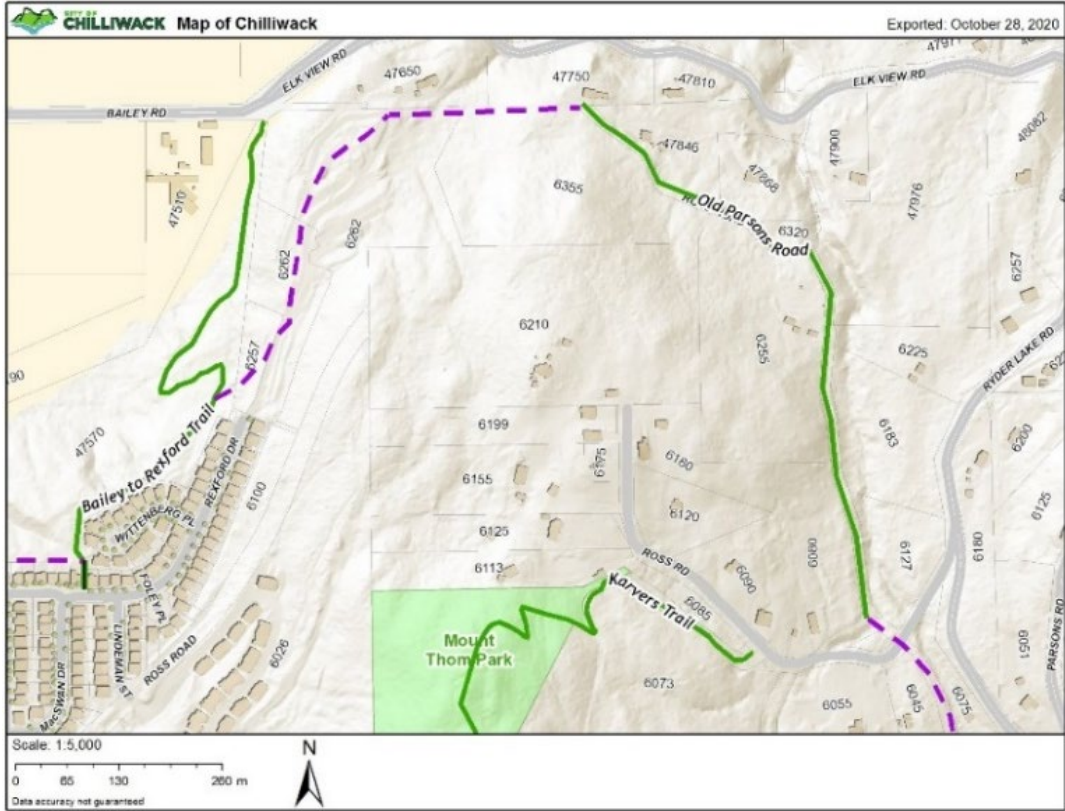


Parsons Hill Road (Image © City of Chilliwack, 2017)

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 paralleling Parsons Brook, crossing what are now Ross Road and Ryder Lake Road to the height of land.

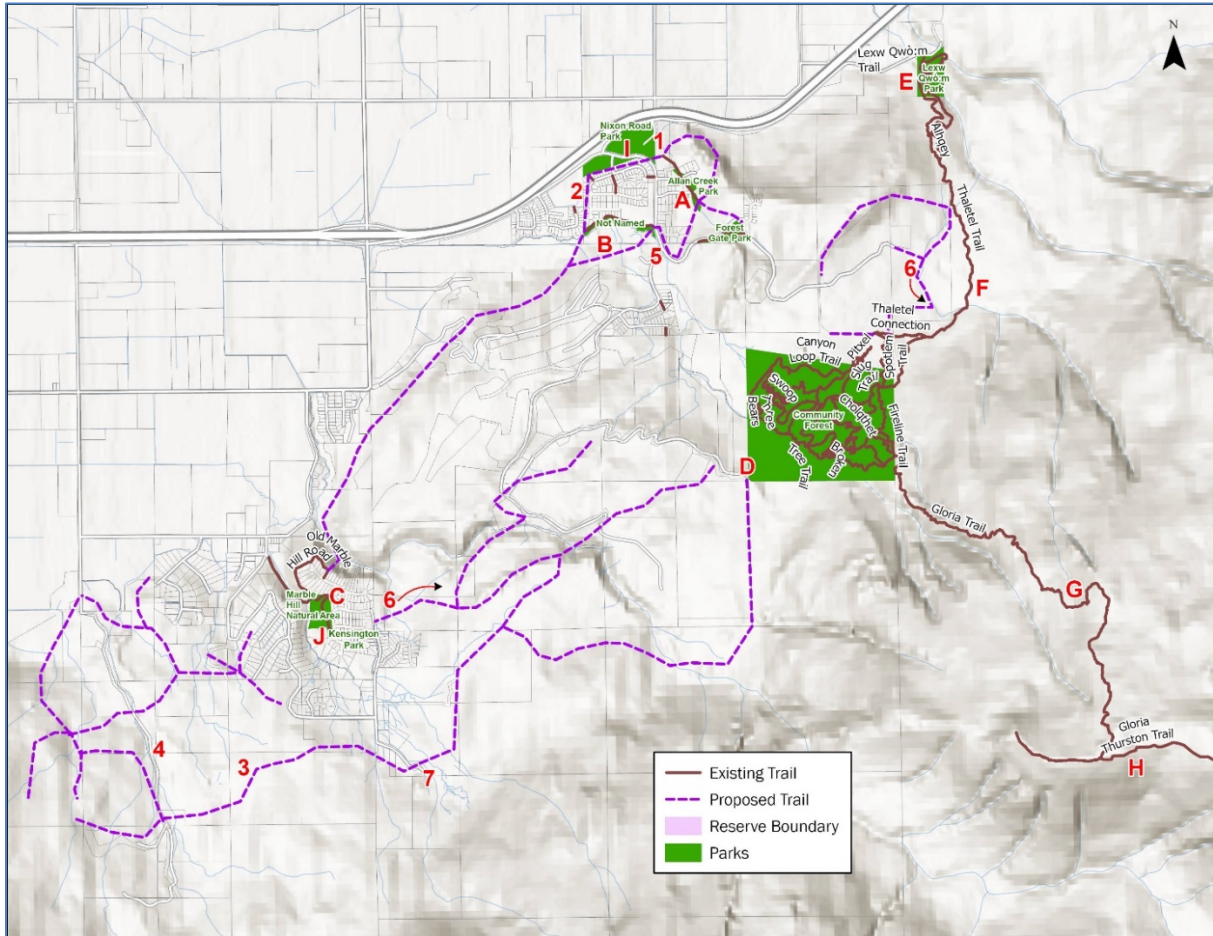
While the lower section in Promontory and Ryder Lake has been lost to a subdivision, three segments remain: one on either side of Ross Road and one above Ryder Lake Road. The lower section is in use as a driveway and trail, the middle section is used as a private driveway, and the upper section is still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



Map 21 Potential Bailey / Rexford to Parsons Hill Road Connection



Trail Bridge (Image © City of Chilliwack, 2020)



Map 22 Eastern Hillside Trails

EASTERN HILLSIDES (MAP 22)

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 22 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) Lexw Qwo:m Trail: 370 m
- F) Thaletel Trail (non-city trail): 2200 m
- G) Gloria Trail (non-city trail): 3900m
- H) Gloria Thurston Trail (non-city trail) 3800km
- I) Nixon Road Park: 200 m
- J) Kensington Trail: 350m

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

1. Allan Creek Trail: connect to both Nixon Road Park and Allan Road
2. Ford Creek Trail: connect through development to Nixon Road Park
3. Brownlee and Wynne Wagon Road: designate the remaining section as a historical site and extend the trail westward on its original route
4. Bryant–Thurston Walkway: relocate portion of SRW
5. Forest Gate Park: construct trail on old roadbed
6. Ramsay Place to Allan Road
7. Marble Hill connection

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.

D. COMMUNITY FOREST TRAILS (MAP 23)

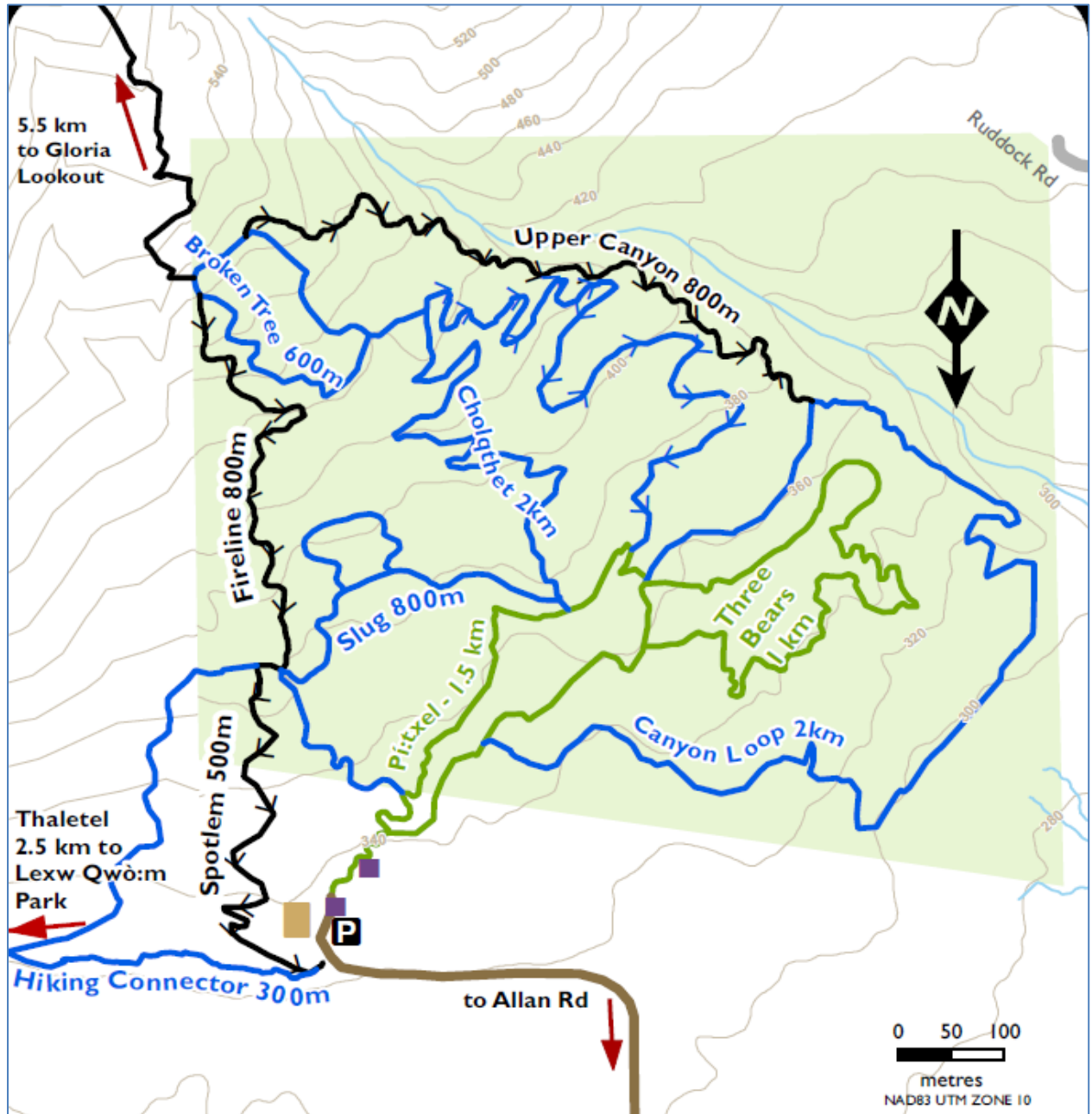
The City purchased the Community Forest property in the 1950s (see item D on Map 23). The land consists of 132 acres of naturally forested hillside. At present, the primary vehicle access is from Allan Road by way of an SRW over private property at 51642 Allan Road.

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 26).

Thaletel Trail connects the Community forest downhill to Lexw Quòm Park on Hack Brown Road (see Map 23).



Map 23 Community Forest: Thalatel Trail Route (non City portion)

THALETEL TRAIL (MAP 23)

This connection travels outside of the City boundaries and over Crown Lands. The City was not involved in the planning or authorization of any trail work outside of the C.O.C. Boundaries.



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



Lexw Qwò:m Park Trailhead Parking Sign (Image © City of Chilliwack, 2019)



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

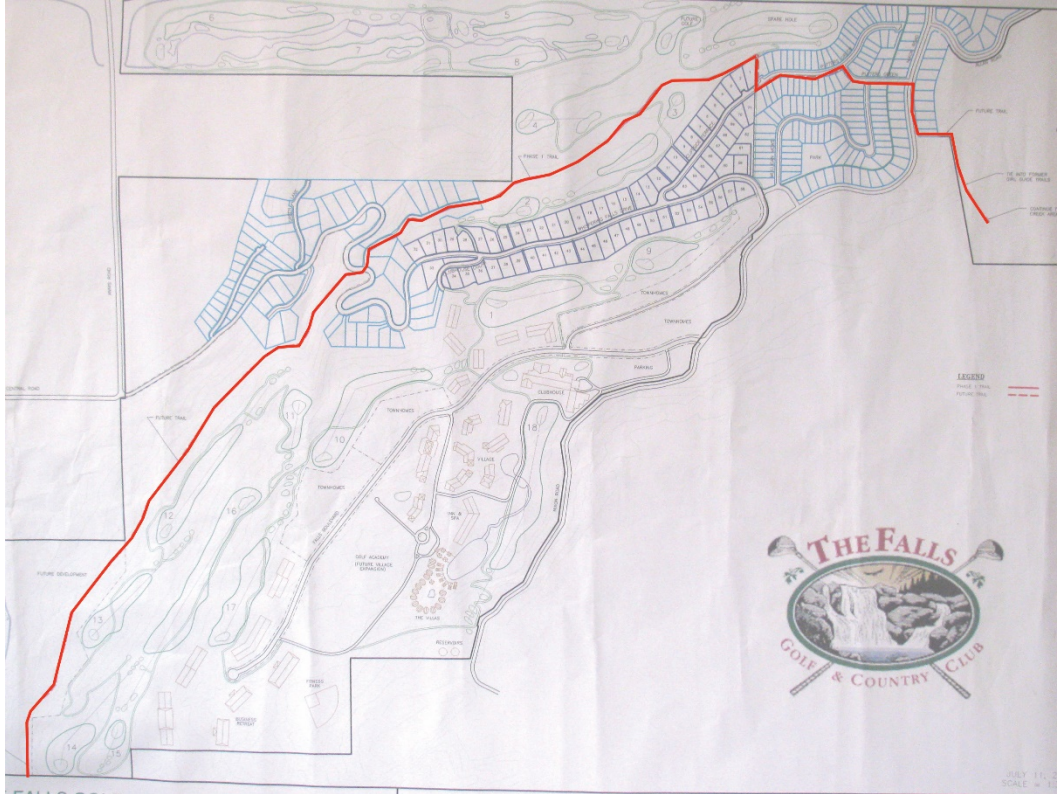
E. BROWNLEE AND WYNNE WAGON ROAD

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.

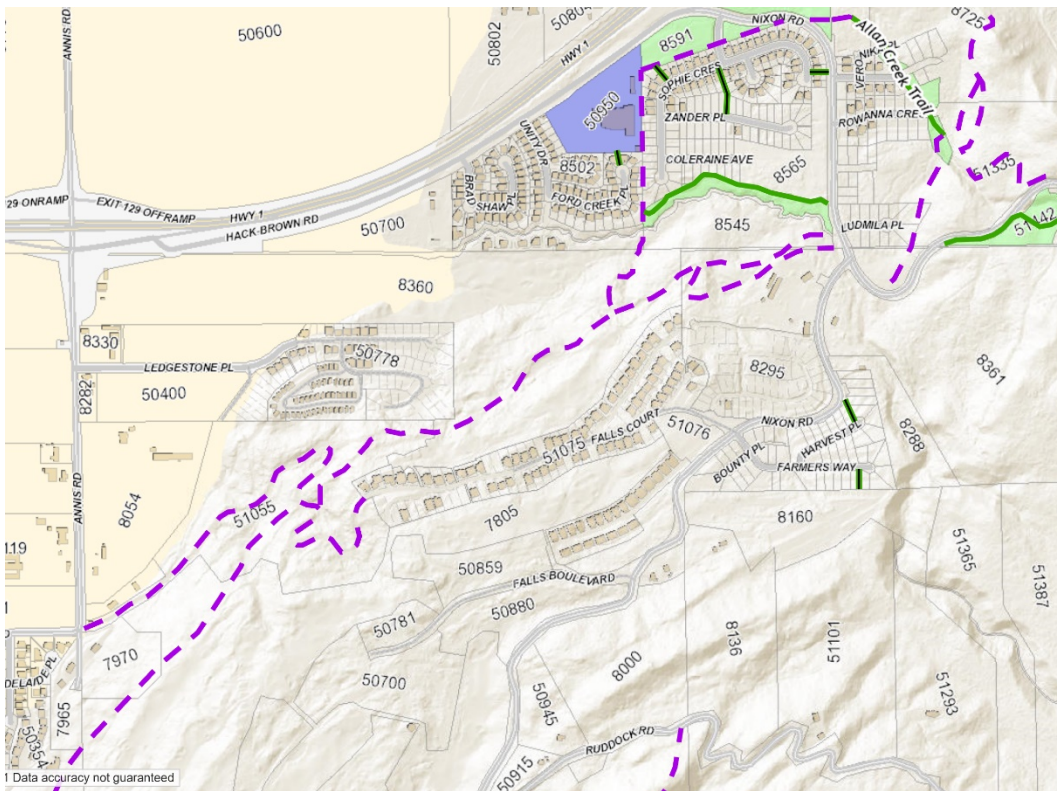
Although some of the route has been obscured by recent logging, portions remain as an excellent example of early road building. The road will be retained as a segment of trail and preserved as a historical site.



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



Map 24 The Falls Development Trail Concept

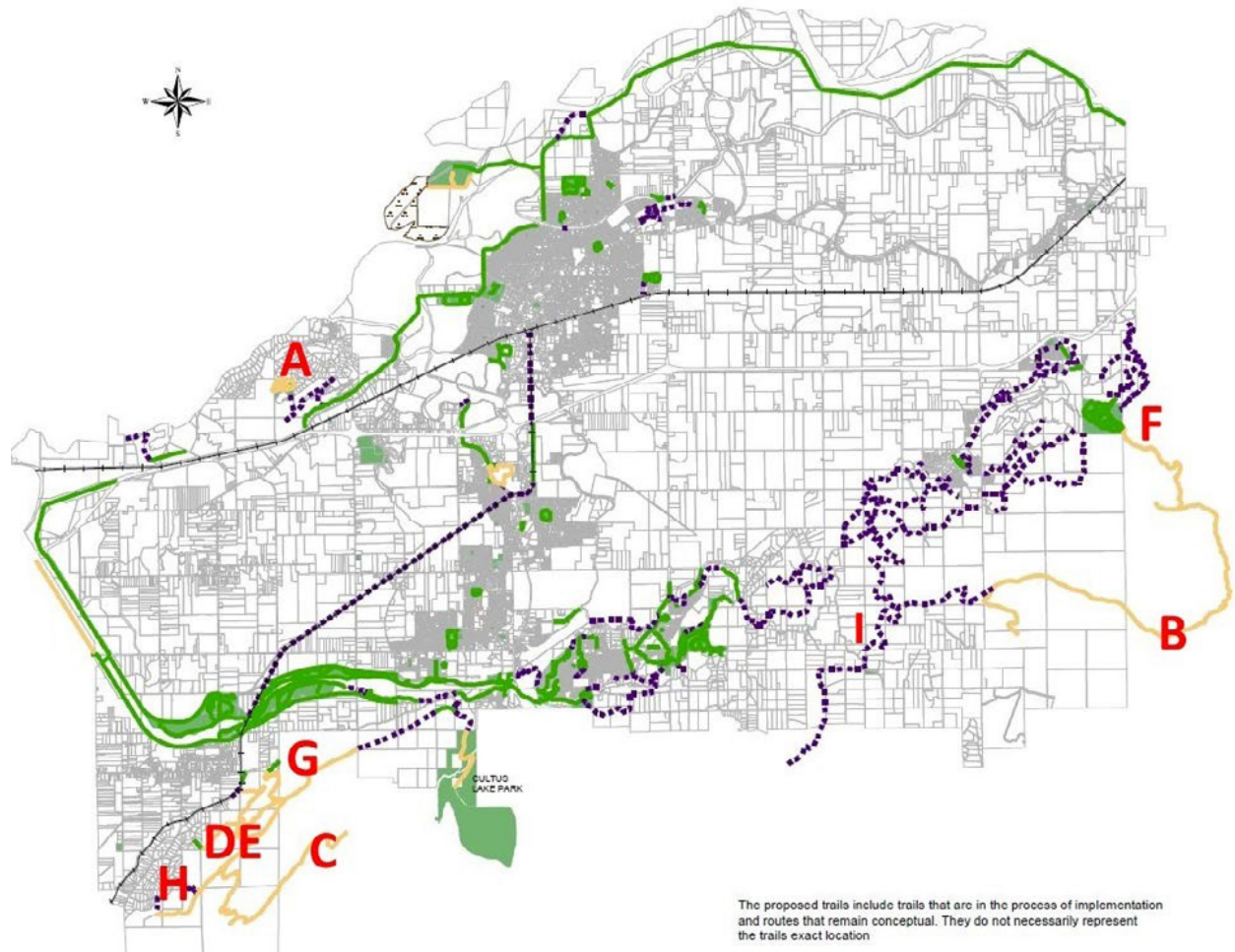


Map 25 The Falls Development Area Trails

THE FALLS TRAIL

Since the 1990s, development plans for The Falls have included the concept of a public trail through the properties. Map 24 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 26 Destination Trails, Regional Trails and Links

DESTINATION TRAILS AND LINKS TO REGIONAL TRAILS

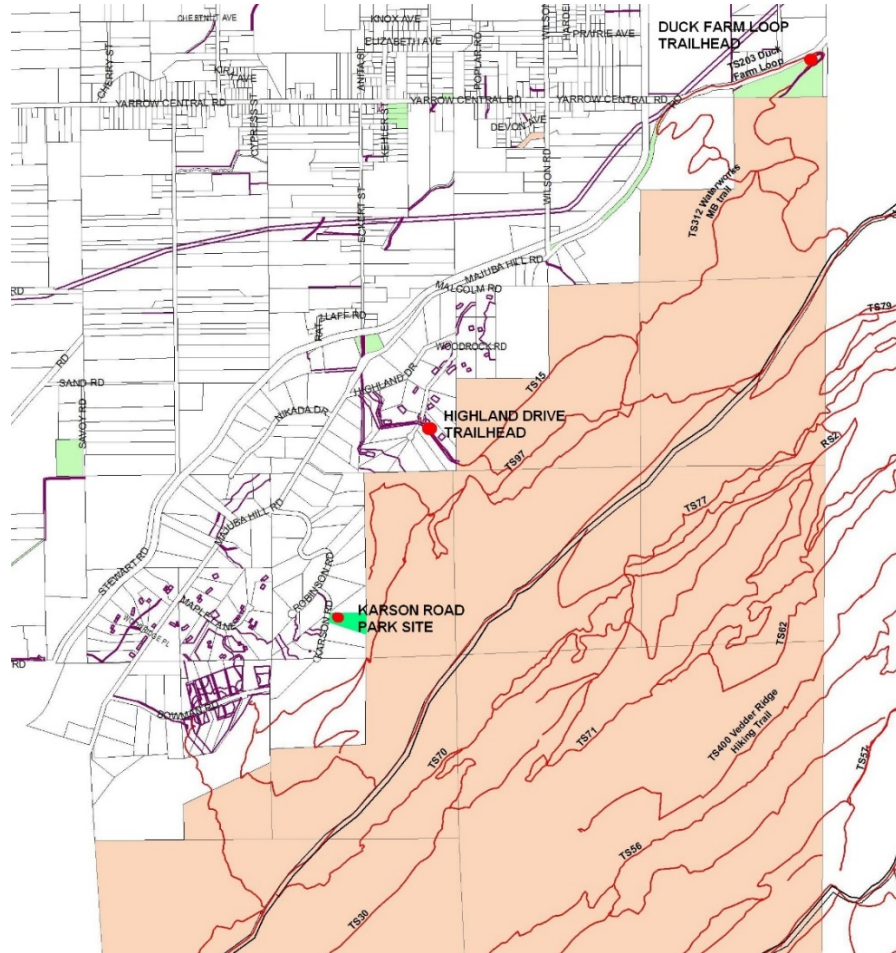
Some popular hiking trails are not part of the City trail network but are either within or accessed through City of Chilliwack lands.

Existing Trails (see Map 26)

- 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 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.
- F) 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.
- G) Bowman Road to Duck Farm Loop Connector Trail

Proposed Trails (see Map 26)

- H) Payne Road to Eastern Hillside
- I) Connect Elk View Road to Elk Mountain Trail



Map 27 Vedder Mountain Trails

Proposed Regional Trails and Connections

1. 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.
2. 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.
3. The City/developer will develop a trailhead parking area for the Duck Farm Loop and Old Yale Wagon Road.
4. 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.
5. 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



APPENDIX A:
COMPLETED PROJECTS
2015-2020

APPENDIX A: COMPLETED PROJECTS

2015-2020

Sardis–Vedder

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

Promontory

- Weeden Park: connected Weeden Park to Teskey Road (trail and stairs).
- Thom Creek Trail: replaced stairs above Sylvan Drive.
- Bridlewood Trail: replaced bridges P3 and P4.
- Walker Creek Trail: completed trail from Russell to MacLachlan.
- Salmon Ridge Trail: constructed loop trail to lookout.

Mount Thom Park–Ryder Lake

- Karver’s Trail: completed trail works and parking area.

Eastern Hillsides

- Community Forest: developed trailhead parking lot and 6 km of trails.
- Completed Lexw Qwò:m Park with Trailhead Parking

ETF Canyon to Coast Trail

- Delineated road shoulders on Young Road from bridge to Cartmell Road.
- Resurfaced Fraser East Dyke.
- Installed new gates and improve bicycle and pedestrian access.
- Added signage on both road and dyke sections.

Vedder Greenway North

- Added portable toilets along route.
- Closed the road on the edge of the river to vehicles and expand parking lot at Hopedale Road.
- Constructed a trail on the edge of the river from Hopedale Parking Lot to Rail Bridge.
- Improved signage.

Vedder Greenway South

- Connected the loop trail with north and south
- Constructed trail from new bridge to existing trail.
- Constructed trail from east from Giesbrecht Road.

- Constructed new connector trail below Southern Railway bridge (south side).

Valley Rail Trail

- Obtained approval for bridge over Vedder River and design (with the Engineering Department).
- Constructed trail and overpass from Luckakuck Way to downtown (Hocking Avenue).
- Greened and improved aesthetics of the existing 1.2 km section from Webb Avenue to Luckakuck.

Downtown–Fairfield

- Urban greenways and cycle routes: identified and added signage.
- Mount Shannon: Obtained SRW over property between Swallow Crescent and City reservoir for trail development.
- Walden Park: connected to First Avenue and James Park through development area with trail and bridge; replaced two bridges.
- Fairfield Park: cancelled memorandum of understanding over entrance from Brice Road in preparation for development of park entry and parking; developed additional parking

Sardis–Vedder

- Improved trails within Rivers Edge Woodlot. Promontory
- Parsons Hill Trail: linked to development on Rexford.
- Crimson Ridge Trail: completed connections to Weeden Park.
- Thom Creek Trail: replaced stairs from Thom Creek Drive.
- Acquired SRW over 10 m of 6150 Bradner Lane for trail from Jinkerson Stairs to Bailey–Rexford Trail.
- Connected the Bailey–Rexford Trail to the end of Parsons Hill Road.
- Bridlewood Trail: replaced bridge P10 at Sherwood.

Mount Thom Park–Ryder Lake

- Expanded Karver’s Trail parking lot if required.
- Installed Summit By-pass trail.

Eastern Hillsides

- Allan Creek Trail: constructed section within Allan Creek Park and link north to Nixon Road Park and south to Allan Road.
- Constructed trail between Kensington Park and Old Marble Hill Trail.

ETF Canyon to Coast Trail

- Resurfaced rough gravel sections.
- Completed signage of interim route.

- Improved access at dyke gates.
- Installed information kiosks (FVRD).
- Completed delineated road shoulders or road side trails.
- Installed kiosks and nodes.(2020)

Vedder Greenway North

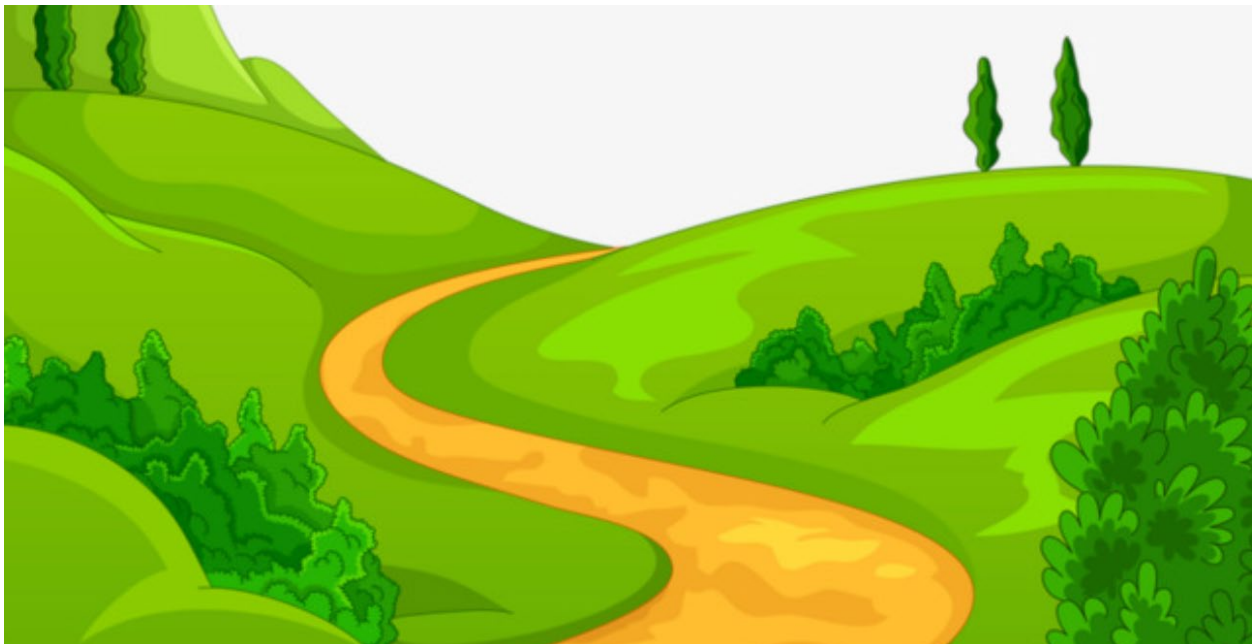
- Commenced Vedder Greenway Master Planning process (2020)
- Improved signage.
- Expanded and improved the Hopedale Road West parking areas.
- Provided washrooms and picnic facilities at Lickman Road.
- Expanded and improved the Hopedale Road West parking areas.


Vedder Greenway South

- Vedder Rotary Trail South loop completed
- Obtained SRW over private lands east of Giesbrecht Road.
- Improved trail through Vedder River Campground.
- Upgraded parking at, Bergman and Giesbrecht Roads.
- Developed Crossing Park with picnic tables, exercise equipment and stairway connection to the Vedder Rotary Trail South.

Vedder Mountain

- Old Yale Wagon Road: upgraded parking lot (subject to Kinder Morgan plans).
- Completed Duck Farm Loop
- Vedder Mountain Park Planning commenced





APPENDIX B:
IMPLEMENTATION
PLAN AND SCHEDULE

APPENDIX B: IMPLEMENTATION PLAN **AND SCHEDULE**

Short-Term Projects (2021–2025)

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.

Downtown–Fairfield

- Develop a network of urban pathways.
- Obtain SRW or ownership of property between Swallow Crescent and City reservoir property to facilitate construction of a trail.
- Construct trails in developing area of Mount Shannon and link to City properties
- Extend the Hope River Rotary Trail along north side of Hope River to Hope River – Kinsmen Park and Chartwell Drive.

Sardis–Vedder

- Manual Park: bridge to island (tentative)
- Trail recommendation in the Sardis Neighbourhood Plan; with development continue the Luckakuck Creek Trail. Connect Maitland Ave to Coqualeetza Trail.

Promontory

- Connect Parsons Hill Road to Rexford Drive.
- Salmon Ridge Trail: extend to near Promontory Road Park.
- Acquire SRW over 10m of 6150 Bradner Lane for a trail to connect Jinkerson Stairs to Bailey Rexford Trail
- Thornton Creek Trail: extend from Apple Creek to Teskey Road.
- Link Crimson Ridge Trail to Vedder Crossing though developing property.
- Connect Lefferson Creek Trail to Mount Thom Park through City reservoir property and SRW.

Mount Thom Park–Ryder Lake

- Connect Mount Thom Park to Extrom Road (subject to SRW).
- Upgrade Viewpoint Trail to gravel.
- Link Viewpoint Trail to Lookout Loop Trail with dirt path.

Eastern Hillsides

- 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.
- Extend Allan Creek Trail north and south to connect with road
- 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).
- Interconnect trails to provide a 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.
- Pursue an SRW through the one private property along the route.
- Improve or develop access points at all road ends.

Vedder Greenway

General

- Implement the recommendation in the Vedder Greenway Master Plan

North

- Legalize trail route below Southern Railway bridge (north side).

South

- Vedder South Dyke Trail: establish a legal crossing of the railway (subject to approval).
- Develop additional trails.
- Develop additional nodal points include Quarry Park and parking area.

Vedder Mountain

- Vedder Mountain Park on Vedder Mtn. Road. Phase one- trail and parking in 2021, phase 2- Day use area and upper trails in 2022.

Valley Rail Trail

- Construct pedestrian / bicycle bridge over Vedder River.
- Extend the Rail Trail southward into the Sardis residential area.
- 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 proposed 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 Hillside.
- 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 trails eastward to railway for additional trail development.

Little Mountain

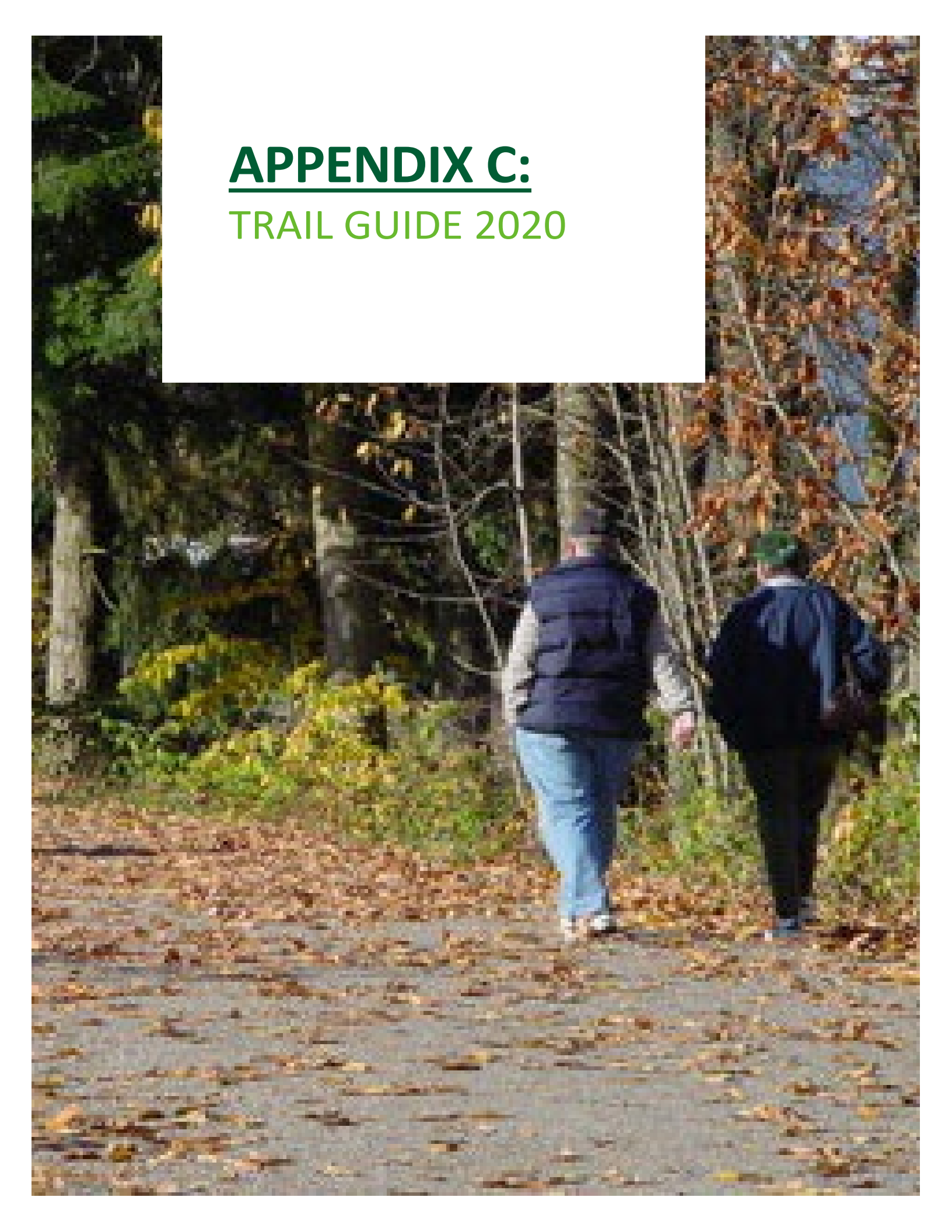
- Trail to connect Quarry Road through to Chartwell Drive.
- Trail to connect Quarry Road to City reservoir lands.
- Trail to connect Swallow Place to City reservoir lands.
- Connect Chartwell Drive to Kinsmen Park along Hope River Road.

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 Hillside.
- 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 C:
TRAIL GUIDE 2020

APPENDIX C: TRAIL GUIDE 2020

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
Valley Rail Trail (North of Hey 1)	1.6 km	easy: pave
FAIRFIELD ISLAND		
Fairfield Park	2.5 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 (South of Hwy 1)	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
Balmoral Park	0.4 km	easy: gravel
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
Summit Bypass Trail	0.6 km	moderate:gravel
VEDDER GREENWAY NORTH		
Vedder Rotary Trail North	9.1 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	10.5 km	easy: gravel trail
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	0.2 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	8.0 km	difficult: gravel and dirt loop trails
Bowman Road	1.1 km	difficult: dirt trail