



Discovery Islands & Mainland Inlets Official Community Plan

What We Heard: Transportation & Parks Community Discussion

Area C OCP Project | April 15th 2026 @ Quadra Island Community Centre

The Strathcona Regional District would like to thank the 20 (approximate) community members who attended the discussion on Transportation and Parks. Your many thoughtful comments have been consolidated. This session also featured a map of the existing regional and provincial parks as well as open source data on informal trails.

Planning staff opened the floor to the community to start the conversation and recorded the following notes from the discussion:

This list is a short-hand transcription of comments made, as captured by the note-taker during the session. Though not a verbatim account, staff have tried to use the terms that were spoken and to capture the intent of statements made. These comments will be organized and refined into policy statements for further discussion, especially on matters where the community is divided.

- Transportation/ road challenges on Quadra Island:
 - o Speed limit of 60 km is too high in many parts of the south Island
 - o Noble Road, Cramer Road and Green Road speeds too high
 - o Police station, three-way intersection onto West Road can be dangerous
 - o More truck traffic is present
 - o Limits to 40-50 km/hr to accommodate walking and biking on road shoulders
 - o Speed bumps are not practical
 - o Ferry road and lanes, and Harper Road – 20 km/hr
 - o Along the back road, from the spit to the Cortes Ferry terminal is too fast
 - o RV traffic, speed limits are too high, especially for large vehicles
 - o Road rights-of-ways in Quathiaski Cove (Cove) not yet built
 - o Plaza Road is difficult to access, consider an alternative route
- Advocacy to other agencies
 - o Ministry of Transportation and Transit, RCMP, and BC Ferries
 - o Assess speed limits
 - o Heriot Bay Road and West Road need speed enforcement
 - o Ferry line up causes blind spots
 - o Parking limits the view
 - o No parking areas are not enforced
 - o Walk-on ferry passengers face danger with vehicles along the road
- Trails and Parks Opportunities
 - o Logging disruptions to public enjoyment

- Attracts tourists
- Preserve public trails (30% of public land)
- Access to parks through provincial crown land
- Inactive parks and unopened road right-of-ways to become trail connections throughout the Cove
- Open beach accesses on the south island, especially those within walking distance to the community centre
- Whiskey Point park for conservation
- Encourage use of parks as conservation
- Improve trail connections between developed areas
- Leave trails in their natural condition
- Bike off-road path connecting Quathiaski Cove and Heriot Bay (along west road?)
- Private forestry lands provide abundant trails and are used as park space
- Wetland areas to be preserved
- Consider accessibility in major park destinations (Rebecca Spit)
- Parks and Trails Challenges
 - Parking at trailheads and parks (Main Lake)
 - Waste management
 - Lack of way finding/ signage
 - Support for additional beach parks
 - Slower traffic for bike and pedestrian safety
 - Keep costs down for the community
 - Prioritize beach accesses
 - Forestry – protection of trails
 - Provide visual quality objectives (trails/ waterways/ roads)
- Transportation Opportunities
 - Wharf or park in Gowlland Harbour area
 - Advocate for wider roads along major corridors
 - Traffic calming (speed bumps not practical)
 - Areas with more RV parks being built (consider carrying capacity of ferries and roads)
 - Prioritize bike and pedestrian safety – wide roads, separated multi-use paths, slower speeds (more practical – not speed bumps), traffic calming, paved road shoulders
 - Practically weigh the costs of separate multi-use paths vs slower speeds and traffic calming.
 - Be realistic in relation to environment/ climate
 - Connections to the library (private property)
 - Maintain parks and trails on private land to provide connectivity between neighbourhoods
- Marine Parks
 - Better signage
 - Beaches are used heavily by anchoring boats – support protection of environmentally sensitive areas