

Part VII

9.0 Implementation Plan

9.1 Funding: Acquisition, Development and Maintenance

To try to acquire and develop the complete trail system with all the desired amenities at one time will be extremely expensive and almost impossible especially as some of the desired trail routes are long term proposals on lands that may not yet be available. The City of Richmond has been fortunate in that the dykes built for flood protection and the safety of the community have given us an excellent starting point by providing the foundation for developing the city-wide waterfront trail system.

9.1.1 Funding Sources

The existing trail system including designated cycling routes, expanded sidewalks and boulevards, and walkways has been acquired and developed in the following ways:

- Council approval of City Capital Programs funded through Development Cost Charges . Council has generally approved an annual Trails Program of \$200-250,000 based on recommendations from the 1996 Sports Task Force. (West Dyke and South Dyke Trails)
- Property dedication to the City and construction of a trail or walkway by private developers negotiated as a requirement during the rezoning and development permit process. (Imperial Landing waterfront trails)
- Public rights-of-ways registered on private property negotiated as a requirement during the rezoning and development process. (Dover Crossing, South Cove)
- Sidewalk, ornamental lighting and boulevard improvements through the Neighbourhood Improvement Charges applied during subdivision (Saba/Buswell- City Centre)
- Partnerships with other agencies, community groups and private owners requiring some matching City Capital funding (Steveston Harbour Authority boardwalk, ICBC shared funding for Shell Road cycling path)
- Coordination with other City initiated projects resulting in an overall cost savings for the City. (Hollybridge Way pump station/staging area)
- Neighbourhood Improvement Charge which focuses on ditch infills and sidewalks cost shared with the residents.



Partnership with Steveston Harbour Authority



Working with the development industry



Partners for Beautification

9.1.2 Maintenance Services

The ongoing maintenance of the city-wide trails, designated cycling routes, and city owned walkways is the primarily responsibility of the City. Other maintenance is provided in following ways:

- Maintenance of public right-of-ways on private property is negotiated during the development permit process. The City establishes partnership with private owners whereby they are responsible for the soft landscaping and the City maintains the hard surfaces. This ensures public access through new developments at a minimal cost to the City. Examples can be found at Dover Crossing, Southcove, and Imperial Landing.
- The City maintains all sidewalks on City property. With the new Boulevard Maintenance By-law adjacent property owners are responsible for the soft landscaping e.g. cutting the grass on the boulevard. Street trees are the exception and are maintained by the City.
- The City maintains all pathways within parks. To lower maintenance costs and to improve accessibility, the City has adopted a new standard of paving newly constructed pathways and has a program to pave older gravel pathways.
- Partnerships for Beautification: Adopt-a-Trail/Street/Cul-de-sac Program volunteers provide litter pickup, weeding of planted areas, beach cleanup, removal of purple loosestrife and graffiti removal.

9.1.3 Applied Costs

The costs applied to both maintaining and constructing the trail system has been based on the traditional rustic type of trail. In recent years, the trails system has grown to include more urban style infrastructure and amenities. This is a trend that will continue especially with the new Trails Strategy that looks at the whole city including established neighbourhood areas as part of an integrated and interconnected network of community links. As well, through the Waterfront Development Strategy a number of character areas along the waterfront have been identified as areas that may be developed to a higher standard reflecting changing upland uses.

The annual operation cost of maintaining trails is currently \$500 per acre. This is presently an averaged cost with the more popular city-wide urban style trails costing \$5 - \$10,000 per acre.

This reflects a standard of maintenance that was established in the mid 1980's that includes:

- brush cutting
- flail mowing
- vandalism removal

- emergency maintenance for safety
- benches, tables, signs, fences, and platforms
- minimal vegetation control
- washrooms
- trail resurfacing

As more special character areas are being developed in the City that have a higher standard and complexity of material and amenities, this average cost for annual maintenance will rise. The standard that was developed in the 1980's will need to be reviewed and the annual operational budget will need to be adjusted to reflect the new standards.

The costs of construction reflect the industry standard at the time of construction. The annual budget of \$200-250,000 towards capital projects has allowed the City to incrementally add to the trail system building up the network over a number of years.

This budget has been used to build more than just the three to four meter wide trails. It has included the development of parking lots, seating areas, retaining walls, interpretation and directional signage and in some areas the base development of associated land that in essence forms a waterfront park. The costs of building the rustic trail and adjacent land is on average \$7,000 per acre. The cost of building a higher standard of urban waterfront trail with special features and amenities is more in the range of \$100,000 to \$350,000 per acre.



Garden City Road multi-use trail

9.1.4 Magnitude of Costs

It is not feasible to give precise costs for building out the whole Trail System until more detailed design work is completed on the many proposed projects.

An approximated cost is given here based on costs calculated for the 2001/2002 Development Cost Charge Program (projected build out to the year 2021). These costs reflect the building of the city-wide trail system and does not include land acquisition, the building of the neighbourhood links nor other improvements necessary for creating a walkable city.

The cost projected for city-wide trails in the 2021 DCC Program is approximately \$13,360,000 or \$668,000 annually. This cost is being presented only as a starting point to understanding the magnitude of developing a comprehensive trail network. Add to this the building of neighbourhood routes and other pedestrian improvements the costs will be substantially higher.

Recommendations:

Short Term

1. Establish a 10 year Implementation Program with a priority list of projects and associated costs.
2. Consider a Trails Capital budget approach that allots 25% of the budget towards Neighbourhood Green Links improvements.

Ongoing

3. Encourage more Partners for Beautification to assist in the maintenance and the implementation of projects.
4. Work with the developers adjacent to city-wide trails and greenways to ensure the quality of development, setbacks, and buffers are constructed in a manner that meets the City and the private owners needs.
5. Continue to partner with private owners to cost share the maintenance of public right-of-ways through private properties.
6. Continue to work with the development industry to assist in building up the network of trails by negotiating public access through private developments as part of the rezoning process.
7. Work with other City Departments to establish priority areas for sidewalk improvements, traffic calming measures as part of developing neighbourhood Green Links.
8. Review with other City departments their Capital Budget Program on an annual basis to seek potential opportunities for cost savings by coordinating construction projects.
9. Seek grants and partnerships with other agencies.
10. Review the level of maintenance standards and the annual operational budget for the variety of trails and the increased number and quality of amenities that are being developed as the City grows and changes.



Dyke Road and No. 5 Road - Coordinating capital projects with other departments

9.2 Implementation Strategy

There are many factors that can influence the timing and priority in implementing the trails strategy. These include such things as:

- available funding
- opportunities for partnerships
- new developments
- availability of land
- negotiations with other impacted agencies or land owners,
- public priority
- coordination with other city initiatives

The projects will have a range from small but having a large impact such as adding simple directional signage to negotiating access through large private properties that presently impact the continuity of the trail system to constructing new sections of trail with boardwalks and piers.

The next step as outlined in a previous section is to develop a 10 year Implementation Plan that will identify what the priorities are, what is reasonable to achieve, who will be responsible and the funding implications.

Listed below is a summary of all the short-term and ongoing recommendations. This list includes recommendations from the City-wide Trails Plan section and other section of this Strategy. This list forms a Work Program for Trails over the next three years.

Summary of Proposed Work Program 2003 - 2006

Short Term / Ongoing Recommendations

Timeline Definitions:	
SHORT Term: Immediate to 3 years / ONGOING : Immediate to long term(5+ years)	TIMELINE
Strategic Planning	
1. Adopt the City-wide Trail/Greenways Plan and recommendations outlined in this strategy	Short
2. Develop an Implementation Plan with priorities and budgeting for the next 10 years.	Short
3. Adopt the Greenway routes as shown on the City Centre Area Trails map.	Short
4. Determine high priority neighbourhood areas within City Centre and West Cambie and develop Neighbourhood Green Links plans for them.	Short
5. Integrate the Trail Strategy into the overall PRCS Master Plan.	Short
6. Identify trails together with natural areas, blueways, formal parks, undeveloped rights-of-ways, vacant lands, POPA's, and street boulevards as part of an overall open space network for the City in the PRCS Master Plan.	Short
7. Include a new standard of constructing continuous pathways within all City parks in the PRCS Plan to encouraging walking in neighbourhoods.	Short
8. Establish a list of potential public art projects for implementation along the trails.	Short
9. Adopt the wayfinding language of gates, bridges, ground plane, signs, trees, and site furnishings and incorporate it into new developments and along proposed Green Links in established neighbourhoods as funding allows.	Short
10. Coordinate with the Waterfront Development Strategic and Mobility Strategic Committees.	Short
11. Coordinate trail planning and development along the waterfront with the Master Plans being developed for the 10 Character Zones identified in the Waterfront Strategy.	Ongoing
12. Review the standards applied to development and maintenance of higher profile areas such as the waterfront and City Centre.	Ongoing
13. Coordinate the implementation and phasing of trails with the other priorities identified within the PRCS Master Plan for the 10 Year Capital Budget Program.	Ongoing
14. Continue with the plan to acquire identified environmentally sensitive areas.	Ongoing
15. Develop an implementation phasing plan to incorporate new walkway standards.	Ongoing

16. Identify trails together with natural areas, formal parks, undeveloped rights-of-ways, vacant lands, Privately owned/Publicly accessible Open Space (POPAS) and street boulevards as part of an overall open space network for the City in the PRCS Master Plan.	Short
17. Co-ordinate with Engineering and Public Works on an overall integrated strategy for the drainage/storm water management, recreation and environmental needs for the area with specific attention to Horseshoe Slough.	Short
Design Projects	
1. Review the park plan for Garry Point Park and consider developing a tree planting plan to provide shade and to be able to better respond to community requests for e.g. cherry tree planting and memorial trees.	Short
28. Develop Ferry Lane as a trail link between Chatham Road and Moncton Street and provide historic interpretation.	Short
3. Develop a master plan for the City owned land along the South Dyke between Gilbert and No.3 Road.	Short
4. Determine best route and location for the Interurban Tram and barn.	Short
5. Include the existing waterfront and dyke trails and River Road into the planning and design process for the Terra Nova North West Quadrant site and develop the whole area in a comprehensive manner.	Short
6. Continue with the interpretation program along the dyke and minor trail amenity improvements.	Short
7. Consider adding public art at each walkway along Railway Avenue crossing building upon a theme of transportation.	Short
8. Develop a park plan for the City owned triangle of land south of Moncton Street that acts as a gateway to Britannia Heritage Shipyard and the Steveston Waterfront Greenways.	Short
9. Adopt the name "Garden City Greenway" and design a logo for directional and information signs.	Short
10. Develop design standards for the Greenway between Alderbridge and River Road.	Short
11. Develop design standards for the Greenways and Neighbourhood Green Links within the City Centre and adopt the existing City Centre Kit of Parts.	Short
12. Develop a plan for the City Centre waterfront through the Waterfront Development Strategy.	Short
13. Develop a park master plan for Minoru Park and strengthen the pedestrian connections in the park to the adjacent areas.	Short
14. Develop park and trail plans for the City owned waterfront land at the south end of No.7 Road.	Short
15. Investigate the potential of providing small pullouts and rest areas at the pump stations and road ends along River Road in East Richmond.	Short
16. Investigate the potential of using the Vulcan Way undeveloped r.o.w. east of No.6 Road as a trail to connect with Savage Road and to River Road.	Short
17. Develop a Park Plan for the e.s.a and waterfront at the south foot of Garden City Road.	Short
18. Establish standards that make walkways recognizable as public pathways	Short
19. Establish new standards to improve the accessibility of all walkways.	Short
20. Ensure the appropriate design and buffers to respect the adjacent land owners.	Ongoing
21. Seek opportunities to provide separated public access by building up the road shoulder, separating shoulders from traffic with bollards or a raised edge, or cantilevering a boardwalk over the riprap edge.	Ongoing
22. Consider opportunities for creative interpretation, a marrying of public art and interpretation, as an alternative where appropriate to traditional signage.	Ongoing
23. Use public art where appropriate to identify City-wide and community trails and routes.	Ongoing
24. Consider and use effectively public art as a tool to create community themes, image making, symbolism, and storytelling along the trail system.	Ongoing
25. Working with the new Environmentally Sensitive Area Inventory, determine the habitat and wildlife sensitivity along the trails system to ensure the right balance between public access and protection.	Ongoing
26. Consider promoting Richmond as the "Island of Bridges". There are the major bridges in and out of Richmond and many small bridges accessing private property as well as public property. These bridges could be designed in a fun architectural manner that would add to Richmond's landscape.	Short
27. Develop design plans for the Middle Arm entrance points onto the dyke trails to improve accessibility and safety.	Short
Construction Projects	
1. Develop a series of trails throughout TNWQ site that connects with the waterfront and Terra Nova Natural Area.	Short
2. Provide signage from No.1 Road and Westminster Hwy. directing people to Terra Nova Natural Area, the West Dyke and to Spul'wuck School/Park.	Short
3. Connect Westminster Hwy. to River Road and the Middle Arm Trail by constructing an asphalt trail along the east side of McCallan Road.	Short
4. Improve the safety of the access from McCallan Road onto the Middle Arm Trail with a crosswalk and improved ramps.	Short
5. Construct an asphalt trail along the south side of River Road to connect McCallan Road to Skateboard Park.	Short
6. Introduce nature and plant trees along the existing McCallan Road r.o.w. trail between Westminster Hwy. and Granville Ave.	Short
7. Connect into McCallan Park and the adjacent neighbourhood by constructing a pathway along the north edge of the park.	Short

8. Provide a safe pedestrian system to complement the cycling lanes by constructing a 2.0 meter off-road pathway from Granville Avenue to Steveston Highway within the McCallan Road right-of-way. (This is a simple temporary solution that will provide the residents of the area with an important link until the future use of the CPR is determined.)	Short
9. Improve the rail crossings on Railway Avenue to ensure safety, accessibility and their visibility.	Short
10. Formalize and improve the trail south of Moncton Street through to T. Homma School Park site and Britannia Heritage Shipyard.	Short
11. Develop and install a consistent and recognizable directional signage system for the trails and the heritage sites at the corner of Moncton Street and Railway Avenue.	Short
12. Construct the Greenway standard as per the Kit of Parts along Garden City between Alberta and Granville Avenue as part of the park redevelopment.	
13. Link the Bridgeport Trail to Garden City Road when it is extended north and construct a trail connection on the west side of the road to link to River Road and the waterfront.	
14. Improve public awareness of designated route through the Richmond Plywood Industry site at No.6 Road.	Short
15. Improve public awareness of trail opportunities by installing directional signage at the appropriate locations in the Bridgeport Area.	Short
16. Provide benches at the north end of the Bath Slough Trail.	Short
17. Create staging areas at No.5 , Shell and No. 4 Road ends.	Short
18. Connect Tait School/ Park site and the residential area to the waterfront by constructing a trail from Finalyson Road along the west side of No.4 Road.	Short
19. Create a recreational trail on top of the dyke from Shell Road to west of No.4 Road by adding amenities such as benches and signage.	Short
20. Work with Transportation Planning to investigate the potential of a crosswalk at the intersection of Bridgeport Road and Bath Slough Trail.	Short
21. Add the directional signage and maps as part of the Bridgeport Trail and designated cycling route upgrade.	Short
22. Provide signage on the designated cycling path at the intersection of No.7 Road and Westminster Hwy. directing people to the No.7 Road Pier/Park.	Short
23. Investigate the potential construction of a 250 meter trail along the north edge of River Road creating a loop that connects the Queen's Canal Trail and pump station staging area back to Westminster Hwy. and the residential area.	Short
24. Provide picnic tables at the Queen's Canal pump station staging area.	Short
25. Provide trail identification and directional signage on all existing trails throughout the Hamilton area.	Short
26. Replace the gates on the dyke east of No.9 Road and the Graybar area with trail bollards and identification signs.	Short
27. Develop a small waterfront staging area at the Hamilton road end.	Short
28. Construct a trail on the north side of Dyke Road on the new shoulder constructed as a result of a ditch infill east of Queens Road.	Short
29. Construct a trail in front of Sovereign Yacht parking lot to connect to the existing off-road dyke trail to Boundary Road.	Short
30. Provide a walking loop for employees at the industrial park by constructing a trail on the south side of River Road between Patrick Street and Savage Road.	Short
31. Develop a trail along the Williams Road undeveloped r.o.w. between Sidaway Road and Triangle Road.	Short
32. Construct a trail on the east side of No. 5 Road connecting Dyke Road to Rice Mill Road.	Short
33. Upgrade the City owned waterfront lands with trail amenities, and formalize the trail and parking in front of Woodwards Landing.	Short
34. Construct safe off-road connections into the Nature Park along the south edge of the park.	Short
35. Asphalt the trail from Hammersmith Court to Steveston Highway along east side of road.	Short
36. Create a staging area on the dyke on the north end of Shell Road.	Short
37. Clean up and enhance the former truck storage area and construct a staging area with parking in the City owned lands at the south foot of Garden City Road.	Short
38. Provide a vehicular turnaround and parking area at the west end of Dyke Road (west of No.4 Road).	Short
39. Provide directional signage and an orientation map at the No. 2 Road pedestrian/cyclingramp and dyke trail intersection.	
Consultation / Coordination Initiatives	
1. Consult with Richmond Committee on Disability on issues of accessibility.	Short
2. Work with other interested parties such as UBC Rowing Club to develop the potential of the Middle Arm as a water based recreational and festival area with the appropriate upland support amenities.	Short
3. Work with Gulf of Georgia on the design and potential use of the lane behind 3rd Avenue as a trail link as per the Steveston Greenways Plan.	Short
4. Continue to work with the Steveston Harbour Authority on the potential design and development of the Tin Shed Site at 3rd Avenue and Moncton Street as a bookend for Steveston Village as per the Greenways Plan.	Short

5. Work with the developers in the London-Princess area to ensure that the appropriate trails links are made to the waterfront and along the City owned former CNR right-of-way.	Short
6. Coordinate with Transportation Planning to ensure a trail connection along the east side of No.2 Road is incorporated in any redevelopment of the road right-of-way south of Steveston Highway.	Short
7. Continue dialogue with the GVRD on the most appropriate location for a potential aquaferry link to Delta.	Short
8. Coordinate with other City staff and the Advisory Committee on the Environment as they negotiate with the appropriate agencies on the potential public use and access to Shady Island (Steveston Island).	Short
9. Coordinate with Public Works on the design of new pump stations and their surroundings to ensure the overall improvement of the associated trail staging area.	Short
10. Negotiate with CPR to formalize through a Memorandum of Understanding, the multitude of existing crossings (from the neighbourhoods on the west side) to Railway Avenue cycling lanes and transit stops.	Short
11. Coordinate pedestrian links with the RAV Rapid Transit Project.	Short
12. Consult with M.o.T.H on the potential use of the Knight Street Bridge r.o.w. under the bridge under the bridge as a trail.	Short
13. Work with Transportation Planning to investigate the use of the M.o.T.H. right-of-way between Shell Road and St. Edwards Drive as a direct connection to the Oak Street Bridge and as a potential eco-corridor.	Short
14. Continue to work with the Fraser River Port Authority to ensure that the trail connections are planned for and constructed that will be part of the city-wide trails network and serve to provide more direct and safe access for residents in the Hamilton area to Riverport and the west side of Richmond.	Short
15. Coordinate with Transportation Planning on the functional design of a multi-purpose cycling route and pedestrian pathway along Westminster Highway (south of Hwy. 91).	Short
16. Work with Transportation Planning and Engineering to design Nelson Road and Blundell Road to include attractive and safe pedestrian walkways.	Short
17. Negotiate with Ministry of Transportation and Highways to allow cycling access from Rice Mill Road through their property to Steveston Highway, thereby, passing the Steveston Highway interchange.	Short
18. Negotiate with BC Ferry Corp to allow public access along the City canal from Rice Mill Road to the waterfront.	Short
19. Continue working with the GVRD on the potential of an aqua ferry to service Delta and Richmond.	Short
20. Work with Transportation Planning to co-ordinate the functional design of a multi-use cycling route and a pedestrian trail along Shell Road.	Short
21. Work with the Airport Authority to develop a coordinated signage system that provides direction to the various key destinations on Sea Island and to the City Centre and Middle Arm Dyke Trails.	Short
22. Work with the Airport Authority, the North Fraser Port Authority, and Canadian Wildlife Services to develop a coordinated interpretation program.	Short
23. Work with the Public Works and Engineering Departments and Department of Fisheries to identify key sloughs and open waterways that could potentially be revitalized as Richmond's credit towards Fisheries Habitat Compensation for closure of other ditches in the City. Consider the potential of Shell Road canal as a waterway to be enhanced.	Short
24. Continue to work with regulatory agencies as required to protect the environment and seek creative solutions that ensure the City's needs are met as well as those of the various agencies.	Ongoing
25. Coordinate with Public Works and Engineering construction projects such as pump stations, that are occurring at staging areas to meet both operational, functional and aesthetic needs.	Ongoing
26. Continue to monitor the traffic safety of rural roads and work with local communities as appropriate to resolve traffic issues.	Ongoing
27. Coordinate with Public Works projects along rural roads to maximize the opportunities to provide trails when ditch infills or new flood protection measures along the waterfront occur.	Ongoing
28. Work closely with other agencies and programs such as the ICBC Way to Go Program to provide educational programs and events that encourage walking and cycling at the neighbourhood and community level.	Ongoing
29. Follow the recommendations outlined within the final approved Agricultural Viability Strategy as a guideline to plan and design trails within or around the ALR	Ongoing
30. Consult with the Agricultural Advisory Committee as outlined in the Agricultural Viability Strategy and those impacted when locating and designing trails.	Ongoing
31. Coordinate with Transportation Planning initiatives for traffic calming, crosswalk installations, and sidewalk construction along proposed Neighbourhood Green Links.	Ongoing
Public Involvement Projects	
1. Conduct a Trails Etiquette information session through the Adopt-A-Trail program for the public once or twice a year at popular areas along the trails e.g. Garry Point Park.	Short
2. Conduct surveys to determine public priorities and specific concerns with the existing system and use.	Short
3. Work with the local schools to plant the trees and adopt the McCallan Road r.o.w. corridor.	Short
4. Promote the 'Garden City' concept by massive planting of naturalizing spring flowers on the existing off-road cycling and pedestrian corridor between Francis Road and Williams Road. Achieve this through an Adopt-a-Trail partnership potentially with Whiteside and Mc Roberts Schools.	Short
5. Develop a Neighbourhood Green Links Plan to link the Burkeville residential area to the waterfront and the trail system.	Short

6. Continue to provide opportunities to involve the public in the planning, implementation, and stewardship of the trails system.	Ongoing
7. Continue to provide programs that increase the public's awareness of Richmond's unique natural and historical setting.	Ongoing
8. Encourage more community adoptions of local neighbourhood streets, school park sites, and walkways as part of the Partners for Beautification Program	Ongoing
9. Promote collaboration between the City, community, and artists to create public art projects that provide community identity to public places and trails.	Ongoing
Marketing / Promotion	
1. Include in any new Trails Brochures and on the City website information identifying the best locations for parking for wheelchair access and information about water safety in the Fraser River	Short
2. Update the City Website with current trail and key destinations information including a 'virtual tour' of the trails and interesting heritage and natural amenities.	Short
3. Consider including interpretation signage as part of the memorial or living Gift Program. This will provide an alternative option for families wishing to buy memorial benches in popular areas.	Short
4. Consider promoting Richmond as the "Island of Bridges". There are the major bridges in and out of Richmond and many small bridges accessing private property as well as public property.	Short
5. Conduct surveys or other feedback measures to determine the priorities and the type of information to be included in the Trails brochure and the City website.	Short
6. Work with Richmond Committee on Disability to promote the advantages of Richmond's flat topography.	Short
Funding Strategies	
1. Consider allotting 25% of the annual Trails Budget towards Neighbourhood Green Links improvements.	Short
2. Continue to pursue partnerships with other agencies such as ICBC for cost sharing to implement the Richmond Cycling Network as adopted by Council.	Ongoing
3. Design the city-wide trails and neighbourhood routes to connect to the cycling routes. Where appropriate construct shared pedestrian and cycling off-road trails as part of this Cycling Network for cost-savings.	Ongoing
4. Continue working with developers to provide public right-of-ways through new developments	Ongoing
5. Continue to coordinate with private development, Transportation Planning and Engineering to ensure that the trail standards, such as wider sidewalks, are applied when new construction occurs along a designated trail route.	Ongoing
6. Consider incorporating the cost of constructing priority sections of the greenways that are not the immediate responsibility of a developer into the City Capital Budget.	Ongoing
7. Develop a funding strategy including partnerships to construct special amenities along the trail system.	Ongoing
8. Continue to partner with private owners to cost share the maintenance of public right-of-ways through private properties.	Ongoing
9. Encourage more Partners for Beautification to assist in the maintenance and the implementation of projects.	Ongoing
10. Review with other City departments their Capital Budget Program on an annual basis to seek potential opportunities for cost savings by coordinating construction projects.	Ongoing
11. Seek grants and partnerships with other agencies.	Ongoing
12. Review the level of maintenance standards and the annual operational budget for the variety of trails and the increased number and quality of amenities that are being developed as the City grows and changes.	Ongoing
Inventory	
1. Inventory all access points along the dyke and review for ease of accessibility.	Short
2. Conduct an inventory and analysis of all walkways in neighbourhoods for accessibility and safety.	Short
3. Inventory park pathways and identify the missing links to creating continuous pathway systems within all parks.	Short

