CITY OF PORT MOODY

Trail Network Plan

2025

PORT MOODY
CITY OF THE ARTS

Territorial acknowledgment

We carry out our business on the ancestral and unceded homelands of the kʷikʷəƛ̓əm (Kwikwetlem), səlilwətaɬ (Tsleil-Waututh), xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish), q̓iċəy̓ (Katzie), qʼʷaːn̓ ƛ̓ʼən̓ (Kwantlen), qiqéyt (Qayqayt), and Stó:lō (Sto:lo) Peoples, and extend appreciation for the opportunity to work on this territory.

We are grateful to these Coast Salish Nations for their stewardship and protection, past and present, of the land, water, and air that we all rely on. And we acknowledge and appreciate their generosity of spirit in sharing their knowledge and teachings with Port Moody residents and visitors.

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- Fraser Health
- Metro Vancouver
- School District 43
- Tri-Cities Off Road Cycling Association (TORCA)
- Village of Anmore

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1. Introduction

The City of Port Moody Trail Network Plan is a long-term strategy to guide how the City plans, manages, and improves its trail system over the next 30 years. The Plan is organized into the following sections:

1. **Introduction:** outlines the purpose of the Plan and the benefits of trails
2. **Developing the plan:** summarizes insights from community engagement and First Nations consultation, and explains how the Plan aligns with other City policies.
3. **Current trail network:** provides an overview of existing trails, users, and gaps in the network
4. **Future trail network:** presents the vision, guiding principles, and proposed trail improvements
5. **Action plan:** details actions to achieve the Plan's vision
6. **Monitoring:** describes how success will be tracked during implementation

Site-specific projects and funding requests will support the Plan's implementation in the years ahead.

1.1 What is this Plan about?

Port Moody's trail network includes over 60 km of trails and pathways maintained by the City and its partners. These trails weave through parks, green spaces, and urban areas, offering both recreational and transportation benefits.

Trails in natural areas provide residents and visitors with opportunities to connect with nature, stay active, and enjoy outdoor recreation. Meanwhile, paths in urban and residential areas serve as vital corridors for walking and cycling, helping people move around the city safely and sustainably.

Community feedback consistently ranks trails as Port Moody's most-used recreational amenity, as seen in the Parks and Recreation Master Plan (2015), the Parkland Strategy (2025), and the Recreation Facilities Study (in progress). This Plan takes a comprehensive look at the trail network, with a focus on enhancing recreational opportunities. It also supports the City's broader active transportation goals, complementing initiatives like the Master Transportation Plan.

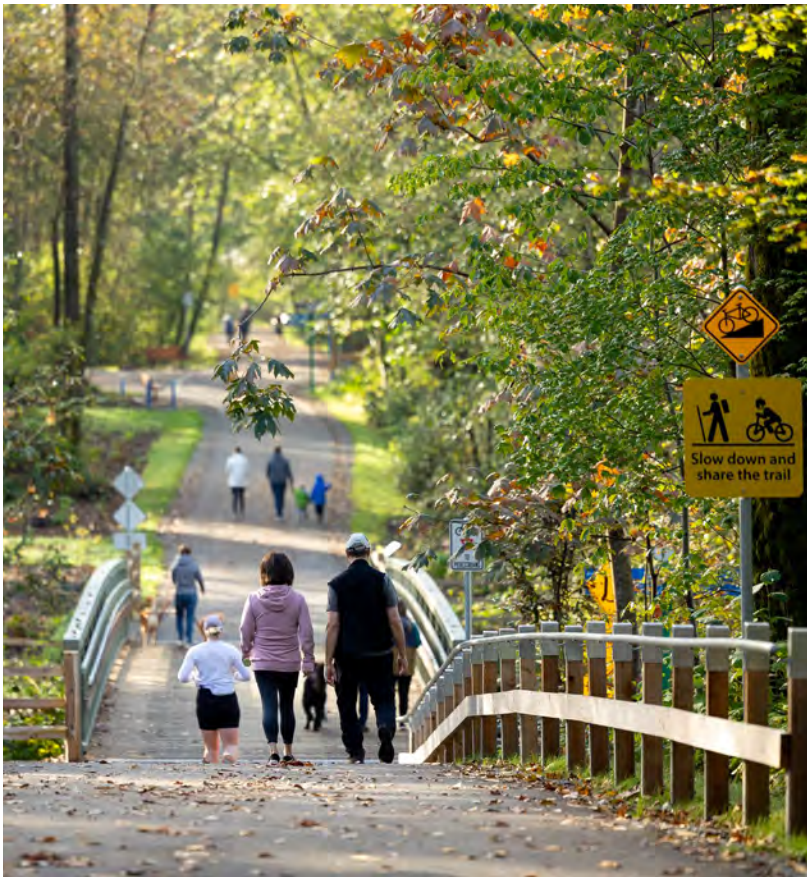
The Trail Network Plan will guide the work of multiple City departments and partners. Trails outside the scope of this Plan include those in Metro Vancouver's təmtəmíxʷtən/Belcarra Regional Park and the BC Recreation Site on Eagle Mountain.

1.2 Purpose

Port Moody residents deeply value their trails, using them for walking, hiking, jogging, dog walking, mountain biking, and nature appreciation. Trail use has grown steadily, with a notable 40% increase across Metro Vancouver during the COVID-19 pandemic. Local trail counters show that this upward trend continues, and demand is expected to rise as the city grows.

This Plan aims to preserve and enhance the trail experience for all users. It also supports the City's climate goals by promoting active transportation and adapting infrastructure to withstand climate impacts like changing precipitation patterns, rising sea levels, and extreme weather events.

Shoreline Trail ▼



1.3 Benefits of trails

Trails are more than pathways through nature—they are vital community assets that support health, protect the environment, and contribute to the local economy[3]. As Port Moody continues to grow, the value of its trail network becomes increasingly apparent.

1.3.1 Health and well-being

Spending time on trails offers powerful physical and mental health benefits. Whether walking, hiking, jogging, cycling, or simply enjoying the scenery, trail use encourages regular physical activity that supports long-term wellness.

Mental health

Trails provide a natural escape from the stresses of daily life. Canadians frequently cite fresh air, beautiful landscapes, and mental rejuvenation as top reasons for using trails[2]. Research shows that outdoor activity can improve mood and reduce anger, anxiety and depression[4]. Even short periods—just 20 minutes in nature—can significantly lower cortisol levels, the hormone associated with stress[5].

Social connection

Trails also foster social interaction. They serve as gathering places for families, friends, and neighbours, strengthening community bonds[3]. Shared trail experiences promote emotional well-being and create opportunities for intergenerational connection and inclusive recreation.

Physical health

Access to trails encourages people to move more[5]. Studies show that proximity to walking and biking infrastructure is directly linked to increased physical activity. Regular trail use helps lower cholesterol, reduce the risk of chronic diseases like heart disease, diabetes, and obesity, and improve overall fitness. For children, outdoor play on trails supports emotional development, cognitive function, and healthy social behaviours[4]. In BC, initiatives like the BC Park Foundation's PaRx allow doctors to provide nature prescriptions, with partners providing opportunities to lower access barriers like obtaining a free annual Parks Canada discovery pass to visit national parks.

Figure 1. Benefits of trails

1.3.2 Environmental stewardship

Trails play a critical role in protecting natural ecosystems and promoting sustainable living.

Preserving Nature

Trails in natural areas play an important role in balancing recreation, conservation, and responsible land use. By thoughtfully planning and maintaining trails, we can enhance public access to nature while supporting the long-term health of local ecosystems. These areas offer valuable environmental services—such as carbon storage, clean air and water, and habitat for wildlife—that contribute to community resilience and quality of life[4]. Integrating trails into natural spaces helps guide use in a way that minimizes ecological impact, preserves biodiversity, and complements broader land management and growing community needs.

Climate action

Port Moody's Trail Network Plan aligns with the City's Climate Action Plan by encouraging active transportation and climate-resilient infrastructure. Trails offer low-carbon alternatives to car travel, helping reduce greenhouse gas emissions. As climate impacts intensify—such as rising sea levels and extreme weather—trail design and maintenance must adapt to ensure long-term sustainability.

Lifestyle shifts

Time spent in nature can inspire more environmentally conscious choices. Many Canadians say they would walk or bike more if trail networks were accessible and well-connected[2]. Trails can be a gateway to greener living, encouraging habits that benefit both individuals and the planet.

1.3.3 Economic Vitality

Investing in trails is also an investment in the local economy. Trails attract visitors, support businesses, and reduce public health costs.

Tourism and local business

Trails draw people to Port Moody's scenic landscapes and vibrant commercial districts[3]. Popular routes connect directly to areas like Suterbrook, Newport Village, and Brewers Row, encouraging trail users to shop, dine, and explore. National surveys show that over one-third of trail users spend money during their outings, with average expenditures nearing $180[2].

Healthcare savings

A healthier population means lower healthcare costs. The American Heart Association found that every dollar invested in trails can yield up to three dollars in medical savings[6]. By promoting physical activity and reducing chronic illness, trails contribute to a more resilient and cost-effective healthcare system.

Property and community value

Well-maintained trails can also enhance property values and make neighbourhoods more attractive to residents and investors. Communities with accessible green spaces and active transportation options are often seen as more livable, inclusive, and forward-thinking.

2. Developing the plan

This section provides an overview of what we heard during the community engagement and First Nations consultation and key policies that helped shape the Trail Network Plan.

2.1 What we heard

During the Plan's development, the City engaged the broader community in two phases of engagement to guide the Trail Network Plan. The City also met with or received feedback on the draft plan from the səlilwətaɬ (Tsleil-Waututh) and kʷikʷəƛ̓əm (Kwikwetlem) Nations.

2.1.1 First Nations Consultation

Upon notifying the local First Nations of this project, the City received feedback from the following local First Nations:

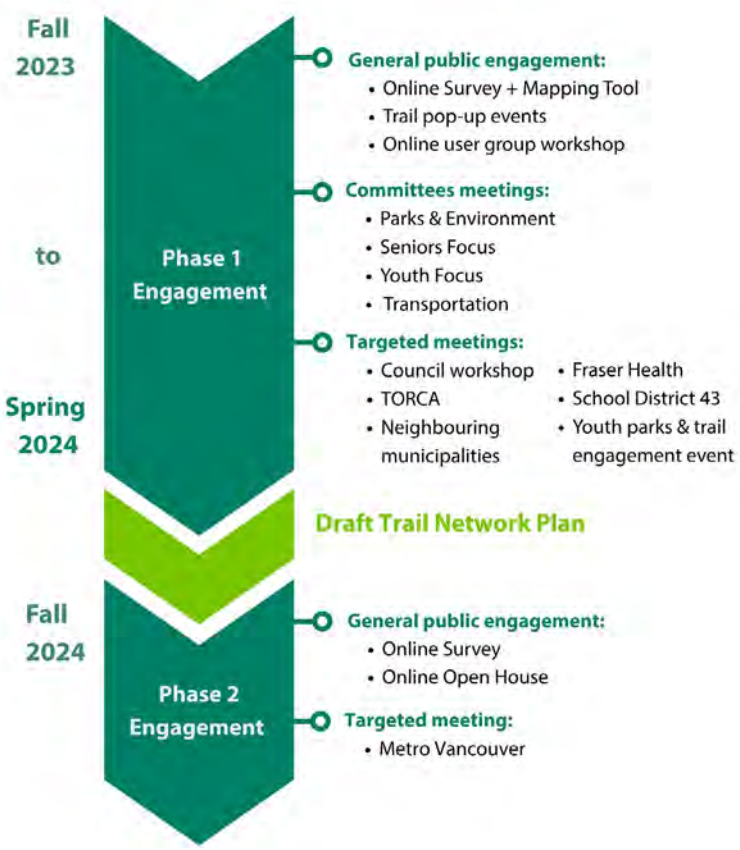
- səlilwətaɬ (Tsleil-Waututh) Nation: Representatives emphasized the importance of protecting culturally and archaeologically sensitive sites. They expressed their support for the plan, which they felt address their Nation's interest in highlighting their language, culture, and visibility through signage, and in safeguarding culturally significant sites and natural areas.
- kʷikʷəƛ̓əm Nation: Representatives from the Nation reiterated the importance of early notification and archaeological assessments prior to constructing new trails to protect important sites. They also expressed an interest in ensuring that the City is transparent in their assessment of potential environmental impacts of trails, such as soil compaction, impacts to wildlife behaviour, loss of plant life, or trail runoff impacting the surrounding ecosystems.

The City remains committed to ongoing consultation with local Nations as trail planning and implementation move forward.

2.1.2 Community Engagement

During the two phases of public engagement, participants were first asked to share their aspirations and concerns for Port Moody's trail network, and then to provide their feedback on the draft plan.

Community Engagement Timeline



People Engaged

Phase 1

~70 trail pop-up participants
12 online workshop participants*
>50 youth participants

340 survey respondents

57 online mapping participants

Phase 2

10 online open house participants

236 survey respondents

**Local organizations that were represented in the online workshop included the City of Port Moody, Metro Vancouver Regional Parks, Burke Mountain Naturalists, TORCA, Trails BC, Tri Cities HUB, Coquitlam Search and Rescue, Mossom Creek Hatchery, and Rotary Club of Port Moody. School District 43 was not in attendance for the workshop but provided comments afterwards.*

Key themes from the public engagement included:

- **Themes for the value of the trail network:** Trails are a highly valued asset! Survey respondents, workshop participants, and youth participants value trails for:
  - Frequent use—many use trails weekly or daily
  - Opportunities to exercise, recreate, improve their mental health and wellbeing, and socialize
  - Accessing amenities near or on the trails

- **Themes for desired improvements:** Survey respondents, pop-up participants, workshop participants, and neighbouring municipalities were particularly interested in:
  - Better signage and wayfinding
  - More trails across the city, including ones with well-defined pedestrian and cycling lanes, off-leash trails, and mountain-biking primary trails
  - Less crowded trails and ways to reduce conflict between users, particularly on multi-use pathways
  - More amenities like garbage, dog waste bins, washrooms, and viewpoints
  - Improved trail connections across municipal boundaries
  - Continued and improved trail maintenance
  - Improved accessibility—including for all ages and abilities
  - Continued protection of environmentally sensitive areas

Members of the mountain biking community were also interested in continued stewardship partnerships for the maintenance of mountain biking-primary trails.

▲ Pop-up booth on the Shoreline Trail during Phase 1 engagement

2.2 Connections to existing plans and policies

Trail planning and management in Port Moody is guided by a range of policies, strategies, bylaws, and agreements at the municipal, regional, provincial, and federal levels. These frameworks ensure that trail development supports recreation, transportation, environmental stewardship, and community well-being.

Figure 2 illustrates the higher-level guiding documents that shape trail-related decisions in the city. In addition to municipal policies, federal and provincial legislation plays a key role in regulating trail activities—particularly in sensitive natural areas. For example:

- The *Heritage Conservation Act* helps protect archaeological sites found along many of Port Moody's trails.
- The *Fisheries Act, Water Sustainability Act, Wildlife Act, Species at Risk Act*, and *Riparian Areas Protection Regulations* govern activities near watercourses and support habitat protection.

At the provincial level, the BC Trail Strategy offers broad recommendations for building sustainable and inclusive trail networks across the province. Regionally, Metro Vancouver's Greenway Strategy outlines a vision for a connected greenway system—both on- and off-road—throughout the region by 2050.

Locally, the Official Community Plan is the most influential document guiding trail development. It emphasizes the importance of trails as a viable transportation option and a key component of Port Moody's livability and accessibility.

Several other City strategies listed on Figure 2 provide guidance for trail planning and enhancement. These documents collectively support the development of a connected trail network that enhances recreational opportunities, promotes active transportation, and contributes to climate resilience.

Municipal bylaws and policies, such as the Parks and Community Facilities Rules and Regulations Bylaw, the Dog Off-Leash Bylaw, and the Volunteers in Parks Policy, also shape trail use and stewardship. These tools help make trails safe, inclusive, and well-maintained, and they may be updated as part of the Trail Network Plan's implementation.

Finally, past reports like the 2008 Mountain Biking Task Force Report continue to inform the City's approach to trail management, particularly in areas with specialized recreational use.

Figure 2. Overview of trail-related policies

3. Current trail network

Port Moody's trails are the city's most popular public amenity, cherished by residents for recreation, active transportation, and connecting with nature. While most neighbourhoods enjoy convenient access to diverse trails, some areas lack nearby options within walking distance. Growing trail use has also brought challenges in maintenance and user experience. This section explores the current trail network, its users, usage patterns, and opportunities to enhance it further.

3.1 Existing trails and use

Port Moody's trail network includes over 60 kilometres of designated routes that connect parks, green spaces, residential neighbourhoods, and urban areas. These trails are maintained through coordinated efforts between City departments and community partners, helping to keep them safe, accessible, and enjoyable for a wide range of users.

While this Plan focuses on trails under City jurisdiction, nearby networks—such as those in təmtəmíxʷtən/Belcarra Regional Park, Burnaby Mountain, and the BC Recreation Site near Eagle Mountain—offer additional outdoor experiences. These external trails complement Port Moody's network and contribute to the broader regional trail system. The City's trails are generally designed for non-motorized use, supporting walking, running, cycling, and mobility aids. To protect trail conditions and promote safe use, horses, snowmobiles, motorbikes, and quads are not permitted on any trails within Port Moody.

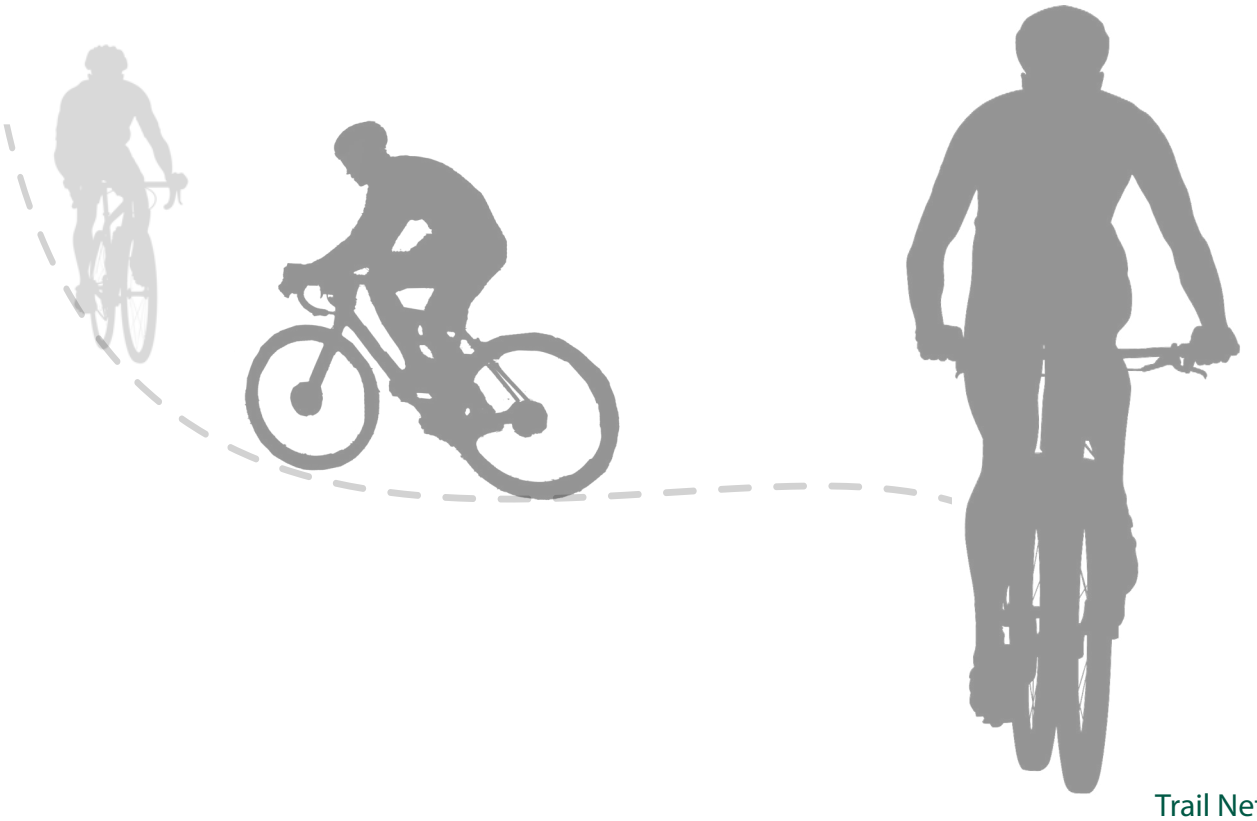
Trail types are defined by the City's trail standards, which guide their design, construction, and maintenance (see Figure 3). These include:

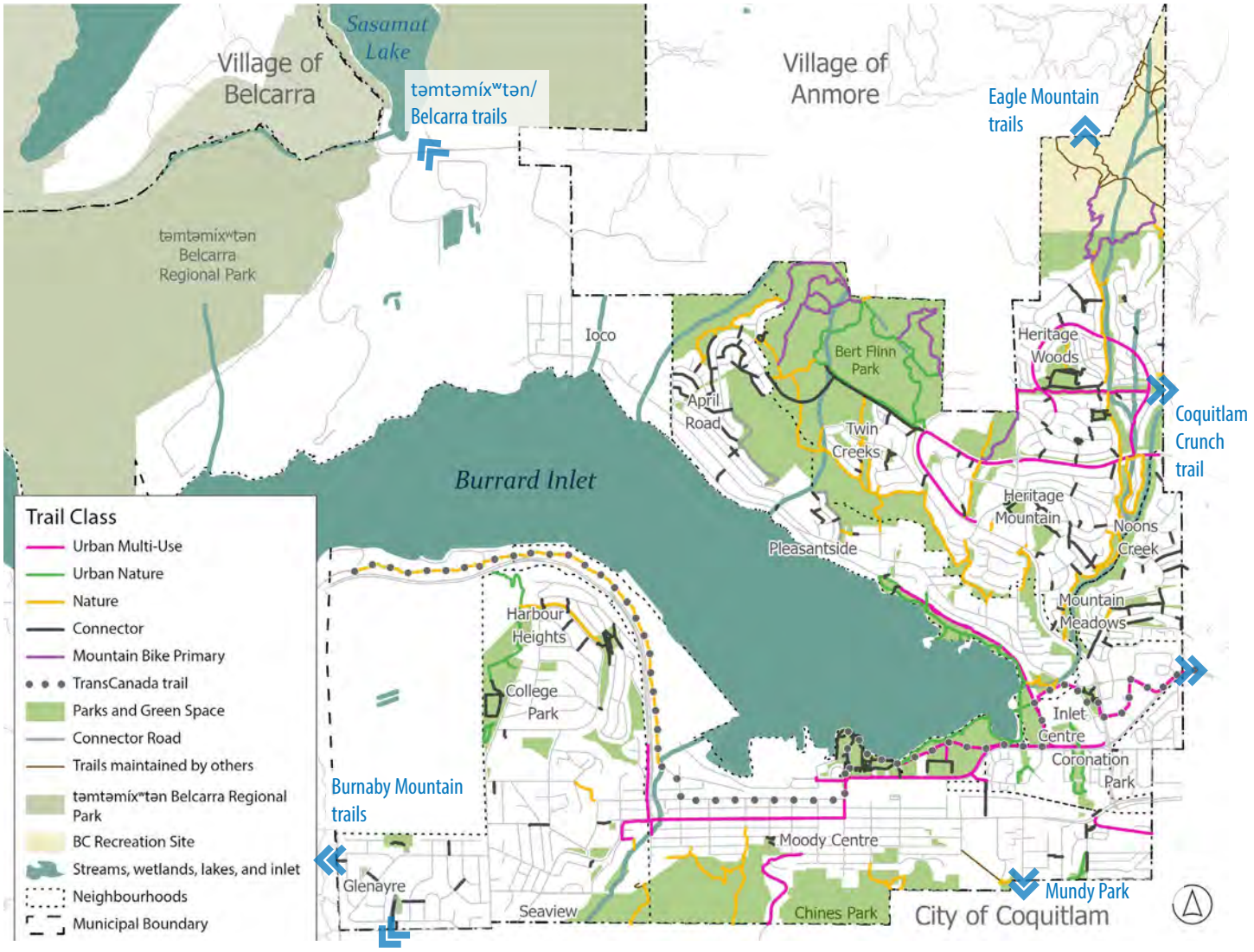
- Multi-use and connector trails – paved or gravel routes that link parks, streets, and residential areas
- Urban nature and nature trails – recreational paths that wind through green spaces and natural environments
- Mountain bike primary trails – specialized trails designed for off-road cycling experiences

Some access roads within parks also serve as informal connectors, supporting movement through green spaces even though they are not formally designated as trails.

Trail management responsibilities are shared between the Parks Department's trail team and the Engineering and Operations Department. The Tri-Cities Off Road Cycling Association (TORCA) plays a key stewardship role, maintaining authorized mountain bike trails under a formal agreement with the City.

While the official network is actively managed, a number of informal or unauthorized trails exist throughout Port Moody. These routes are not part of the City's designated trail system and are not maintained. Their future will be considered as part of ongoing trail planning, with attention to safety, ecological impact, and community needs.





Paved or gravel trails for **walking and rolling**

Unpaved trails for **walking, hiking, and mountain biking**

Urban multi-use

Urban multi-use trails are wide, paved trails that experience a high level of use from many user types, such as walkers, runners, cyclists, rollerbladers, strollers, wheelchairs, and scooters.

Urban nature

Urban nature trails are wide gravel trails that experience moderate to high use from many user types, such as walkers, runners, and cyclists. They are fairly flat, with steeper slopes for short distances.

Nature

Nature trails are narrower, with predominantly a soil surface and typically experience lower levels of use from users like hikers, runners, mountain bikers, and wildlife viewers. They can be steep and may have steps on the steepest inclines.

Mountain bike primary

Mountain bike primary trails are narrower, with a soil surface, and experience lower levels of use. User types include mountain bikers, hikers, and runners. Slopes on these trails are variable.

Connector trails

Connector trails are fairly wide gravel, concrete, or asphalt trails used for walking or rolling. These functional trails serve to connect neighbourhoods, local amenities, or other trails.

» Connections to trails in neighbouring jurisdictions

Figure 3. Current trail classes

3.1.1 Trail difficulty in parks and green spaces

Many trails within the city's parks and green spaces have been assigned difficulty ratings to inform recreational users about the level of difficulty and challenges they may encounter along the trail. Trail difficulty ratings are commonly used to foster an accessible and inclusive environment for all trail users.

The most common trail difficulty rating in parks and green spaces is 'Easy.' More difficult trails are found in Bert Flinn, Chines Park, and on the BC Recreation Site north of the Heritage Woods neighbourhood (Figure 4). Maintaining trails at varying difficulty levels supports the city's diverse users.

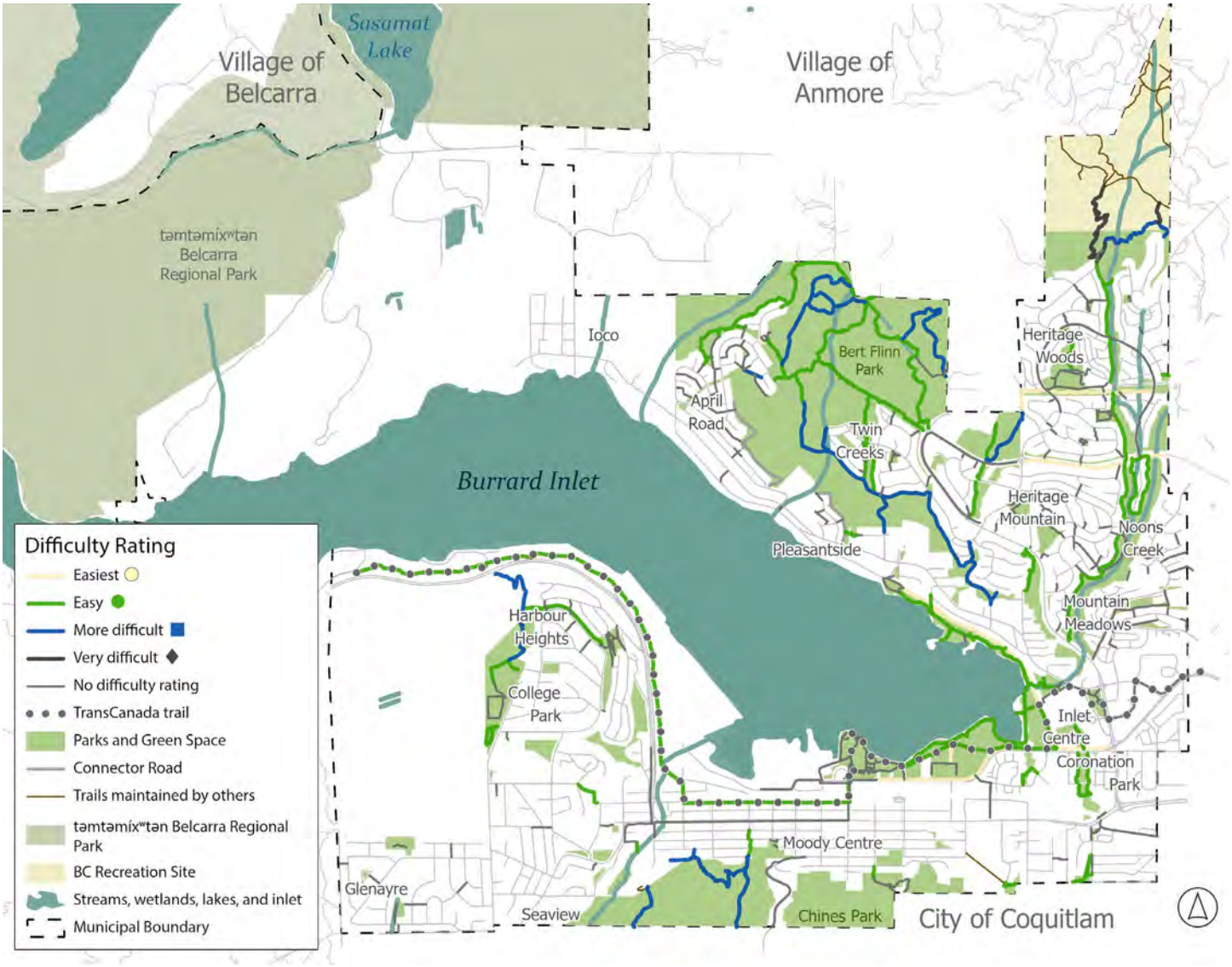


Figure 4. Current trail difficulty ratings

3.1.2 Trail use

Port Moody monitors trail activity using electronic counters installed at 32 locations across parks and green spaces. While these devices do not differentiate between user types, they provide valuable insights into overall patterns of use.

- **Seasonal and daily peaks:** Trail use is highest from May through August, particularly on weekends. Most activity occurs between 10 a.m. and 5 p.m., with Saturdays and Sundays being the busiest days.
- **Popular routes:** The Shoreline Trail, which spans Rocky Point, Inlet, and Old Orchard Parks, is the most frequently used, with daily averages ranging from 650 to 830 visits.
- **Natural area usage:** Larger parks like Bert Flinn Park see increased activity on weekend mornings and during weekday mornings and late afternoons.
- **Growth over time:** Since the installation of new counters in 2019, annual trail use has steadily increased. A notable peak occurred in May 2021, when the Shoreline Trail recorded over 41,000 crossings in a single month during the COVID-19 pandemic.
- **Mountain biking trends:** Data from popular trail apps also suggest a rise in use of mountain bike primary trails, reflecting growing interest in off-road cycling.

3.1.3 Trail signage

Effective signage plays a key role in making trails welcoming and easy to navigate. Feedback from community engagement highlighted a strong desire for improved wayfinding and interpretive signage throughout the trail network.

The City's Wayfinding Strategy Report (2022) identified several areas for improvement, including:

- Inconsistent trail markers
- Confusing or cluttered signage
- Limited interpretive information

In response, the City began implementing standardized wayfinding designs in 2023. Priority locations were selected based on trail popularity, proximity to amenities, connections between commercial and recreational areas, and walkability from the two SkyTrain stations.

This Trail Network Plan supports continued implementation of the Wayfinding Strategy through actions outlined under Goals 1 to 3. Enhancing signage will improve user experience, promote accessibility, and help residents and visitors better understand and enjoy Port Moody's trail system.

▲ Examples of wayfinding signage on a mountain biking primary trail (left) and a multi-use pathway (right)

3.2 Gaps in our trail network

This section provides an overview of the trail access, connectivity, and demand gaps identified in Port Moody's current trail network that this plan seeks to address.

3.2.1 Access and connectivity

Understanding how easily residents can walk or roll to a recreational trail is key to building an inclusive and connected network. An analysis was conducted to identify residential areas within a five-minute walk (approximately 400 metres) of an authorized trail. Very short urban trail segments—less than 200 metres in length—that primarily connect streets and do not serve a recreational purpose were excluded.

The analysis focused on identifying neighbourhoods with strong trail access and those where physical barriers, such as rail lines or major roads, may limit connectivity. Unauthorized or unsanctioned trails found within Port Moody's parks, green spaces and trails were not included in the analysis.

Figure 5 illustrates neighbourhoods within a five-minute walk of recreational trails. Key findings include:

- **Most schools in Port Moody are located near recreational trails**, except Glenayre and Pleasantside Elementary. However, both have nearby access to trail systems on Burnaby Mountain and Bert Flinn Park, respectively.
- **Most trails are located within walking distance of transit stops**, though areas northwest of Bert Flinn Park and the BC Recreation Site require longer travel times.
- **Neighbourhoods such as Glenayre, Seaview, College Park, and Coronation Park show the most significant gaps in trail access** and are also expected to see substantial population growth by 2050.

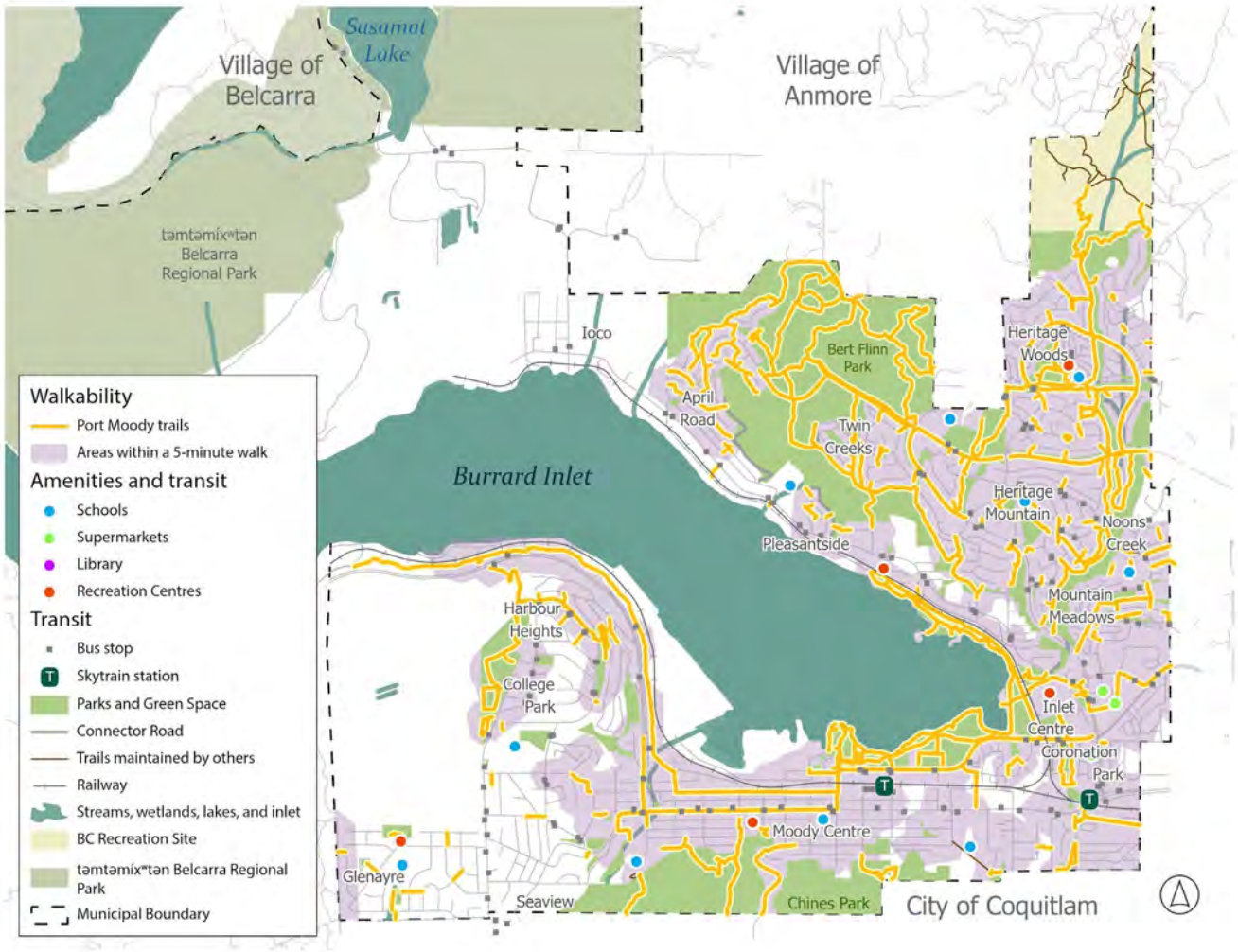


Figure 5. Areas within a 5-minute walk from Port Moody trails (in purple).

- Harbour Heights and Moody Centre, while not showing major access gaps, are also forecasted to grow, which may increase future demand for trails.
- Ioco and Pleasantside have more limited trail access but are projected to experience smaller population increases.

Mountain biking users have identified a specific access challenge between Aspenwood Elementary and Eagle Mountain trails. The current route includes stairs or road travel, limiting accessibility and parking options.

3.2.2 User demand

In addition to addressing gaps in access and connectivity, this plan identifies needs associated with changes in the city's population, user demands, and best management practices. Gaps in the trail network should consider more than just geographic distribution and access to trails. Other identified needs include:

- **More accessibility**, particularly universal accessibility and access for people of all ages and identities, whether through trail design such as grades and obstacles on certain trails or new trail amenities like washrooms and wayfinding signage
- **More or upgraded trails** to reduce overcrowding and user conflicts
- **More options**, where appropriate, for off-leash dog trails, mountain biking primary trails, and micro-mobility like e-scooters or skateboards
- **More opportunities** to connect with nature and engage with arts and culture
- **More information** about trail connectivity (e.g., trail loops and wayfinding) and education on trail etiquette and appropriate trail use
- **Better protection** for sites of ecological, historical, or cultural significance

▲ Alfred Howe Greenway

4. Future trail network

This Trail Network Plan provides direction for the maintenance and improvement of the trail network over the next 30 years. The City will seek to respond to the gaps and needs identified in the previous sections to maintain this highly valued community asset, including supporting the protection of culturally and archaeologically significant and environmentally sensitive areas. Port Moody's trail network will also continue to support initiatives such as Metro Vancouver's Regional Greenway Network and the Trans Canada Trail.

4.1 Vision

Port Moody's vision for its trail network is:

Port Moody's trail network provides residents and visitors with recreational opportunities and connections to Port Moody's natural areas and community spaces for walking, cycling, and rolling.

The vision aligns with other directions set by other City plans and input received from the community and Council. The plan also sets guiding principles, goals, and actions to meet the vision.

4.2 Guiding principles

The implementation of this plan will help achieve a trail system that:

- **Benefits our community** through active recreation and connection with nature
- **Is accessible** to all users across the City
- **Integrates with the active transportation network** to facilitate travel and reduce car dependence
- **Is easy to navigate** with adequate wayfinding and connections between neighbourhoods and community amenities
- **Encourages community stewardship** of natural areas through partnerships, programs, and events

4.3 Trail planning considerations

This section provides an overview of important cultural and environmental values that the City will continue to protect as it implements the Trail Network Plan.

4.3.1 Culturally significant areas

The foreshore of the Burrard Inlet and other areas in Port Moody have cultural significance for local Indigenous communities and are widely valued and recognized for their archaeological richness and environmental importance. Port Moody is committed to moving forward on reconciliation with Indigenous Peoples to build meaningful and respectful relationships. Early in the Trail Network Plan process, the City met with local First Nations. The First Nations the City heard from are seeking meaningful and early involvement in City projects that could impact culturally significant lands and heritage. This will allow time for decision-making and ensure flexibility in planning initiatives.

Beyond the protection of areas of cultural and archaeological significance, the Plan also offers an opportunity to honour local First Nations' traditional lands and important sites through wayfinding, interpretive signage, placenames, and other initiatives. Examples of wayfinding that integrates Indigenous placenames and traditional knowledge are provided below. In the Metro Vancouver region, initiatives like the Great Blue Heron Way project show how trails can contribute to reconciliation efforts. The First Nation-led initiative, created based on Tsawwassen First Nation Elder xwasteniya (Ruth Mary Adam's vision), seeks to connect First Nation communities using the Trans Canada Trail.

More recently, the Sḵwx̱wú7mesh (Squamish) Nation and City of Port Moody installed a house post along the Shoreline Trail (see the next page). The səlilwətaɬ have also displayed welcome poles in Whey-ah-Wichen (Cates Park) in North Vancouver and təmtəmíxʷtən (Belcarra Regional Park) in collaboration with the District of North Vancouver and Metro Vancouver (see section 5.3.1 for more information on the initiative).

In the Presence of Ancestors house posts along Shoreline Trail

In the Presence of Ancestors, led by artistic director Tasha Faye Evans, is a project that honours the presence of Coast Salish ancestors and their enduring connection to the lands and waters in and around the place we now call Port Moody. The project provided a variety of community engagement opportunities over five years and culminates in 2025 with the installing of five house posts from Coast Salish Nations along Port Moody's Shoreline Trail, between Rocky Point Park and Old Orchard Park.

Installed facing the water, the house posts remind our community of our shared responsibility for protecting the Burrard Inlet. Each installation site will be designed as a space for learning and reflection and will include signage, in Salishan languages, sharing words from the carvers and the vision for the future of Coast Salish Lands and Waters.

The house post shown in the photo below is carved by Xwalacktun, O.B.C. (Order of British Columbia), a Skwxwú7mesh (Squamish) Nation artist whose works are recognized internationally.

4.3.2 Environmentally sensitive areas

Much of Port Moody's trail network is within or near natural parks (Figure 6). Many of these areas are environmentally sensitive and are managed through the City's Environmentally Sensitive Areas (ESA) Management Strategy and Development Permit Area policies. These areas are identified as ESAs because they protect healthy functioning ecosystems, provide habitat for wildlife, including species at risk and are ecologically unique in the region. As recognized in the Official Community Plan and Parks and Recreation Master Plan, trails can provide a valuable opportunity for residents and visitors to experience these natural areas and to promote public awareness and environmental stewardship of them.

However, trails and trail users can cause the degradation of sensitive ecosystems due to changes in water flow, soil erosion, and trampling of vegetation. In addition to complying with environmental legislation from senior levels of government, Port Moody implements standards and guidelines from its Trail Standards to prevent environmental impacts from trails through careful planning, trail construction techniques, controlled access management tools such as fencing and boardwalks, and maintenance.

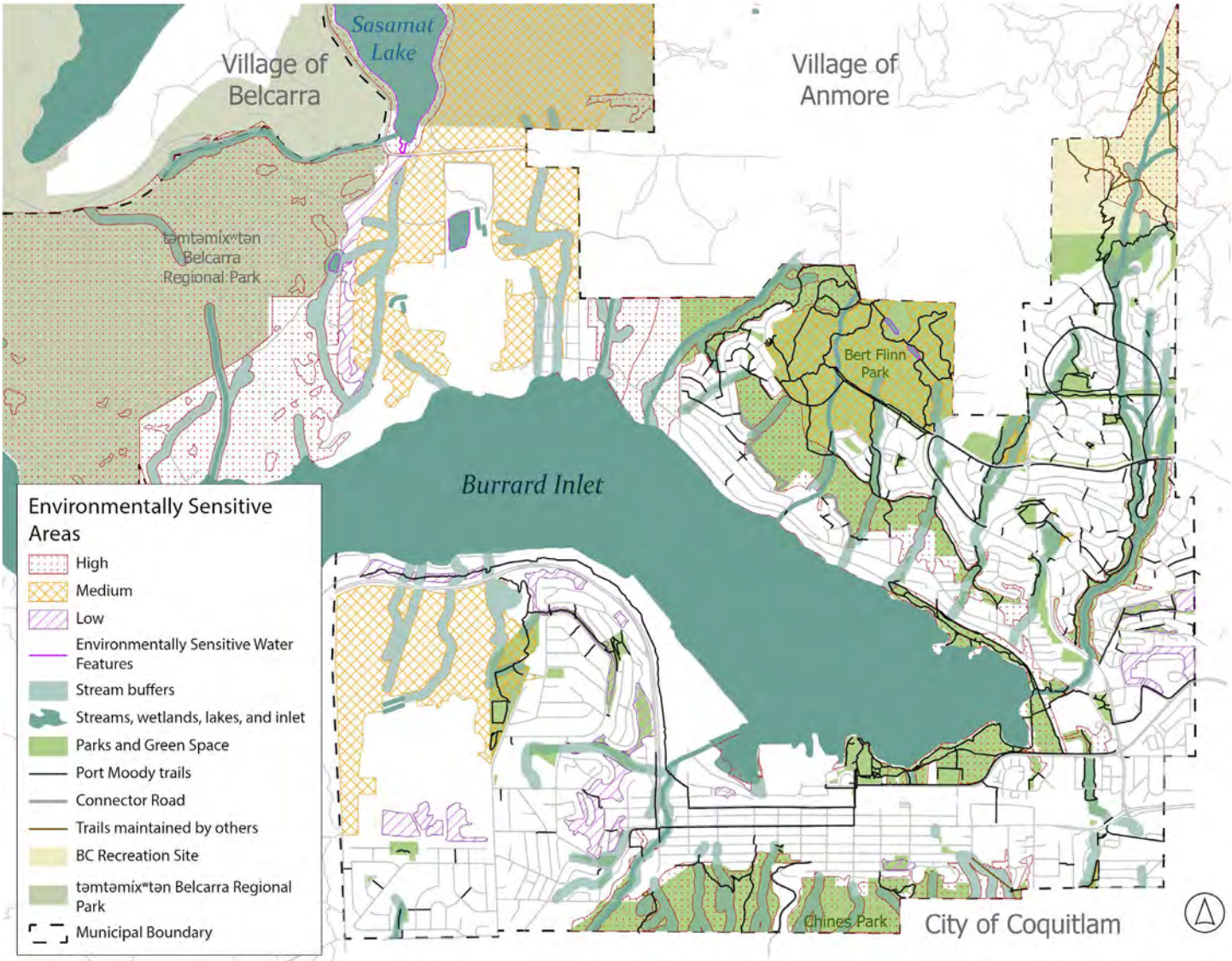


Figure 6. Environmentally sensitive areas identified in the Official Community Plan.

4.4 Trail network improvements

Port Moody anticipates achieving many network improvements through continued improvements to existing trails, implementing this Plan's action plan, and caring for the City's trail network. In addition to those trail improvements, this section of the Plan outlines the proposed new sanctioned trails and connections, as well as signage improvements.

4.4.1 Desired new trails and connections

The City identified opportunities to expand its trail network by analyzing its current trail network, gaps, needs, and best management practices.

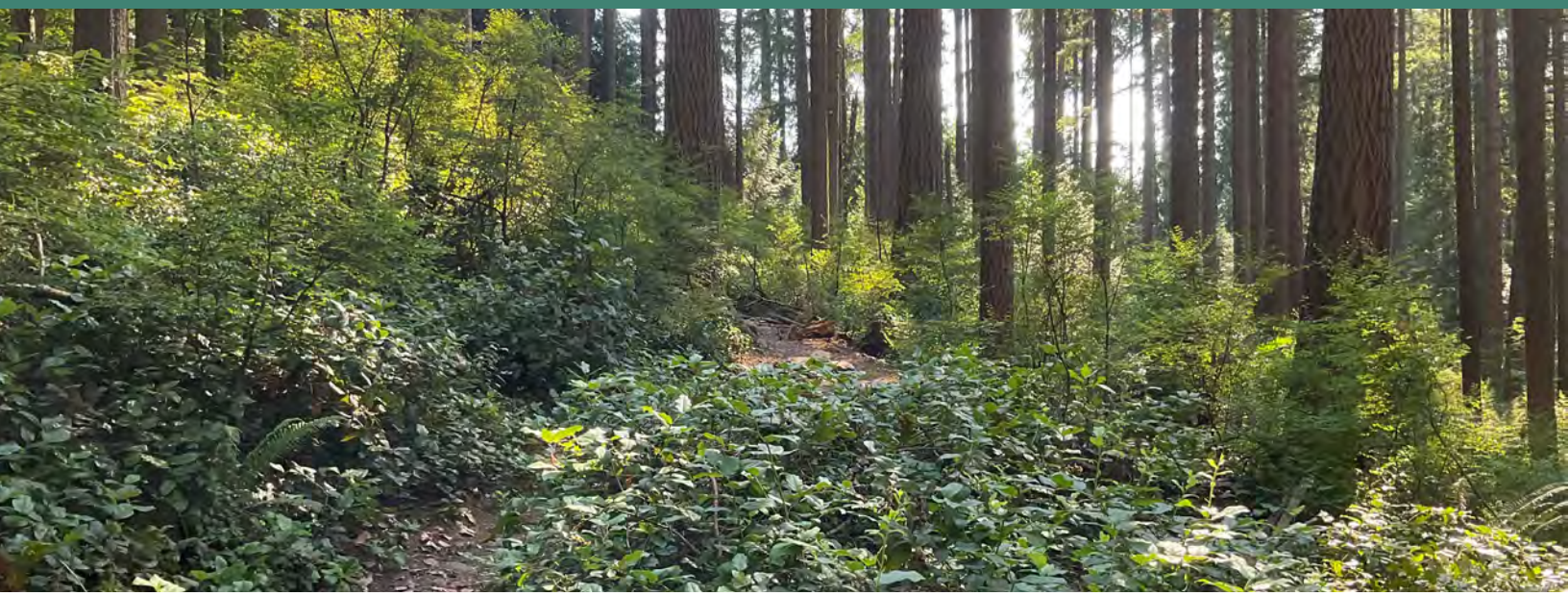
Figure 7 on the next page provides an overview of key locations identified for extending Port Moody's trail network across parks and greenspace and within urban and residential areas. The opportunities for the trail network extension would rely on a combination of new trails and pathways within urban areas, formalization of unauthorized trails where appropriate, and new trail construction within parks and green spaces.

The map outlines the desired trail connections; however, the City will follow an internal approval process prior to confirming the formalization of each desired route into its trail network – including conducting additional studies where appropriate to confirm their feasibility.

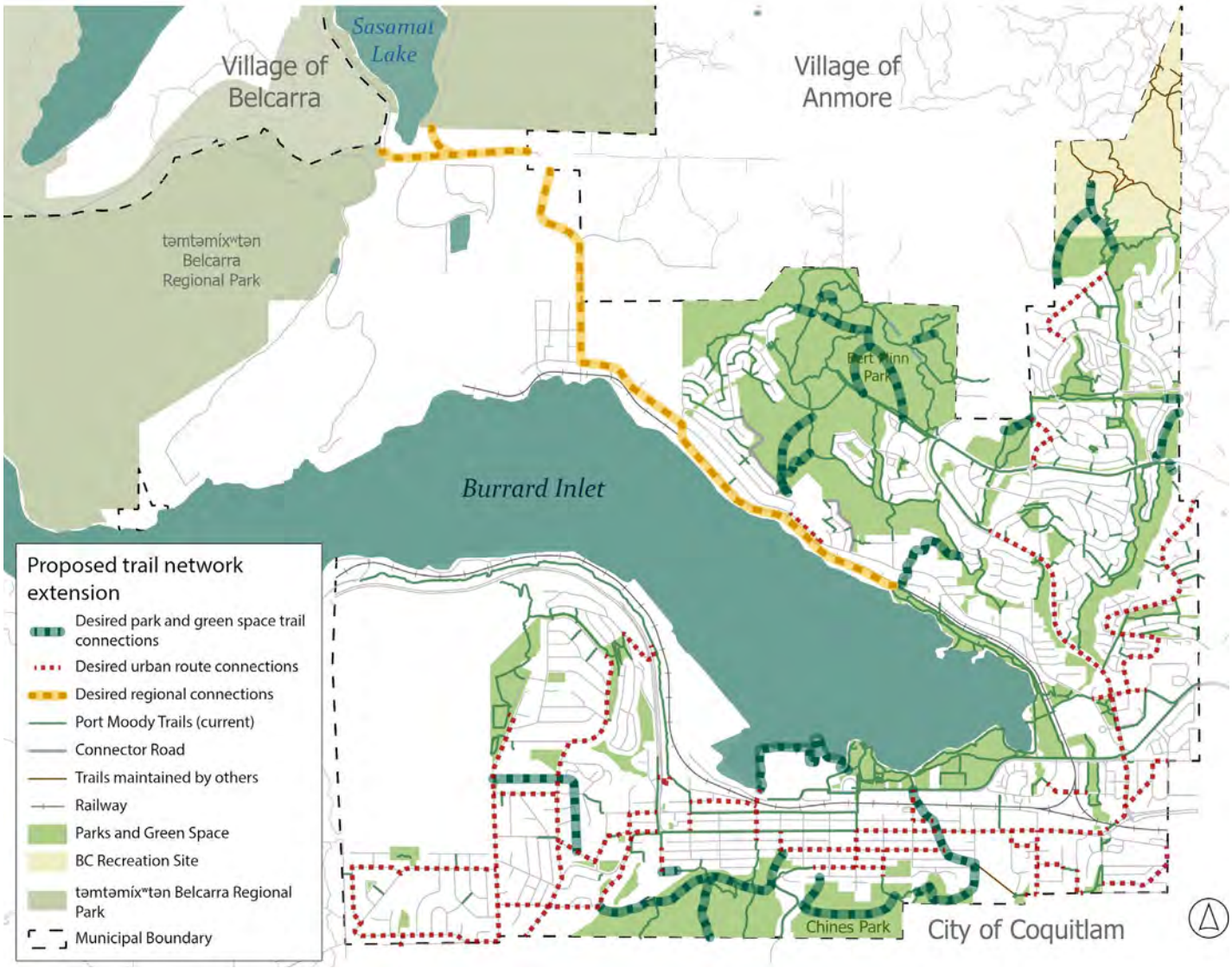
Overall, the proposed trail network extension includes:

- More authorized trails in parks and greenspaces
- More connections between parks
- Improved urban multi-use paths/bike routes, including through greenways and park connections, to connect the Glenayre, Seaview, and College Park neighbourhoods with Moody Centre and with Burnaby Mountain and Coquitlam trails
- Collaboration on a regional greenway connecting Pleasantside to Belcarra
- Desired trail and urban route connections in areas where further studies will be required to confirm the feasibility of establishing new trails

▼ Wilkes Creek Trail



Proposed trail network extension



Proposed trails within **parks and green spaces**

Desired trail connections: create and formalize recreational opportunities within Port Moody's parks and green spaces. More studies will be needed to confirm the feasibility of those routes, particularly to mitigate geotechnical risks and align with environmental regulations.

Proposed trails within **urban and residential areas**

Desired urban routes: improve and/or formalize pedestrian and cycling connections across and between neighbourhoods, supporting and as guided by other City plans like the Master Transportation Plan

Desired regional greenway: provide missing connections to respond to Metro Vancouver's Regional Greenway Plan north towards təmtəmíxʷtən/Belcarra Regional Park and east towards Coquitlam.

Figure 7. Proposed new trails and connections for the trail network extension.

The integration of the desired trails shown on Figure 7 into the City's trail network is not guaranteed and will depend on the results of the City's approval process and feasibility studies.

More details about the proposed trail network extension are provided on the next pages.

Moody Centre - Glenayre, Seaview, College Park, Harbour Heights

The proposed trail network expansion in the Moody Centre and Glenayre, Seaview, College Park, Harbour Heights neighbourhoods is focused on improving urban connections between parks and green spaces within Port Moody and in Burnaby and Coquitlam.

The proposed trails aim to expand recreational options in an area anticipating significant population growth. This will be achieved by formalizing some unauthorized trails and potentially creating new ones in green spaces developed in Moody Centre. Further studies are needed to confirm the geotechnical feasibility of an east-west connection across Chines Park, which contains a series of steep ravines that may require costly trail construction techniques. The Chines Park trail connection would link Port Moody Secondary School with École Moody Middle School of the Arts.

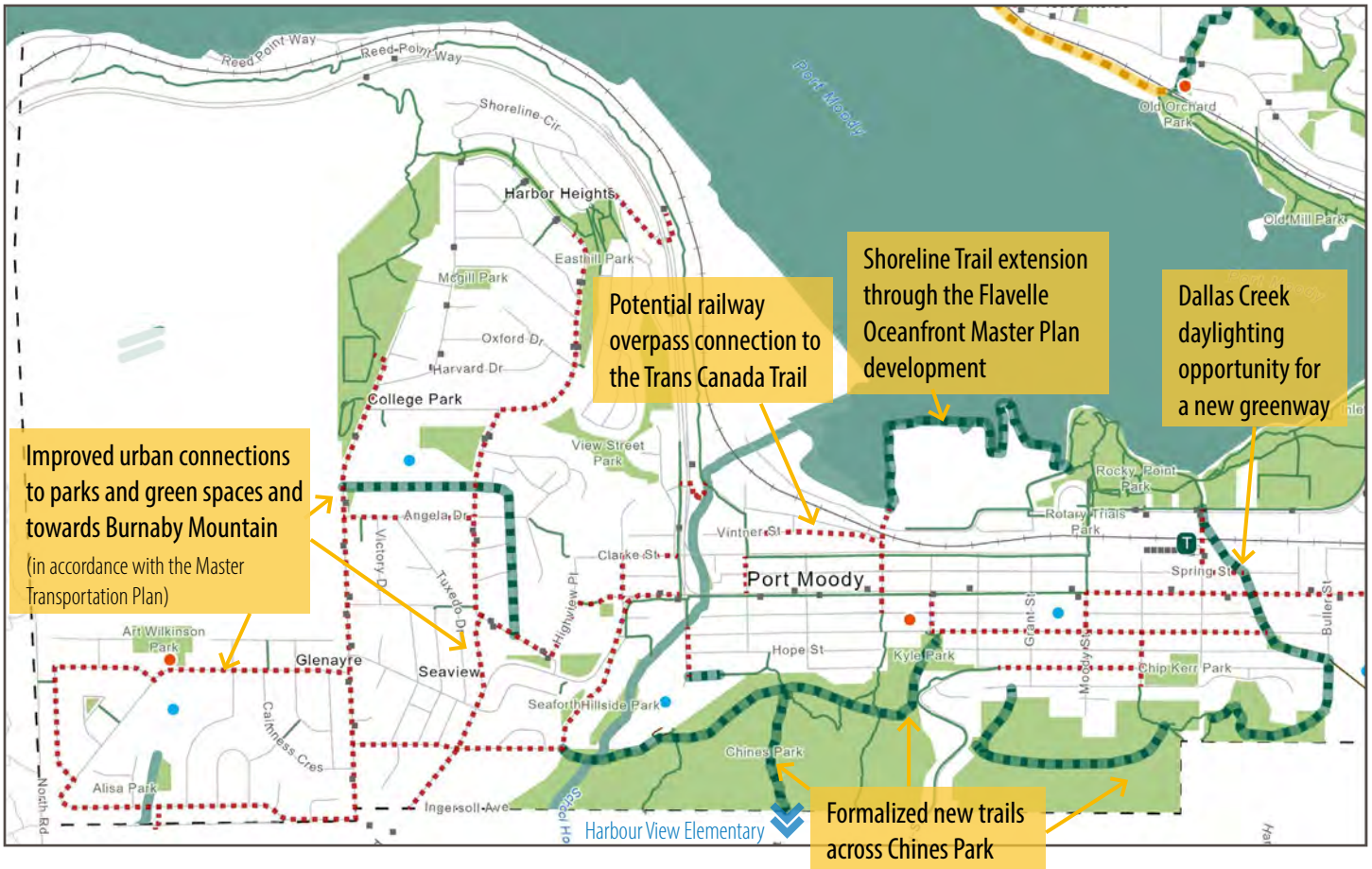


Figure 8. Proposed trail network extension in Moody Centre - Glenayre, Seaview, College Park, Harbour Heights

April Road – Pleasantside, Heritage Mountain, Twin Creeks, and Heritage Woods

Proposed trails in the April Road – Pleasantside, Heritage Mountain, Twin Creeks, and Heritage Woods neighbourhoods are intended to increase the number of recreational trails, particularly for walking/hiking and biking within parks. Many of the proposed park and green space trail connections will require further studies to assess their feasibility and minimize their environmental impacts.

Proposed urban routes within residential areas would also improve connectivity between parks and neighbourhoods.

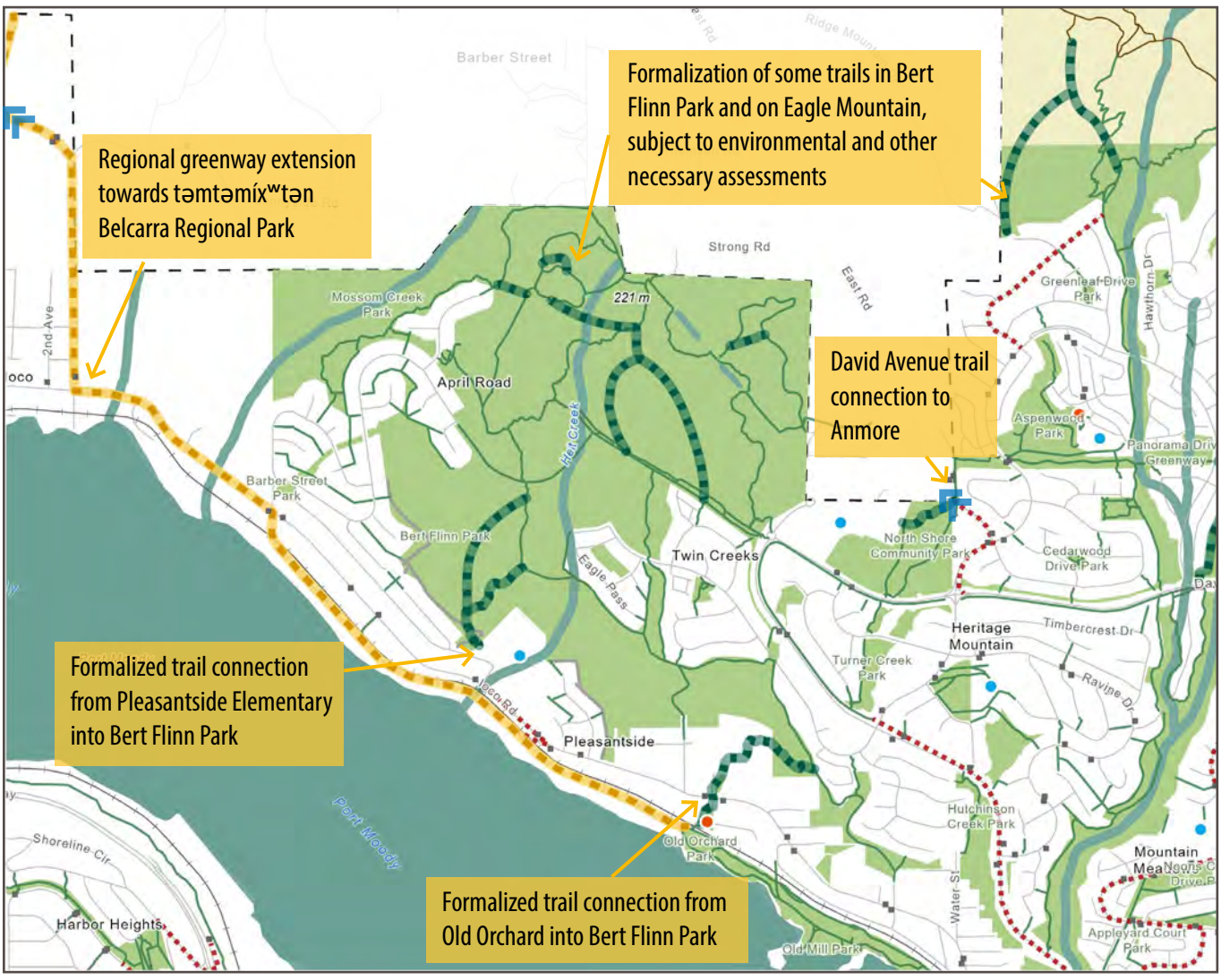
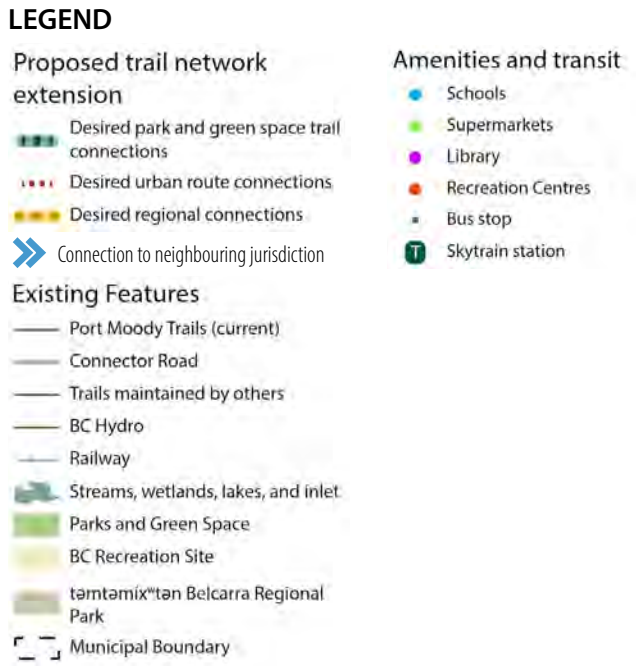


Figure 9. Proposed trail network extension in April Road – Pleasantside, Heritage Mountain, Twin Creeks, and Heritage Woods

Coronation Park, Inlet Centre, and Mountain Meadows-Noons Creek

Proposed trails on the southeastern side of Port Moody are intended to improve urban connections between existing greenways and parks and to provide more recreational trail access for properties on the easternmost boundary.



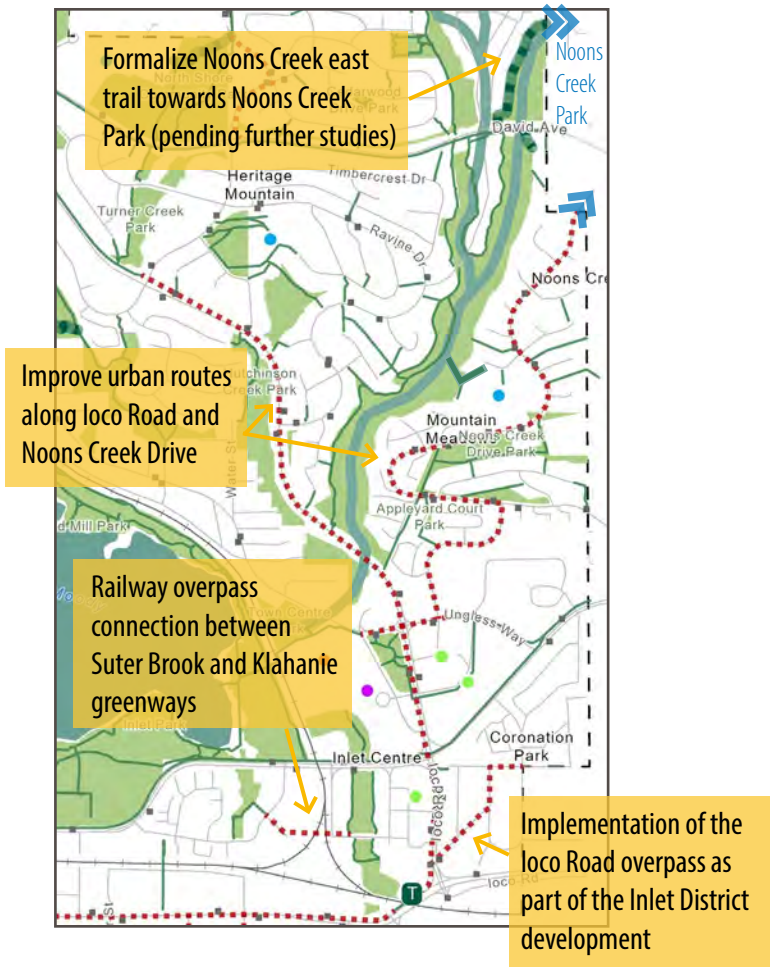


Figure 10. Proposed trail network expansion in Coronation Park, Inlet Centre, and Mountain Meadows-Noons Creek

4.4.2 Prioritization of new trail construction

The following decision-making criteria will guide City staff in evaluating and prioritizing the construction or formalization of new trails into the trail network. This step would precede technical feasibility and environmental impact reviews to help identify the highest-value projects. This Plan is a living document, and the criteria are expected to evolve over time to reflect shifts in City priorities.

At the time of the adoption of this plan, the following evaluation criteria are intended to provide a transparent way to extend or upgrade the trail network during the plan's implementation:

Category and evaluation criteria	Ranking
Trail network recreational and connectivity value	Low = not at all; High = completely
Provides a critical link to complete a larger trail system	
Connects to community amenities, transit, or recreation value (view, point of environmental/cultural interest)	
Contributes to or completes a route within the network (e.g., trail loop or connection between parks or green spaces)	
Fulfills current or expected demand (e.g., formalizing a well-used unauthorized trail)	
Accessibility	
Provides increased accessibility	
Contributes to other forms of accessibility (e.g., sensory accessibility)	
Equity	
Provides a trail or connection in an area identified for its need for more trail access	
Provides a trail or connection in a densifying area	
Environmental	
Provides an opportunity for restoration	
Supports connectivity of environmentally sensitive areas	
Limits the impacts on environmentally sensitive areas	
Safety	
Improves safety (e.g., trail upgrades or improved access)	
Implementation readiness	
Feasible within the desired time window (e.g., if there is a need to align with development or acquire land or funding)	
Aligns with an opportunity to acquire land (applicable where acquisition is required for a new trail)	
Potential to partner/align with another project to realize efficiencies	
Aligns with the budget planning window	
External organization(s) are willing to provide support for the trail construction or maintenance in a manner supported by the City	

4.4.3 Trail signage improvements

This Trail Network Plan will support ongoing initiatives aimed at improving wayfinding and interpretive signage, such as implementing recommendations from the Wayfinding Strategy Report (2022), including improving inadequate or confusing signage and providing more interpretive signage where appropriate.

The Wayfinding Strategy Report provides examples and recommendations for directing people from urban areas to trailheads, improving access and connectivity. Wayfinding signage along trails will also comply with the City's Trail Standards.

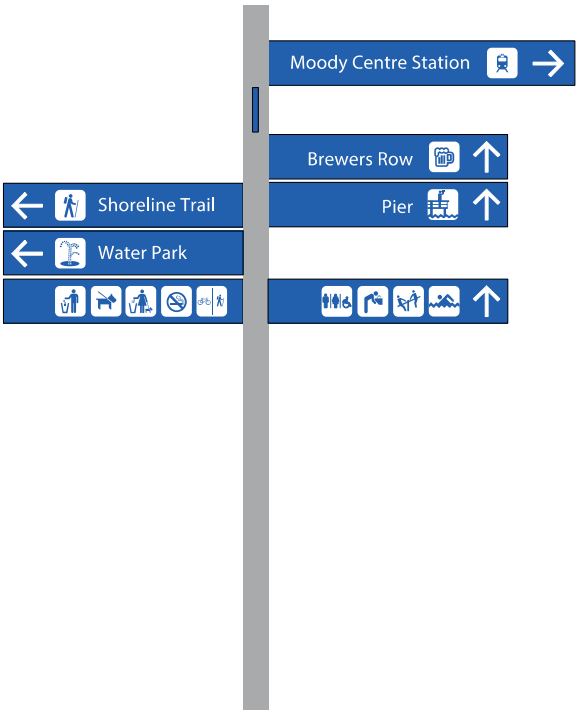


Figure 11. Trail wayfinding signage standard from the Port Moody Trail Standards (top) and example of a recommended design for directional signage for urban areas from the Wayfinding Strategy Report (bottom).

5. Action plan

Implementation of the action plan will support improvements to Port Moody's highly valued trail network. The proposed actions fall under four goals as outlined below.

- **Goal 1:** Provide a high-quality experience to a variety of trail users.
- **Goal 2:** Connect the community to provide recreation and active transportation opportunities for all.
- **Goal 3:** Protect culturally and environmentally sensitive areas and resources.
- **Goal 4:** Encourage and support stewardship of Port Moody's trails and the environmentally sensitive areas they travel through.

Each action is assigned an implementation priority and estimated cost to guide implementation. Priorities are assigned for short- (start within 1-5 years), medium- (start within 5-10 years), and long-term (start within 10-15 years) implementation.

Additional capital and operational budget will be required to implement the action plan. Cost ranges are assigned to each action and vary from already budgeted or included in staff time ($) to actions costing greater than $100,000. Overall, the construction of new trails and installation of new assets along trails are expected to drive capital costs, whereas maintaining service levels as the trail network grows will increase operational costs. The City will also seek out partnerships and external funding opportunities to support implementation of the Trail Network Plan where possible.

Action plan implementation key

TIMEFRAME

- Short - start within 1-5 years
- Medium - start within 5-10 years
- Long - start within 10-15 years

COST

- $ - in staff time or already budgeted
- $$ - <$20,000
- $$$ - $20,000-$100,000
- $$$$ - >$100,000

5.1 Goal 1: Provide a high-quality experience to a variety of trail users

Actions to achieve this goal are organized into the following themes:

- User experience
- Trail amenities

5.1.1 Theme: User Experience

This theme includes actions focused on improving the trail experience and wayfinding and minimizing user conflicts. Actions include:

Action	Priority	Cost
1. Enhance trail maps in accordance with the Parks and Trails Signage Standards, including trail types, difficulty, technical trail features (on mountain bike primary trails), accessibility (universal, sensory, etc.), active transportation routes (paved and gravel trails), public art installations, trail risks and hazards (per Municipal Insurance Association requirements), trailheads, and trail amenities such as washrooms. Consider technological solutions such as QR codes to improve trail navigation and wayfinding.	Short	$
2. Identify key areas for wayfinding, including to improve trail access from transit stops, trail mileage along appropriate trails, signage for e-mobility users to slow down, and interpretive signage, and develop a five-year signage plan.	Short	$$
3. Conduct accessibility audits on urban multi-use and nature trails and work to remove accessibility barriers wherever possible, and work with accessibility advocates to target improvements on high-use priority trails. Aim to construct all new urban multi-use pathways to be universally accessible.	Short	$
4. Develop a Dog Management Strategy to review when, where, and how to manage trail use by people with dogs.	Medium	$$
5. Review and revise e-scooter regulation and enforcement in accordance with the provincial pilot project to promote the safety of all trail users. Specify trails that allow e-mobility options and speed limits.	Short	$$

▼ James Park Trail

5.1.2 Theme: Trail amenities

This theme focuses on amenities to improve user's experience along Port Moody trails. Actions include:

Action	Priority	Cost
6. Improve safety and 24-hour usability with signage and lighting on multi-use pathway trails that are part of the City's active transportation network.	Medium	$$$-$$$$
7. Improve access to washrooms for trail users by installing signage to identify nearby public washrooms, where nearby washrooms exist, developing a list of priority locations for new washroom facilities to support trail users, and putting those locations forward for consideration in future capital budgets.	Medium	$$$-$$$$
8. Through service and asset management planning, identify priority locations to install trail furniture, such as benches and bike racks, at trailheads and along trails. Investigate funding options through the Port Moody Foundation and the City of Port Moody Memory Program, where applicable.	Medium	$$$$

▼ Trans Canada Trail

5.2 Goal 2: Connect the community to provide recreation and active transportation opportunities for all

Actions to achieve this goal are organized into the following themes:

- Expand and connect
- Maintenance

5.2.1 Theme: Expand and connect

This theme focuses on growing Port Moody's trail network. Actions include:

Action	Priority	Cost
9. Expand the authorized trail network* as guided by Figure 7, site selection and assessment protocols laid out in this document, and the City's approval matrix. *Trail construction in areas with geotechnical and slope stability issues, like Chines Park, will require further investigation and trail construction methods adequate for the conditions (see the Chines Integrated Stormwater Management Plan).	Short	$$$-$$$$
10. Consider establishing a dedicated recreational fitness trail that would utilize steeper terrain and could include stairs and simple structures such as bars or benches.	Medium	$$$-$$$$
11. Revise trail standards in development agreements to ensure that trail connectivity is preserved or enhanced during redevelopment, including provisions for construction timing, phasing, and necessary land or right-of-way acquisition, and to clarify maintenance responsibilities.	Short – Long	$
12. Collaborate with other departments to improve mapping, signage and access for emergency management and wildfire mitigation.	Short	$$$
13. Work with adjacent municipalities, Metro Vancouver, and School District 43 to maintain and improve the connectivity of authorized trails across the region and continue to develop the Trans Canada Trail route across Port Moody.	Short	$$$$

Visitor Use Management Framework

The Interagency Visitor Use Management Council developed a "guide to providing sustainable outdoor recreation."[13] The US guide is intended to provide guidance to recreational area managers on how to manage visitor use to protect resources and maintain a positive recreational experience. The framework provides a good methodology to guide Port Moody in monitoring implementation of the Trail Network Plan.

5.2.2 Theme: Maintenance and improvements

This theme focuses on Port Moody's existing trails. Actions include:

Action	Priority	Cost
14. Integrate trails assets into Parks Service & Asset Management Plans to prioritize which capital assets need replacement or restoration, establish trail maintenance costs and assets' lifecycle, and establish maintenance service frequency.	Medium	$$
15. Use indicators to monitor and review trail maintenance annually and determine minimally acceptable condition thresholds for trail upgrades, relocation, or decommissioning.	Short	$

▼ Trail in Bert Flinn Park

5.3 Goal 3: Protect culturally and environmentally sensitive areas and resources

Actions to achieve this goal are organized into the following themes:

- Reconciliation
- Environmentally sensitive areas

5.3.1 Theme: Reconciliation

This theme focuses on advancing reconciliation through the trail network. Actions include:

Action	Priority	Cost
16. Develop and follow protocol to work with First Nations on trail projects, including, new or expanding trails, signage, cultural recognition, and trail naming.	Medium	$$$
17. Provide referrals to local Nations for trail extensions or significant maintenance and alterations when decommissioning trails.	Short	$

5.3.2 Theme: Environmentally sensitive areas

This theme focuses on actions to protect Port Moody's environmentally sensitive areas. Actions include:

Action	Priority	Cost
18. Complete environmental assessments for all new trail construction.	Medium	$$-$$$
19. Consider installing barriers* to reduce impacts from trail users and dogs on environmentally sensitive areas. *Barriers could include constructed features like fencing or natural features such as thorny plants, logs and boulders.	Short – Medium	$$-$$$$$
20. Conduct all trail building and maintenance in accordance with Port Moody's Trail Maintenance Guidelines and regularly update them to align with current best practices.	Short	$
21. Create educational materials on the environmental and public safety impacts of illegal trail construction.	Long	$$

təmtəmíxʷtən and Whey-ah-Wichen welcome poles, an example of cooperation

In 2024, the səlilwətaɬ (Tsleil-Waututh Nation) displayed welcome poles at təmtəmíxʷtən (Belcarra Regional Park) and Whey-ah-Wichen (Cates Park) [12]. The project was led by the səlilwətaɬ in partnership with Metro Vancouver and the District of North Vancouver. The poles, carved by Jonas Jones, are now displayed in two important traditional village sites.

"The lands where these poles are located are rich in culture and spirituality. These are more than pieces of art; they are an opportunity to pass along our teachings. Our people belong here." – TsuKwalton (Jonas Jones)

Goal 4: Encourage and support stewardship of Port Moody's trails and the environmentally sensitive areas they travel through

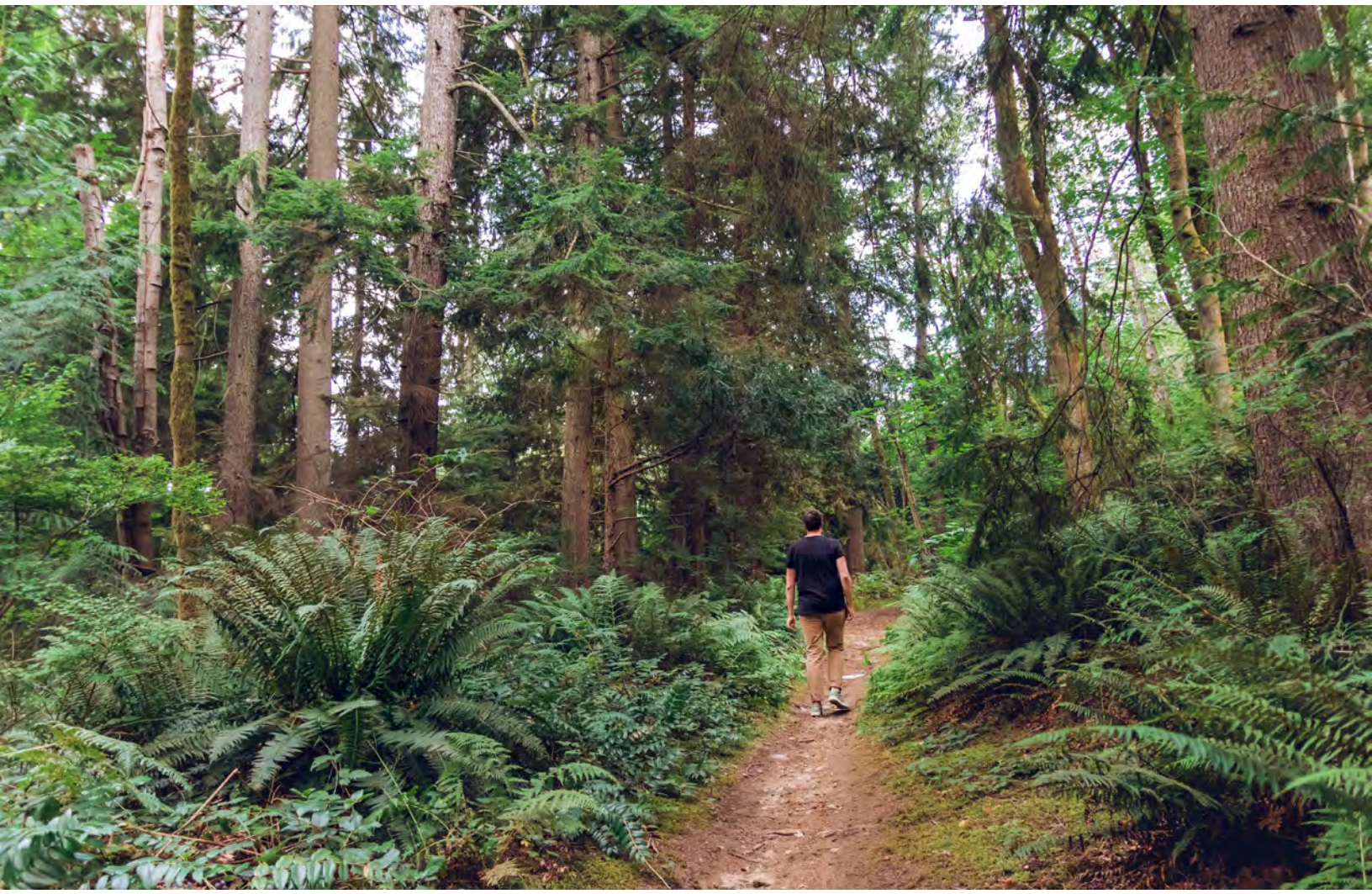
The action to achieve this goal is focused on stewardship programs. Many actions embedded under other goals will also support achieving goal 4.

5.3.3 Theme: Stewardship programs

This theme focuses on programs hosted on the trail network. Specifically:

Action	Priority	Cost
22. Continue to host and develop trail events such as senior walks, create other events and programs such as trail clean-up days or invasive species removal, and educational campaigns or programs to raise awareness on trail opportunities, safety guidelines, stewardship, and responsible trail use.	Medium	$

▼ Chines Park Trail



6. Implementation

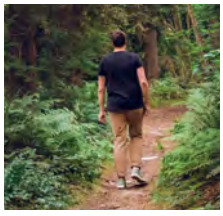
The City will lead the implementation of the Trail Network Plan in close collaboration with community organizations and partners. The action plan's priorities and cost estimates will serve as a roadmap for planning, budgeting, and decision-making. Funding will be drawn from various sources, including City revenues, partnerships, volunteer contributions, grants, and donations. Together, these efforts will support the development of a safe, sustainable, and well-loved trail network for all users.

6.1 Monitoring

Ongoing monitoring will track key indicators related to trail use and environmental impact to support effective implementation of the Trail Network Plan. This information will help determine when adjustments are needed to maintain safe, sustainable, and enjoyable trail conditions. Tracking these indicators will also establish a baseline and support regular reviews and updates. Monitoring efforts will align with the guidance in this section and in action 15.

6.1.1 Desired trail condition

The vision and guiding principles inform the desired trail conditions and user experience on all Port Moody trails. The table below illustrates the intended user experience when travelling along recreational trail classes within the city's parks and green spaces, in accordance with the International Visitor Management Framework's approach.

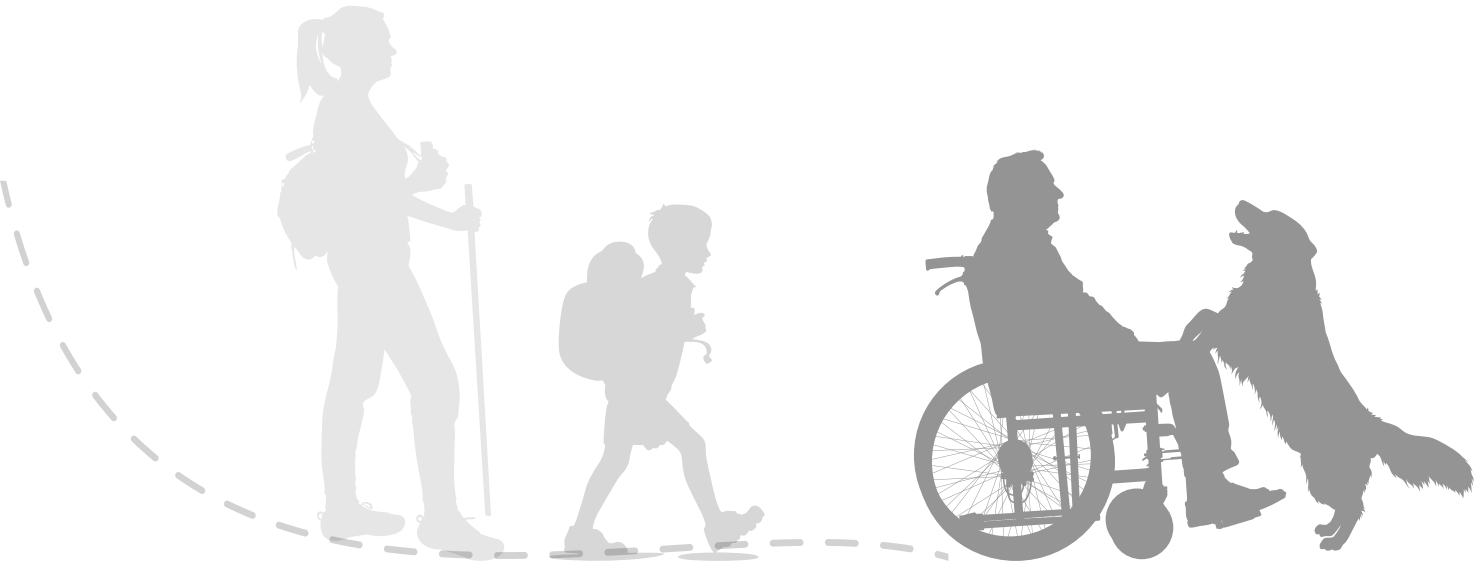
Trail class	Desired experience
Walking and rolling	
Urban multi-use 	• Accessible to all • Integrated into the active transportation network with adequate directed lighting where appropriate and feasible (i.e., avoiding trails in or directly adjacent to ESAs)[1] and signage to enable 24-hour use • Integrates public art and wayfinding, interpretive, and educational signage
Urban nature 	• Accessible to all • Integrated into the active transportation network for daytime use (no lighting) • Integrates public art and wayfinding, interpretive, and educational signage
Walking, hiking, and mountain biking	
Nature 	• Natural surface trail that presents more challenges • Mix of difficulty levels, with steeper and more challenging sections • Quieter trail intended for daytime use • Healthy and abundant native understory vegetation
Mountain bike primary 	• Primarily intended for mountain biking but also accessible to hikers and runners, and for daytime use • Mix of difficulty levels, with steeper and more challenging sections and technical trail features • Integrate wayfinding signage that indicates difficulty level, direction, and the presence of technical features not appropriate to all users

[1] The Shoreline urban multi-use trail has been identified as a trail where no lighting should be installed due to its unique setting among other multi-use trails to limit impacts on wildlife.

6.1.2 Indicators

The Trail Network Plan identifies indicators to help monitor trail condition. The indicators can be used to set thresholds for minimally acceptable conditions and to identify specific actions that the City will undertake if those thresholds are reached, in accordance with action 15 and the International Visitor Management Framework's methodology (see the inset on page 33 for more information about the Framework).

Indicator	Data source
Goal 1: Provide a high-quality experience to a variety of trail users	
Trail surface condition index	% of trails rated as "good" or "excellent"
User satisfaction score	Periodic survey across user types (e.g., pedestrians, cyclists, etc.)
Trail conflict reports	Number and type of conflicts reported annually
Accessibility score	% of multi-use pathways meeting universal design standards
Wayfinding signage coverage	% of the locations identified in the signage plan with clear, consistent signage
Rest areas per kilometre	Number of benches, shelters, or rest stops per kilometre of trail
Trail usage volume	Average daily/seasonal trail user counts
Lighting coverage	% of multi-use pathways with adequate lighting
Maintenance response time	Average time to resolve significant or safety-related reported issues
Goal 2: Connect the community to provide recreation and active transportation opportunities for all	
Trail connectivity index	Kilometres of trail per resident in each neighbourhood
Proximity to trails	% of residents within 400 metres of a trail access point
School and park access	Number of schools and parks directly connected to trails
Trail-to-transit integration	% of transit stops within 400 metres of a trail
Trail gap closure rate	Number of identified gaps closed annually
Cross-jurisdictional links	Number of connections to regional trail systems
Goal 3: Protect culturally and environmentally sensitive areas and resources	
Trailside Habitat Health	Designated indicator trail segments and monitored regularly for: (1) signs of off-trail use (e.g. trampling, erosion, informal paths), and (2) presence and extent of invasive plant species using standardized visual surveys
First Nations representation	Number of interpretive signs, trail names, and other initiatives reflecting local Indigenous uses, language, and cultures
Interpretive signage installed	Number of signs educating trail users on environmental features
Goal 4: Encourage and support stewardship of Port Moody's trails and the environmentally sensitive areas they travel through	
Volunteer hours logged	Total hours contributed to trail maintenance and education
Event participation	Number of community events or guided walks held on trails
Public education reach	Number of people reached through workshops, signage, or campaigns



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