

Proposal for a multi-modal bypass trail of Einar's Hill.

An Experience the Gulf Islands

Trail Project

Project Description and Background: The Einar's Hill by-pass route will avoid the steep, tightly curved, narrow and partially blind public road route north of the Driftwood Centre. The proposed by-pass follows an historic Ministry of Highways right of way (Alice - Church) which skirts around the west end of the airstrip adjacent to Liberto Rd, and crosses a corner of Parks Canada land. This route will provide a safe alternative route around Einar's Hill for pedestrians and cyclists.

The trail starts at the northern edge of the Driftwood and follows a hardcore road established by Driftwood Properties over the right-of-way before turning north into forest along a former logging trail flanked by mature trees. The trail will then cross a short section of the GINPR [Gulf Islands National Parks Reserve] and skirt the far end of the existing airfield before a short climb through some forest into cleared space to join the established hard core road following the right-of-way back to the main road.

Experience the Gulf Islands' (ETGI) Team on Pender, working in close collaboration with Moving Around Pender Alternative Transportation Society (MAP), has selected the Einar's Hill Bypass section of the proposed ETGI spine trail on Pender as their highest priority project. The reasons for this choice are:

- The bypass is part of the Pender ETGI trail identified in the Phase1 plan developed by Valhalla Trails Inc (See appendix 1)
- The bypass is part of the "Magic Ferry Route" which has been identified by MAP as the most important thoroughfare on Pender (See Appendix 2 – Transportation Plan). This route, which will ultimately link the Otter Bay Ferry Terminal with the major commercial center on the Penders (The Driftwood Center) and with the major population concentration (Magic Lake Estates), has been approved for development of a multimodal trail by the North Pender Local Trust Council and is now incorporated as a goal in the Official Community Plan (Appendix 3).
- Einar's Hill is a very hazardous section of the proposed Magic Ferry route. (See Appendix 4)
- The Magic Ferry route was selected as the highest priority for development of a safe pedestrian/cyclist trail in a Pender Island Residents survey (Appendix 5)
- There is a statutory right of way (SRW) from before the top of Einar's Hill, passing behind the Hastings air strip, across a small section of National Park, onto the SRW again and finishing at the Driftwood Centre. (See Figures 1a and 1b). This would make an ideal

route for pedestrians and for bicyclists that would remove them from the road at Einar's Hill.

Figure 1a

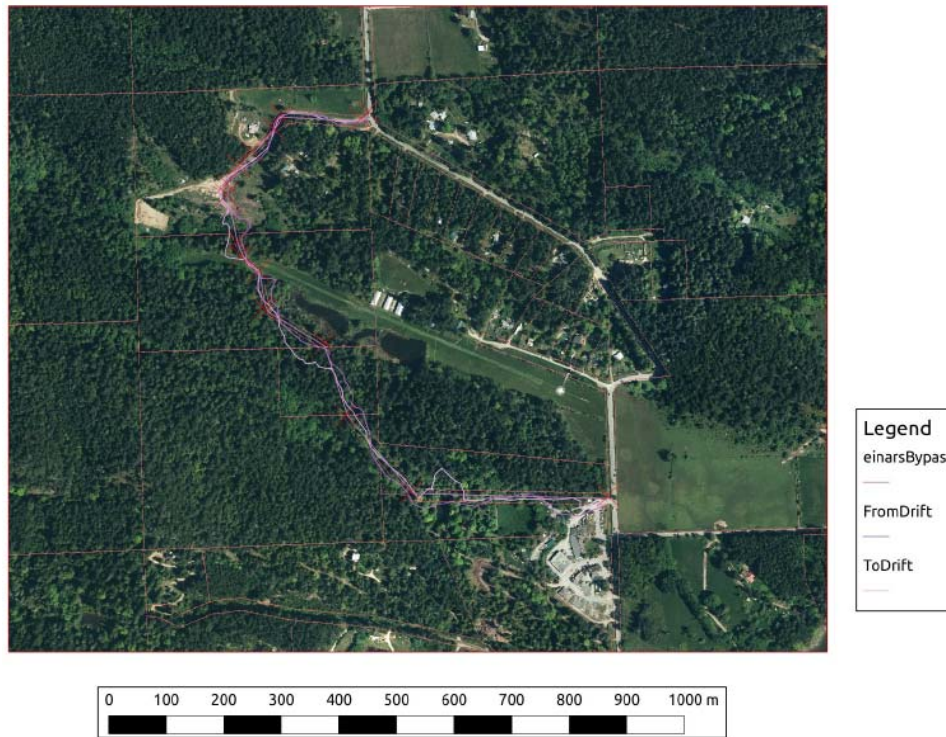


Figure 1b

- The project has broad community support. This includes MAP, the Pender Island Parks and Recreation Commission (PIPRC) and ETGI.
- In February 2013 members of MAP held a teleconference with MOTI. It was confirmed that Einar’s Hill was a “danger spot” on the Magic Ferry Route. MOTI is supportive of granting a license of occupation (LOO) for a multi-modal trail in the right of way
- The proposed trail can be almost entirely located on existing MOTI right of way other than a very short section of the route which crosses the Gulf Islands National Park Reserve. GINPR have indicated a willingness to grant a license of occupation to the Parks Commission for construction of a trail
- The proposed trail is on fairly level ground and in fact much of the route has been graded.
- The trail connects to an important commercial hub/centre; the Driftwood Centre.

Project Sponsor (organization(s)): Experience the Gulf Islands’ Team on Pender Island in conjunction with Moving Around Pender (MAP) Alternative Transportation Society

Project Leader(s): ETGI team members- John Chapman, Peter Paré, Rob Fenton, Michael Plumb, Tim Frick, Amanda Griesbach and MAP members: Dean Mills, Barry Mathias, Niall Parker and Lisa Baile

Partners: ETGI, MAP, ??

Required Approvals/Permissions: (will a permit/license be required and from which agencies?)

For the complete route a license of occupation (LOO) for a ~50 metre section of the route will be required from the Gulf Island National Park Reserve (GINPR). In multiple meetings with GINPR personnel they have expressed support for the License of Occupation. They have indicated that they will not issue a LOO until completion of their management plan.

Estimated Costs:

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Proposed Timeline:

