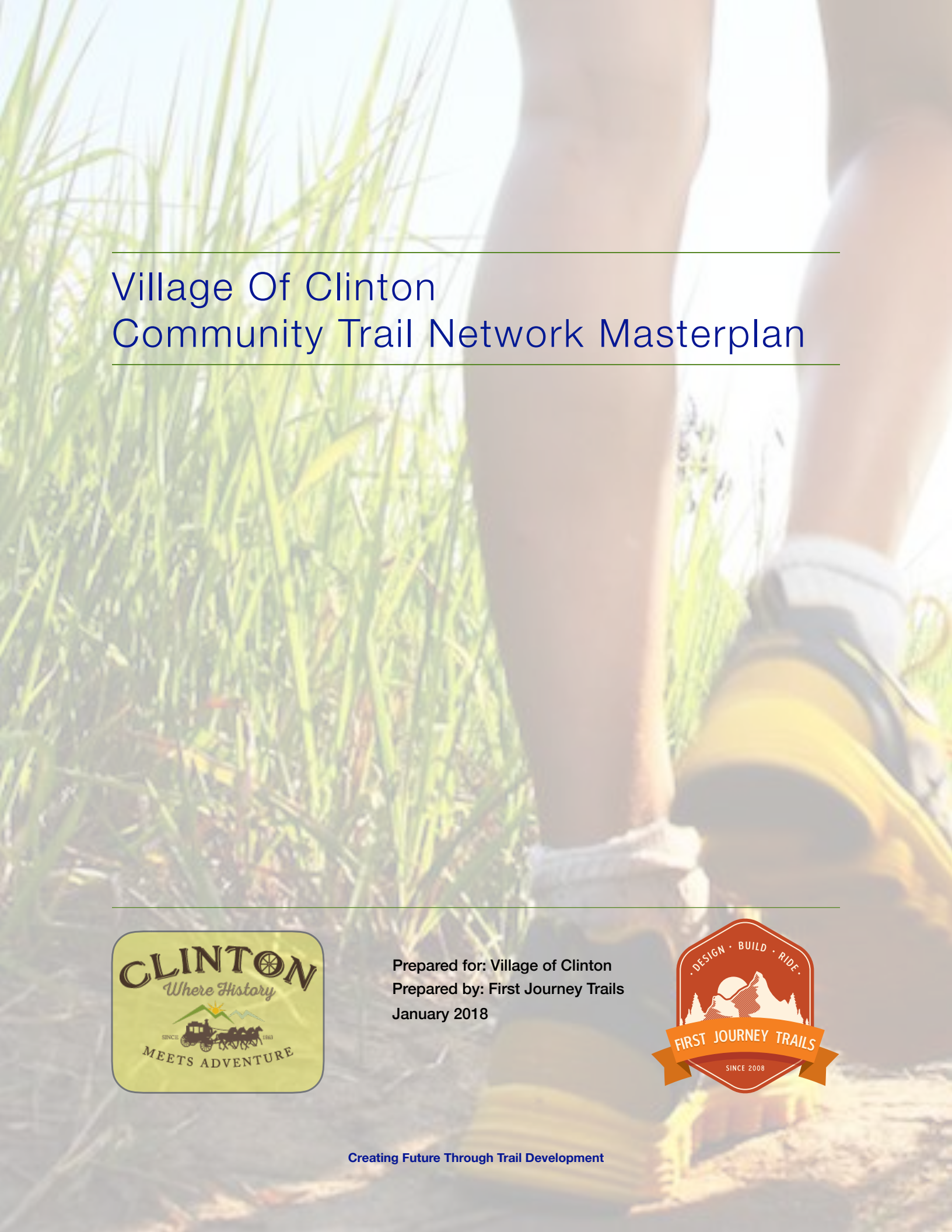
Village Of Clinton
Community Trail Network Masterplan



Prepared for: Village of Clinton
Prepared by: First Journey Trails
January 2018

Creating Future Through Trail Development

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Executive Summary

Description of the Community Trail Network Masterplan

The Village of Clinton Community Trail Network Masterplan outlines the existing trails and describes future trail projects. It presents economic impact figures and shows the need for future trail development.

The primary goal of this report is to inventory existing trail infrastructure and identify new trail alignments, that will aid in developing Clinton as both, a recreation destination for tourism and residents alike. The secondary goal of this project is to promote a positive outdoor recreation experience through trail opportunities and to provide recommendations for trail standards for the construction of future trails.

Implementation of the masterplan is scheduled to start in 2018. We recognize that the Village of Clinton and its partners may not be in a position to implement all the proposed development stages immediately. With increased capacity and over time, exceptional trails for locals and visitors can be build by aiming to implement all of the described strategies.

Acknowledgements

First Journey Trails gratefully acknowledges the support of the following individuals and organizations in this masterplan document:

DANIELA DYCK (VILLAGE OF CLINTON) & CLINTON AND DISTRICT OUTDOOR SPORTSMEN ASSOCIATION

VISION Village of Clinton	Clinton is a lively resilient community, proud of its rich heritage while building a sustainable future with local Secwepemc and neighbouring communities.

1 Introduction

1.1 Location and Demographics[1]

The Village of Clinton is located on Highway 97, 45 kms north of Cache Creek and 88 kms south of 100 Mile House. A second satellite area of the Village is located north and east of Highway 97 at Chasm. Map 1 illustrates the relative locations of the two components of the community. Geographically, the Village is nestled in an agricultural valley and surrounded by hillsides that are a mixture of grasslands and forest

Clinton was founded on resource opportunity – first gold, then cattle, and then timber. If not directly benefiting from these resources; the Village was able to capitalize on them until the 1960s, as a critical transportation and communication hub. As locally based timber processing facilities diminished through the 1970s the value and diversity of Clinton's economy declined. Today, Clinton's economic base is still being driven by the forest industry with other important employment sectors being the public sector, retail trade and tourism. Clinton frequently welcomes visitors from North America and around the world.

In 1981 there was strong growth in the Thompson Okanagan region and Clinton's population reached a high of 825 persons. By 1991 the population had declined to 662 persons. This was followed by another period of strong growth in the mid 1990s and by 1996 the population had returned to 729 persons. The 2006 Census indicated that the population had declined to 598 persons, by 2011 there were signs of growth and the population had risen to 636 persons.

In 15 years (2031), at a growth rate of 1%, Clinton would reach a population of approximately 800 persons. This rate is supported by BC Stats in their prediction of a 1% growth rate for the larger Clinton regional area. With a 2% growth rate, the population in Clinton would increase to over 900 persons during the same period. Public input for the Sustainability Plan process indicated support for a "doubling" of the Clinton population. A doubling could happen by 2036 but it would require a 4% annual growth rate over the next 20 years. There is little history of 4% growth rates in the region and, therefore, a doubling of the population is more likely to take longer and will occur at a lower growth rate.

[1] 2016 Village Of Clinton Official Community Plan

1.2 Background

There are many existing trails in the Clinton area, but no significant trail infrastructure exists within the Village of Clinton municipal boundaries. Opportunities exists but need to be carefully planned out. Local trails are currently used by hikers, motorized users, cross country skiers, snowshoers and equestrian trail users. One of the largest economic trail user groups has not been addressed adequately in the past: Mountain bikers. As bikers and hikers can share multi-use trails, and hiking trails have been identified as a community priority, this study recommends shared trails wherever possible.

While the mountain bike economy might not instantly become an integral part of the economic diversification initiative, it has the potential to become an important factor. This becomes especially obvious when we look at facts[1] about the mountain bike market:

- Mountain Bikers are skiers and hikers. Riders practice other sports and hiking and skiing top that list.
- Nature is the number one motivator to hike, walk and to ride.
- Mountain Bikers have spending power.
- Mountain Bikers are getting younger and older, meaning more and more people from all demographics are getting into mountain biking.

Figure 1: Project Timeline

[1] Allegra Tourism Study

As outlined in Figure 1 the consultants started the planning process by local stakeholder consultation meetings. First Nation consultation was of the highest priority and meetings were held with the Highbar First Nation and the Whispering Pines/Clinton Indian Band. Many other local stakeholder- and community- groups including the Clinton and District Outdoor Sportsmen Association and the Snow Jockey Club, the Clinton & District Community Forest of BC Limited, area tourism industry- sector providers, local hikers and the local business community. Throughout the highly transparent process, we kept stakeholders engaged and informed and also contacted many of the individual key contacts regularly. The result of the stakeholder consultation process was a clear profile of the intended trail usage. Differentiating between resident trail users and visitors gives us additional information in determining what is needed in the Clinton area. Often area visitors are looking for a different trail experience than the locals.

1.3 Non-Economic Benefits

Trail user recreation has proven to provide significant non-monetary advantages, they are both social and community benefits1. By increasing recreational opportunities for residents, livability and sustainability of communities grow. The role of trails in encouraging high-value investment attraction and retention is well documented in community development studies and trails are one of the key amenities potential home buyers look for when choosing to move to a new city. Many of the non-economic benefits cited in the Squamish "Economic Impact of Mountain Biking" study[2] apply to the Clinton area and are valid for all trail user groups:

Health and Fitness

Hiking, horseback riding, running, skiing and mountain biking promote an active healthy lifestyle. With the rise in sedentary lifestyles and obesity in society today, trail use provides another method for people to engage in physical activity while enjoying nature. Statistics Canada indicates only 15% of Canadians are participating in the 30 minutes per day or 150 minutes per week of moderate to vigorous physical activity. Bike rides and hikes or runs, for example can range from 30 minutes to several hours. Mountain Biking is an Olympic sport, development of local riding areas helps provide an area for Canadian professional and amateur athletes to train, without having to move or travel great distances to a training area. There is a great cross-over with mountain biking and trail running. Mountain bike trails also provide an area to recreate for trail runners and hikers, hence the emphasis on shared, multi-use trail development.

Recreation

Hiking, running, walking, skiing and biking provide a great opportunity for recreation. Users seek outdoor activities as an escape from stressful and busy lives, a chance to connect with nature, to develop a sense of community, to challenge themselves, for fun, camaraderie, and connections.

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[1]http://www.mbta.ca/wp-content/uploads/2016/02/Final-Report-_.pdf

[2] http://www.sorca.ca/wp-content/uploads/2014/01/Economic-Impact-of-Mountain-Biking-in-Squamish.pdf

Trail use appeals to wide socio-economic range from highly educated professionals, to trades professionals, and students.

Environment

Mountain bikers, hikers and other non-motorized recreational trail users help protect the environment. Legalized trails have led to a decrease in unauthorized trail construction and trail use. Thoughtful trail planning and trail management helps in the rehabilitation of natural landscapes and funnels recreational users away from sensitive areas. Time spent in the outdoors sensitizes and creates environmental awareness.

1.4 Economic Benefits of Trails

1.4.1 Economic Benefits of Multi-Use, Motorized and Non-Motorized Trails

Key economic benefits of trails **for all user groups** have been widely documented in studies. Trails are productive community assets and considered investments.

- Trails increase property values.

- Trails boost local business spending. Communities along trails, often called trail towns, benefit from the influx of visitors going to restaurants, coffee shops and other retail stores. Hotels, bed and breakfasts, and outdoor outfitters benefit.

- Trails make communities more attractive places to live. When considering where to move, homebuyers value walking and biking paths as one of the most important features of a community.

- Trails can make communities attractive to businesses looking to expand or relocate both because of the amenities they offer to employees and the opportunities they offer to cater to trail visitors.

- Trails reduce medical costs by encouraging exercise and healthy outdoor activities.

- Trails revitalize depressed areas, creating a demand for space in what were once vacant buildings.

- Trails can provide low or no-cost recreation to families with low costs relative to other recreational services.

- Trails increase tax revenues in the communities in which they are located.

These benefits represent a large economic return on the money invested into trail projects. The costs of land acquisition for trails, trail construction and maintenance are far outweighed by the economic benefits generated by trails.

1.4.2 Economic Benefits of Pedestrian Based Trails

Hiking is one of Canada's fastest growing recreational activities and "The most common outdoor recreational activity of BC residents, with over 55% reporting, that they have participated in this activity during the past year"[1]. While hiking is often associated with backcountry recreation, communities recognize the economic, social and health benefits of trails and walkways. Real estate agents regard urban trails as an amenity that helps in attracting buyers. Trails further encourage the growth of businesses such as cafes, bed & breakfasts and and outdoor gear shops. Hiking and walking are affordable recreational activities, leading to the spending of tourist dollars in local businesses, rather than in expensive equipment.

[1] Tourism BC. 2009/10 Outdoor Recreation Study

Economic Contribution By Hikers	Hiking generates an average single-day trip expense of $66.28 per person and an average multi-day expense of $230.73 per person per day. (Non-Motorized Outdoor Recreation Study, BC 2012)

1.4.3 Economic Benefits of Designated Mountain Bike Trails

Estimates from studies undertaken by the Western Mountain Bike Tourism Association[1] which calculated average daily expenditures of mountain bikers were adjusted in the 2012 assessment based on specific Cariboo data. This data estimates daily expenditures from in-region and out-of-region rider respectively between $19 and $77. In 2012, we estimated that 33% of all riders could be considered out of region riders, and have the $77 multiplier associated with their impact. This includes all out-of-region riders, and 10% of in-region riders. The largest share of consumer spending comes from services related to mountain biking, such as accommodation, food and transportation.

Economic Development	The official community plan policies recognize the importance of the Village's existing economic base and directly encourage new tourism marketing.

Image: Events like the BC Endure Series or the BC Bike Race are becoming increasingly popular amongst riders of both genders and all ages. Often sold out long in advance they become economic impact generators while promoting a healthy lifestyle.

[1]http://www.mbta.ca/wp-content/uploads/2016/02/2012-Value-of-Tourism_Full-Report.pdf

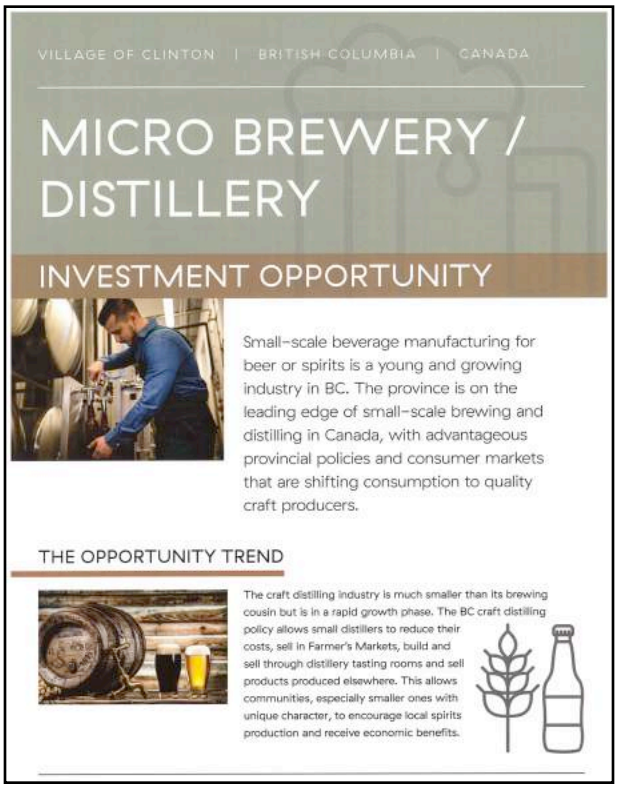
A *Destination B.C* study[1] gives us some insight into mountain bike visitor characteristics. The study shows that traveling riders are well educated (70% or more have a university degree or a college diploma), are experienced riders who bring their own bike and travel without children. Campgrounds and RV parks are their primary accommodation choice.

The *Mountain Bike Tourism Association* (MBTA), in partnership with the Canadian Sport Tourism Alliance (CSTA) surveyed mountain bikers to gather data to prepare an *economic impact study*[2] of mountain biking in the Sea to Sky Corridor, including the communities of North Vancouver, Squamish, and Pemberton.

[1] Tourism BC & RSTBC, 2013 http://www.destinationbc.ca

[2] Mountain Biking Economic Impact Study, 2017 http://mtba.ca

The International Mountain Bike Association (IMBA) lists a number of recommended amenities as criteria for their *Ride Centers* evaluation[1]. High on the list are community business assets, identified[2] by the Village of Clinton, as investment opportunities: Guides and outfitters as well as brew pubs and/or micro breweries.



[1] IMBA https://www.imba.com/sites/default/files/IMBA-2017_EvaluationCriteria.pdf

[2] Village of Clinton www.smartinvestclintonbc.ca

1.4.4 Economic Benefits of All-Terrain Vehicle Trails

Development and maintenance of trails that permit off-road vehicles offers great potential. The snowmobile and ATV travel market in Canada is estimated to be 8.4% of Canadians. While sales of ATVs are on the rise, many riders lack access to appropriate places to ride. Expenditures such as food, accommodation, fuel to operate the ATV and to travel to and from the riding area contribute significantly to the local economy.

The Canadian Off-Highway Vehicle Distributors Council has released an Economic Impact Study documenting the economic impact of ATVs for the country during the year of 2015[1]. The study shows an annual spending of $652 to $836 million for food and beverages in 2015. Paid accommodation by off-road riders amounted to $334 to $378 million in 2015. The study shows a national total spending of $5 to $6,7 billion dollars in 2015, by the ATV and side-by-side users.

The potential to develop a tourism product, catering to the ATV and side-by-side user groups, is significant in the Clinton area. Economic spinoffs are already in place and can expand as then trail system grows.

ATV: Definition	-Has four wheels, the tires of which are all in contact with the ground. -Has steering handlebars. -Has a seat that is designed to be straddled by the driver. -Is designed to carry a driver only and no passengers. -Meets requirements of federal Motor Vehicle Safety Act.

1.4.5 Economic Benefits of Equine Trails

In British Columbia 22,000 households own 95,000 horses, with a capital value of $500 million, that live on 13,700 horse farms, using 145,000 acres of farmland, with $2.0 Billion in buildings and equipment, supporting $740 million in economic activity,7,200 Full Time Equivalent (FTE) jobs, and providing $73 million in direct government tax revenue[2].

Owing to the recent emphasis on a healthy and active life style of the Canadian population, equine tourism is considered a fast growing segment in the tourism industry. Many factors are influencing the development of horse tourism. It is evident that Canadians continuously have less free time. As a result horse trail availability is an ideal opportunity for short leisure/vocational escapes satisfying current trends in economy and society. Canadians are taking shorter vacations, such as long weekends and overnight trips in order to stay closer to home.

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[1] http://www.atvmb.ca/downloads.php

[2] Horse Council BC, 2010 Equine Industry Study

As a result they are looking for active vacations with many experiences and activities, rather than just passive experiences[1]. Other reasons why people prefer equine tourism over any than other type of hiking activity is the need to escape city life and the desire to interact with animals in their natural, undisturbed habitat. The popularity of horse-based activities has been increasing in the last 20 years. Horse stables and entrepreneurs running their horse related businesses can, under few conditions, significantly benefit from this interest. Better promotion of services, modern facilities and richer offerings of interesting services with live animals will get the attention of tourists from urban areas and therefore bring additional income for currently financially struggling horse stable operators. An increasing number of tourists in rural areas will not bring the additional income only to entrepreneurs but also to the whole rural community.

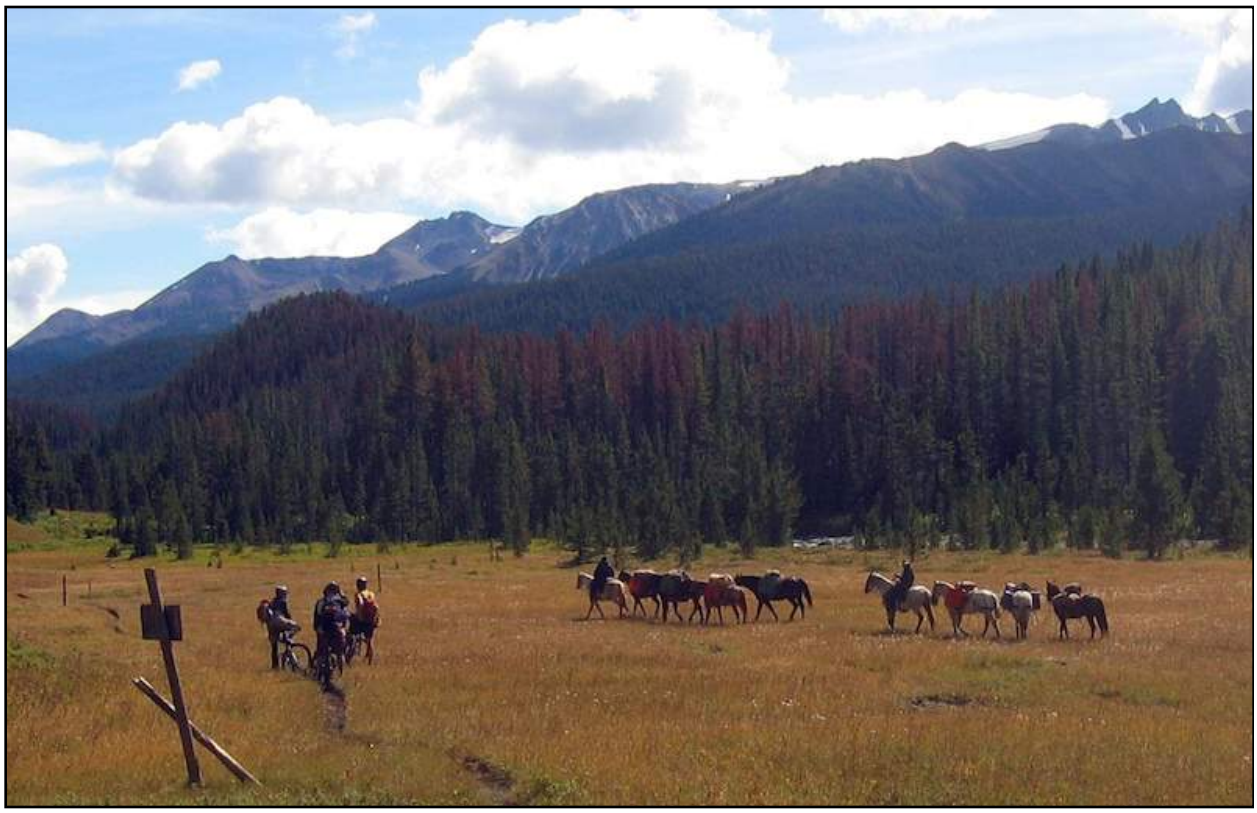


Image: A horseback trail interacts well with mountain bikers heading up Deer Pass in the South ChilcotinGeo

[1] Peragro Media, 2011

1.4.6 GeoTourism Opportunities in Gold Country

Geocaching as a sport or hobby started in the year 2000 in Vancouver, BC. It is an outdoor sport activity based on GPS (Global Positioning System), with players using a receiver or mobile device and other navigational techniques to hide or look for containers, called "geocaches" or “caches". One of the main objectives of geocaching is putting caches in places that are interesting, but not often visited. In the listing of the cache, information about the places is given. After 17 years of activity there are over 2,000,000 active geocaches.

The Gold Country Communities Society is a non-profit destination marketing organization, which currently works with the municipalities of Ashcroft, Cache Creek, Clinton, Lillooet, Lytton, Merritt as well as TNRD E, I, J, M and N. The society strives to increase tourism in Gold Country and add to the economic development of our region. As part of their programming efforts, they heavily market Geo Tourism opportunities[1], which in term depend on trail infrastructure.

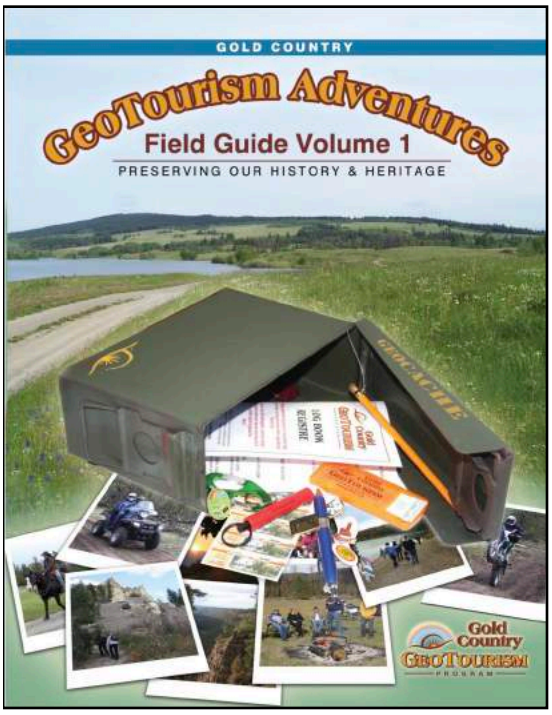


Image: GeoTourism Field Guide Volume 1

[1] http://www.exploregoldcountry.com/things-to-do/geocaching/

1.5 Partnerships - Community & Stakeholder Involvement

Various initiatives in British Columbia have proven the concept that a dedicated recreational trail specific tourism initiative can increase economic activity in the region and work with different levels of government and with First Nations to leverage local recreational assets to the benefit of the region.

Preferred Partners	Preferred potential partners for future trail projects are the Whispering Pines Clinton Indian Band, the High Bar First Nation and the Clinton and District Outdoor Sportsmen Association

The following potential organizational partners have been identified in the Village of Clinton area:

- Whispering Pines Clinton Indian Band
- High Bar First Nations
- Clinton and District Outdoor Sportsmen Association
- Snow Jockey Club
- Clinton & District Community Forest of BC Ltd.
- David Stoddart School (SD 74)
- Cariboo Chilcotin Coast Tourism Association
- Gold Country Communities Society
- Clinton Woodlot Committee

In addition, we identified a large number of potential sponsors, funders and business partnerships:

- Aboriginal Youth Mountain Bike Association
- Backcountry Horsemen of BC
- Goldrush Snowmobile Trail
- Mountain Bike Tourism Association of BC
- Cariboo Mountain Bike Consortium
- Northern Development Initiative Trust
- IMBA Canada
- BC Rural Dividend Program

VISION	More public awareness of our trail systems, better-marked trails for biking, hiking, and horse back riding, Quads and other activities.

Municipal Governments & the Regional District, local and regional businesses and **Economic & Tourism Development Agencies** are critical partners in supporting and further developing the trail infrastructure in the Village of Clinton area. Government partners provide technical support and operational and project funding. Tourism and economic development partners make significant contributions towards projects and marketing initiatives. Local outdoor recreational users, hunters, horseback riders, motorized users, hikers and volunteer trailbuilders and mountain bike riders provide countless volunteer hours and create the culture trails thrive in.

1.5.1 The Clinton and District Outdoor Sportsmen Association

The Clinton Sportsmen Club supports work on new trails in the village of Clinton and supports the continuing development of trail systems outside of town boundaries.

The association is a non-profit society, whose goals are to enhance fish and wildlife populations, the protection and enhancement of their habitats and to educate the public on conservation. They support the enforcement of game laws, while encouraging fair chase and wise use of our fish and game resources. They have also worked with B.C. Parks and Ministry of Forests with implementing and maintaining recreation sites for the use and enjoyment for all.

1.5.2 The Cariboo Mountain Bike Consortium

The Cariboo Mountain Bike Consortium (CMBC) aims to grow the mountain bike economy into an integral part of an emerging and sustainable economic diversification initiatives that assist in the ongoing effort to address the threats to

regional stability. The Consortium initiative is attempting to transform the existing mountain bike asset into a more prominent economic driver that enhances the competitiveness of the Cariboo-Chilcotin-Coast during the current economic transition being driven by the declining resource sector. In 2010 the Cariboo Chilcotin Beetle Action Coalition and Northern Development Trust supported the first phase of the Cariboo Mountain Bike Consortium Initiative and incorporated its goals into its regional transition plans. The Consortium's primary goal is to grow and maintain the economic impact of the sector. While Clinton is technically not within the Cariboo Region, the CMBC is committed to extend its reach to the Village of Clinton area.

CMBC	The CMBC has been described by members of the Cariboo Chilcotin Beetle Action Coalition Board of Directors as one "of the most successful investments made since its implementation"

1.5.3 Back Country Horsemen of BC

A province wide society of over 900 members in 23 regional chapters. Whether you are new to trail riding or are a seasoned pro, Back Country Horsemen of BC (BCHBC) offers a friendly atmosphere for those interested in trail riding and packing.

Through collaboration with individuals, government, business and other recreational users of public land , BCHBC strives to preserve and enhance the use of public lands for all equestrians. Experience our beautiful BC trails by riding on safe, casual day rides or, for the more adventurous, learn the necessary skills to enjoy packing on extended trips into the wilderness. Members participate in educational clinics, day and overnight rides, trail days, and the "Leave No Trace" Program.

- Learn: Whatever the question, another member is waiting to share their knowledge with you.
- Find: new friends with a passion for trail riding
- Make a difference: participate in work bees to help maintain and building trails in your area.
- Contribute: Our members are involved with provincial and municipal governing agencies dealing with matters of concern to all trail riders.

BCHBC today provides:

- An environment for equestrians who are interested in trail riding and the back country;
- A social, safe learning atmosphere where people of all ages and experience can enjoy trail riding.

BCHBC	BCHBC is an organization that provides equestrians who are interested in trail riding and the back country, with a social and safe learning atmosphere where people of all ages and experience can enjoy trail riding and the wilderness experience. Through collaboration with individuals, government, business and other recreational users of public lands, we strive to preserve and enhance the use of public lands for all equestrians.

1.5.4 Gold Rush Snowmobile Trail

Since its initial concept some 20 years ago, the GRST has progressed to include a legally established portion from 70 Mile House to just south of Horsefly. The trail was originally intended to start at Clinton and end up in Wells-Barkerville linking communities such as 100 Mile House, Horsefly and Likely along the way.

In 2009, the District of 100 Mile House and New Pathways to Gold Society secured provincial and federal government funding to clear the existing legally established portion of the trail of blown down and dead and dying mountain pine beetle infested trees. Since inception, well over $ 1 million has been expended on the trail in development and maintenance.

In 2011 a meeting was held between local stakeholders comprised of snowmobile retailers, snowmobile clubs, lodge owners, Recreation Sites and Trails Branch and New Pathways. The goal of the meeting was to determine the interest of the group in forming a management committee to champion completion and future operation of the GRST. As a result of the discussion it was recommended that a business plan be developed and that subsequent steps be taken which would involve the formalization of a management committee to deliver the elements of the business plan.

In 2012 the business plan was completed and the GRST Management Committee was officially formed to implement the plan. As the trail is significant in length with varying degrees of readiness and infrastructure the Business plan recommended a phased approach concentrating initially in the 100 Mile House area. This phase would connect existing trails already managed by local clubs and formalize legal connections to communities to permit access to services and amenities such as fuel, food and accommodation. Lessons learned from phase 1 would be applied to other sections of the trail and subsequent phases.

It is hoped that the GRST will soon be formally extended. The proposed GRST is four-hundred and sixty-three kilometers long, eventually linking Clinton, 70 Mile House, 100 Mile House, Likely, and Wells. The remaining sections required for completion run from Clinton to 70 Mile House and from Horsefly to Wells.

1.5.5 The Aboriginal Youth Mountain Bike Association

The Aboriginal Youth Mountain Bike Program is a group of riders, coaches and community leaders who wish to support and encourage Aboriginal youth and communities to participate and excel in the sport of mountain biking. Mountain biking has enjoyed remarkable growth over the past several decades and BC has become known around the world for its substantial trail networks, skills parks, events, and festivals.

The Aboriginal Youth Mountain Bike Program is committed to supporting and encouraging Aboriginal youth and communities to get outdoors, reconnect with nature and live healthier active lives.

The goals and objectives of this program include the following:

- Establish Mountain Biking as a viable option for First Nation communities and Aboriginal youth
- Utilize mountain biking to enhance leadership, team work, self-confidence, and athleticism among Aboriginal youth
- Encourage greater connections to nature and promote healthy active living among Aboriginal youth
- Provide First Nation communities and youth with the skills and abilities necessary to develop and maintain mountain biking infrastructure including skills parks and trail networks
- To foster the development and maintenance of trail networks that are socially and environmentally sustainable and respect Aboriginal Rights and Title and the role of First Nations as the traditional stewards and caretakers of their traditional lands

VISION	Enhance trails and mountain bike recreation by supporting reconciliation, social justice and the development of mutually beneficial relationships based on trust and respect

1.5.6 Clinton & District Community Forest of BC Ltd.

The Clinton & District Community Forest of BC Ltd. is a preferred partner for all trail development initiatives by the Village of Clinton. The community forest area covers 62,374 hectares of land surrounding Clinton, from Jesmond Road to Big Bar Road and from Loon Lake to the South TSA. In early 2018 the community forest will give back 60% of its profits to the municipality and the remaining 40% to non-profit organizations in the Clinton area.

A number of the community forest goals speak directly to future trail development:

- Encouraging partnerships
- Local focus on conservation
- Enhancing forestry education
- Respect First Nation access to their traditional lands

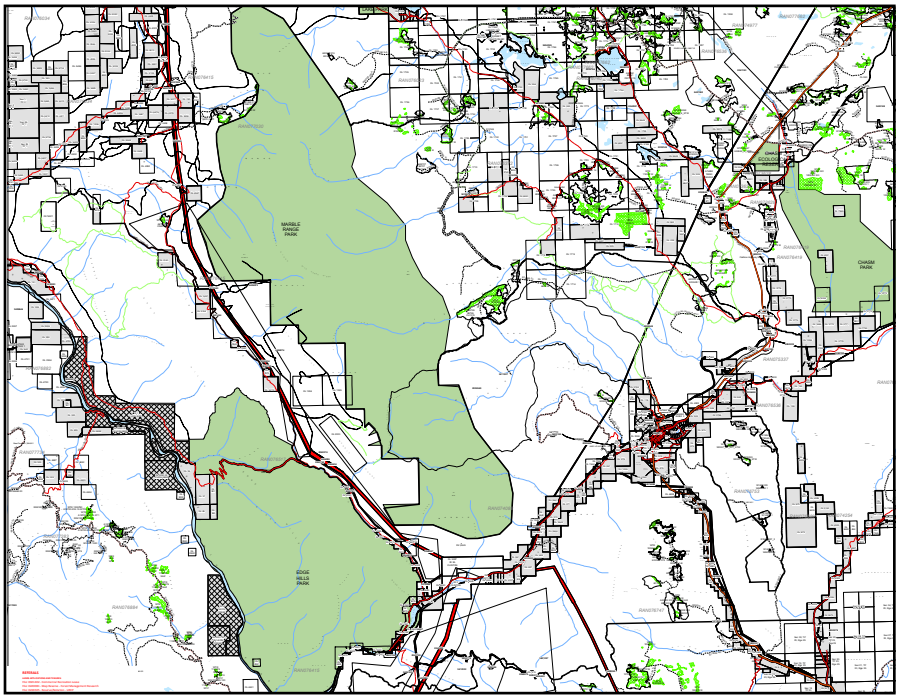


Image: Community Forest Boundary

Mission Statement

Clinton and area Community Forest strives to balance economic, ecological and social concerns in a manner that optimizes benefits for both the local and global economy.

1.5.7 Clinton Woodlot Committee

The Clinton Woodlot Committee is comprised of Steve Law, Robin Fennell, Wayne Marchant and the Mayor, Jim Rivett. It is an area based tenure located on Hart Ridge with an Annual Allowable Cut (AAC) of 620m3/year.

- Woodlot Licence 557 was awarded on February 18, 1987 with an Annual Allowable cut (AAC) of 300m3/year.
- Woodlot 557 is on its' second 20 year term or woodlot licence and expires on December 18, 2026.
- There have been eight Cutting Permits issued on the licence.
- A re-inventory was conducted on the woodlot in 2001 and the AAC was subsequently increased to 620m3.
- Woodlot 557 is predominantly Douglas-fir.
- Some mountain pine beetle salvage has occurred.
- The Forest Development Plan was replaced in 2012 by a Woodlot Licence Plan with a 10 year term.
- The Management Plan does not have an expiry date.
- Reforestation has been achieved mainly through natural means.

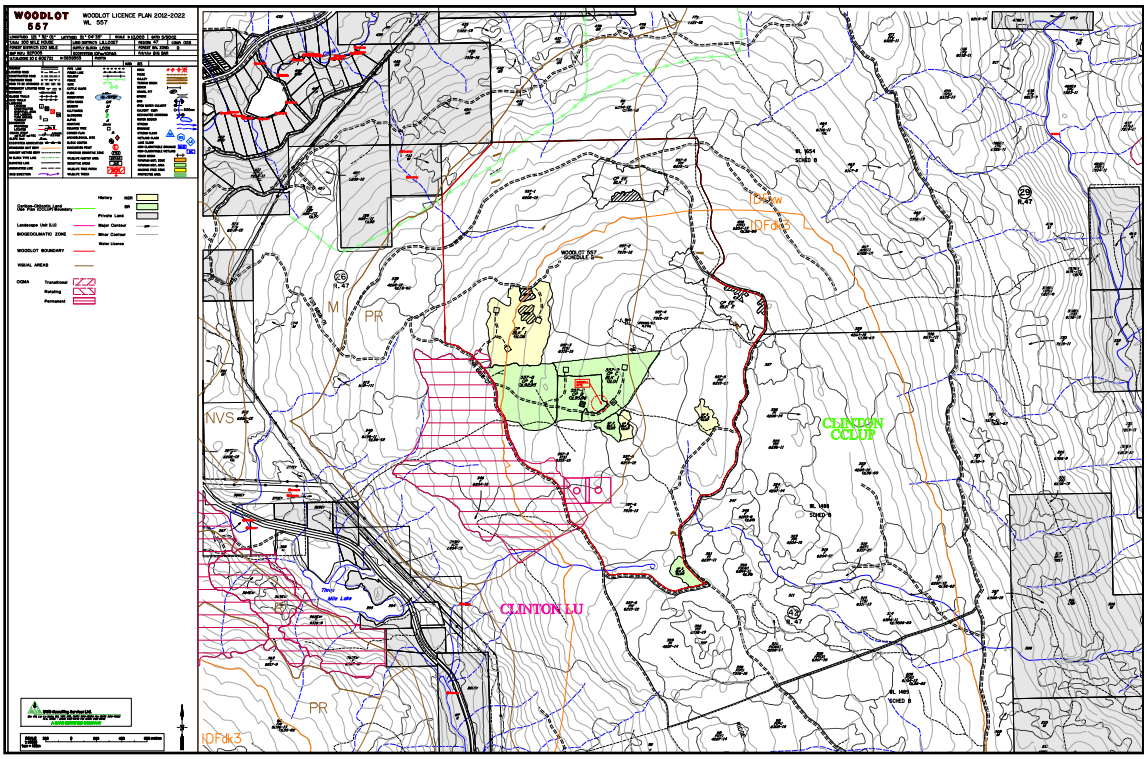
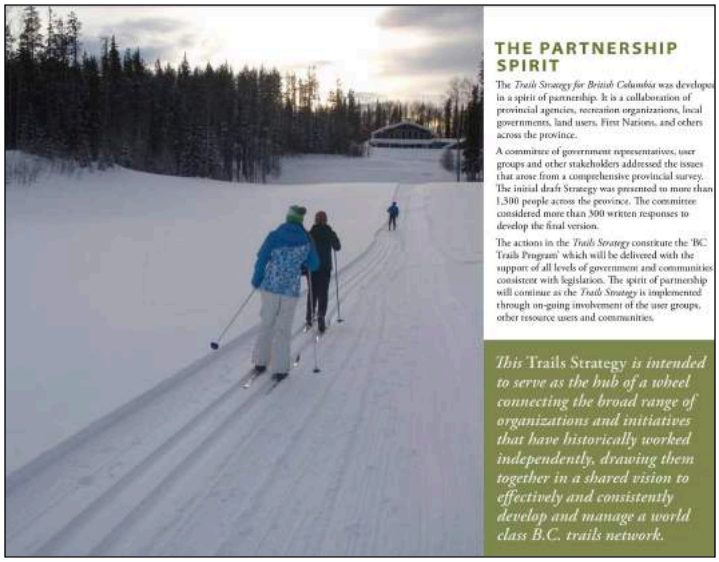


Image: Clinton Woodlot Boundary

2 Recreational Trail Development

BC's Trails Strategy, developed in a spirit of partnership, addresses trail management and usage, recognizing health, social, environmental, economic and cultural values[1].



In 2006, the province created the Ministry of Tourism, Culture and the Arts (MoTCA). MoTCA's responsibility was to assume control and direction of recreation sites and trails in BC, along with partner agencies such as BC Parks, Ministry of Transportation and Infrastructure, and the Ministry of Environment. MoTCA's new Tourism Action Plan provided the platform to develop a Trails Strategy as a means to address key issues facing recreational trail use and development in the province.

The Trails Strategy's vision, is to develop **"A world-renowned, sustainable network of trails, with opportunities for all, which provides benefits for trails users, communities and the province."**

Officially adopted by cabinet in 2013, the strategy identifies guiding principles, key issues and a planning framework for planning and managing trails in B.C. The Provincial Trails Strategy specifically mentions the establishment of a Provincial Trails Advisory Body[2] as a key implementation action.

Recreation Sites and Trails BC led the development of the PTAB and worked with the Outdoor Recreation Council of BC on behalf of provincial member groups representing public recreation throughout the province.

The "Trails Strategy for British Columbia" forms the framework for trail planning initiatives in British Columbia and is the principal guiding document for this trail plan.

[1] Trails Strategy for British Columbia:http://www.sitesandtrailsbc.ca/documents/Trail-Strategy-for-BC_V6_Nov2012.pdf

[2] PTBA Backgrounder: http://orcbc.ca/documents/Trails/PTABBackgrounder.pdf

2.1 Network And Trail Development Goals

While trail planning and construction within village boundaries, does not fall under the jurisdiction of Ministry of Forests, Lands and Natural Resource Operations (Recreation Sites and Trails BC), future projects spearheaded by the Village of Clinton, might. We therefore include the following section that lays out a detailed series of goals or guidelines.

2.1.1 Develop and Maintain Authorized Multi-Use Trails

Objective: Ensure Section 56[1] designation is in place where applicable and obtain Section 57[2] authorization for new trails and upgrades to existing trails.

Section 56 of the Forest and Range Practices Act (FRPA) allows the Minister to order "the establishment of crown land as a…recreation site or a recreation trail…". To ensure compliance with FRPA Section 57, all new trail construction, rehabilitation and maintenance will be authorized by the Recreation Sites and Trails Branch. The Ministry may not have the capacity to maintain and manage all the mountain bike trails that are proposed to be maintained and to be built in the future (BC Government, Mountain Bike Policy). The MFLNRO's strategy, therefore is to enter into partnership agreements with mountain bike clubs or other local organizations. Partnership organizations must demonstrate the capacity to manage the trails according to a mutually agreed upon management and operations plan.

Section 57 Authorized Trails	Section 57 of the Forest and Range Practices Act (FRPA) prohibits construction, maintenance or rehabilitation of a trail or recreation facility unless authorized in writing by the Minister or under another enactment. Section 57 of FRPA applies to all provincial Crown land outside of parks.
Section 56 Established Trails	Section 56 of the FRPA enables the Minister to establish, vary the boundaries, or disestablish interpretive forest sites, recreation sites and recreation trails provided they are consistent with any land-use objectives set by government for the area.

[1]http://www.bclaws.ca/civix/document/id/consol21/consol21/00_02069_01

[2] Applications and Information Guidelines attached. Appendix B 8.4

2.1.2 Focus On Environmental Protection[1]

Objectives:

- *Build sustainable trails according to the Recreation Sites & Trails Chapter 10, International Mountain Bicycling Association (IMBA) Trail Guidelines and Whistler Standards in order to minimize impact on soil, water resources, wildlife and plants*
- *Follow Recreation Sites & Trails BC's "Best Management Practices"*
- *Inspect trails regularly and schedule maintenance accordingly*
- *Close trails when environmental damage occurs*
- *Consult with the Senior Ecosystems Biologist, Ministry of Forests, Lands and Natural Resource Operations*
- *Consult with local environmental groups*
- *Comply with the Water Sustainability Act (WSA) for all stream crossings*

Trail approval and construction will require consultation with the appropriate resource managers to ensure that all planned activities will have no negative impact. Regular trail and TTF inspections will be carried out. As part of the inspections the Ministry of Forests, Lands and Natural Resource Operations will monitor signs of environmental damage. Repairs and maintenance will be carried out by volunteers and hired contractors. It is important to note that some of the proposed networks may fall within areas with drainages that range from narrow to broad. A number of crossings, from bridges to boardwalk sections are required, therefore a notification or authorization may be required for in-stream works under the Water Sustainability Act[2]

2.1.3 Manage User Conflict

Objectives:

- *Avoid or mitigate user conflict through educational signage and user group engagement*
- *Clearly identify trail usage through signs and maps*
- *Consult with stakeholders*

A small and well-connected community offers great opportunities for close working relationships with stakeholder groups. Many of the future trail users are part of a number of groups and organizations. This enables streamlined, direct communications amongst user groups. Shared trail use is often beneficial and will be encouraged where appropriate. Where shared trail use is not a possibility, signs will clearly identify the trails as non-motorized and MTB only trails, as per legal trail designation by RSTBC.

Logging is currently proposed for a section of the Community Forest by the local community forest group. In many cases, recreational users and the logging industry do not see eye-to-eye. We do not anticipate any issues and foresee a strong partnership between the *Clinton & District Community Forest of BC Ltd.* and recreational user groups.

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[1] Please see section 5 of this document for additional information

[2] "Working Around Water" Prepared by Robert Van der Zalm and Lisa Nordin (2017), see appendix 10.4

2.1.4 Create A Constructive Trail User Experience

Objectives:

- *Build and maintain trails with significant attributes*
- *Promote other area trail networks and capitalize on existing infrastructure*
- *Seek input from the various user groups*

Trail use does not work in a vacuum. We develop, maintain and plan with input from a large user group. This allows and encourages users to identify new opportunities. Trails need to have a value or a significant attribute attached to give the user a meaningful experience. Attributes considered in this master plan are scenery, accessibility, connectivity and the overall experience. We know users are looking for scenic trails and vistas. There is no shortage of potential for scenic trails in the Clinton area. Accessibility is another major consideration and all proposed trails and trail networks are within a 10 minute drive from accommodation providers and major services. Connectivity between the proposed trail networks provides a challenge. A substantial investment would be needed to connect the networks via single-track trails. The riding experience will be enhanced by creating professionally built trails with a variety of users in mind.

Amenities are important in providing a positive experience. Kiosks, washrooms, and parking should be considered. Kiosks should feature maps, trail etiquette, trail closures, work in progress and current notices. Signage should be in place not only on the trails, but on major roadways and junctions leading to the trails. Paper maps are being replaced by easy-to-update phone apps (i.e. Trailforks) or downloadable maps, but there still is a need to provide simple trail maps at visitor info centers, coffee shops, and accommodation providers.

2.1.5 Manage Safety And Risk Factors For Multi-Use Trails

Objectives:

- *For designated bike trails, build all trails according to IMBA and Whistler Standard*
- *Trails and TTF's on MTB trails will be managed according to the standard RSTBC criteria, as described in Standard Schedule F* [1]
- *Rate all trails using the Whistler Trail Standard for bike trails and use widely accepted trail ratings for other motorized and non-motorized trails*
- *Maintain Insurance coverage*
- *Create an emergency plan*

A "Trail Safety Coordinator (TSC)" should be designated by the local riders. Ideally, this would be done under the umbrella of a formalized club. The TSC will be the liaison on all safety related matters. Local Search & Rescue, RCMP and BC Ambulance should be knowledgeable about trail access points and should have trail maps on file. In addition, a detailed signage plan will help to maintain high safety standards. Annual trail and trail feature inspections will also reduce safety hazards on the trail network.

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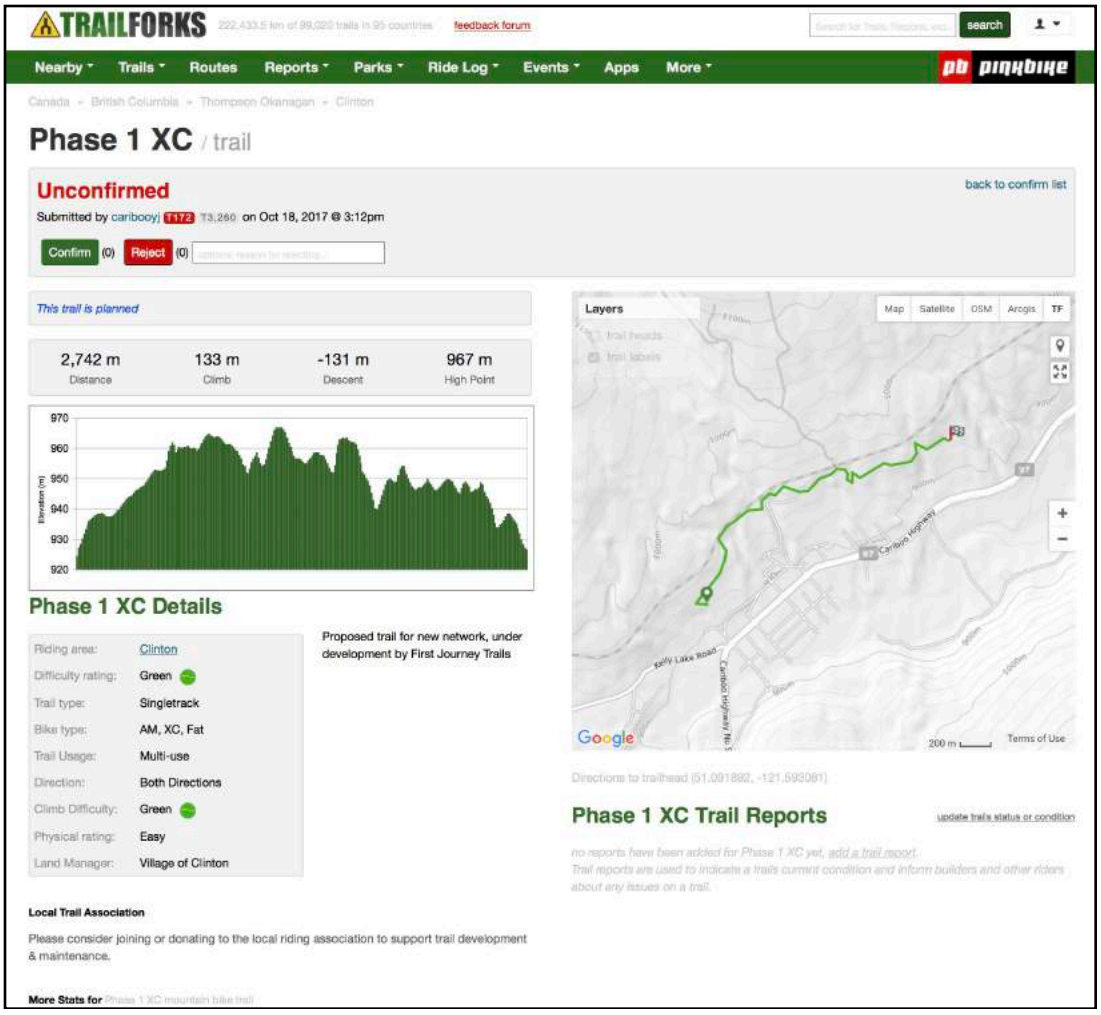
[1] RSTBC Operational Standards, Mountain Bike Trails, Schedule F

2.1.6 Trail Networks & Trailforks

Trailforks is a mountain bike trail database & management system for riders, builders, land managers & trail associations. Users can contribute data and the local trail associations have the control to approve & curate the data. Ensuring the best, latest and accurate data. Inclusion in the Trailforks database assures exposure and promotion of the trails and the network.



Trailforks' "Trail Karma" program makes it easy to donate directly to trail stewards. A "Karma" or donation button can be set-up by the local trail association.

First Journey Trails submitted one proposed trail and one existing trail to Trailforks. As new trails get developed, the data should be uploaded and updated on a regular basis.

2.2 New Trail Construction

2.2.1 Construction Principles

Trails will be built by, or under the guidance of an experienced trail-building company. Tools used in trail building include chainsaws, pulaskis, mattocks, shovels, tooth and fan rakes, hammers, buckets, 4" and 6" nails, and loppers. A small excavator may be used on some of the proposed trails to further create especially enjoyable rides in a more efficient manner.

Mountain bike trails will be constructed with the full range of trail difficulty ratings and will be designed to offer the rider a fun, flowing trail that has been built with safety in mind. These trails will be built to last, to shed water, and to require as little maintenance as possible. They will follow IMBA and Whistler Trail Standards. Constructed TTFs are not a huge priority; however, some small bridges to cross creeks and cross wet areas will be required.

Trail concept planning is the first step in recreational trail development. This document takes the following factors into account:

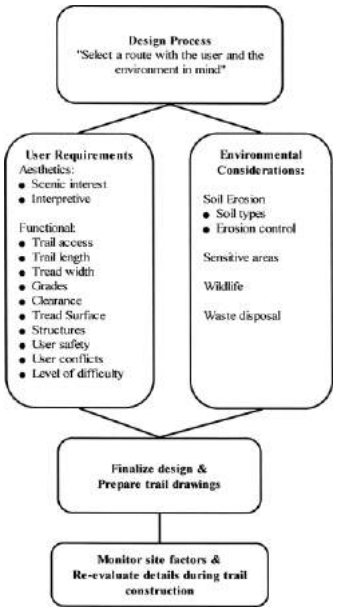
- user group requirements;
- recreation features (including landscape features and existing recreation facilities);
- management requirements; and
- anticipated needs for trail construction and maintenance.

The Canadian Parks Service' Trail manual suggest the following questions be asked prior to any trail development:

- what is the desired level of use?
- what will be the extent of detrimental impact upon the environment? and
- is this level of impact acceptable?

We carefully evaluated the environmental conditions along the proposed trail routes and consider the level of impact fully acceptable.
Vegetation, topography, natural features, drainage, soil type, elevation, access, current public use and anticipated future development have been taken into account.

The diagram shows the trail design process following the trail concept planning.



2.2.2 Water Crossings

Very few of the proposed new trails in the Clinton area demand some sort of water crossings. Because of the environmental effects possible with water crossings, careful planning and environmental approvals are a must before work is carried out. Five main options are available when dealing with water crossings. The most expensive and involved is an engineered bridge. The bridge can be constructed from wood or metal or a combination of both. Bridge loads can be high and the engineered bridges can handle a high traffic volume. At this point, we see no need for engineered bridges within the proposed trail networks. Bridges using dimensional lumber or heavy log stringers can be used where smaller spans are required and/or traffic is restricted to non-motorized use. Span length dictates the stringer size and type. Stringer length must be determined by the crossing width at high water with additional length added to clear the edge of the stream or creek and to allow for cribbing on both sides. Cedar logs need to have a larger diameter due to its softer wood. Culverts are another water crossing method in low volume water flow scenarios. Careful consideration must be given to the correct culvert size and culvert placement, as culverts have a tendency to plug up or wash out. The so-called French Drain water crossing can be built where low flow streams or spring run-off creeks must be crossed. large rocks are placed in the creek bottom, covered with layers of smaller rocks and mineral soil. This creates a water flow-through effect preventing washouts. The simplest form of a stream or creek crossing is the in-stream crossing. The entrance and exit of the crossing must be angled and hardened to prevent erosion.

Log Diameter For Bridge Stringers[1]. Add 2” for Cedar Logs.

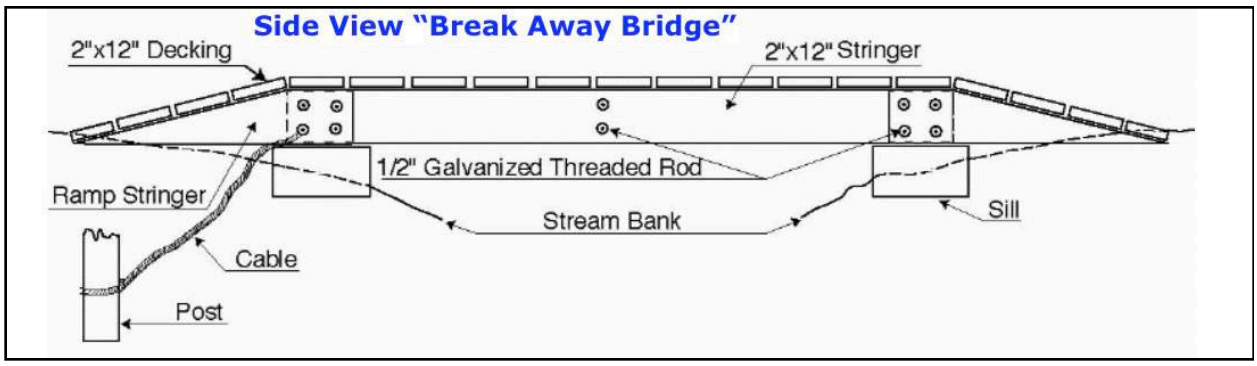
Log Diameter	Maximum Span
4”	8’
6”	14’
7”	18’
8”	22’
10”	29’
12”	37’
14”	45’
16”	54’
18”	63’

[1]brucetrail.org - Guide for Trail Workers, 2001

Images: Example of on-site construction of a 34’ x 4’ bridge with chainsaw ripped 2” decking, by *First Journey Trails* crew

Preferred Bridge Construction Method for Trail Networks

A so called “Break-Away-Bridge” is the preferred method for creeks and streams that are prone to flooding. This bridge is designed to stand independently of the sills. Sills can be made of concrete or pressure treated 12”x12” beams. Sills should be anchored by rebar to avoid relocation when flooding occurs. A galvanized aircraft cable (rated double the bridge weight) is used to secure the bridge to one or two anchor trees. The on- and off- ramps extend into the existing grade to make the transition smooth. A bridge width of 4 feet meets the construction standard, but a 6 feet width is recommended, due to wet conditions in the area.



Sections of the proposed trails may cross active cattle range. A new style of range-fence crossing on the trails is recommended. The current walk-through type gate is not well suited for MTB access and also creates problems for the range tenure holder. A combination of a gate and mini-cattle guard is the preferred option.

Image: Range-fence crossing approved by Ministry of Recreation Sites and Trails BC near Kamloops

2.2.3 First Nations Trail Construction Partnerships

Partnerships, as described in 1.5 of this document, relate to planning, implementing and maintaining trails and trail networks. Meaningful partnerships should also be considered when it comes to the trail construction phase of the project. First Nation communities in BC recognize the value of trail development and started training their own, local First Nation trail crews. In BC's Interior the Williams Lake Indian Band, the Soda Creek Indian Band (Xats'ull First Nation) and the Simpcw First Nation are spearheading this development. Funding agreements for future Clinton area trails could include a training component for First Nation's trail crews.

Image:
Williams Lake Indian Band -First Nations Trail Crew, 2015 (Photo: John Well-burn)

New trails could then be constructed with the help of a First Nations trail who's crew members took part in trail building workshops.

Trails connect us as a group of hikers and riders, they connect us with wildlife and with nature. Trails get us away from our electronic devices and our desks, they expose us to the elements and let us see the world around us in all its beauty. And now, more and more, trails connect us as people and bring First Nation's builders and non-aboriginal trail users together.

2.2.4 Community Organization Partnerships

Trail maintenance is costly and adds additional demands to the Village of Clinton budget. The strategy proposed in this plan is to enter into partnership agreements with a recreational user club in an effort to sustain these economic benefits. A Partnership Agreement would specify a number of commitments that the club is required to undertake as part of its stewardship obligations.

The table below outlines an example of an operational schedule that will be actioned annually, in a manner consistent with the Management Plan and Agreement provisions.

ANNUAL OPERATIONS SCHEDULE			
Snowfree-June	June – August	August - Snow	Snow to Spring
Clearing of trails and general maintenance	Install Signage in manner consistent with Management Plan	Second round of inspections / Reports	Submit all reports and submit following year's operating plan if required.
Inspections and hazard abatements if required	Implement Trail use monitoring	Ongoing trail and trail feature maintenance as required	Trail proposal design reviews and consultations
Maintenance of trails and trail features if required	Layout proposed development	Investigate sign plan gaps	Source funding
	Site visits for proposed development	Complete annual report of inspections and general operations including trail use information	

3 Existing Trails & History

3.1 Existing Trail Infrastructure

The Big Bar Ski Trails are located about 20 minutes north of Clinton and offer 50 kilometers of cross-country ski trails, 15 km of which are groomed by the Clinton Snow Jockey Club. The runs are relatively gentle, and several loops provide amazing views of the Marble Range.

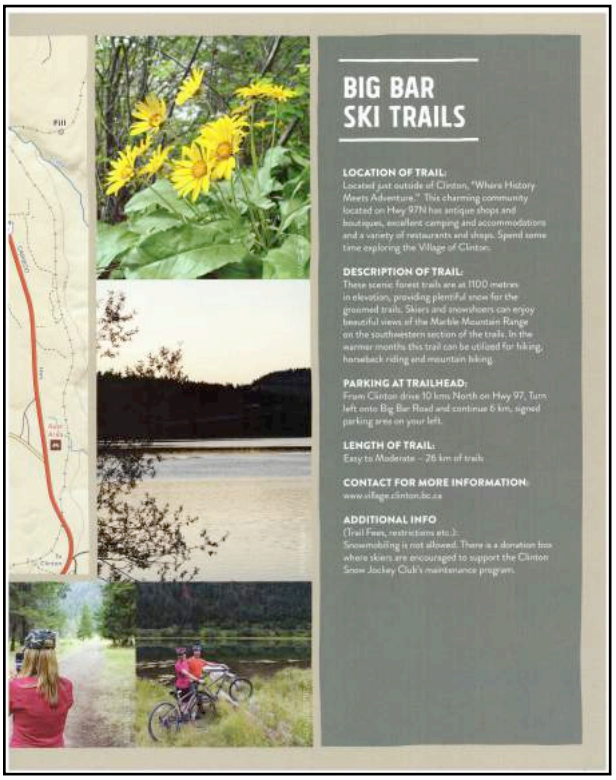


Image: Gold Country Trail Guide

Image: Big Bar Trailhead

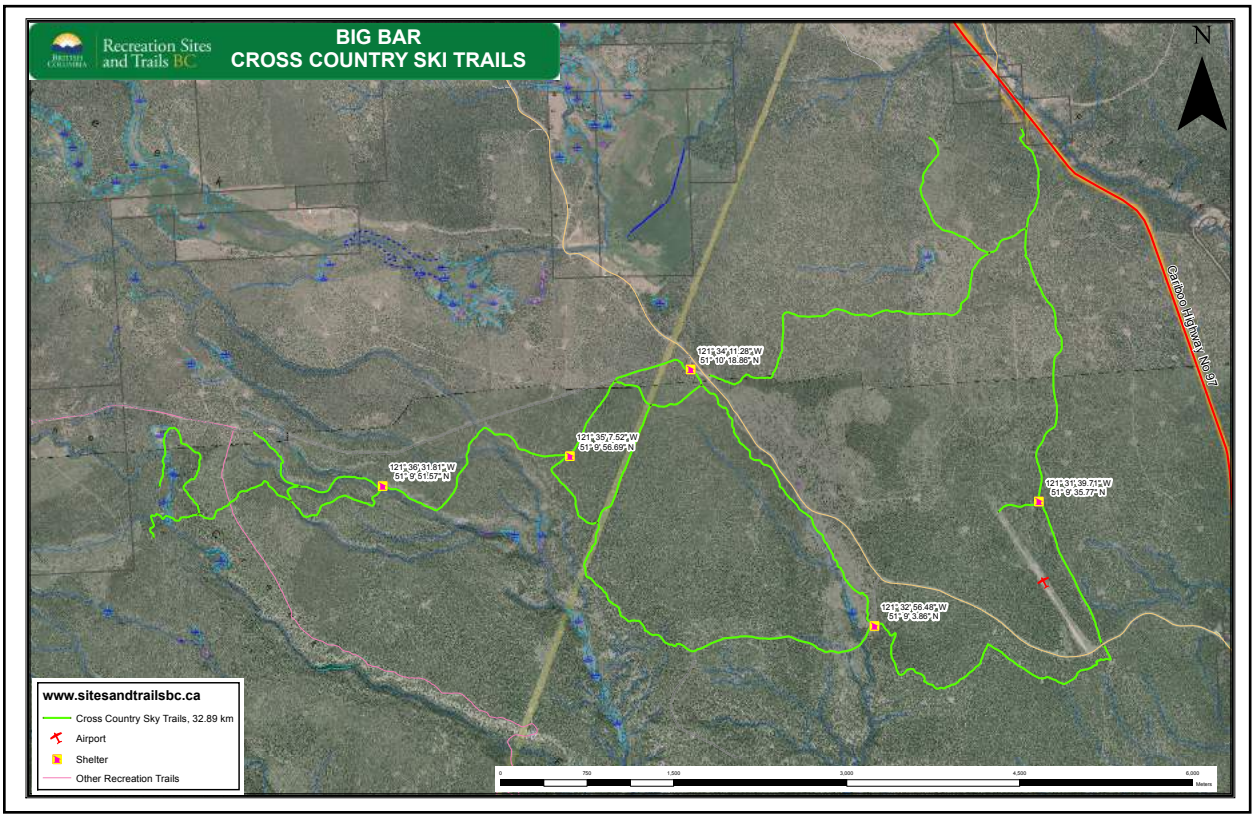
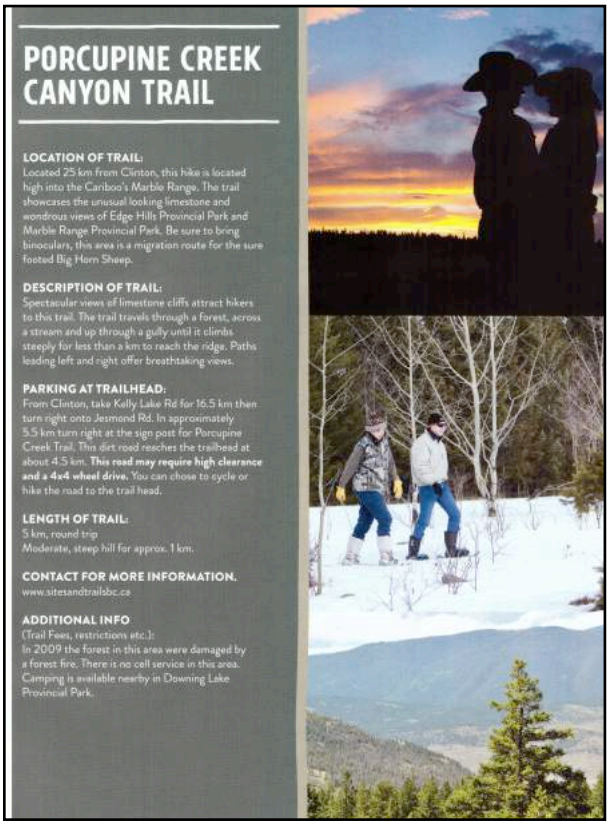
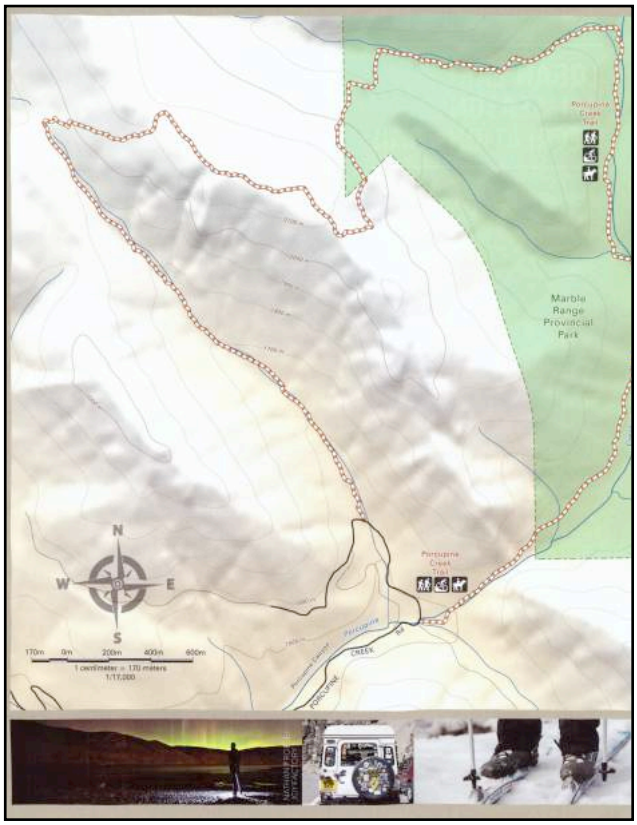


Image: Big Bar Cross Country Ski Trails

BC Parks established the Marble Range Park in 1995 under the Cariboo-Chilcotin Land-use Plan. Marble Range Park is so named because of its unusual karst (limestone) topography. These mountains feature caves, sinkholes and disappearing streams, as well as cliffs, chasms, and crenellated ridges. The park protects populations of California bighorn sheep and mule deer. There are some rough trails, popular with local hikers, hunters and horseback riders. Endless mountains and marshlands, gentle forested hillsides, ancient chasms and limestone karsts, and treeless rock faces hold adventures for all levels of fitness and hiking experience. Backcountry camping is permitted within the park, but no facilities are provided.





3.2 History of Clinton Area Trails

Two trail related documents have been commissioned by the Village of Clinton in the past years. In 2007 the *Clinton Walking Trail Plan* was authored by Sharpe Image Consulting, followed by the *Downtown Clinton Walkway Network* document. Both documents have been consulted and incorporated into this study, to a certain degree.

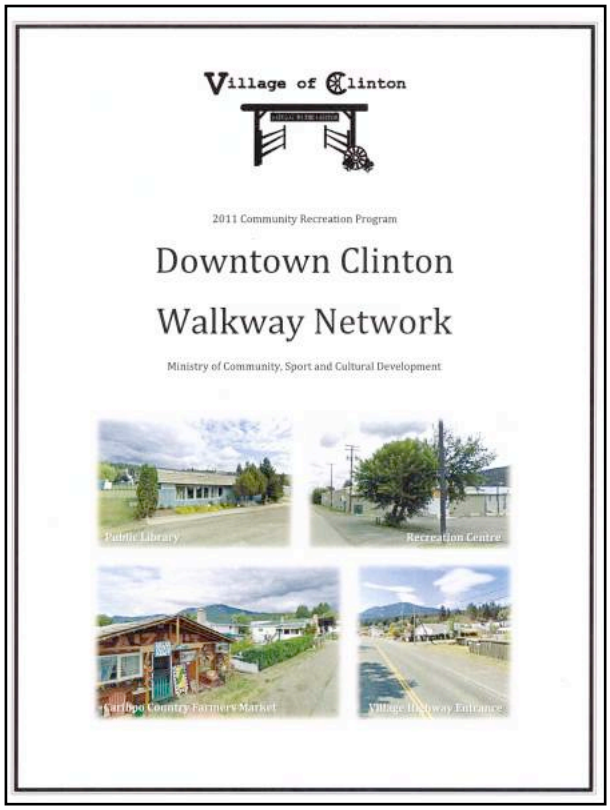


Image: Downtown Clinton Walkway Network plan from 2017

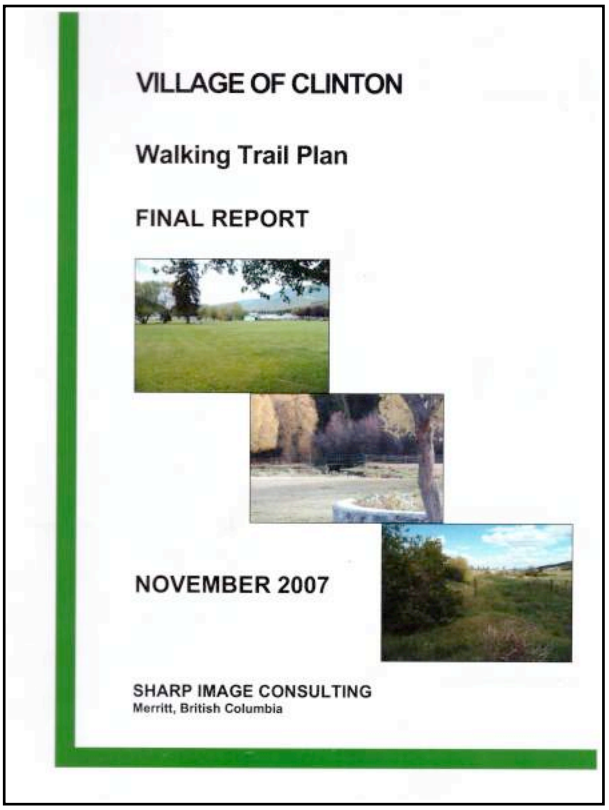


Image: Walking Trail Plan by Sharper Image Consulting

4 Proposed New Trail Networks

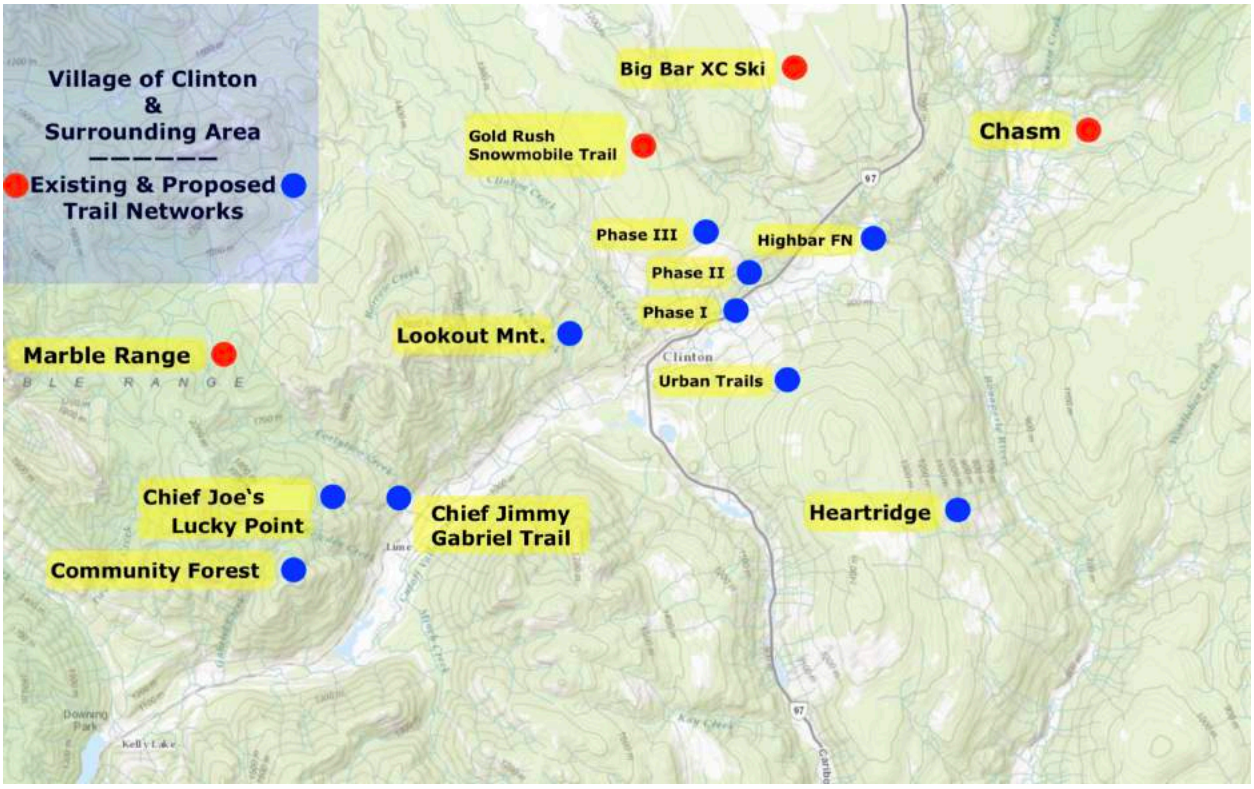


Image: Existing and Proposed Trails and Trail Networks in the Clinton Area

4.1 Understanding and Responding to Public Demand

New trails and trail networks are needed in the Clinton area to reflect current trends and assure enough diversification for local and visiting trail users. The vision for future trails to come from the public and has to address long-term goals for trail development, both within and outside of Village boundaries.

4.2 Establishing a Community Trails Vision

Stakeholders provided valuable input to the Village of Clinton Community Trail Masterplan. Community members played a key role in identifying needs, provided information on existing trails and contributed on trail management issues. Public consultation was solicited during a public stakeholder meeting, an online survey, phone interviews, one-on-one meetings and throughout field trips with village and area residents.

The public stakeholder meeting was held on October the 6th, 2017, in form of an open house with the goal to solicit recommendations for future trail networks and proposed trails. 21 Village of Clinton residents attended the meeting and completed the circulated questionnaire.

As per the Village's request, an informal meeting was held at the David Stoddard School (SD 74) on October the 7th, 2017. The 6 students indicated a high interest in mountain bike trail development followed by a somewhat high interest in a small community bike park, located within the Village of Clinton boundaries. In addition to the non-motorized trails, students expressed interest in purpose built dirt-bike and ATV trails.

A survey requesting input from village and area residents was circulated during the first weeks of October 2017 on the Survey Monkey website. The survey consisted of nine key questions only, concentrating on establishing a trail user mandate. 31 submissions were received for the survey.

The input collected at the stakeholder's meeting and the survey results are used to refine the recommendations for the community trails network and priorities for implementation. In addition, valuable information was collected on potential initiatives to be considered by the Village of Clinton.

Stakeholder Input	8.9% OF AREA RESIDENTS RESPONDED

4.2.1 Stakeholder Input Representatives

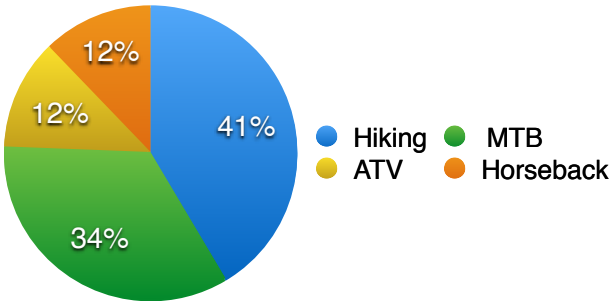
Organization/Group	Representative
Clinton and District Outdoor Sportsmen Association & Snow Jockey Club	Rolly Higginbottom
Clinton and District Outdoor Sportsmen Association & Snow Jockey Club	Robin Fennel
Clinton and District Outdoor Sportsmen Association & Snow Jockey Club	Bernie Nieuryenhuis
High Bar First Nation	Angie Kane
Whispering Pines Clinton Indian Band	Steve Tresierra
Whispering Pines Clinton Indian Band	Carrie Dan
Clinton & District Community Forest of BC Ltd.	Steve Law
Community Development Coordinator Village of Clinton	Daniela Dyck
Mayor, Village of Clinton	Jim Rivett
Chief Administrative Officer, Village of Clinton	Monika Schittek
Councillor, Village of Clinton	Diana Guerin
Councillor, Village of Clinton	Wayne Marchant
Councillor, Village of Clinton	David Park
Equestrian Community	Gina Gambill
District Recreation Officer, Ministry of Forests, Lands and Natural Resource Operations	Curtis Ofstie
Clinton RCMP	Rachel Williams

4.3 Community Survey Responses

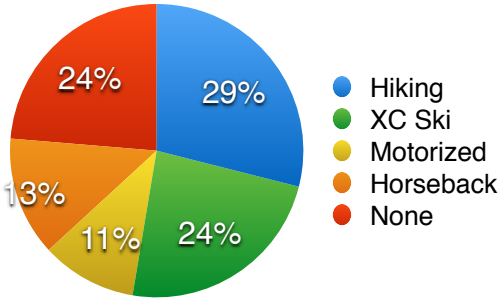
The community survey was conducted via the Survey Monkey webpage, with first responses coming in during early November of 2017. The following are some key findings from the survey that relate specifically to trail infrastructure development.

For a complete summary of the Community Stakeholder Survey, please refer to page 123: **11.7 Community Stakeholder Survey Responses**

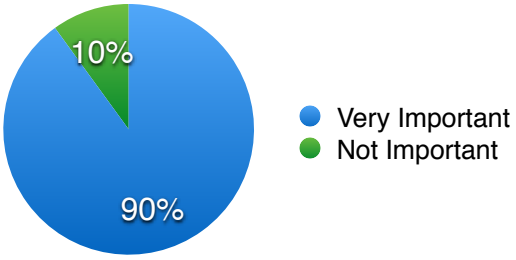
What kind of recreational trail opportunities would you like to see more of?	
Highest Priority	Walking/Hiking
High Priority	Mountain Biking
Lower Priority	ATV & Horseback



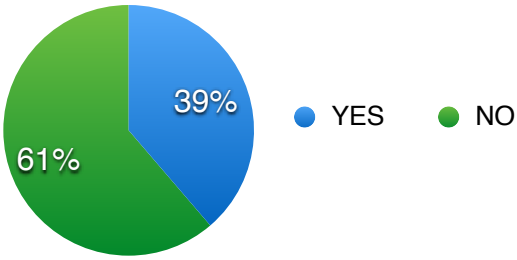
What trails do you currently use?	
Hiking	29%
XC Ski	24%
Horseback	13%%
Motorized	11%%
None	24%



How important are trails for your recreational activities?	
Very Important	
Not Important	



Have you experienced conflicts on existing trails	
NO	61%
YES	39%



4.4 Proposed Trail Networks

Key trends and changing demographics, observed Province- and Nation- wide, are reflected in the outcome of the stakeholder survey.

Trail User Groups	Trail Use Pictogram
Hikers/Walkers/Runners	
Mountain Bikers	
Motorized Recreationists	
Equestrian Trail Riders	
Snowmobilers	
Cross-Country Skiers	
Snow-Shoers	

4.4.1 Area Assessment Criteria

Besides public input and preferences, various factors need to be considered when selecting new trail network areas. First Nations consultation with any decisions regarding the land is one of them. Other assessment criteria include community proximity, vegetation type, geology and budget constraints.

Area Size

For multi-use trail usage, determining the minimum trail length is somewhat complicated. Equine trails, ATV and snowmobile trails, cross-country ski trails, are all heavily subject to terrain difficulty, when it comes to minimum network size. As a rule of thumb, the trail user should have a minimum trail usage time of 4 to 6 hours available, without using the same trail section twice.

The minimum amount of area required for local riders and visiting riders varies, when it comes to mountain bike trails. For the local ridership the minimum trail network length is recommended at 10 kilometers and for visitors the combined trail length should be a minimum of 20 kilometers. Trails should be bi-directional, stacked loop trails with some interesting technical trail features (TTF's).

Aspect

A slope aspect has numerous benefits and drawbacks when it comes to trail design and layout.Typically a north facing slope sees more rain and snow with less sunlight while a south facing slope typically sees less rain and snow with more sunlight. South facing slopes will see an extended season due to dryer climate and faster drying times.

Slope Analysis

The ideal slope for developing trails is between 10 and 50 percent. Shallow grades typically have more organic material that needs to be removed. This makes benchcut construction costly and time consuming. Drainage is complicated to achieve and trail maintenance needs to be addressed more often. Grades over 50% create huge challenges for trail builders. Benchcut trails need to be cribbed and climbing turns and switchbacks are difficult and costly to construct.

Landscape Variety

Landscape varies with tree types, age of the forest, soil types, aspect and the amount of rocks. A mixed landscape with a high variety level caters to a variety of user groups and makes trails more interesting.

Soil Quality

Native mineral soil is always preferred and soil quality and quality determines trail planning by a large degree. Good soil provides a more sustainable trail. Importing soil is costly and time consuming. The ideal soil is mineral with a sand and clay mix at a 70/30 level.

Existing Trails

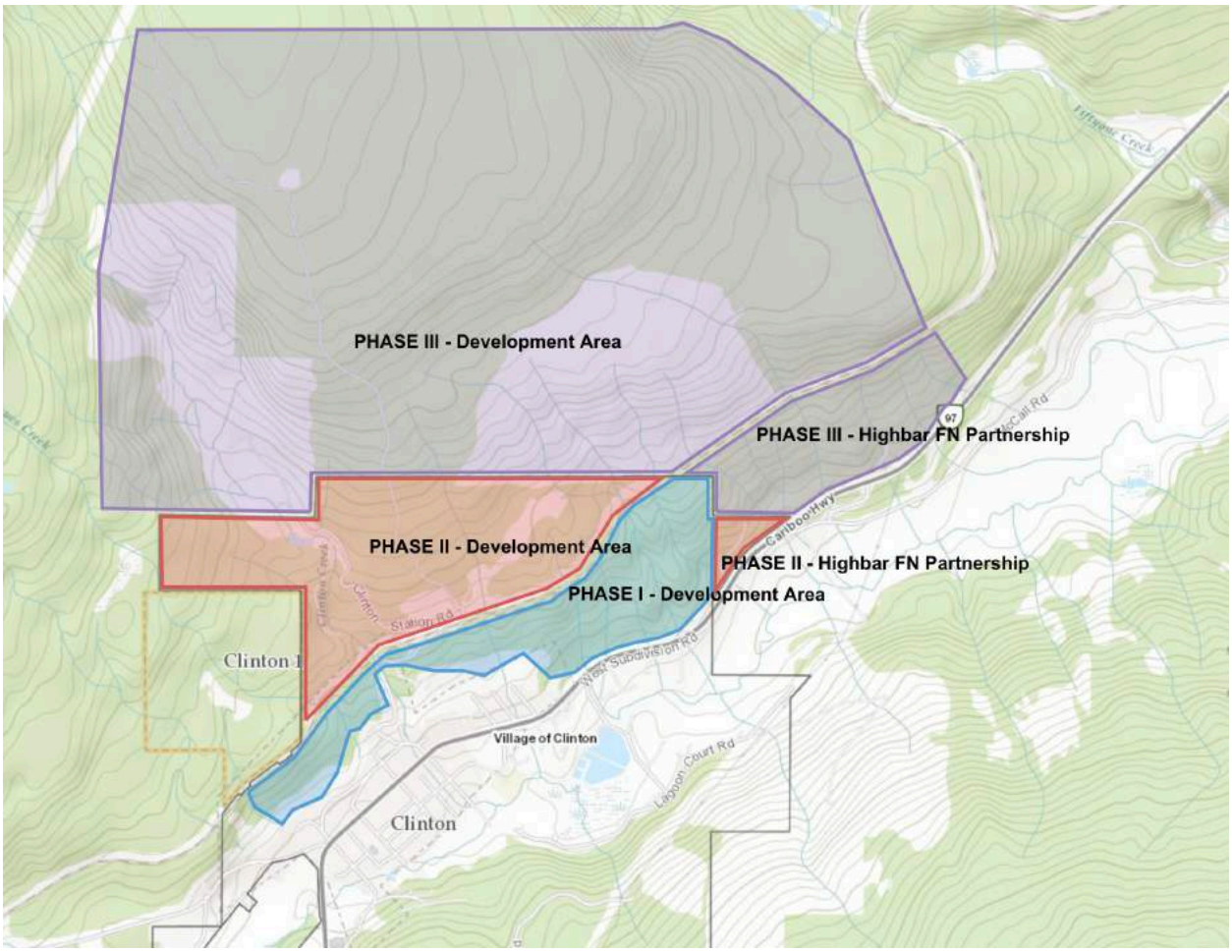
Identifying and assessing existing trails and trail infrastructure is a determining factor in trail network planning.

Access & Proximity

Proximity to the Village of Clinton and access opportunities have been considered as part of the network planning process. Private property, crown land and First Nation title are other access considerations. The closer a trail network is to schools, residential areas, parking and other facilities, the more use it will get. Amenities such as restaurants, pubs, coffee shops, community centers, etc., also have an impact on trail usage and network planning.

5 Phased Trail Construction

New trail construction and trail infrastructure development, as laid out in this document, is planned to be implemented in three phases. Phase I addresses easily achievable development goals within the Village of Clinton boundaries. Phase II extends the trail network to the west of the railroad line, but keeps development within village boundaries. Phase III extends the trail and infrastructure development beyond village boundaries.



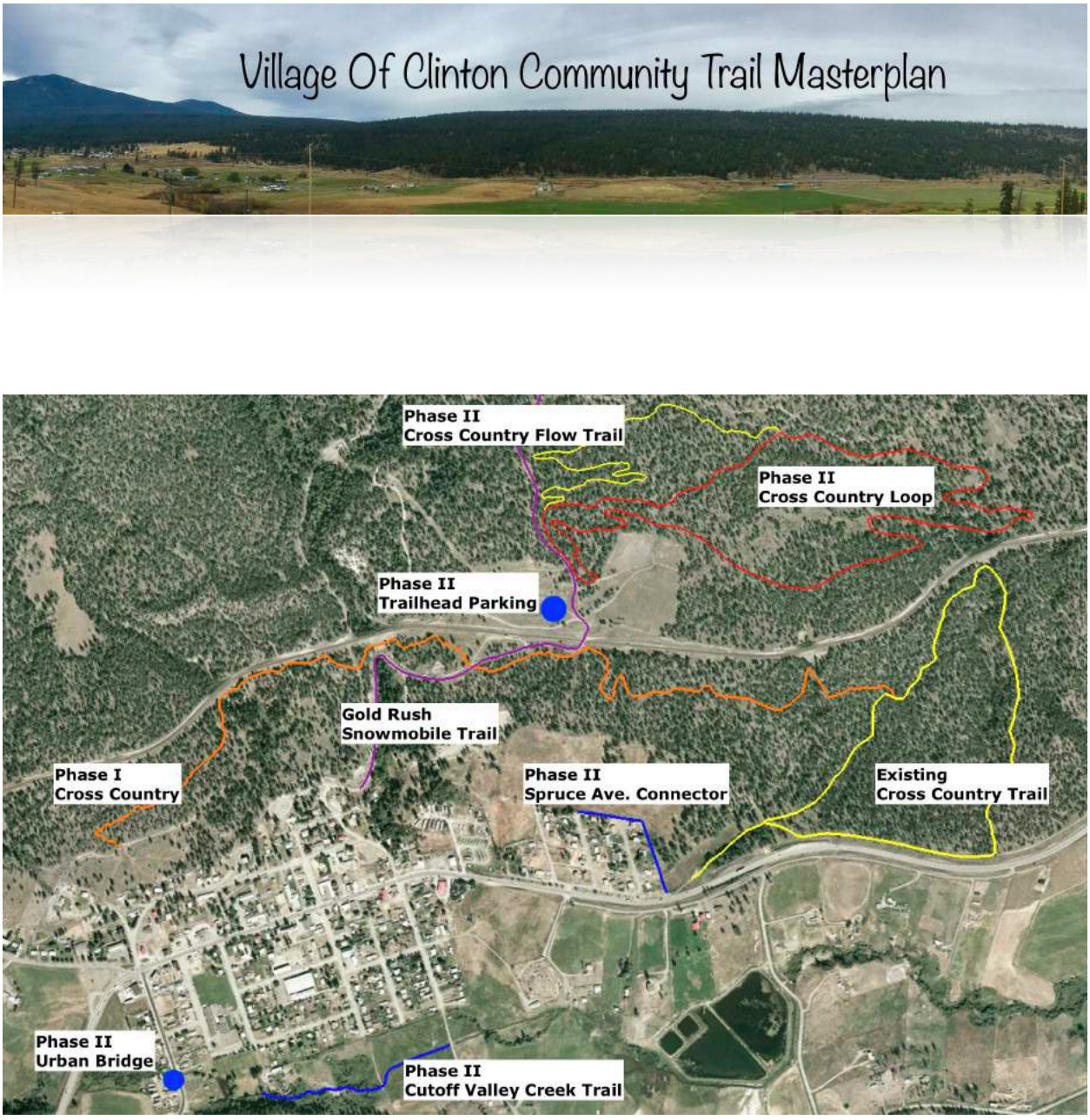


Image: Phase I & II Proposed Infrastructure

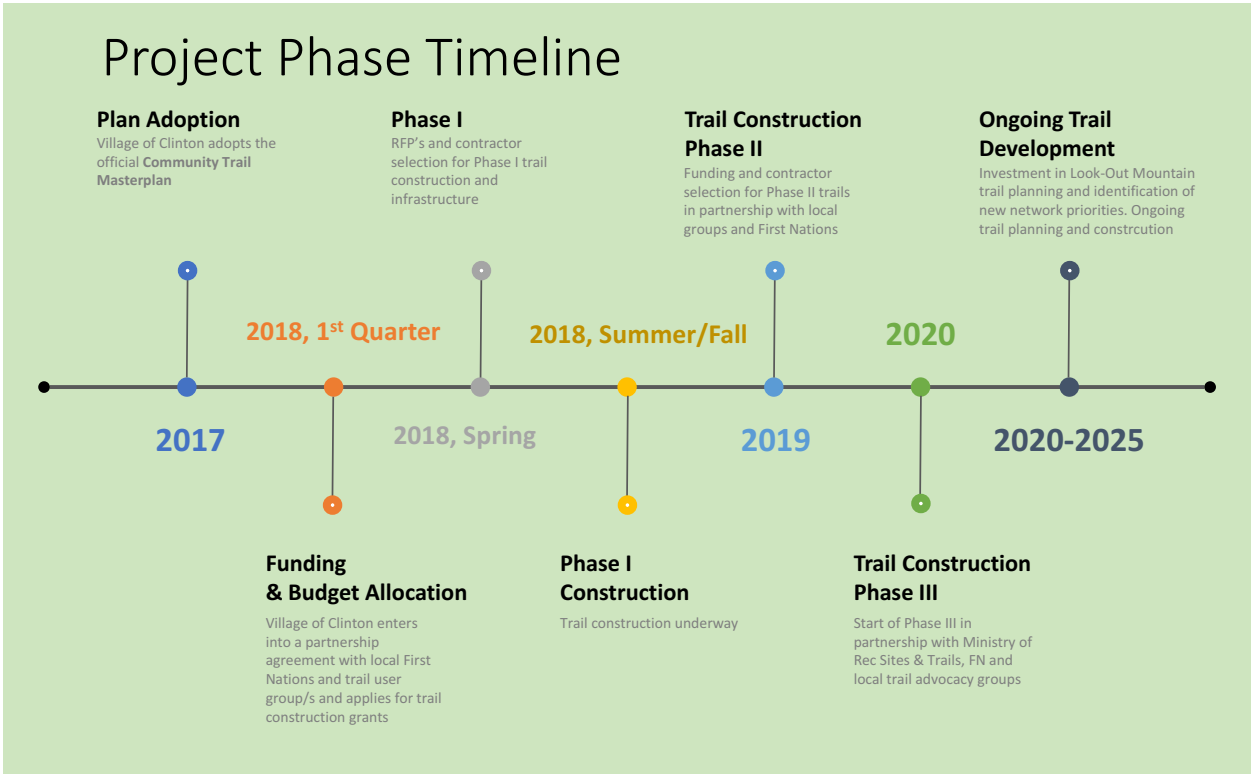


Image: Timeline For Phase I to Phase III Development

5.1 Phase I Development

Phase I of the trail development is scheduled to start in 2018 with one critical trail.

First Journey Trails has consulted the *Clinton Walking Trail Plan*[1] and incorporated an altered version of the *Hills Circle Trail* into the newly proposed trail network. A sub-division is in the planning stage and the proposed trail head for the new multi-use, cross-country trail would ideally be situated at the entrance to the new sub-division. This creates an excellent opportunity for the Village of Clinton to market the new development zone.

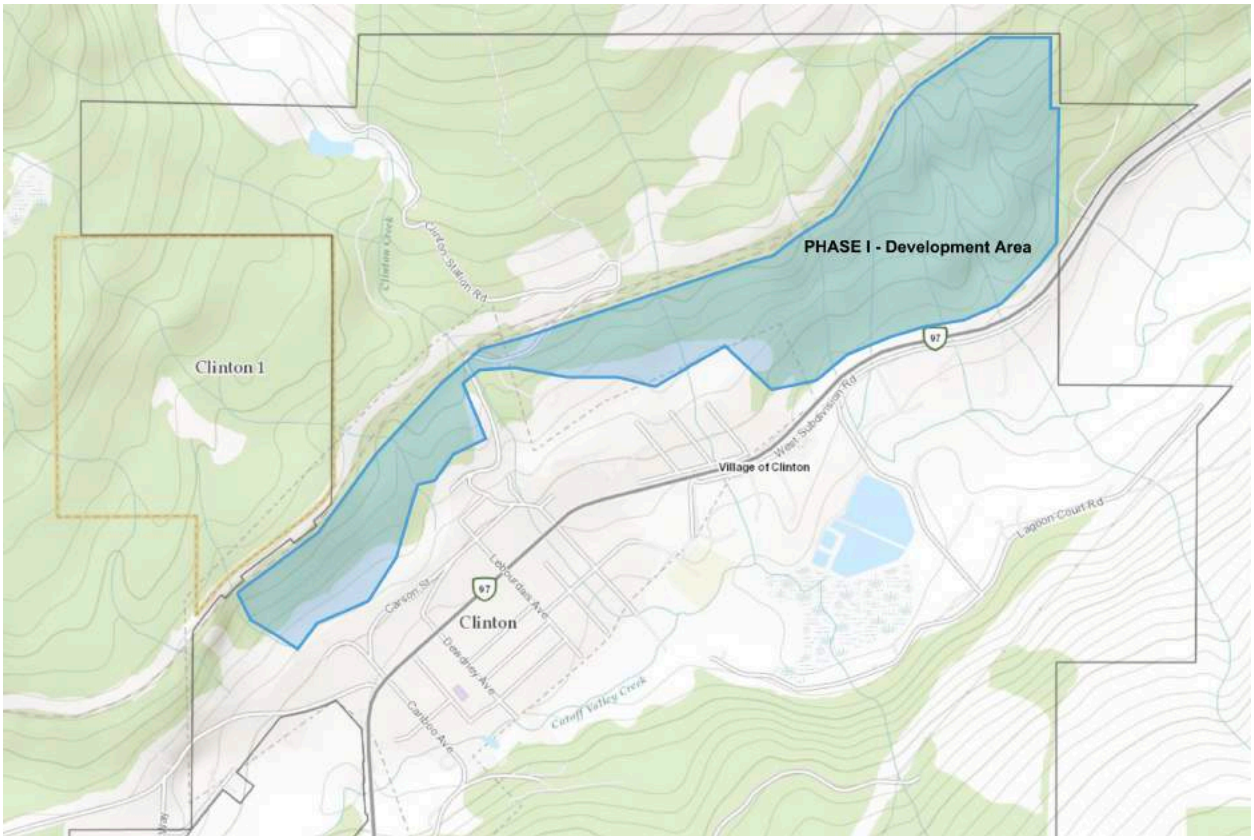


Image: Map Phase I Development Area

[1] Sharper Image Consulting, 2017

5.1.1 Trails

Trails in the Phase I Trail Network are proposed as natural surface single-track trails, hand built, cleared to a height of 2.4 meters and as Type III or Type IV trails[1]. The proposed route parallels the CN rail tracks and ties the sub-division to the only legal rail track crossing on Station Road. It then continues to join an existing trail loop, recently upgraded and signed by the Clinton Outdoor Sportsmen Association. This 2.75 kilometer long trail would span almost the entire length of the Village of Clinton from the South-East to the North-Western end of town.

Trail Name	Starts At/Direction	Length/Meters	Trail Type	Intended Use/Rating
P1XC	Proposed Sub-Division	2750m	Type III	~ All Mountain/XC ~ Hiking/Horseback ~ Non-Motorized
Existing XC	North-West of Town, Highway 97	2560m	Type III	~ All Mountain/XC ~ Hiking/Horseback ~ Non-Motorized

[1]Whistler Trail Standards First Edition, Page 6 (Appendix)

Image	Location & Description
	**N51.09189°** **W-121.59289°** Easy accessible via Highway 97 and Cariboo Avenue. Highly visible from many locations across town. Possibility for parking, park benches, garbage cans, washroom and kiosk facilities.
	**N51.09189°** **W-121.59289°** Trailhead Sub-division
	**N51.09804°** **W-121.58782°** Trail construction pinch point due to very steep slope adjacent to CN rail tracks. An existing non-legal path could be utilized to form the future trail bed. Cribbing is necessary to bring the trail width to 3’ and create a sustainable trail.

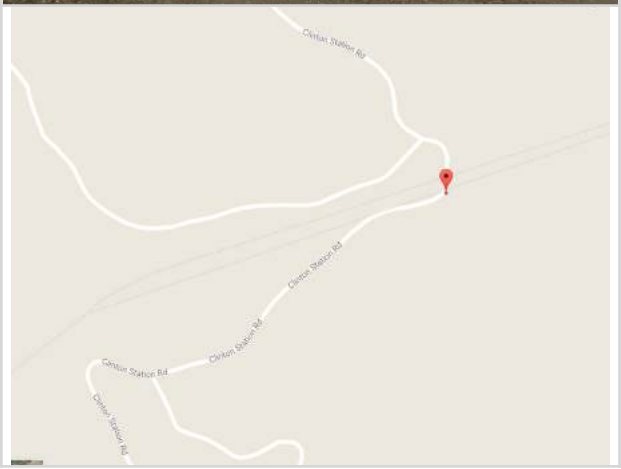
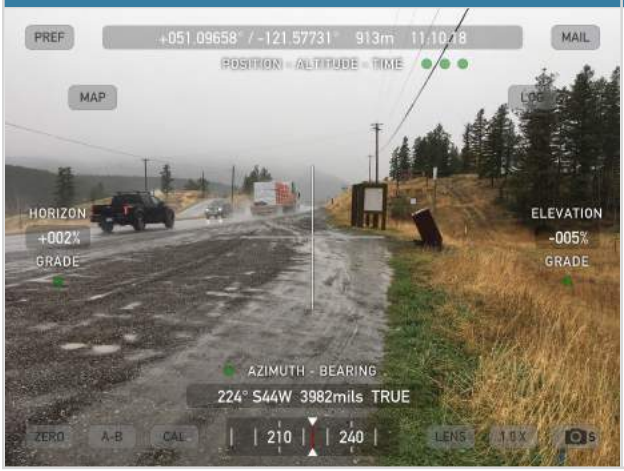
Image	Location & Description
	**N51.09804°** **W-121.58782°** Existing, non-legalized path used by local hikers and horseback riders.
	**N51.09858°** **W-121.58439°** Location of proposed road crossing on Clinton Station Road. Excellent visibility in both directions. It is recommended to install Cycle-Xing highway signs.
	**N51.10033°** **W-121.58140°** Location of connector to existing double-track trail, used by motorized users. Section of the Gold Rush Snowmobile Trail.

Image	Location & Description
	**N51.10033°** **W-121.58140°** Start/End of existing double track trail, section of the Gold Rush Snowmobile Trail; near rail road track crossing on Clinton Station Road.
	**Existing trailhead of REC230316**
	**N51.098553°** **W-121.57560°** Trailhead for the existing hiking/biking loop (REC230316).

Image	Location & Description
	**N51.09658°** **W-121.57731°** Proposed parking location and trailhead for the existing cross-country trail loop.

5.1.2 Trailhead(s)/Kiosk and Signage

In total two trailhead kiosks are needed to cover all potential access points.

Signage will adhere to Provincial/Whistler/IMBA Standards, 2003 for recreational signage and will be installed at all necessary locations of the newly developed trails and existing trails. Signage will be a mix of trail wands with stickers and 4"x 4" pressure-treated post or tree mounted signs. Wands will be used along trails and/or at trail intersections.

The additional 4"x4" signs will be installed at major intersections or where additional info needs to be relayed.

Image: Example of Trailhead Kiosk (Williams Lake, Fox Mountain)

5.1.3 Budget

Budget Item	Quantity in Meters & Construction Details	Unit Price	Cost
Phase I XC Multi-Use Trail	2750	CA$20.00	CA$55,000.00
Cribbing section near railroad tracks	1	CA$3,500.00	CA$3,500.00
Signage	8	CA$60.00	CA$480.00
Wands with Stickers	4	CA$25.00	CA$100.00
Kiosk	2	CA$2,500.00	CA$5,000.00
Pit Toilet	1	CA$2,500.00	CA$2,500.00
Table	1	CA$700.00	CA$700.00
Double Garbage Receptacle	1	CA$1,500.00	CA$1,500.00
		Total	**CA$68,780.00**

5.2 Phase II Development

Phase II of the trail development is scheduled to start in 2019 with multi-use trails. This development phase offers great potential to work in partnership with the Highbar First Nation. The Aboriginal Youth Mountain Bike Program (AYMBP) is an additional potential partner and could facilitate work between the two Councils. Two urban development projects are also recommended as Phase II priorities. All Phase II projects are within village boundaries.

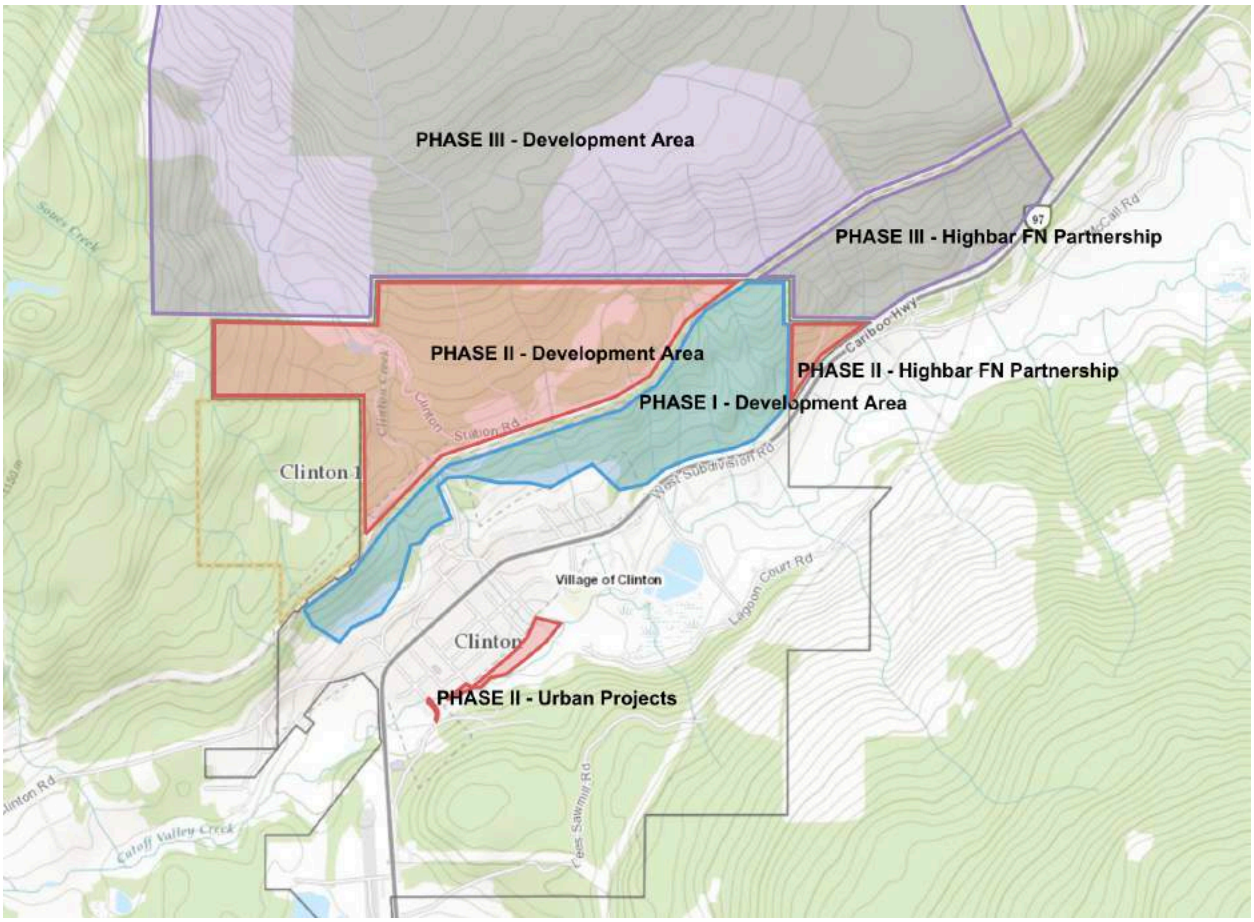


Image: Map of Phase I to Phase III, Including Urban Projects

5.2.1 Phase II Multi-Use Trails

Development in Phase II will see the extension of the multi-use trail network to the West of the CN railroad tracks.

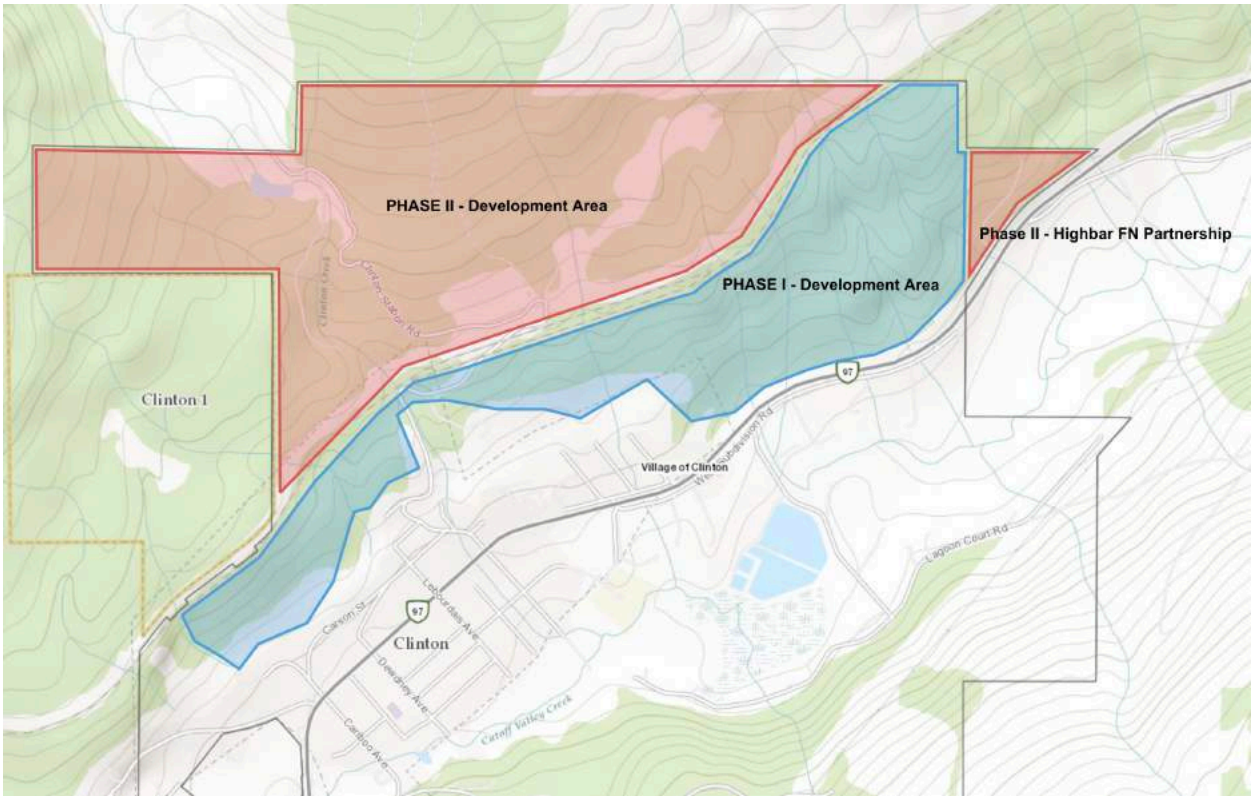


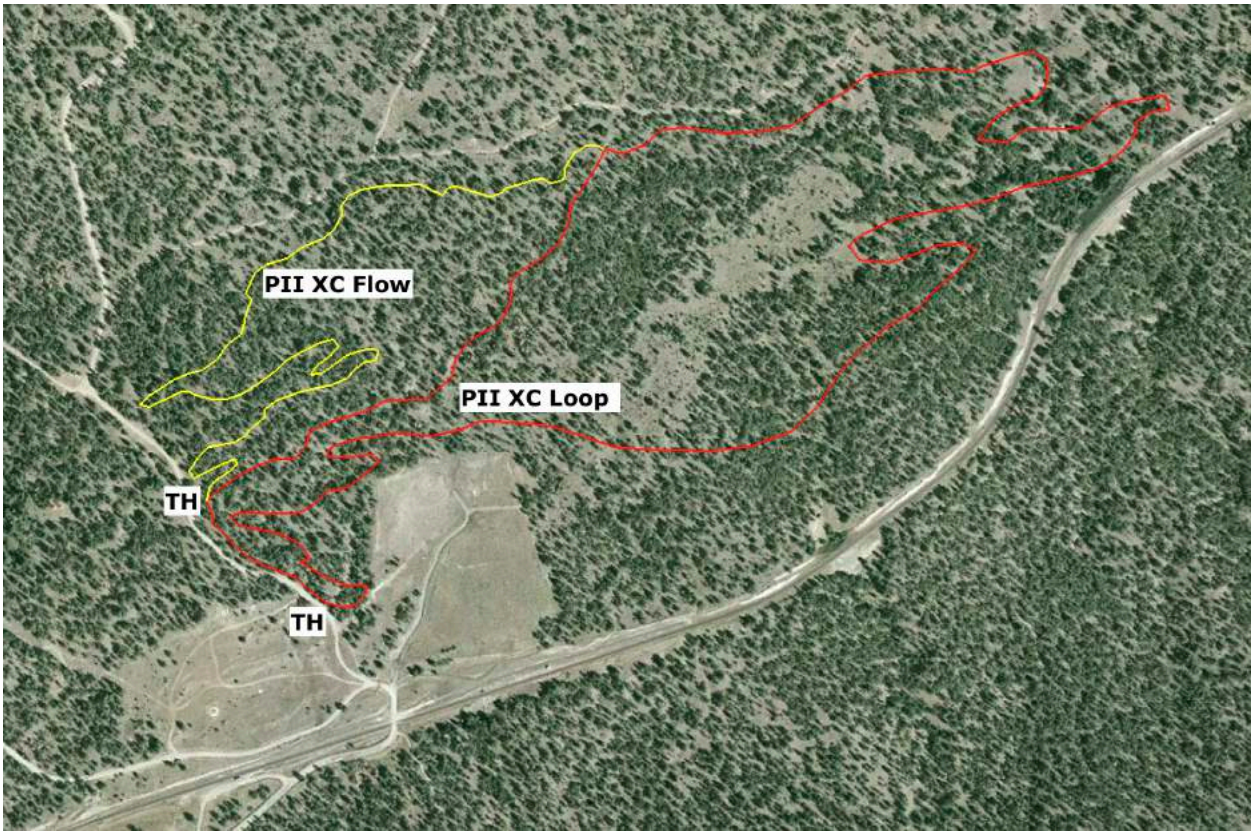
Image: Map Phase 1 and Phase II Development Area

5.2.1.1 Trails

Trails in the Phase II Trail Network are proposed as natural surface single-track trails, hand built, cleared to a height of 2.4 meters and as Type III or Type IV trails. The two proposed trails are designed to create the foundation of a future bike trail network, but that doesn't take away from the fact that these trails are multi-use hiking, biking, trail-running infratsructure.

Phase II offers a great opportunity for locals to get involved in trailbuilding and network expansion. Phase I will act as an example of well built, sustainable multi-use trails for local volunteer trailbuilders.

Trail Name	Starts At/Direction	Length/Meters	Trail Type	Intended Use/Rating
Phase II XC Loop	N51.101191° W-121.582261°	3690m	Type III	~ Multi Use, All Mountain/XC ~ Intermediate climb
Phase II XC Flow	N51.102278° W-121.584250°	1490m	Type IV	~ All Mountain/XC/Downhill ~ Intermediate to advanced riders



Phase II XC Loop

- 3690 meters, multi-use and all Mountain/XC, intermediate climb

The Phase II XC Loop trail starts on the network's western trailhead, just west of the CN railroad tracks. Terrain analysis shows that there is great potential for a multi-use trail, that also serves as an intermediate mountain bike trail with some great views of Clinton and some fun to ride gully sections.

Phase II XC Flow Trail

- 1490 meters, All Mountain/XC, intermediate climb

The Phase II Flow trail will be the first mountain bike specific trail developed within the network. This short trail can serve as a showcase for an intermediate, fun, flowy downhill oriented mtb trail with a number of smaller jumps and drops and wooden technical trail features, built to Whistler and IMBA standards.

Visiting riders will appreciate the easy access, confidence building stunts and the trailhead parking lot amenities.

Images below: Example of Technical Trail Features On An Intermediate Mountain Bike Trail in Forest

Image	Location & Description
	**N51.10033°** **W-121.58140°** Trailhead: Phase II XC Loop
	**N51.102140°** **W-121.584276°** Trailhead: Phase II XC Flow Trail
	**N51.100275°** **W-121.582772°** Main trail network parking for the Village Of Clinton area trails, including outhouses, tables, benches, coral, hitching post snowmobile/ATV loading ramp and main network kiosk with maps.

5.2.1.2 Trailhead(s)/Kiosk and Signage

One trailhead kiosk is needed to cover the Phase II network. Located just west of the CN rail tracks, off the Clinton Station Road, this main trail access point is proposed as a multi-use infrastructure project and gear to all trail users: Non-motorized, motorized and equestrian.

Infrastructure will include:

- Outhouse
- Park benches & tables
- Horse corral
- Hitching post
- Kiosk with network map and info
- Snowmobile/ATV loading ramp
- Bear proof garbage cans
- Pull-through loop for vehicles with trailers

Network signage will adhere to Provincial/Whistler/IMBA Standards, 2003 for recreational signage and will be installed at all necessary locations of the newly developed trails and existing trails. Signage will be a mix of trail wands with stickers and 4"x 4" pressure-treated post or tree mounted signs. Wands will be used along trails and/or at trail intersections.

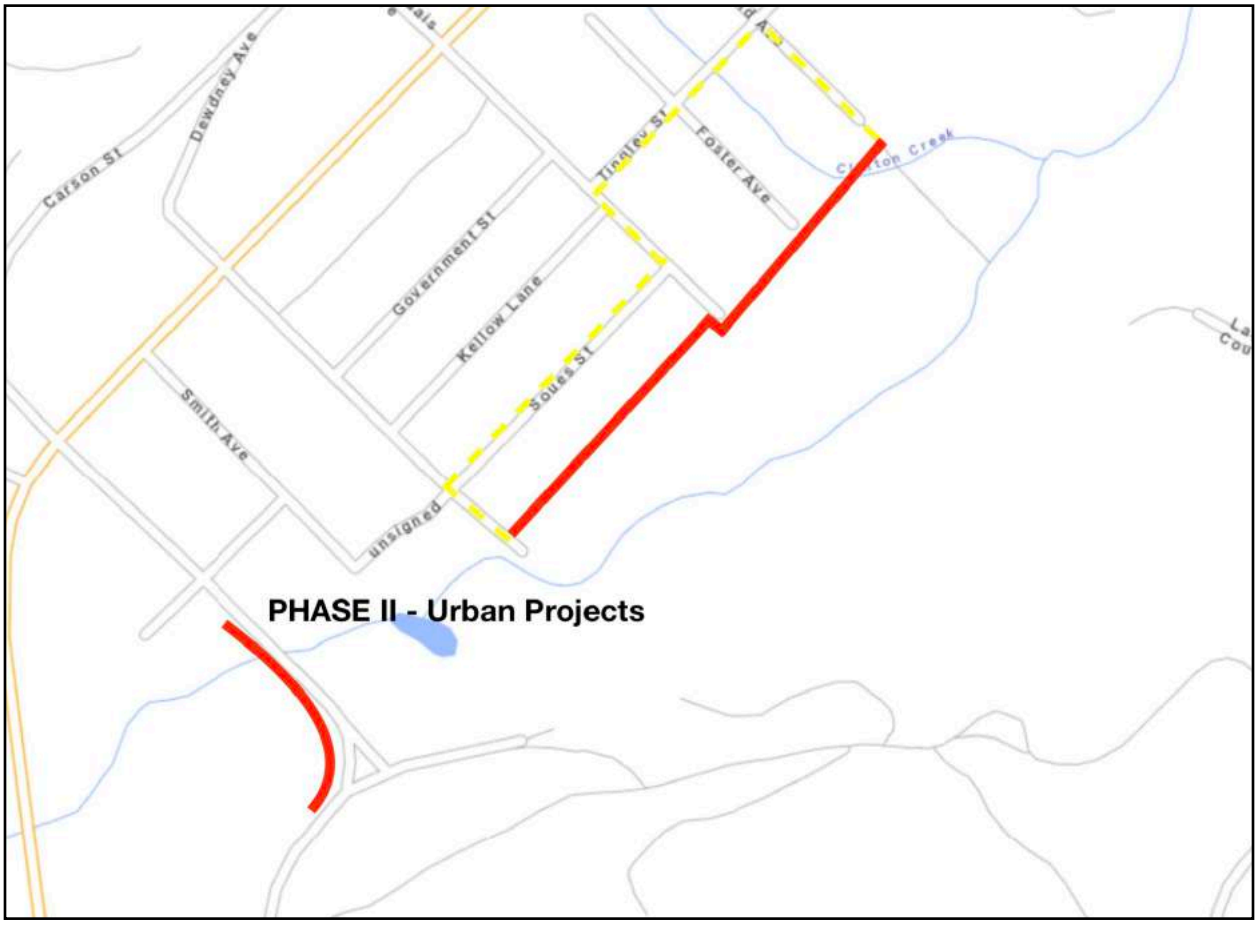
Image: Sample horse coral construction

5.2.1.3 Budget

Budget Item	Quantity in Meters & Construction Details	Unit Price	Cost
Phase II XC Loop	3690	CA$18.00	CA$66,420.00
Signage	6	CA$60.00	CA$360.00
Wands with Stickers	4	CA$25.00	CA$100.00
Phase II XC Flow	1490	CA$18.00	CA$26,820.00
Technical wooden trail structures	2	CA$3,500.00	CA$7,000.00
Signage	4	CA$60.00	CA$240.00
Wands with Stickers	1	CA$25.00	CA$25.00
Kiosk	1	CA$2,500.00	CA$2,500.00
Pit Toilet	1	CA$2,500.00	CA$2,500.00
Table	1	CA$700.00	CA$700.00
Park Benches	1	CA$700.00	CA$700.00
Corall	1	CA$3,500.00	CA$3,500.00
Hitching Post	1	CA$350.00	CA$350.00
Snowmobile/ATV Loading Ramp	1	CA$1,200.00	CA$1,200.00
Double Garbage Receptacle	2	CA$1,500.00	CA$3,000.00
		Total	**CA$115,415.00**

5.2.2 Phase II Urban Development

The three proposed urban development projects are a footbridge and boardwalk extension on Cariboo Avenue, a gravelled pathway near Cutoff Valley Creek, creating a loop to the Reg Conn Park via MacDonald Avenue and existing streets and a single track trail connector from Spruce Avenue to the Phase I trails.



5.2.2.1 Trails & Infrastructure

Three projects are recommended for the village core area:

Cariboo Avenue Foot Bridge

A foot bridge is proposed for spanning the Cut Off Creek alongside Cariboo Avenue. The bridge could become a Village beautification project, modelled after Kimberley's award winning bridge. The City of Kimberley, BC, partially funded their project with the help of *Wood WORKS!*, a program of the Canadian Wood Council, a national campaign to increase the use of wood in commercial, industrial and institutional construction.

Urban Loop Trail

A pathway near Cutoff Valley Creek will connect the downtown park area with McDonald Avenue. This pathway should be gravelled and crowned with a minimum width of 6 feet. Due to the wet conditions and higher anticipated usage, an unsurfaced trail is not recommended. This trail could be constructed as a low mobility trail.

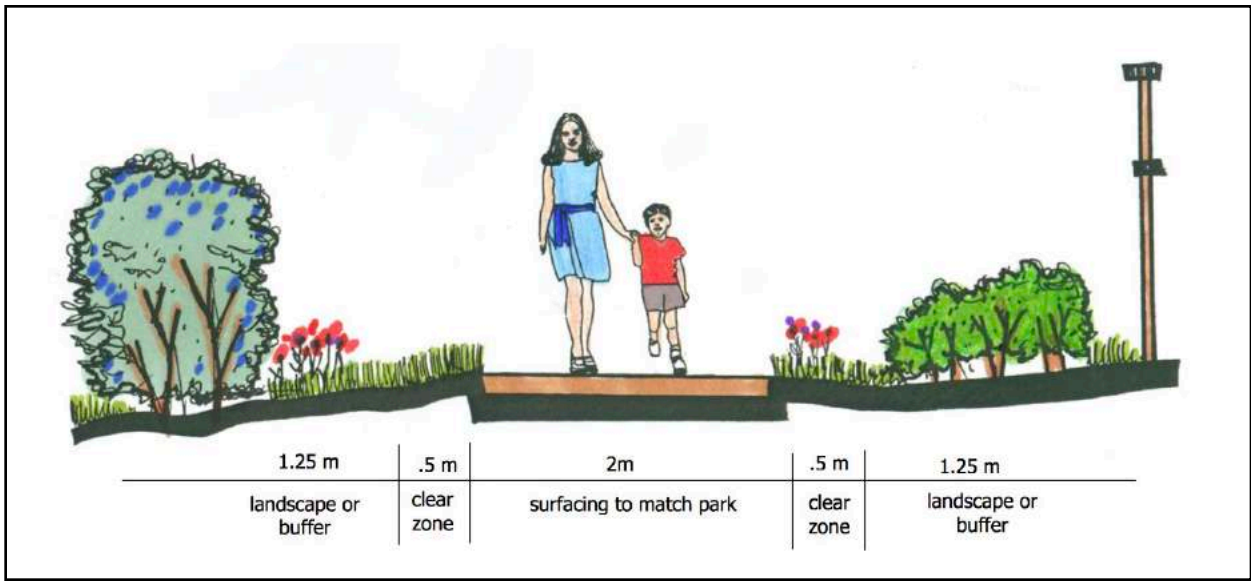


Image: Construction details for Urban Loop Trail

Spruce Avenue Phase I Connector Trail

The area near Spruce Avenue and Fir Avenue needs a connecting single track trail to the Phase I trails. This short, 340 meter urban connector, allows easy trail access for residents living on the westside of Highway 97. Construction hinges on an easement agreement with property owners.

Image	Location & Description
	**N51.08791°** **W-121.58850°** Cariboo Avenue, location of proposed walking bridge.
	**Mark Creek Bridge in Kimberly, BC** Shown is the award winning Mark Creek Bridge in Kimberley, BC as an example of a possible bridge structure for the Cut-Off Creek crossing.

Image	Location & Description
	**N51.08791°** **W-121.58850°** Cariboo Avenue, location of proposed walking bridge.
	**N51.08791°** **W-121.58850°** Cariboo Avenue, location of proposed walking bridge.
	**N51.090867°** **W-121.579956°** Urban Loop Trailhead is situated on McDonald Avenue.

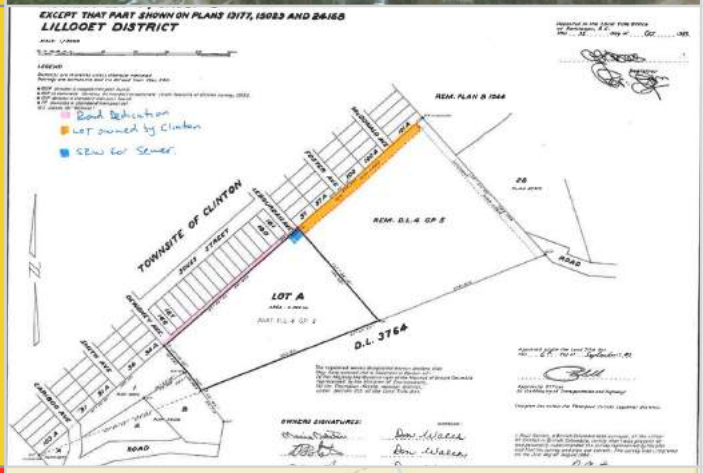
Image	Location & Description
	470m, 6' width, crushed compacted gravel surface. Top layer (duff) needs to be excavated, base layer material places and compacted, then crusher chip material placed, packed and compacted several times. Average cost is $25,000 per kilometer.
	**Legal Description:** District Lot DL4 (owned by the Village of Clinton) and Easement adjacent to Lot A
	**Legal Description:** DL 2399 and/or DL 7

Image	Location & Description
	340m, class III singletrack
	**N51.09677°** **W-121.57754°** Ideally the trail would be run alongside the west side of the fence, away from the residential properties. East view along proposed trail.
	**N51.09677°** **W-121.57754°** West view along proposed trail.

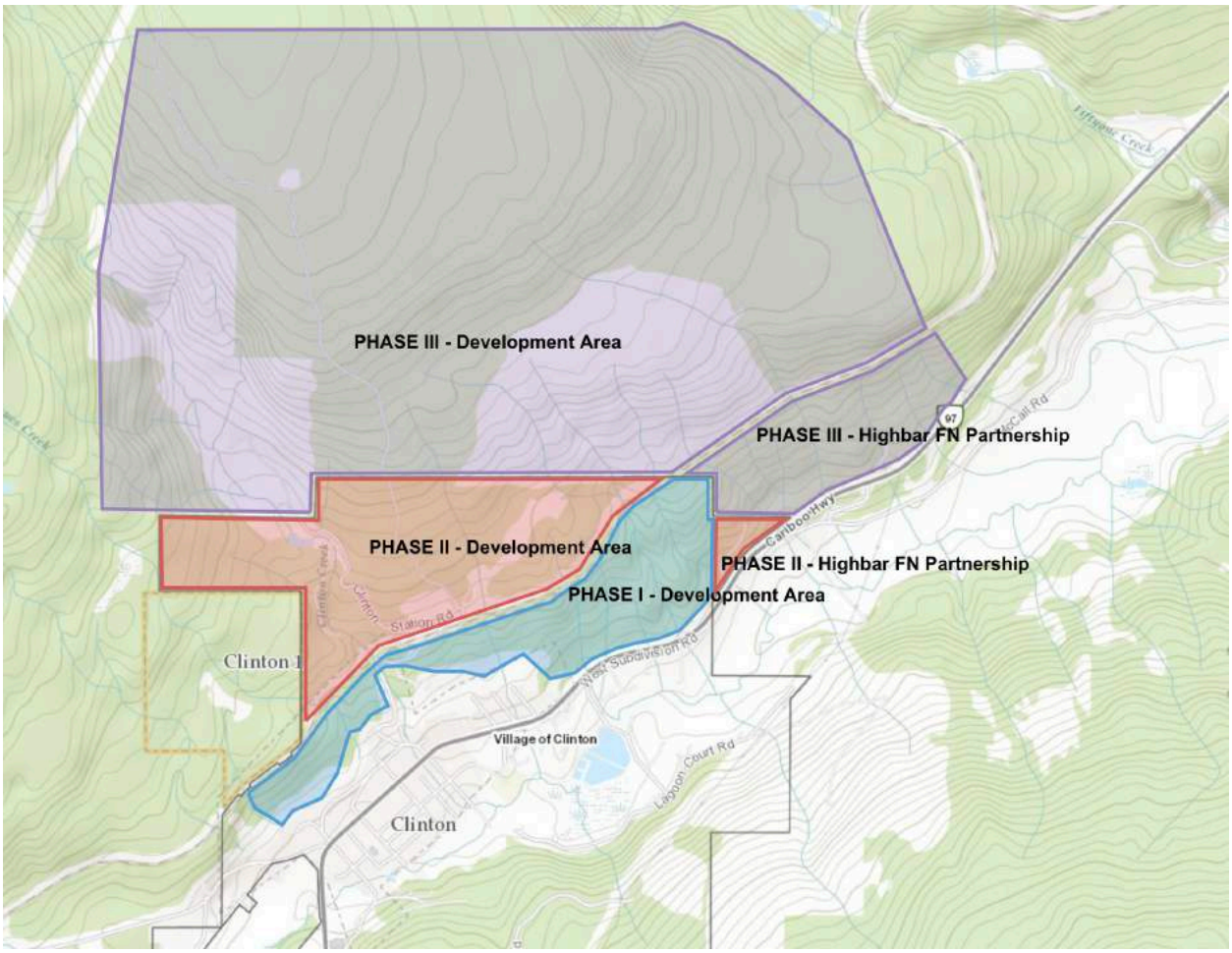
5.2.2.2 Budget

The cost for the proposed walking footbridge can vary greatly, depending on the final design for the bridge (i.e. roof structure if covered bridge, integrated benches and lights, etc.).

Budget Item	Quantity in Meters & Construction Details	Unit Price	Cost
Walking Bridge	1	CA$25,000.00	CA$25,000.00
Engineering, Planning	1	CA$7,500.00	CA$7,500.00
Boardwalk Extension	1	CA$12,000.00	CA$12,000.00
Urban Loop Trail	470	CA$25.00	CA$11,750.00
Planning and On-Site layout	2	CA$900.00	CA$1,800.00
Legal (easement)	1	CA$2,500.00	CA$2,500.00
Signage	4	CA$60.00	CA$240.00
Urban Connector Trail Spruce Ave. to	340	CA$20.00	CA$6,800.00
Planning and On-Site layout	0.5	CA$900.00	CA$450.00
Legal (easement)	1	CA$2,500.00	CA$2,500.00
Signage	2	CA$60.00	CA$120.00
		Total	**CA$70,660.00**

5.3 Phase III Development

Phase III of the trail development is scheduled to start in 2020 with multi-use trails and designated mountain bike trails in partnership with Ministry of Recreation Sites and Trails BC. As the aspiration grows, for trails to become an important part of the recreational, social and economic resource for the Clinton area, the need for more trails for all user groups will grow. Following the model of analysis as applied to Phase I and II, the area adjacent to the Phase II network, is the preferred Phase III area network location.



5.3.1 Trails

Trails in the Phase III Trail Network are proposed as natural surface single-track trails, hand built, cleared to a height of 2.4 meters and as Type III or Type IV trails[1].

5.3.2 Trailhead(s)/Kiosk and Signage

No additional trailhead kiosks are needed to cover future access points.

Signage will adhere to Provincial/Whistler/IMBA Standards, 2003 for recreational signage and will be installed at all necessary locations of the newly developed trails and existing trails. Signage will be a mix of trail wands with stickers and 4"x 4" pressure-treated post or tree mounted signs. Wands will be used along trails and/or at trail intersections.

5.3.3 Budget

Below is a sample budget for two trails in Phase III, at 3.0 kilometres each.

Budget Item	Quantity in Meters & Construction Details	Unit Price	Cost
Phase III	3000	CA$22.00	CA$66,000.00
Bridge	1	CA$3,500.00	CA$3,500.00
Signage	10	CA$60.00	CA$600.00
Wands with Stickers	15	CA$25.00	CA$375.00
Phase III	3000	CA$22.00	CA$66,000.00
Bridge	1	CA$3,500.00	CA$3,500.00
Signage	4	CA$25.00	CA$100.00
Wands with Stickers	4	CA$25.00	CA$100.00
Kiosk	0	CA$2,500.00	CA$0.00
Pit Toilet	1	CA$2,500.00	CA$2,500.00
Table	1	CA$700.00	CA$700.00
Double Garbage Receptacle	1	CA$1,500.00	CA$1,500.00
		Total	**CA$144,875.00**

[1]Whistler Trail Standards First Edition, Page 6 (Appendix)

6 Future Network and Trail Opportunities

Opportunities for designated multi-use trails, motorized trails and designated mountain bike trails in the Clinton area exist in abundance. Consultation with the local First Nation needs to be of the highest priority, prior to any development work. The following section highlights some of the opportunities that have been identified by local stakeholders. By no means is this an exclusive list and as the need for trail infrastructure grows, potential opportunities should be discussed and added.

6.1 Lookout Mountain

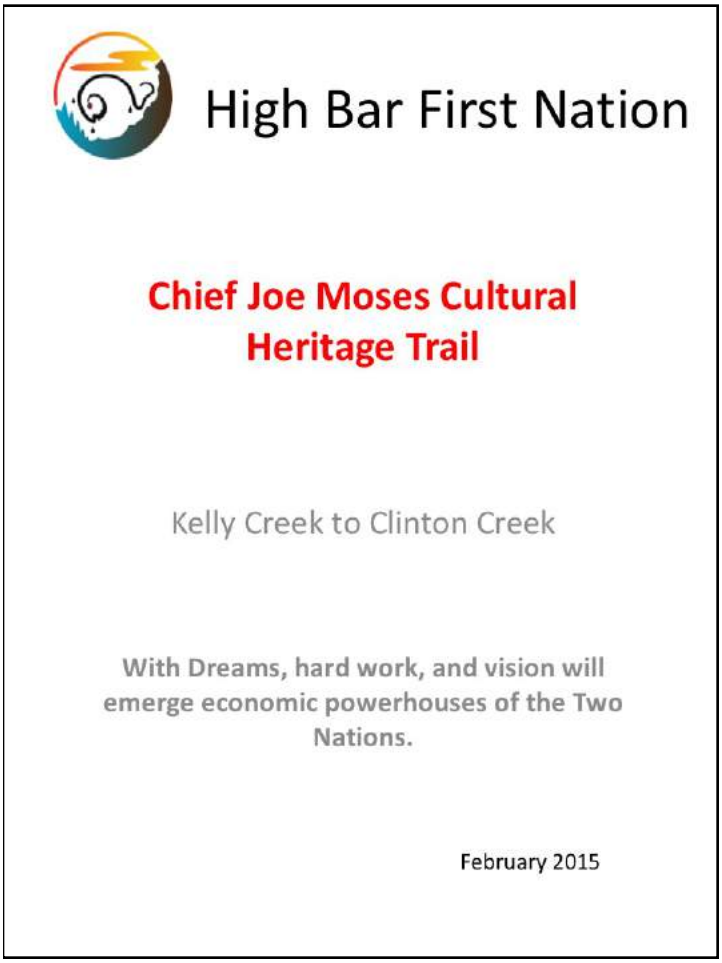
An opportunity to add Clinton to the list of mountain bike destinations would be the development of trails on Lookout Mountain. Slopes are within the ideal range of 15% to 30%, providing excellent riding and building conditions,

while offering long-term sustainability. South-facing slopes guarantee more sunlight, resulting in dryer and warmer conditions with less snow and an extended trail use season. Large rock deposits and rock slopes, above and just below the soils' top layer, add to building opportunities and provide trail construction material. The construction of a dedicated climbing trail would be the preferred access method, but use of existing service roads should be further researched as a shuttle option for downhill mountain biking.

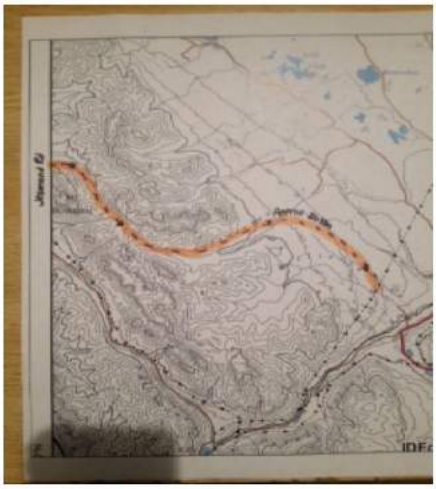
Image: Top View of Proposed MTB Network Area at Lookout Mountain

6.2 Chief Joe Moses Trail

The High Bar First Nation developed a trail plan for the “Chief Joe Moses Cultural Heritage Trail” in early 2015. This document would not be complete without acknowledging the efforts made by the High Bar First Nation in developing the heritage trail proposal. The concept of a multi-use cultural heritage trail, that aims at delivering an experience beyond hiking and biking should be encouraged. Economic opportunity exists for the First Nation as well as the Village of Clinton and surrounding area.



Kelly Creek to Clinton Creek proposed Trail Route



On behalf of High Bar First Nation, we welcome the opportunity to present today. We are very excited to share in the unique cultural design of a historical narrative, "Sir Wilfred Laurier Memorial"

Chief Joe Moses a High Bar First Nation past Chief signature is one of the many Interior Leaders whose footsteps began defining Secwepemc Title that is recognized not only by Canada, but by all Nations.

Experience a spectacular venue to commemorate the 1910 historical document a Trail commencing "Kelly Creek to Clinton Creek"

It is High Bar First Nation's objective to see the value of the "Cultural Heritage Trail" to be an important piece of building an authentic, consistent and competitive **Aboriginal Tourism Attraction.**

New targets of opportunities will provide a benefit to our neighboring Communities and a market that will best suit the terrain and land form of the Cultural Heritage Trail that will also be an Aboriginal experience in any travelers' itinerary.

MOUNTAIN BIKE TOURS can be a means for bringing communities together.

Special Action, Nature Photos commemorating the event(s)

Preserve and communicate Aboriginal cultural heritage in its natural setting.

Enjoy expeditions in the back country of our Traditional Territory that will include traversing, hiking, camping, mountain bike tours, horseback riding and exploring. Yet continue to maintain solo's, fasting, and spiritual cleansing. The land is an integral component of our wellness.

Everything is possible for the person who believes.

We have worked to create and promote Traditional set of values for Aboriginal Tourism that will include cultural preservation, environmental stewardship and community development. High Bar First Nation's Blueberry Hill Nursery will be providing the "Traditional Plants" for reclamation along the forest floor paralleling the entire Cultural Trail.

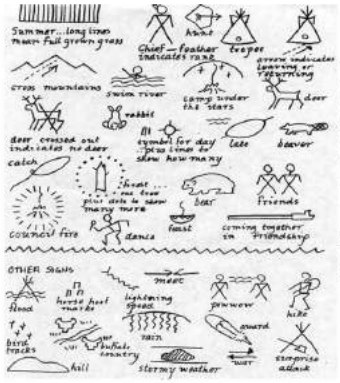
Capacity Building

BUNCH BERRY

Traditional to Territory and one of the many Traditional Plants that will be grown in High Bar First Nation's "Blueberry Hill Nursery"

Opportunities

For ALL communities economically includes:
*Sustainable Tourism- focus group training (Wildfires); home based businesses (catering);
*Health Tourism- healthy living programs (walking, school skills programs, Terry Fox Runs); Cross country Mountain bike tours;
*Adventure Tourism- Horseback riding (Poker Run Competitions);
*Ecotourism- Blueberry Hillside Nursery Tour, Aboriginal points of interest, destination signage with brief historical data accompanied with a unique description of Traditional Plants and their uses.



*Educational Tool – Learning Kiosk along trail for Elementary and Secondary Grade Students to utilize as a "Science Experience" while experiencing a piece of "History".

Sir Wilfred Laurier Memorial
1910

Domestic Markets – A partner with First Nation and Rural culture, offering interactive experiences of traditional foods, dance and other local artistic traditions.

Authentic Aboriginal cultural tourism opportunities, building community support and providing strategic planning, capacity building and business feasibility services.

From small , customized food offerings to seasonal attractions to suit local economy that encompasses accommodation, food and beverage operations leading to a unique selling proposition with the objective of keeping with local values.

Heritage Trail Construction and Design

There will be a variety of ways to accomplish construction, ranging from building the trail completely with hand tools and having professionals with trail building machinery. The following is a general guide that describes individual phases for construction within a trail corridor that has no existing trail.

PHASE 1: Stake the route (4 feet wide x 30km long)
PHASE 2: Grade the Trail Bed
PHASE 3: Remove and Clear Vegetation
PHASE 4: Finish Trail

Build It and They Will Come

In 2005, a report concluded that Mountain Trail Biking had become a more popular attraction than golf in Whistler. Communities are seeking new ways to diversify economically.

Burns Lake BC: sawmill burned down, which employed 1/3 of town, but trails now are fuelling economic growth. Mountain Trail Biking is a small but resilient market, showing steady growth in a time of overall tourism decline.

Relatively low investment with many benefits. Tourism benefits associated with Mountain Trail Biking - - a) Longer than average stays, and wider distribution of expenditures in host community(s); b) Mountain Biker visitors become connected to the places they visit; c) They are more likely to tell friends and relatives about their cultural and aboriginal experience and revisit locations.

To create **Over the Top** experiences and **Showcase** the best that Secwepemc and Village of Clinton has to offer to our visitors ....who often are with no budget and on a trip that stretches as far as the imagination will allow.

Chief Joe Moses Cultural Heritage Trail can deliver to the Visitor exceptional experience and continue to be the choice for the world's top adventure travellers, that WANT to hear authentic tribal voices in public lands.

Economic and business developments are the solutions to the many issues that face both Aboriginal and small town communities today.

Interpretive Skills for Aboriginal Cultural Tourism

6.3 Equestrian Trail Opportunities

Equine trail opportunities in the Clinton have the potential to generate substantial interest within BC's equestrian community. Trail construction for the equestrian user group is similar in nature than multi-use hiking and biking trails. A number of ranches in the area, a popular, annual rodeo and well established rodeo grounds, tour operators and experienced riders, all create ample opportunity for guided rides and self-guided tours.

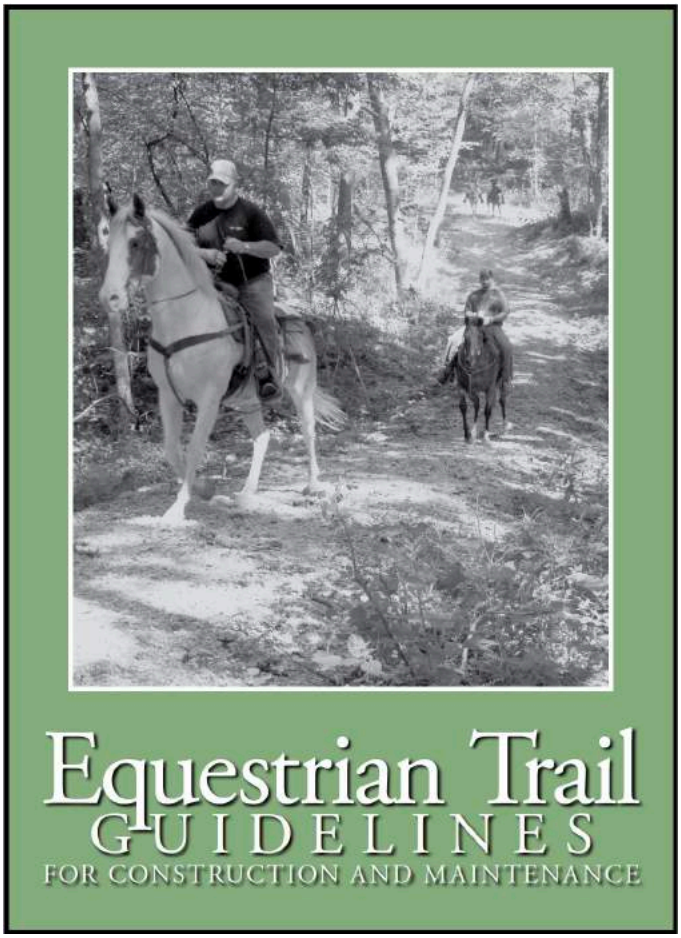


Image: Equestrian Trail Guidelines Handbook[1]

[1] Full document attached, see Appendix 11.5

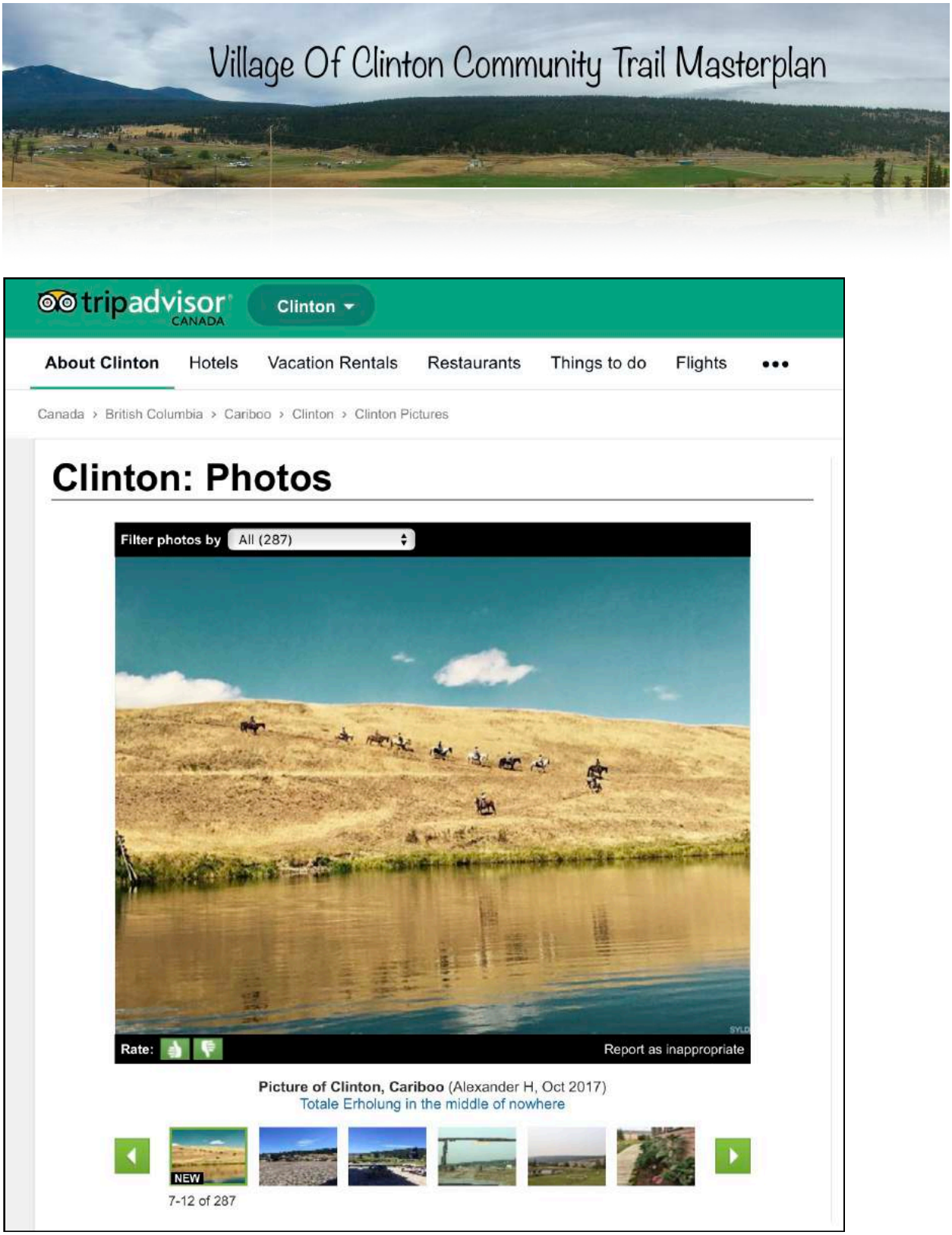


Image: A large number of photos on TripAdvisor are showing equestrian related activities in the Clinton area.

6.4 Gold Rush Snowmobile Trail

Since its initial concept some 20 years ago, the GRST has progressed to include a legally established portion from 70 Mile House to just south of Horsefly. The trail was originally intended to start at Clinton and end up in Wells-Barkerville linking communities such as 100 Mile House, Horsefly and Likely along the way.

In 2009, the District of 100 Mile House and New Pathways to Gold Society secured provincial and federal government funding to clear the existing legally established portion of the trail of blown down and dead and dying mountain pine beetle infested trees. Since inception, well over $ 1 million has been expended on the trail in development and maintenance.

6.5 Motorized User Trails

ATV's, off-road motorcycles and side-by-side user groups are anticipated to grow steadily over the next decade. There is a need to plan and manage for future use in the Village of Clinton area. Off-road vehicle use trail planning needs to achieve the following goals:

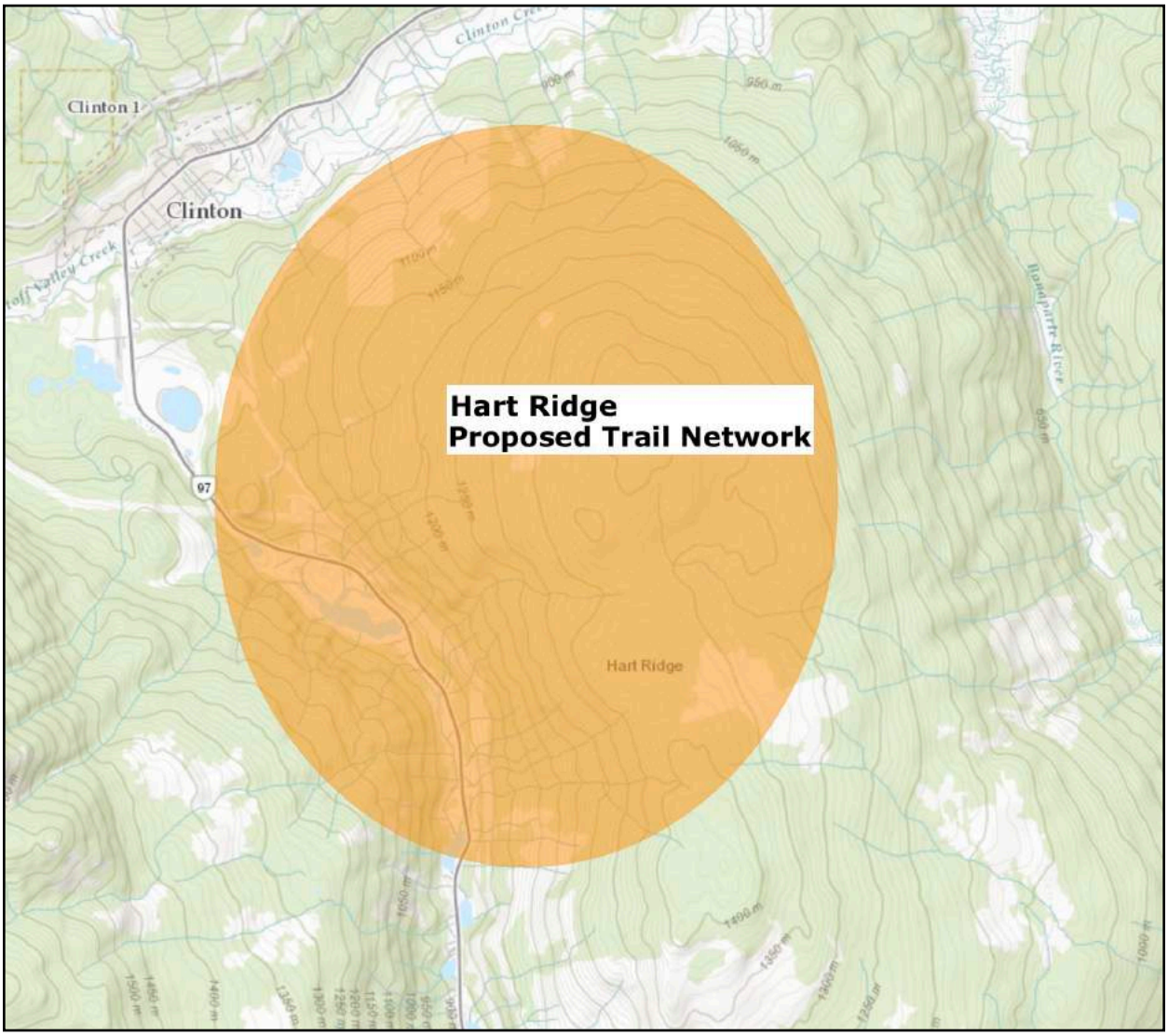
- Provide an assessment of trail expansion required for ATV use.
- Provide an inventory of existing ATV trails and routes.
- Propose sites where development of ATV trails is allowed and partnerships with Recreation Sites & Trails, Community Forest and First Nations is achievable.
- Assess the level of funding necessary.

The groundwork for developing a trail system is already in place with routes of connecting tracks, forest roads existing trails. The goal needs to be to expand on existing potential through long-term planning and decision-making that includes all trail user groups.

A number of the existing and proposed networks in this document are well suited for motorized use, as noted in the area assessments.

6.6 Hart Ridge Network

The 2017 BC wildfires greatly affected the Hart Ridge area south-east of the Village of Clinton. However, the existence of forest service roads, close proximity to town, vegetation, area elevation and slope aspect, make this area a prime candidate for future trail development. Direct access via the proposed network's northern slope provides challenges, due to private properties. The north-facing slope provides additional constraints, receiving less light and causing snow to disappear later in the season. A network trailhead in close proximity to Highway 97, south of Clinton, could serve as a focal point for travellers and open access via the preferred south-west-facing slopes. The 2016 wildfires have an ongoing affect on the timeline for developing this proposed network. The consultants could carry out little field work due to danger trees and other fire related hazards.



7 Environmental Standard

High-volume trail use, illegal trails, poor construction and trails in sensitive areas lead to concerns and negative environmental impact. The adoption and implementation of trail construction standards minimize impact and set guidelines[1].

Image: Example of unsustainable trail construction in the Clinton area.

7.1 Sensitive Ecosystems

In the process of planning and building trails, builders will strive to minimize the impact on the surrounding natural environment. To meet this goal they need to be aware of, and be extra careful around sensitive ecosystems such as: riparian/wetland areas, woodland meadows and terrestrial herbaceous rocky outcrops. These ecosystem types all fall within the provincial government definition of environmentally sensitive areas, based on the sensitive ecosystem inventory (SEI).

[1] IMBA's Trail Solution Guide (2004); Whistler Trail Standards (2003); Natural Surface Trails by Design (Troy Parker, 2004)

In general, riparian areas are not conducive to trail use and will be completely avoided except in the case of a stream crossing. Single track trails will be designed at a minimum width to follow the natural contour of the land in an effort to avoid disturbance of the inherently thin soils and natural drainage patterns. There will be absolutely no removal of trees in any of these ecosystems. In the future, if budget allows, we recommend displaying interpretive signage at key locations to increase public awareness about the sensitivity and special nature of these sites.

All trail builders and volunteers will be instructed to stay on existing trails and roads as much as possible to avoid unnecessary trampling of surrounding vegetation when hiking in, around, and out of the work area. Everything that is packed in (food, tools, garbage etc.) will be packed out. The trail-building contractor will be responsible for ensuring all of the above goals are met by all trail building staff.

6.2 Wildlife

The Clinton area is rich in resident wildlife and it is the intention of the CTS to be sensitive to wildlife habitat and activity at all times. The following list indicates guidelines that will be taken to avoid disturbing wildlife and wildlife habitat:

- Give trail right of way to wildlife trees or snags that contain cavities for nesting bird species; as well as whitewash at the base of trees that indicate the presence of a nest.
- Avoid disturbance of coarse woody debris which provides important habitat for insects and amphibians.
- In the case that wildlife is found leave it alone.
- Be aware of fresh animal scat and other obvious sign such as a carcass, musky odours or animal noises that indicate an animal is close by.
- Keep food items secured and packed away when not in use.

7 First Nations History

7.1 Highbar First Nation

The High Bar First Nation is a First Nations government of the Secwepemc (Shuswap) Nation, located in the Fraser Canyon-Cariboo region of the Central Interior of the Canadian province of British Columbia. It was created when the government of the then-Colony of British Columbia established an Indian Reserve system in the 1860s. It is one of three Secwepemc bands that is not a member of either the Shuswap Nation Tribal Council or the Northern Shuswap Tribal Council. The High Bar people are also partly Tsilhqot'in and have links with some Chilcotin First Nations.

In the Chilcotin language, the High Bar people are the Llenlleney'ten. The Secwepemc in the Fraser Canyon and on the Chilcotin Plateau are also known as the Canyon Shuswap and have traditionally had close ties with the Tsilhqot'in people.[1]

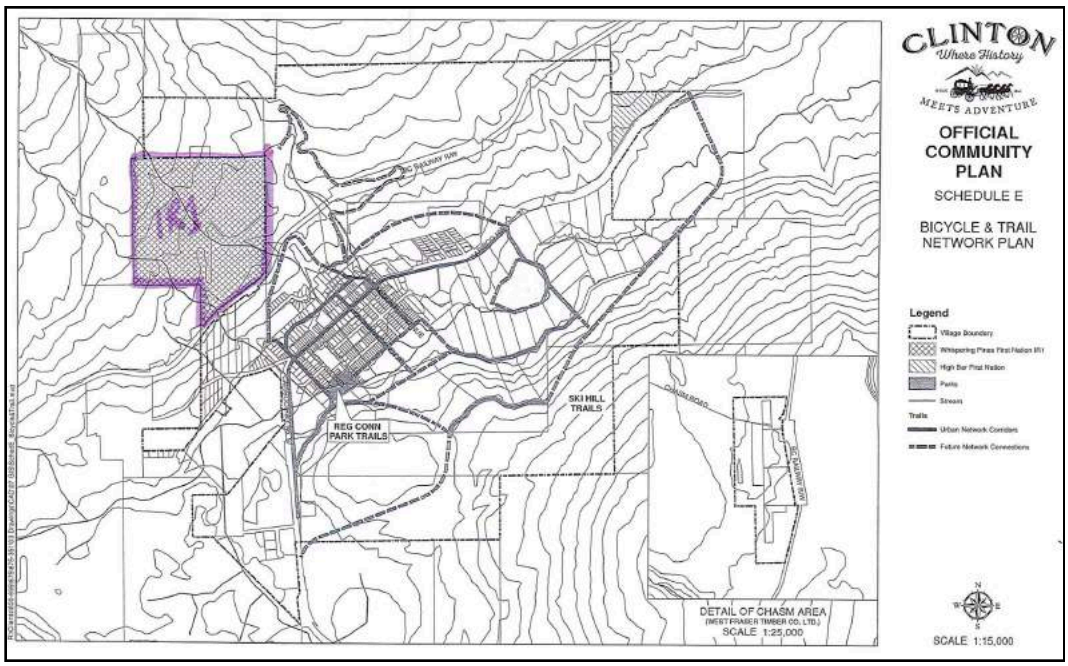
Image: Highbar First Nation Territory

[1] Wikipedia

7.2 Whispering Pines Clinton Indian Band

The Whispering Pines/Clinton Indian Band, also called the Pellt'iq't First Nation is a member of the Secwepemc (Shuswap) Nation, located in the Central Interior region of the Canadian province of British Columbia. Its main Indian reserve is located at Clinton, British Columbia. It was created when the government of the then-Colony of British Columbia established an Indian Reserve system in the 1860s. It is a member government of the Shuswap Nation Tribal Council. There are only two Indian Reserves under the administration of the Whispering Pines/Clinton Indian Band:

Kelly Creek Indian Reserve No. 3, on left bank of the Fraser River one mile N. of the mouth of Kelly Creek, 1.40 ha. and Whispering Pines Indian Reserve No. 4, W side of the North Thompson River, N of Heffley Creek, 494.40 ha.[1]



Map: Indian Reserve No. 1, near Clinton, BC

Image: Whispering Pines Clinton Indian Band Chief Steve Tresierra

[1] Wikipedia

8 Budget

8.1 Budget Estimating Principles

Budgeting for building new multi-use trails and re-claiming old trails hinges on many factors and is difficult to do. Budgeting for this document takes the following factors into account:

Location and Type of Trail Section

Access to the work site can vary heavily and the time needed to get to the site affects cost. Access to various trail sub-segments is taken into account.

Terrain

Steep grades, rocks, roots and soil type have an impact on time and effort needed to build a certain trail section.

Trail Type

Anticipated users and trail style play a role in time and cost.

Machine-Built Trail and Trail Structures versus Hand-Built Trail and Trail Structures

Machine built trails are less expensive in most cases as labour is cut significantly. Average labour costs are $19.00 to $40.00 per hour for trailbuilders. Machine operators average between $35.00 to $65.00 per hour (not including the cost of the machine).

Structures

Trail features also determine the cost and time of trailbuilding as they are very labour intensive and need higher skilled builders. Material cost can be substantial by adding TTF's to a trail section. An easy-to-build switchback adds approximately $500.00, a "sky-berm" style wooden-structure berm can cost up to $5,000.00. Bridges vary too much to have an approximate per-foot value estimate. For this budget we use the TTF average square foot cost of $45 to reflect bridge construction cost. Trail structures are most common on mountain bike trails, but are often needed on other trails for cribbing or water crossings.

Other

Provincial contractors, trailbuilders and businesses have been consulted. Their quotes and estimates form the base of all budget estimates in this document.

8.2 Detailed Breakdown of Proposed Budget

8.2.1 Trails

Estimates used in determining the budget breakdown for the Village of Clinton trails.

Wooden Bridge or Ladder Bridge Structures	$45 per square foot of decking
Switchback Construction	$500 per switchback
Hand-Built Trail Sections	From $11.00/meter (easy) to $40/meter (hard conditions)
Machine-Built TTF's	From $9.00/meter (easy) to $40/meter (hard conditions)
Advanced TTF's (skinnies, teeters,wall-rides)	$45/meter material + $25/h builder
Rock Trail Sections	From $150/square meter

8.2.2 Signage & Trailhead Kiosks

The main trailhead kiosk signs are estimated at $2,500 each. This includes the 4'x 8' kiosk map signs, labour and all the timber to construct the kiosks. Cost for trail signs is estimated at $25.00 per sign.

Description	Unit Price
Kiosks	CA$2,500.00
Trail Signs	CA$25.00
Trail Wands & Stickers	CA$25.00

9 Contractor Selection & RFP Guidelines

9.1 Contractor Selection

Separating trail lay-out and design from construction is not the preferred method, but often dictated by circumstance. A highly experienced trail building company is needed to carry out the proposed work, given the strict parameters and the difficult terrain. Contractors should have a track record of building sustainable trails in environmental sensitive areas. An experienced builder/foreman should be onsite with the crew at all times.

9.2 Request For Proposal (RFP) Guidelines

The RFP outlines the scope of work to be performed by the selected contractor. Based on the previous sections of this masterplan we suggest the following to be included in the RFP:

The Contractor shall:

1.) Perform the Work as outlined in the Village of Clinton Community Trail Masterplan and this agreement.

2.) Perform the Work including:

- Construction of <trail name, length, description>

- Construction of <trailhead or kiosk name/s, description>

- Installation of signage according to sign plan

- Construction of <add any major features such as large bridges or TTF's, location, description>

- Construction of various dirt trail features to suit the terrain including jumps, drops, hips berms etc.

- Clearing of ALL snags and Danger trees with 3m of each side of the trail center line.

- Assess and remove ALL Danger trees that could threaten the trail corridor within 15m of the trail center either side.

- Be aware of all potential drainage features, water crossings and avoid any negative impacts to the natural environment. Water collection must be avoided at all costs via ditching at collection points or insloped turns. Water cannot pool on the tread surface, should pooling occur, this must be repaired by the contractor.

3.) Be responsible for the supply and management of all labour, machinery (if used), tools, vehicles and any other equipment necessary to complete the above outlined scope of work.

4.) Attend site meetings with Village of CLinton representatives.

5.) Complete a brief monthly progress report, including total hours worked, invoices for work completed, description of construction activities completed, and Health and Safety reports.

Quote Details

Quotes must include details as to the Proponent's qualifications, including references for similar work performed. A detailed estimate as to the time and cost required for developing the project, hourly rates and availability to complete the project, as per the specified timelines is required. The total project cost must be included.

Project Summary Table (Sample)

Trail Network - Work Summary	
Total Trail Distance	8,500m
Bridges and Total Decking	4; 5' width x 450' length
Kiosks	2
Technical Trail Features	3

10 Appendix A

10.1 Terminology

A-FRAME – two ramps (approach and exit) placed together with no level section at the apex. Typically used to bridge deadfall across the trail.

BERM – built up bank on the outside of a corner to improve cornering.

BOARDWALK - a raised walkway made of boards; used to traverse sensitive areas; similar to bridge.

BRIDGE – a structure that is built above and across a river or other obstacle allowing passage across or over obstacle.

DANGER – likely to cause harm or result in injury.

DROP-OFF – a drop in the trail, possibly at the end of a log or off a rock; may require a technique depending on the vertical drop and/or the angle of descent.

EN ROUTE – on the way.

EXPOSURE – placing a rider in the position or location that an error in balance or maneuvering may result in an injury; for example, a narrow bridge above rocks would be exposure and the greater the elevation of the bridge above the rocks, the greater the level of exposure.

FACE – the steep exposed side of a rock.

FALL-AWAY – a drop-off which incorporates a turn in the trail.

GAP JUMP – two ramps placed back to back with a space between them, the rider must travel with enough velocity to cross the space and land on the second ramp.

GATEWAY – a qualifier placed before a trail or TTF; for example, a 2x4 placed before an elevated bridge or a difficult corner. If the rider can successfully negotiate the more difficult gateway, then they will likely be able to negotiate the TTF.

GRANDFATHER CLAUSE – provision exempting certain pre-existing trails from the requirements of a new regulation.

JUMP – a wedge shaped feature built with the intention of sending the rider airborne.

LADDER – a TTF with rungs attached to sides (stringers) made of metal, wood or rope, used for climbing up or down.

LOGJAM – a pile of logs placed near perpendicular to trail to make a ramp, usually placed in front of and behind deadfall to ease passage.

MACHINE BUILT – constructed with the use of an excavator.

MANDATORY AIR – a TTF requiring a wheelie drop or other advanced technique to exit due to a steep or undercut exit.

MANUAL – technique used to lift the front end of a bike up without the use of a pedal stroke; can be used off mandatory airs, etc.; generally requires more forward momentum than a wheelie drop.

PAN – Protected Area Network, sometimes know worldwide as greenways, environmental corridors, landscape linkages, wildlife corridors or riparian buffers.

RAMP – any inclined structure, typically used as an approach to or exit from a TTF. A ramp can also be a jump.

RHYTHM SECTION – series of gap jumps placed end to end. Most technical form of jumping due to skill, timing, technique and failure consequence.

RIPARIAN ZONE/AREA – land between the water and the high water mark on the riverbanks. Riparian areas typically exemplify a rich and diverse vegetative mosaic reflecting the influence of water.

ROLLABLE – a section that can be ridden without requiring higher-level rider skills; for example, an elevated bridge intersection/corner that can be ridden without having to hop and rotate.

ROLL OVER – usually a rock that gets steeper the farther the rider advances, to the point where stopping may not be an option and the rider must continue despite not being prepared for what's ahead.

TABLETOP – two jumps back to back with the void between the jumps filled in with dirt, creating the tabletop.

TEETER-TOTTER – a TTF consisting of a long plank balanced on a central support for riders to cross over, providing an down motion as the rider passes over the pivot.

TONGUE – a steep ramp on the exit of a TTF, often as an easier alternative to mandatory air.

TOP-OF-THE-BANK – the highest elevation of land, which confines to their channel waters flowing in an intermittent or perennial stream or river.

TREAD – the traveled surface of the trail.

TTF – Technical Trail Feature – an obstacle on the trail requiring negotiation, the feature can be either man made or natural, such as an elevated bridge or a rock face respectively.

WHEELIE DROP – technique used to pedal off drops-off or logs with the back wheel landing before the front wheel.

10.2 Trail Difficulty Ratings

10.2.1 Hiking Trail Difficulty Ratings

Easy:

- Distance: 4-6 km
- Elevation: Little
- Time: 2-4 hours

Moderate:

- Distance: 6-10 km
- Elevation: Some gains or loss
- Time: 4-6 hours

Difficult:

- Distance: 10-14 km
- Elevation: Some steep gain with switchbacks
- Time: 6-8 hours

Strenuous:

- Distance: 10-unlimited km
- Elevation: Very steep, few level sections, large elevation increase over short distance
- Time: 8-12 hours

10.2.2 Mountain Bike Trail Difficulty Ratings

Easiest:

- Maximum grade: 10%
- Preferred average grade: no more than 5%
- Maintain a minimum 2.5 m curve radius
- Usually associated with Trail Type I

Easy:

- Maximum grade: 15%
- Maximum sustained climbing grade: 8%
- Curve radius: 2.4 m minimum
- Usually associated with Trail Type II or III

More Difficult:

- Maximum climbing grade: 25%
- Maximum sustained climbing grade: 10%
- Maximum descent grade on non-rock surface: 35%
- Curve radius: 1.8 m minimum
- Usually associated with Trail Type III or IV
- Embedded trail obstacles: up to 20 cm high
- Elevated bridges: less than 1.8 m (6') high above surface
- Teeter-totter: maximum pivot height, less than 60 cm (2') high above the surface
- Rock or ramp descents not to exceed 45%
- Drop-offs not exceeding 30 cm (12") high with exit cleared of all obstacles
- Jumps: No jumps with consequences for lack of speed. Jumps maximum height 45 cm (18")

Most Difficult:

- Maximum climbing grade: 30%
- Maximum sustained climbing grade: 15%
- Usually associated with Trail Type III, IV or V
- Elevated bridges: less than 3 m (10')13 high above surface. Minimum width of flat decking is one-quarter the height above surface
- Teeter-totter: maximum pivot height less than 1.8 m (6') above surface. Minimum width of flat decking is one-quarter the height above surface at pivot point
- Mandatory air less than 1.0 m (3.3') vertical
- Rock or ramp descents not to exceed 120%
- Jumps: Table tops, no maximum height. No gap jumps or rhythm sections

Expert Unlimited:

- Similar to Most Difficult
- Usually associated with Trail Type III or IV
- Exceeding Most Difficult

10.2.2 ATV Trail Difficulty Ratings

ATV and side-by-side trail difficulty ratings are very subjective. Conditions change for many reasons and have a great impact on trail difficulty.

Easy:

- Gentle grades, with low level water crossings. Wider trails with adequate room to pass.

Moderate:

- Steeper climbs and descents, with deep muddy sections. Water may be too deep to cross. Narrow trails.

Difficult:

- Very rough and rocky trails with steep and scary slopes and sideways tilt. May be impassable.

10.3 Types Of Trails

(Wikipedia)

A trail is usually a path, track or unpaved lane or road. In the United Kingdom and the Republic of Ireland path or footpath is the preferred term for a walking trail. The term is also applied, in North America, to routes along rivers, and sometimes to highways. In the US, the term was historically used for a route into or through wild territory used by emigrants (e.g. the Oregon Trail). Some trails are single use and can only be used for walking, cycling, horse riding, snowshoeing, and cross-country skiing; others, as in the case of a bridleway in the UK, are multi-use, and can be used by walkers, cyclists and equestrians. There are also unpaved trails used by dirt bikes and other off-road vehicles and in some places, like the Alps, trails are used for moving cattle and other livestock.

Shared-use Trail

Shared use may be achieved by sharing a trail easement, but within it maintaining segregated and sometimes also separated trail treads. This is common in rail trails. Shared use may also refer to alternate day arrangements, whereby two uses are segregated by being permitted on alternate days. This is increasingly common in long-distance trails shared by equestrians and mountain bike users; these two user communities have similar trail requirements but may experience encounters with each other on the trail as difficult.

The Trans Canada Trail can be used by hikers, walkers, cyclists, horseback riders, as well as cross country skiers, snowshoers and snowmobilers in winter.

Urban Trail

An urban trail is a citywide network of non-motorized, multi-use pathways that are utilized by bicyclists, walkers and runners for both transportation and recreation. Urban trails average ten foot in width and are surfaced with asphalt or concrete. Some are striped likes roads to designate two-way traffic. Urban trails are designed with connections to neighbourhoods, businesses, places of employment and public transport stops.

Equestrian Trail

Horse riding and other equestrian uses of trails continue to be a popular activity for many trail users.[35] Horses can usually negotiate much the same grades as hikers, but not always, although they can more easily clear obstacles in the path such as logs.

The Bicentennial National Trail (BNT) in Australia is the longest marked multi-use trail in the world, stretching 5,330 kilometres from Cooktown, Queensland, through New South Wales to Healesville, Victoria. This trail runs the length of the rugged Great Dividing Range through national parks, private property and alongside of wilderness areas. One of the objectives was to develop a trail that linked up the brumby tracks, mustering and stock routes along the Great Dividing Range, thus providing an opportunity to legally ride the routes of stockmen and drovers who once travelled these areas

with pack horses. This Trail provides access to some of the wildest, most remote country in the world.The Bicentennial National Trail is suitable for self-reliant horse riders, fit walkers and mountain bike riders.

Within the United States National Trail Classification System,[37] equestrian trails include simple day-use bridle paths and others built to accommodate long strings of pack animals on journeys lasting many days. Trail design parameters for these uses include trail base width and material, trail clear width, trail clear height, access to water suitable for stock (not human) use, and trail routing.

10.4 Types Of Cycling

(Wikipedia)

Cross Country (XC)

Cross country (XC) mountain bikes are designed primarily around the discipline of cross country racing. Cross country racing with its emphasis on climbing as well as speed and endurance demands bikes that are both lightweight and efficient. In the 1980s and early 1990s XC mountain bikes typically consisted of a lightweight steel hardtail frame with rigid forks. Throughout the 1990s XC bikes evolved to incorporate lightweight aluminium frames and short travel (65 to 110mm) front suspension forks. Recently full suspension designs have become more prevalent, the use of advanced carbon fiber composites has allowed bike designers to produce full suspension designs under 10 kg. Full suspension bikes such as the Specialized Epic and the Mérida Ninety Two have been successfully used to win the World Cross Country Championships. The geometry of Cross Country bikes favours climbing ability and fast responses over descending and stability and as a result typical head angles are 70-71o Although intended for off-road use, Cross Country mountain bikes with their emphasis on lightweight construction are not designed for use on the most steep or severe terrain.

"Trail" Bikes are a development of XC bikes that are generally used by recreational mountain bikers either at purpose built "Trail centers" or on natural off-road trails. They usually have around 5" (120-140mm) of travel, weigh 11 to 15 kilograms (24 to 33 lb) , and have geometries slightly slacker than XC bikes, though not as slack as AM bikes. Examples include The Giant Trance, the Trek Fuel EX series, the Specialized Stumpjumper FSR, and others. With less of an emphasis on weight, Trail Bikes are typically built to handle rougher terrain than dedicated XC bikes while having slacker head angles (69-680) which provides greater stability while descending.

Enduro/all-mountain (AM) bikes bridge the gap between cross-country and freeride bikes, such as the Trek Remedy series, Specialized enduro, typically weighing between 13 to 16 kilograms (29 to 35 lb). These bikes tend to feature greater suspension travel, frequently as much as 6 inches (150 mm) or 7" of front and rear travel, often adjustable on newer mid- and high-end bikes. They are designed to be able to climb and descend well, these bikes are intended to be ridden on all-day rides involving steep climbs and steep descents, hence the term 'all-mountain'.

Freeride Mountain Biking

Due to similarities with the bicycles used and often the riding locations, the divisions between downhill riding and freeriding are often overlooked. For example freeride bikes have steeper head tube angles and shorter wheelbases for low-speed stability on technical stunts, while downhill bikes have slacker headtube angles and longer wheelbases for absolute high-speed stability at the cost of low-speed maneuverability. Downhill riding is primarily concerned with descending a slope on a given course as quickly as possible. There are often many obstacles in downhill riding, including jumps, drops, and rocky sections.

Freeride is, by definition, a much broader realm of riding. For example, a freerider may often ride a very narrow wooden plank raised as many as twenty five feet above the ground, drop off of cliffs, raised platforms, or other man-made or natural objects onto a landing, or "transition" up to forty feet below. This may involve jumping over a structure below, such as a road or highway. Many aspects of freeriding are similar to downhill riding, with wide open speed and technical and very steep sections, or dirt jumping, with a series of man-made jumps and landings. Another key difference is the emphasis on performing tricks or stylish riding stances while airborne. A freeride course can be compared to a skatepark, where the purpose of the trail is to provide ample opportunities for the rider to become airborne, throw tricks, and create new and imaginative lines on and over the terrain.

Downhill

Downhill (DH) bikes typically have eight or more inches (200 mm) of suspension travel. They are built with frames that are strong, yet light, which often requires the use of more expensive 78alloys. In the past few years, lighter downhill bikes have been getting below the 40 lbs mark (18 kg). Due to their typically large or high gears, long, plush travel and slack geometry angles, Downhill bikes are ideal only for riding down dedicated downhill trails and race courses. Downhill bikes have the most sag of Mountain Bikes to get ample traction to go fast over bumpy trails. Head Angles are often as slack as 63 degrees. Several types of bicycle speed records have been registered downhill. Due to the high-speed nature of downhill riding most bikes only have one chain ring in the front, a large bash guard and a chain guide, though many racers are now using chain guides without bash guards to reduce weight. Some of the most up to date designs feature internal gearboxes built directly into the frame construction, this modification eliminates the need for the rear derailleur mechanism, although this design has not been widely embraced yet.

Dirt Jumping

Dirt jumping, urban and street mountain bikes lie somewhere in between a BMX bike and a freeride bike. They are typically very strong bikes, with 4 to 6 inches (100 to 150 mm) of front suspension, and rarely any rear suspension (3 to 4 inches, 76 to 100 mm, if any), with as many as nine gears or as few as one. Tires on these bikes are usually fast-rolling, slick or semi-slicks. Dirt Jumpers usually sport a geometry of 24-26" tires, as well as a bashring (a type of bashguard) replacing the largest ring on the crankset. Dirt jumpers usually have low seatposts and oversized handlebars. Most dirt jumpers have an extended rear brake cable installed and have no front brake, which allows the rider to spin the handle bars without tangling the brake cables.

10.5 Types Of All Terrain Vehicles

(Wikipedia)

An all-terrain vehicle (ATV), also known as a quad, quad bike, three-wheeler, or four-wheeler, or RZR is defined by the American National Standards Institute (ANSI) as a vehicle that travels on low-pressure tires, with a seat that is straddled by the operator, along with handlebars for steering control. As the name implies, it is designed to handle a wider variety of terrain than most other vehicles. Although it is a street-legal vehicle in some countries, it is not street-legal within most states and provinces of Australia, the United States or Canada.

By the current ANSI definition, ATVs are intended for use by a single operator, although some companies have developed ATVs intended for use by the operator and one passenger. The passenger is not required to have a helmet. These ATVs are referred to as tandem ATVs.

The rider sits on and operates these vehicles like a motorcycle, but the extra wheels give more stability at slower speeds. Although equipped with three or four wheels, six-wheel models exist for specialized applications. Engine sizes of ATVs currently for sale in the United States, (as of 2008 products), range from 49 to 1,000 cc (3 to 61 cu in).

10.6 Thank You's

The author would like to thank the following individuals for their feedback, advice and review of this document:

- Village of Clinton staff, mayor and council
- Clinton and District Outdoor Sportsmen Association

The consulting team would also like to acknowledge the funders of this study:

- Cariboo Chilcotin Beetle Action Coalition
- Province of British Columbia, BC Rural Dividend Program

10.7 Notes To Budget

Budget items and estimates have been calculated with input from local and regional contractors, trail building firms and past project data.

Trail building companies consulted:

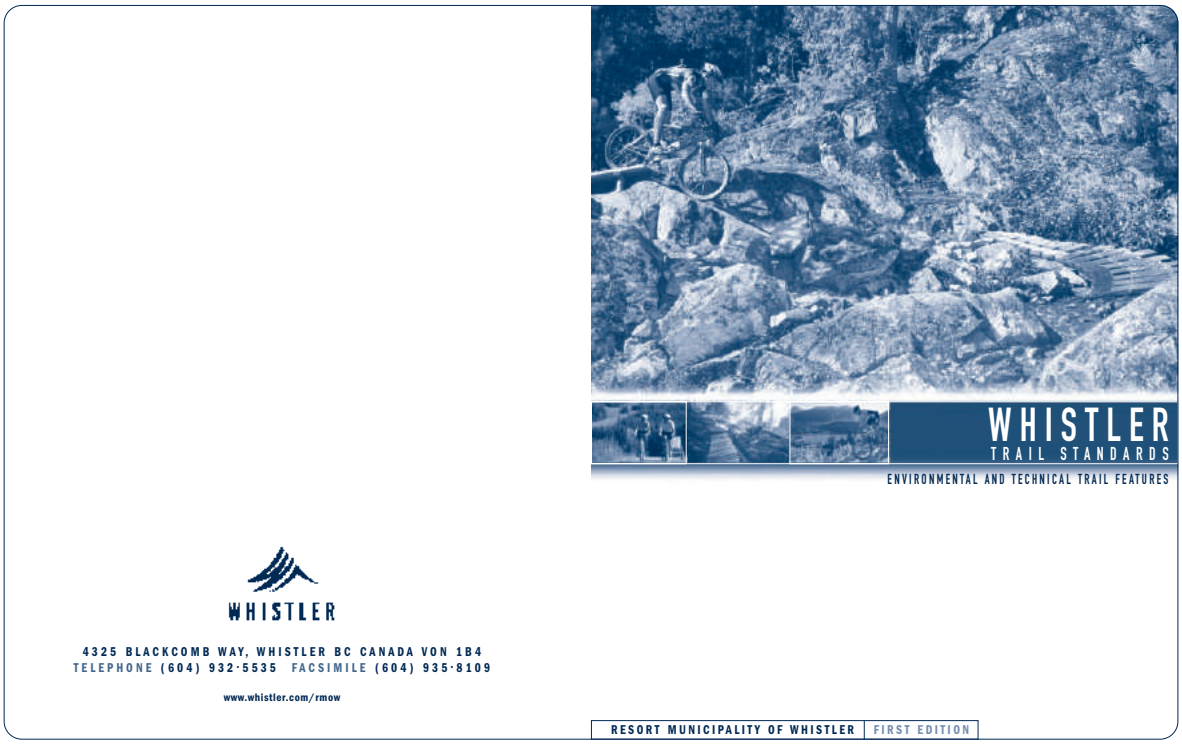
Fafard Recreational Developments
7738 Kite St., Mission BC, V2V 5B8
Tel: 604-910-2027
E-mail: ewan.Fafard@gmail.com

Robson Energy Services
Andreas Thoni
Valemount, BC

First Journey Trails
PO Box 24, McLeese Lake, BC, V0L 1P0
Tel: 250-305-4464

VARDA, Valemount and Area Recreation Development Association

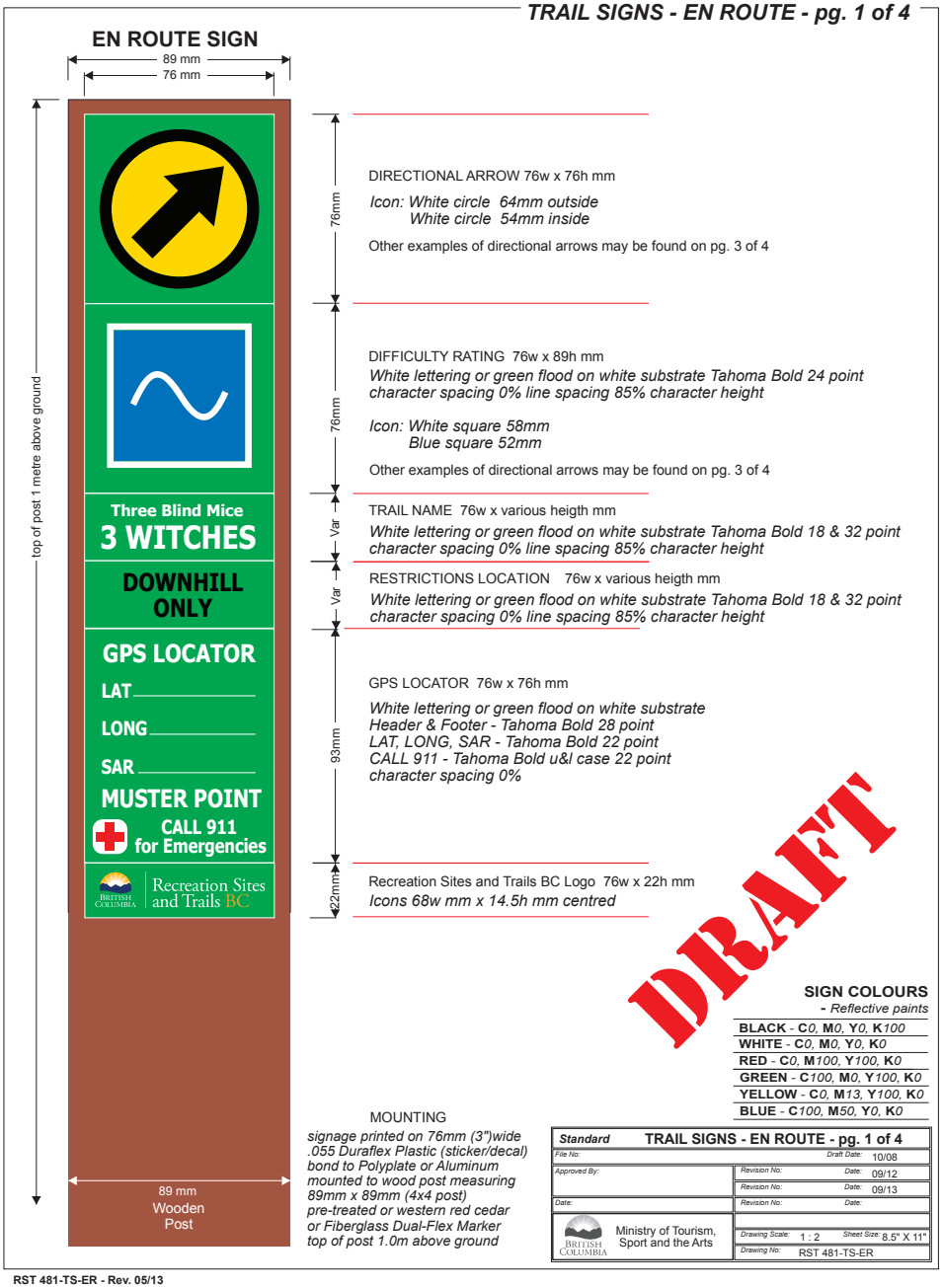
10.8 Whistler Trail Standards

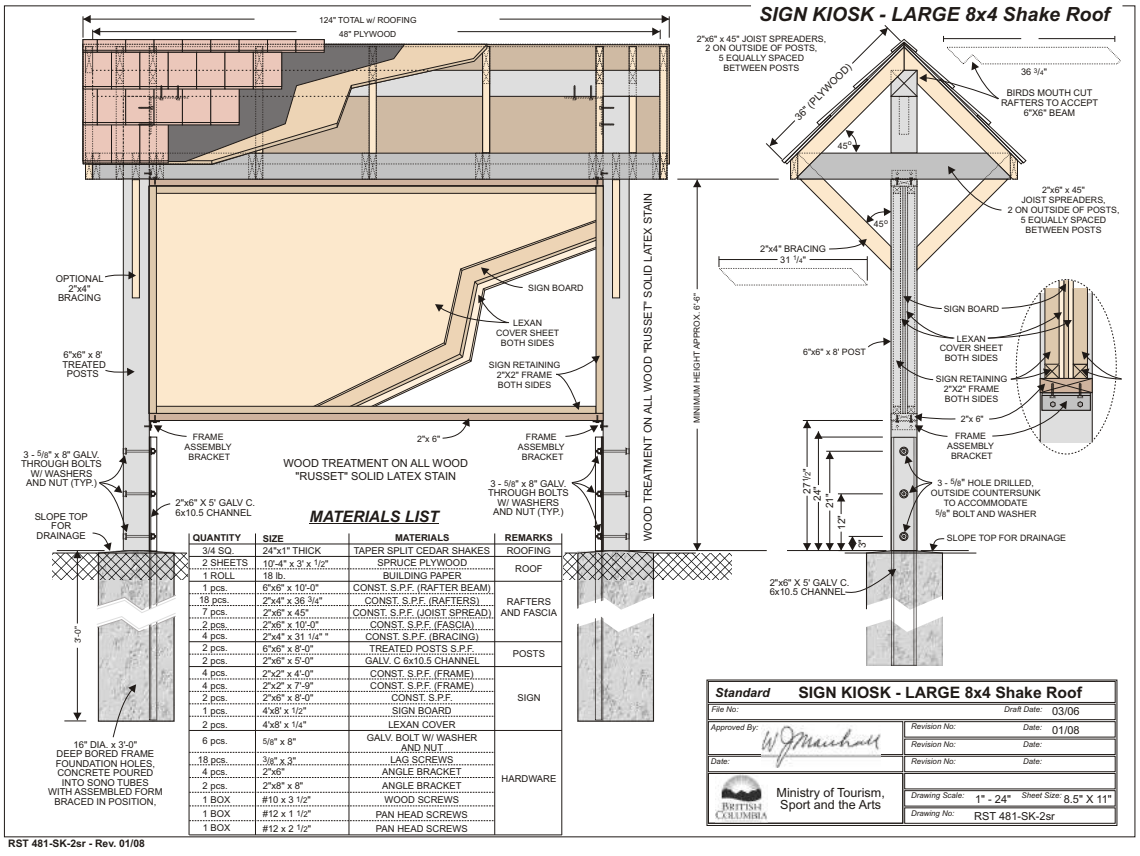


Download the full document here:

http://cyclingbc.net/wp-content/uploads/2014/10/trail_standards_first_edition.pdf

10.9 RSTBC Trail Signage Standards





MATERIALS LIST

QUANTITY	SIZE	MATERIALS	REMARKS
3/4 SQ.	24"x1" THICK	TAPER SPLIT CEDAR SHAKES	ROOFING
2 SHEETS	10'-4" x 3' x 1/2"	SPRUCE PLYWOOD	ROOF
1 ROLL	18 lb.	BUILDING PAPER	
1 pcs.	6"x6" x 10'-0"	CONST. S.P.F. (RAFTER BEAM)	RAFTERS AND FASCIA
18 pcs.	2"x4" x 36 3/4"	CONST. S.P.F. (RAFTERS)	
7 pcs.	2"x6" x 45°	CONST. S.P.F. (JOIST SPREAD)	
2 pcs.	2"x6" x 10'-0"	CONST. S.P.F. (FASCIA)	
4 pcs.	2"x4" x 31 1/4" "	CONST. S.P.F. (BRACING)	
2 pcs.	6"x6" x 8'-0"	TREATED POSTS S.P.F.	POSTS
2 pcs.	2"x6" x 5'-0"	GALV. C 6x10.5 CHANNEL	
4 pcs.	2"x2" x 4'-0"	CONST. S.P.F. (FRAME)	SIGN
4 pcs.	2"x2" x 7'-9"	CONST. S.P.F. (FRAME)	
2 pcs.	2"x6" x 8'-0"	CONST. S.P.F.	
1 pcs.	4'x8' x 1/2"	SIGN BOARD	
2 pcs.	4'x8' x 1/4"	LEXAN COVER	
6 pcs.	5/8" x 8"	GALV. BOLT W/ WASHER AND NUT	HARDWARE
18 pcs.	3/8" x 3"	LAG SCREWS	
4 pcs.	2"x6"	ANGLE BRACKET	
2 pcs.	2"x8" x 8"	ANGLE BRACKET	
1 BOX	#10 x 3 1/2"	WOOD SCREWS	
1 BOX	#12 x 1 1/2"	PAN HEAD SCREWS	
1 BOX	#12 x 2 1/2"	PAN HEAD SCREWS	

Standard	SIGN KIOSK - LARGE 8x4 Shake Roof
File No:	Draft Date: 03/06
Approved By:	Revision No: Date: 01/08
	Revision No: Date:
Date:	Revision No: Date:
Ministry of Tourism, Sport and the Arts	Drawing Scale: 1" - 24" Sheet Size: 8.5" X 11"
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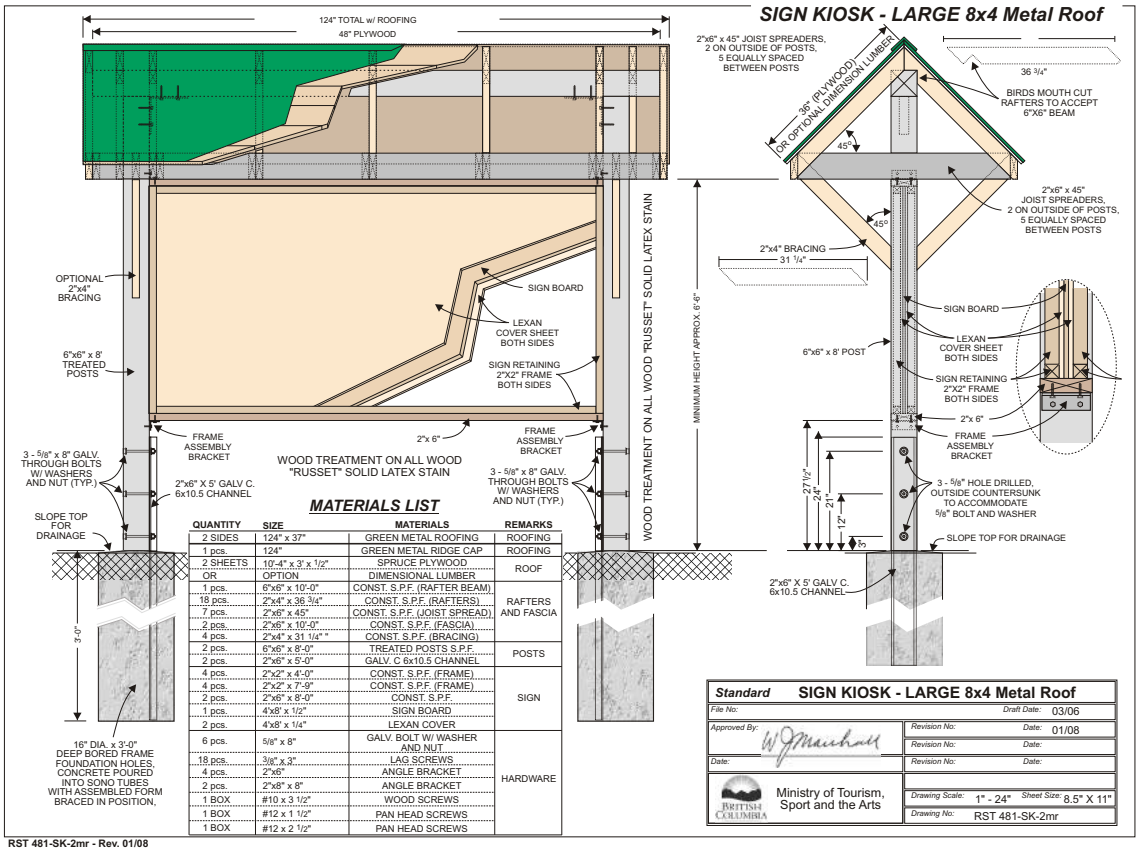
RST 481-SK-2sr - Rev. 01/08



MATERIALS LIST

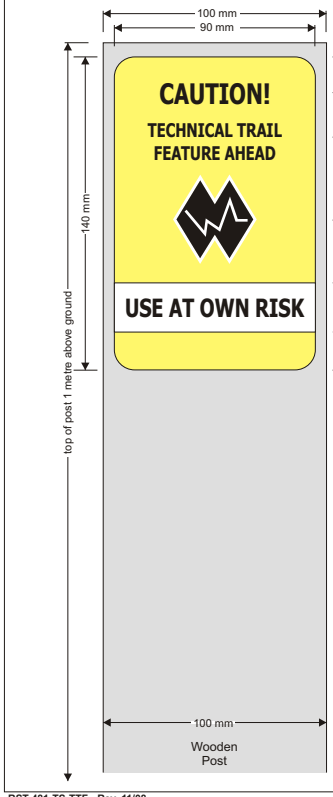
QUANTITY	SIZE	MATERIALS	REMARKS
2 SIDES	124" x 37"	GREEN METAL ROOFING	ROOFING
1 pcs.	124"	GREEN METAL RIDGE CAP	ROOFING
2 SHEETS	10'-4" x 3' x 1/2"	SPRUCE PLYWOOD	ROOF
OR	OPTION	DIMENSIONAL LUMBER	
1 pcs.	6"x6" x 10'-0"	CONST. S.P.F. (RAFTER BEAM)	RAFTERS AND FASCIA
18 pcs.	2"x4" x 36 3/4"	CONST. S.P.F. (RAFTERS)	
7 pcs.	2"x6" x 45°	CONST. S.P.F. (JOIST SPREAD)	
2 pcs.	2"x6" x 10'-0"	CONST. S.P.F. (FASCIA)	
4 pcs.	2"x4" x 31 1/4" "	CONST. S.P.F. (BRACING)	
2 pcs.	6"x6" x 8'-0"	TREATED POSTS S.P.F.	POSTS
2 pcs.	2"x6" x 5'-0"	GALV. C 6x10.5 CHANNEL	
4 pcs.	2"x2" x 4'-0"	CONST. S.P.F. (FRAME)	SIGN
4 pcs.	2"x2" x 7'-9"	CONST. S.P.F. (FRAME)	
2 pcs.	2"x6" x 8'-0"	CONST. S.P.F.	
1 pcs.	4'x8' x 1/2"	SIGN BOARD	
2 pcs.	4'x8' x 1/4"	LEXAN COVER	
6 pcs.	5/8" x 8"	GALV. BOLT W/ WASHER AND NUT	HARDWARE
18 pcs.	3/8" x 3"	LAG SCREWS	
4 pcs.	2"x6"	ANGLE BRACKET	
2 pcs.	2"x8" x 8"	ANGLE BRACKET	
1 BOX	#10 x 3 1/2"	WOOD SCREWS	
1 BOX	#12 x 1 1/2"	PAN HEAD SCREWS	
1 BOX	#12 x 2 1/2"	PAN HEAD SCREWS	

Standard	SIGN KIOSK - LARGE 8x4 Metal Roof	
File No:		Draft Date: 03/06
Approved By: W.J. Marshall	Revision No:	Date: 01/08
	Revision No:	Date:
Date:	Revision No:	Date:
Ministry of Tourism, Sport and the Arts	Drawing Scale: 1" - 24"	Sheet Size: 8.5" X 11"
	Drawing No: RST 481-SK-2mr	

RST 481-SK-2mr - Rev. 01/08

TRAIL SIGNS - TECHNICAL TRAIL FEATURE WARNING

EN ROUTE SIGN



CAUTION !
Black lettering Tahoma Bold 36 point
character spacing 0%
condensed horizontally 90%

TTF AHEAD
Black lettering Tahoma Bold 24 point
character spacing 0%
line spacing 100% character height
condensed horizontally 90%

TTF DIFFICULTY RATING ICON
Black icon
40 mm in height

USE AT OWN RISK
Black lettering Tahoma Bold 32 point
character spacing 0%
condensed horizontally 92%

Size	*90 mm x 140 mm*
Background Colour	*Yellow: CMYK (0-0-65-0)*
Font Colour	*Black: CMYK (0-0-0-100)*
Font Type	*Tahoma Bold*
Mounting	*- wood post measuring 100mm x 100mm* *- pre-treated or western red cedar* *- top of post 1.0m above ground*
Icons	*Difficulty Rating Symbol* *40 mm icon height* *Green Circle* *Blue Square* *BlackDiamond* *DB Diamond*

DIFFICULTY RATING - OTHER EXAMPLES OF DIFFICULTY RATINGS

SIGN COLOURS - *Reflective paints*

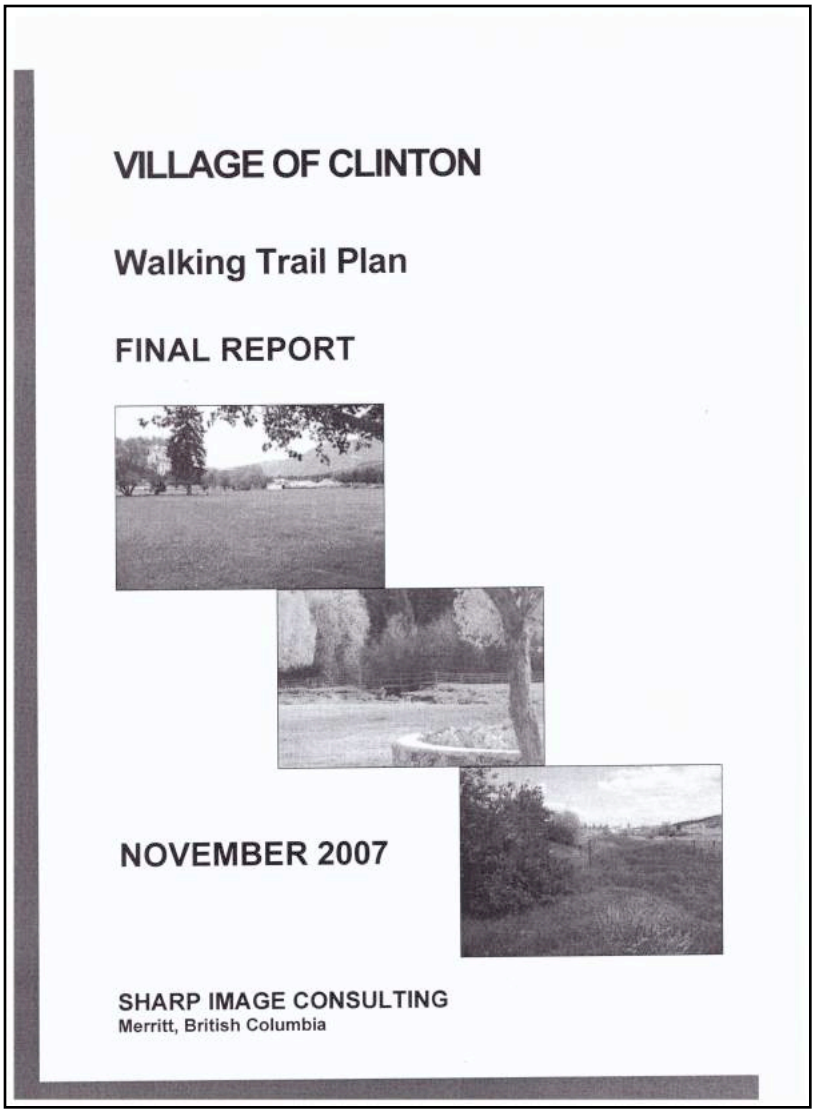
BLACK - C0, M0, Y0, K100	**GREEN** - C100, M0, Y100, K0
WHITE - C0, M0, Y0, K0	**YELLOW** - C0, M0, Y65, K0
RED - C0, M100, Y100, K0	**BLUE** - C100, M50, Y0, K0

Standard **TRAIL SIGNS - TECHNICAL TRAIL FEATURE**		
File No:		Draft Date: 10/08
Approved By: W.J. Marshall	Revision No:	Date: 11/08
Date:	Revision No:	Date:
	Revision No:	Date:
BRITISH COLUMBIA Ministry of Tourism, Sport and the Arts	Drawing Scale: 1 : 2	Sheet Size: 8.5" X 11"
	Drawing No: RST 481-TS-TTF	

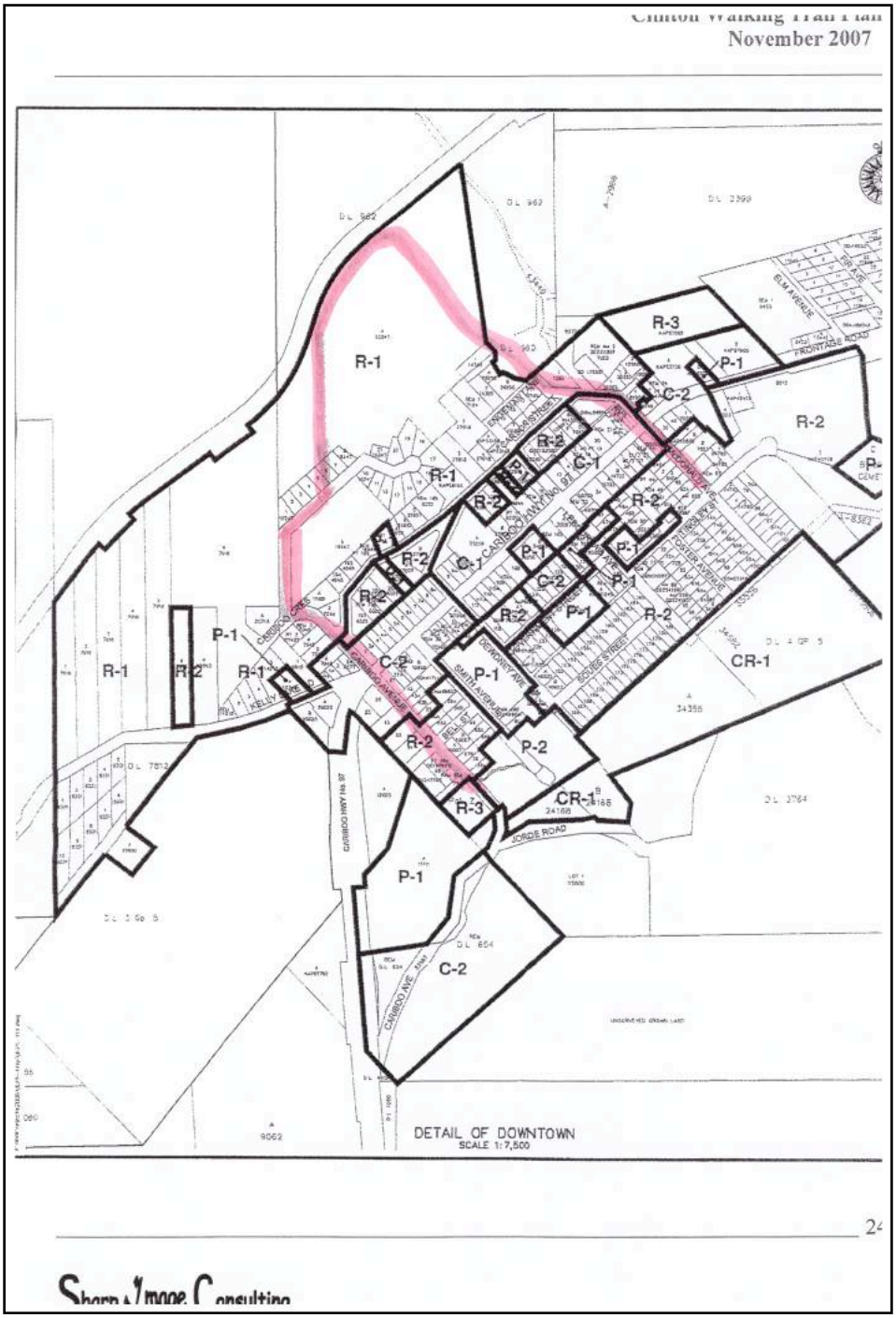
RST 481-TS-TTF - Rev. 11/08

11 Appendix B

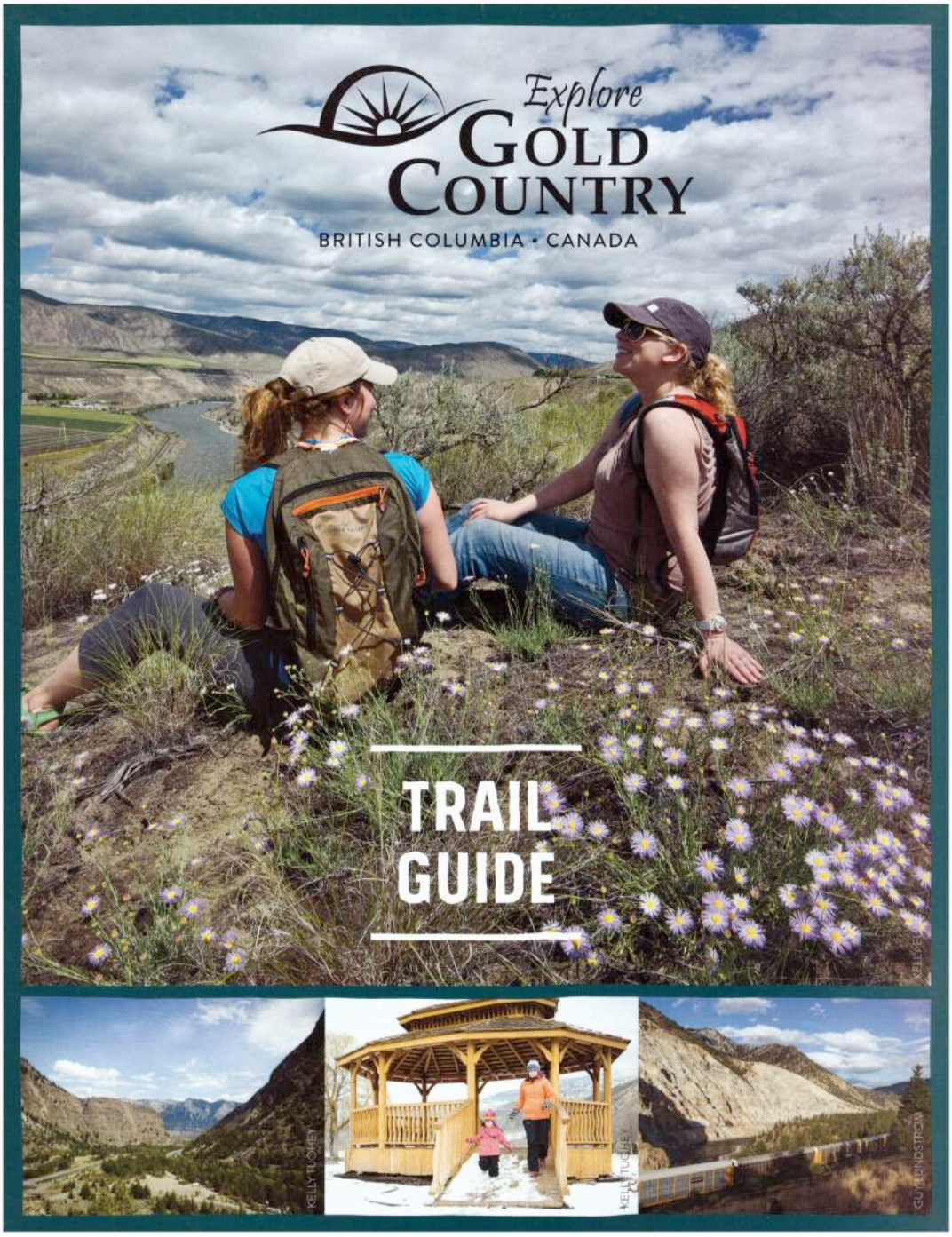
11.1 Clinton Walking Trail Plan (2007)




Village Of Clinton Community Trail Masterplan


November 2007
R-1
R-2
R-3
C-1
C-2
P-1
P-2
CR-1
DETAIL OF DOWNTOWN
SCALE 1: 7,500

11.2 Gold Country Trail Guide



11.3 Section 57 Application Information and Guidelines

Ministry of Forests, Lands and Natural Resource Operations

Application Information and Guidelines
for
Proposal Form for Trails and Recreation Facilities

The purpose of this information package is to assist proponents of trail and recreation facility applications in meeting the requirements for authorization according to *Section 57, of the Forest and Range Practices Act (FRPA) and Part 3 of the Forest Recreation Regulation.*

These Guidelines:

- Outline and clarify which activities do or do not or require authorization;
- Provide direction on how a proponent should prepare a proposal (for activities that do require consent);
- Explain the process for review and adjudication of a proposal;
- Identify the criteria for a decision and how it will be communicated to applicants;
- Outline enforcement of unauthorized activities (i.e., non-compliance with Section 57); and
- Provide additional resources and information for trail or recreation facility proponents.

1. General Information

Authorization for constructing, maintaining, rehabilitating trails or recreation facilities on Crown land under the Forest and Range Practices Act.

Section 57 of the *Forest and Range Practices Act* (FRPA) prohibits construction, maintenance or rehabilitation of a trail or recreation facility unless authorized in writing by the Minister or under another enactment. Section 57 of FRPA applies to all provincial Crown land outside of parks. If you are in doubt as to the status of an area and whether or not section 57 applies, please contact the nearest District Recreation Officer (DRO).

Some activities DO NOT require authorization under section 57:

Section 57 does not apply to basic public access or basic recreational use of Crown land. The following activities do not require authorization:

- Basic access or travel through the forest or across the land, by individuals or groups, whether on a one-time basis or repetitive use of the same route.
  For example: hiking on Crown land and the normal ground disturbance associated with this activity.
- Route finding or route marking using ribbons, cairns or other directional indicators.
  For example: marking one's way with cairns in an alpine area or with ribbons in a forest.

  Note: the standard practice of nailing route markers to trees is an allowable practice and is not considered tree spiking under Section 55 of the *Act* (Tree Spiking Prohibited).
- Minor, piecemeal or incidental clearing of brush or downed trees either on or off established trails.
  For example: bushwhacking, or clearing branches or deadfall that has fallen across an existing path or trail.
- Emergency repairs to a trail or recreation facility that is necessary to prevent imminent damage to the environment, the trail or the facility.
  For example: repairing a water bar on a section of trail where flooding is occurring and immediate repair is needed.

Application Information and Guidelines_Revised-Feb-2012.docx *Page 1 of 10*

Download the full guidelines at Front Counter BC:

http://www.frontcounterbc.ca/pdf/S57ApplicationInfoGuide.pdf

11.4 Working around Water

WORKING AROUND WATER

BRITISH COLUMBIA | Recreation Sites and Trails BC

Prepared by Robert Van der Zalm and Lisa Nordin (2017)

- Removing garbage and litter.
- Minor brushing away from streams for trail maintenance.

Best Practices for Working Around Water:

General best practices and considerations for working around water are provided below. Best management practices (BMPs) specific to routine activities for RSTBC staff, partners and volunteers are outlined in Table 1.

RSTBC staff is encouraged to discuss BMPs in a pre-work meeting with contractors, partners or volunteers.

RSTBC staff needs to ensure that all appropriate mitigation measures are included in Section 11 applications, plus any that may be applicable, but not listed in this document. This will speed up the review process by the habitat biologist.

Refer to *Standards and Best Practices for Instream Works* for more information at: (http://www.env.gov.bc.ca/wld/documents/bmp/iswstdsbpsmarch2004.pdf).

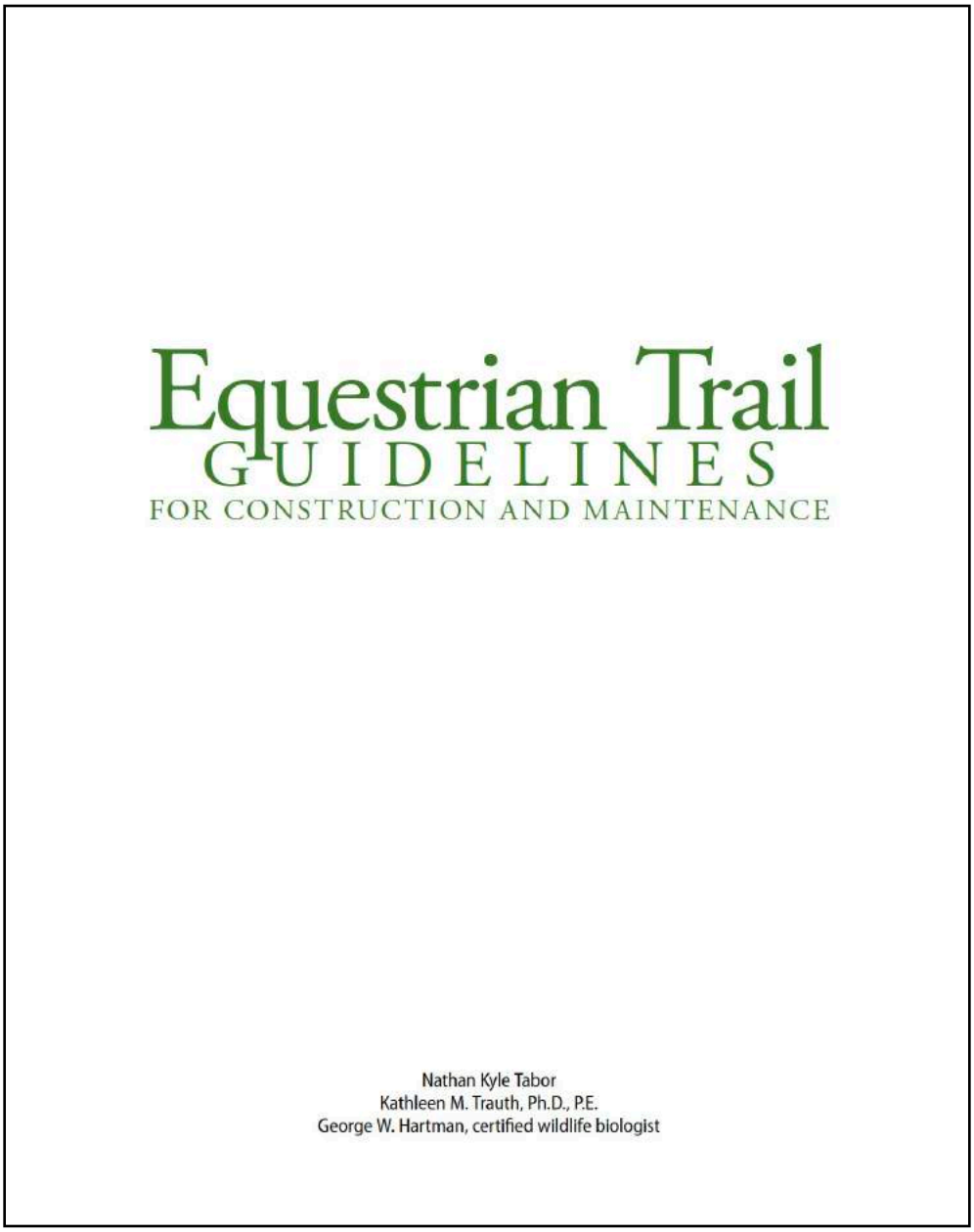
- Plan work in advance to account for the 45-day notification process or 120-day approval.
- The timing window of least risk to fish and fish habitat must be applied to all activities in fish streams, as well as tributaries that have a risk of depositing sediment into fish streams. Some lower risk work can be completed outside of these windows (e.g., does not involve sediment disturbance, activities are outside the channel, or work is planned in a dry seasonal stream), but should be described and rationalized in the Section 11 application.
- Time activities in and around non-fish streams to occur during dry or low flow periods to prevent impacts to downstream water quality and habitat.
- Design and/or locate new construction to minimize the project footprint and associated foreshore disturbance.
- Avoid work during wet and rainy periods.
- Once started, finish work as quickly as possible.
- In-stream work must be isolated and the natural rate of water flow must be maintained upstream and downstream of the worksite during all phases of instream activity.
- In fish streams, the permanent removal of stable, naturally occurring material from the stream or stream channel is not permitted.
- In non-fish streams, the permanent or temporary removal of stable, naturally occurring material must be minimized and conducted only as necessary.
- The removal of material must not lead to stream channel instability or increase the risk of sedimentation into the watercourse.
- Any spoil materials must be placed in a location that ensures sediment or debris does not enter the watercourse.
- Equipment must be operated from the top of the bank, clean, and in good mechanical condition (e.g., no fuel or hydraulic leaks). Repairs and refueling of equipment should be done well away

(30m) from the stream. Spill kits should be readily available. Equipment must never be cleaned in watercourses and contaminated water flowing from onshore cleaning operations must not enter the watercourse.

- Measures must be taken to ensure that no harmful material (e.g., fuel and other hydrocarbons, soil, road fill, or sediment), which could adversely impact water quality, fish and other aquatic life, and/or fish habitat, can enter the wetted perimeter as a result of the project activities.
- For activities involving soil disturbance, erosion and sediment control measures are to be available on-site and utilized as necessary.
- Any disturbed areas (e.g., riparian areas) must be restored to the same function as in their pre-disturbance condition. Appropriate native seed/plant/tree species must be used to restore the site to pre-disturbance conditions. Restoration must be completed in a manner that minimizes the colonization and spread of noxious weeds.
- Report immediately any spills of sediments, debris, concrete fines, wash or contact water of reportable quantities to 1-800-663-3456. See Schedule 1 of the Environmental Management Act Spill Reporting Regulation for reportable levels by substance. Implement emergency mitigation and clean-up measures.

The document “Working Around Water” by Robert Van der Zalm and Lisa Nordin can be made available upon request from the Ministry of Recreation Sites and Trails BC.

11.5 Equestrian Trail Guidelines



CHAPTER 1 DEGRADATION OF EQUESTRIAN TRAILS

Trail degradation consists of two problems: soil erosion and unstable trail surfaces. Users tend to avoid trouble sites (muddy areas, for instance) and widen the trail, effectively disturbing more area for subsequent erosion.

Trail degradation is determined by an imbalance between: disturbing (driving) forces and resisting forces. Disturbing forces, such as water and use, contribute to erosion (see Figure 1). Resisting forces, such as the surface strength and soil's erosion resistance, help to prevent degradation. Understanding and designing for these two main forces is essential to creating sustainable trails.

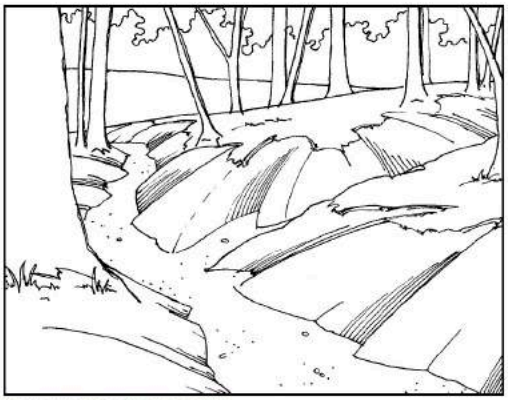


Figure 1. Erosion adjacent to a trail

Disturbing Forces

Water on trails causes two problems: erosion and weak soil surfaces. Water travels downhill by the most efficient pathway, which is straight down the hill and perpendicular to the contour lines (the lines of constant elevation). In a location without trails, as water flows downhill, the surface roughness of the vegetation and rocks dissipates energy and reduces the flow velocity. The greater the flow velocity, the more damage that can result. Trails can intersect the normal flow path and divert water onto them, where the surface is smoother and where the trail shape may prevent the water from leaving the trail. Once water is on a trail, the energy of the flowing water is available to cause erosion. The amount of soil that can be moved depends upon the volume of water per unit time and the velocity of the flow. Erosion results when water moves already loose soil or first loosens soil and then moves it.

There may be excess water on a trail because its location and shape direct water onto it without provisions for proper drainage. If water has exceeded the capacity of the soil to filter it away from the trail, either horizontally or vertically, then it will be problematic. This excess water also creates problems on a trail by weakening soil surfaces, which leaves muddy spots and/or loosens soil for subsequent erosion. Water can weaken the soil by loosening or separating the solid soil particles.

Recreational use of any kind breaks up and loosens soil particles; this primes the trail for erosion with the next rainfall. The amount of disturbance is directly related to the pressure applied by the user. Equestrian trail use can cause a significant amount of damage because the average pressure a horse exerts when standing on four hooves is 40 pounds per square inch (psi). When the horse is moving, its weight is distributed on only two hooves. This doubles the pressure applied to the ground to 80 psi. The average pressure applied by a hiker is 8 psi. Figure 2 shows the pressure exerted by a number of common modes of transportation.

A pdf version of the full document can be downloaded at:

http://heritageland.ky.gov/Site%20Management%20Resources/Missouri%20Equestrian%20Trail%20Guidelines.pdf

11.6 Letters of Support

Steve Law, R.P.F.

Box 166, 108 Mile Ranch, B.C. V0K 2Z0
Phone: 250 706-9251
Email: adventuresports@shaw.ca

November 2, 2017

Daniela Dyck
Community Development Coordinator
1423 Cariboo Highway
PO Box 309
Clinton, BC V0K 1K0

Re: Village of Clinton Trail Network Masterplan

Dear Daniela:

On behalf of the Clinton & District Community Forest of BC Ltd and the Board of Directors I would like to express our support and endorsement for the development of the "Village of Clinton Trail Network Masterplan".

The "Masterplan" aligns with our commitment made in the Management Plan to develop and enhance recreational trails and facilities.

We look forward to the Plan's completion and future collaboration on the location and development of the trail system.

Yours truly,

Steve Law, R.P.F.
General Manager,
Clinton Community Forest

High Bar First Nation

RECEIVED April 10/17

PO Box 458, Clinton, BC V0K 1K0
Ph: (250) 459-2117; Fax: (250) 459-2119

April 7, 2017

Village of Clinton

1423 Cariboo Hwy

Clinton, BC V0K 1K0

Re: Letter of Support Community Trails

We live in such a naturally beautiful community, and a trail system would benefit the local tourism economy and the people who live within it. High Bar First Nation is in full support of a community trail project moving forward as it will not only be an asset to the Village of Clinton but High Bar First Nation members as well.

Kind regards,

on Behalf of.

Chief Larry Fletcher

April 6,2017

Daniela Dyck
Community Development Coordinator
Village of Clinton
1423 Cariboo Highway

Dear Daniela:

The Clinton and District Outdoors Sportsmens Association supports the Villages plan to develop a trail master plan.

In our view this initiative is long overdue and will assist greatly with providing trails throughout the community and providing access to crown land surrounding the municipality.

The Sportsmens club is involved in many trail initiatives in our area.

Good luck with your endeavour.

Yours truly

Roland Higginbottom
Chair CODOSA

Roland Higginbottom

WHISPERING PINES/CLINTON INDIAN BAND
615 Whispering Pines Drive
Kamloops, BC
V2B 8S4

Phone: (250) 579-5772
Fax: (250) 579-8367

TO: Whom It May Concern

FROM: Clinton Indian Band (Whispering Pines)

DATE: April 4, 2017

RE: **Letter of Support – Trail Development in Clinton and Region**

Clinton Indian Band Chief, Councillor and Natural Resources Manager attended a Community to Community Form (C-2-C,) held at the Village of Clinton in October of 2016.

We were made aware that the Village of Clinton has been developing a Trail Plan for the community and area that would identify where future trails should be built and how to connect the new trails to the existing trails in the area. During the discussions it became apparent that the scope of the project was too vast and needed to be scaled back. At this meeting Vi Antoine of High Bar First Nation informed Clinton Indian Band that one of the proposed trails would go from Clinton to Pear Lake. This is not acceptable to the Clinton Indian Band, as we are claiming our territory back and erecting a cabin for our band members at Pear Lake. Pear Lake has hundreds of archaeological sites that are protected under the Heritage Conservation Act (1996) through the Archaeology Branch in Victoria, B.C.

These archaeological sites are sacred to our people as they are the ancestral homes of our *Ky7eye's* (grandmothers) and *Xpe7e7uy's* (grandfathers) who have passed before us. It is our responsibility to *Yecminte te xwexweyt te stem te ne7elye re tmicw* (look after the land and everything in it). It is unfortunate that when the public learn of such great archaeological sites, they come in and dig them up and steal the artifacts. This is an illegal activity, but to not have the trail going to Pear Lake and having it end at Downing Park is a more trusted plan to us.

The Village wants to develop a Trail plan for the community first, keeping in mind future connection and trail head development to existing trails such as the North end Clinton Trail, Big Bar Ski Trails, 70 Mile Snowmobile Trails, HBFN and CIBWP trails. Phase 1 will develop the plan (current application), phase 2 and onwards will build the trails and gain access to crown land (future grant funding).

Clinton Indian Band Whispering Pines supports the Village of Clinton's proposals for Trail Master Plan Development, but need to be involved in all planning aspects to ensure our Aboriginal Title and Rights to land are not being infringed upon. Proper consultation at all levels is a must.

Sincerely,

Kukpi7 Steven Tresierra,
Chief, Clinton Indian Band (Whispering Pines)

cc: Daniela Dyck, Community Development Coordinator, Village of Clinton
cdc@village.clinton.bc.ca

Clinton & District Outdoor Sportsmen Association
P.O. Box 146
Clinton B.C. V0K 1K0

To: Thomas A. Schoen

The Clinton Sportsmen Club supports work on new trails in the village of Clinton.
And would like to see trails system continue out of town boundaries.
We are also aware of the Knapweed problem.
Our association is a non-profit society whose goals are to enhance fish and wildlife populations, the protection and enhancement of their habitats and to educate the public on conservation. We support the enforcement of game laws, while encouraging fair chase and wise use of our fish and game resources. We have also worked with B.C. Parks and Ministry of Forests with implementing and maintaining recreation sites for the use and enjoyment for all.

Our Vision
More public awareness of our trail systems, better-marked trails for Biking, Hiking, and horse back riding, Quads and other activities.

Roland Higginbottom & Robin Fennell

11.7 Community Stakeholder Survey Responses

The following 9 tables show the detailed results of the Community Survey Responses. Responses were submitted in writing via email or have been received via the Survey Monkey online survey process.

	What type of recreational assets/facilities are you currently using?
Q1	• Curling Rink-Walking trails-Horse trails-Rec sites • Trails • Fitness Room • Curling Rink • I run throughout town, use the gym in town hall • trails. Curling rink. Ski trails • Park, Hall • Hockey rink, cross country ski trails • Hockey Rink and trails • Trails, rink, gym • Hockey rink, curling rink • Rodeo grounds, trails above Lagoon court, gym, country ski trails • Fitness room. park. Cross country ski trails • trails, hockey rink • Mt Bowman Trail • Hockley rink • X country ski • Trails • Hockey rink, curling rink, trails • Power line trails • None • quad trails, curling rink, fitness room, side roads for bike riding • Trails • Play ground and park • trails above tracks for horseback riding • Lakes • XC Trails • Curling Club • Nothing in town • Curling rink • Park • Dog park • The Arena • The Fitness Room • Recreation Center • Ice Rink • Ski Trails

The survey results show a high usage of existing trail infrastructure followed by facility usage.

	What kind of recreational trail opportunities would you like to see more of?
Q2	• Walking, Quad,Horse,Bike • Handicapped access • mountain bikes, quads, walking • Horseback and Walking\Hiking Trails • Hiking, snowshoeing • A jogging/walking path • Hiking and quad trails. Bike trails • close to town, easy access, easy to use flat • I would love to see some cross country running trails, mountain bike trails and hiking trails • ATV • More connected to the community, going further, show off the area (scenery), have separate trails for bikes (bicycles). • Hiking, cross country trails closer to Clinton • Hiking and riding trails • Walking/hiking/quad trails • mountain biking, horseback riding • Hiking, Mt. biking • Atv access to town • Hiking • Maintained trail lines w/in walking distance of downtown clinton. • Hiking, biking • Horseback trails with Corrales for visitor • Hiking, horseback riding, eco trails with signage for educational purposes • Horse trails/horse camping • Trail to Pioneer Cemetery • More demanding and within walking distance of downtown Clinton • Easy trails for walks that are stroller friendly • easier access to horseback riding trails from town • Mountain biking • single track • Motorized trails • walking trails • Community access • Biking/hiking • Ski/Snowshoe • MTB • All seasons trails • Biking
	Non-motorized trails are the priority for those who responded to the survey. Area residents identify hiking trails as their primary development issue.

What trails do you currently use?

Q3

- 35 km of cross country ski trails-Marbel Mountion Park walking trails Clinton walking trails.
- None
- hiking
- None at the moment
- Out of Area trails, hiking and snowshoeing
- none
- X country ski trails. Hiking trails. Quad trails. Hiking trails
- none
- Cross Country ski trails
- Crosscountry
- Hiking
- Cross country trails
- X country ski trails, riding trails
- Cross country ski trails
- dirt biking trails
- Hiking
- ATV and snowmobile
- X country ski
- Hiking unmarked trails, various locations
- Hiking
- Bush trail
- Everywhere
- Nonehorse
- ski trails, quad trails from railway leading to ski trails
- Hiking
- None as of now
- use ski trails in summer for horseback riding
- Big Bar trails
- Clinton Creek Falls
- Jorde Road
- Crown Land
- FN trails
- game trails
- forestry roads
- Porcupine creek
- Microwave trail
- Big Bar
- Horse trails
- Farm trails

Cross-country skiing and hiking is topping the list of current trail usage, followed by some motorized and equestrian trail use.

Q4

How satisfied are you with the number of trails in your area?

- Very,Need more designated areas,like quad,bikes
- Medium
- not
- There is very few maintained trails
- not
- I'm just unaware of any
- Need more leading out of the municipality to join up with the existing network already there.
- the cross country ones are
- Not very satisfied, all the trails I use are or cross on private property, so at anytime owner could not allow access
- It's ok. More would be nice
- Not
- Somewhat satisfied; Big Bar trails are great
- Not sure what trails are "official" trails
- It's okay but can be way better
- We need more multiuser trails
- very
- Not satisfied
- Very few recreational trails
- No
- Somewhat
- There could always be more
- Very
- Very, however it would be wonderful to have a network of trails around town for travellers/ tourists and locals to use near town. If we can keep tourists busy for 3 days, it would give the local economy a boost. A lot of people holiday with their pets and horses... they are usually looking for places to stay with access to trails.
- Medium
- not at all, we need a multi use trail network
- No
- N/a
- very satisfied
- Not very, lots of opportunity in open fir forest that is not used
- Not too satisfied
- Do not know as there is little info, we need a trail guide
- On a scale of 1 to 10, 2 to 3
- We need and really need trails, not enough!
- No access to ride or walk trails
- Very, but they are not signed well
- Not well maintained

More trails are needed as per the surveyed section of the area's population.

What type of greenways do you consider most important?

Q5

- Back country access are there for horses,needs to be cut out-quad and bike trails would be nice.
- Connect
- mountain bike connecting trails
- All of them
- Connecting Trails
- Connecting
- connecting trials. With the proper connection we could access 70 mile house 100 mile house etc etc.
- connecting back country would be good. around town
- I think connecting trails and multi use trails for running or mountain bike would be essential
- Connect trails with back country access
- Back country access connecting to closer to home trails. Some 1, 3, 5 ,10 and a 30 + km trails
- Back country access
- Back country access trails
- Connecting trails
- back country access, multiuse
- Hiking/mountain biking back country trails
- Back country and connecting
- Back country access with shelters
- Connecting trails, view trails, safe local trails
- Back country access
- Back country access
- Access to the back country is always important. If the trails are multi use, it's important to educate users on trail etiquette, especially with horses on the trails. Motorirized vehicle should have designed trails as they are harder on terrain.
- Back country horse trails
- access and connectivity of trails from the downtown core
- Back country and connecting
- N/a
- Back country access
- Dog friendly
- Access to water
- Hiking
- ATV's or snowmobile
- Non-motorized, walking should be a priority
- MTB
- Hiking
- Mountain Bike
- Hiking

Connectivity of trails and greenways is of the highest priority to Clinton area residents.

	How important are trails for your recreational activities?
Q6	• Very, Skiing , horse riding,walking • Not much not much access • most • Important • Very • Very!! • Very important • could be really important • Very important, I use trails around Clinton on a daily basis • Pretty important • They would be great, if they were maintained and the signage kept you safe. • Very • Very • Fairly • very • 100% important • Very • Very • Very. I'm an avid hiker • Very • 8 out of 10 • Very • n/a • very • We have horses, trails are important • Extremely important • On a scale from 1 to 10, an 8 • On a scale from 1 to 10, a 4 • Very, this is why we live in rural BC • Trails are an important economic driver • Good for exercise and to get out • Very, for running, dog walking, XC ski

Most surveyed consider trails to be essential and highly important.

Q7	**How important are trails for your daily transportation, i.e. getting to work, school?** • Not • Not • not • Not very important • None • Not at all • retired so does not apply • not very • I work out of town so not important to me at the moment • Not • Not • Not important • Not very • Not important • not very • Not applicable • Not very • Not • Not at all • Not important at all • Not • Not. • Not important • not important, although it wouldbe nice to have a safe walking path • Not • Not • N/A • Not • No access • Need bike lanes and designated walking paths • research right-of-ways • low priority • Not at all • Very important • Not important
	Getting to- and from- work/school, utilizing trails is a low priority for Clinton's population.

Have you experienced conflicts on existing trails?

Q8

- Yes , old trails crossing deeded land
- No
- no
- No
- No
- No
- Yes. Some have never been officially connected because of conflict from various interest groups.
- lots of off leash dogs :(
- No
- Nope
- Just with ATV's
- No
- No
- Yes
- nope
- Fallen trees?
- No
- No
- Concerns about wildlife- especially bears- keep my off local trails in early fall
- No
- No
- Yes. I ran the Back Country Horsemen Yarrow Chapter for years. Was their Chairperson, ran committees, organized events, trail workbees, rides, clinics, and my primary focus was always trail safety on multiuse trails. I spoke at outdoor clubs about trail etiquette and safety on the trails.
- Not where I go
- no
- Yes... dogs not leashed
- No
- no
- Hunters are a problem, trespassing etc.
- There have been conflicts with dirt bikes
- Yes, but minimal
- Snow mobile vs. Xc skiers
- Motorbikes
- Wildlife
- no
- Hunters getting lost

Trail user conflict needs to be addressed, as a large number of residents shows concern for potential user conflict.

	Is there anything else you would like to add about potential future trails?
Q9	• A big need for quad trails to keep them from running all over the place • No • easy access from town @motels etc. • Excited for more recreational opportunities in Clinton • No • Clinton has the terrain and opportunity for many groups of users and this could influence our community economically as well as improving our health. • hope they happen soon • I would like to see the trail system above town more easily accessible. At the moment you need a 4x4 vehicle to drive the road and in winter the road is not maintained at all. There is at least 20km in trails not used because of access issues. • Hire local • No • No • That they be horse and hiker friendly • Good signage. We have people get lost off of trails and end up coming into our yard. Which is okay for the most part but would be nice if they didn't have to • Very important to attract outdoor enthusiasts • Trans canada trail connecting to clinton and access to gas resteraunts ect • Having trails around that are wheel chair accessable would be a big plus fir our community • Very excited about this! This is such a beautiful wild area I can't wait to see and hike more of it • No • I'd love to get involved! I work a swing shift, so I couldn't make it to this meeting. Do you have a phone committee? Maybe give me a call next time you have a meeting? • Horse camping/trails are becoming big business. Clinton is ideally situated to become a hub for that kind of tourism • the community trail plan is good but it should give consideration to connecting to other trails in the future • We have been on trails that have "fairy houses" that the kids paint and put up. And even some trails that have themes around diff times of the year • Build trails!!! • Signage • Dog friendly trails please • Access to our community is essential • Create large trail networks • Develop signage • Create First Nations educational trails • Need of outhouses and benches • Trail events • Access to downtown • Let's map existing trails • Wheelchair trails

11.8 Forms and Templates

11.8.1 Grant of Trail Easement Sample Form

Prepared by:
Name:
Address:
Telephone:

Return to:
Name:
Address:

GRANT OF TRAIL EASEMENT

THIS GRANT OF TRAIL EASEMENT dated _____ is made by _____ _____ (the "Owners") in favor of _____ _____ (the "Holder") with respect to the following parcel(s) of land (the "Property") more fully described in exhibit A.

Street Address:
Municipality:
District Lot: Province: British Columbia

1. **Trail Easement**
   Owners grant to Holder an easement in perpetuity (the "Trail Easement") to establish and make available for public use a trail, approximately ___ feet in clear tread width, in the location within the Property shown on the easement plan attached as exhibit B. If there is no easement plan attached to this grant, Holder may determine the location in its reasonable discretion. The Trail Easement includes the right to install footbridges, retaining walls, and other structures as necessary to prevent erosion and facilitate passage through wet areas; and install markers and other signs related to the trail.
2. **Public Enters at Own Risk**
   Persons using the trail do so at their own risk. Neither Owners nor Holder may charge for access, nor do they assume any duty to inspect or maintain the trail or warn of any defects or dangerous conditions.
3. **Recorded Document**
   This grant is to be recorded against the Property so as to be perpetually binding upon the undersigned Owners and their successors and assigns.
4. **Exhibits**
   Each exhibit referred to in this grant is made a part of this grant by this reference.
5. **Entire Agreement**
   This grant is the entire agreement of Owners and Holder pertaining to the trail and supersedes any other agreements or understandings whether or not in writing.

6. Defense of Claims

If a trail user asserts a claim for bodily injury or property damage caused by an unsafe condition on the trail, and the unsafe condition was not the fault of Owners or anyone on the Property at the invitation of Owners, then Holder agrees to defend such claim on behalf of both Owners and Holder and, if such defense is not successful, to hold Owners harmless from any judgment entered against Owners on account of such claim.

7. Consideration

The Owners acknowledge receipt of the sum of $1.00 in consideration of this grant.

INTENDING TO BE LEGALLY BOUND, Owners have signed and delivered this grant to Holder as of the date set forth above.

_____

Owner's name:

_____

Owner's name:

The Holder joins in this grant to evidence its intention to be legally bound by its terms:

[Name of Holder]

By: _____

Name of signatory:

Title of signatory:

11.8.2 Sample of a Forest Service Recreation Management Agreement

This Forest Recreation Site Management Agreement [enter agreement number] is issued under the authority of section 170 the Forest Practices Code of British Columbia Act.
SITE NAME: [**enter recreation site name**]
From:
HER MAJESTY THE QUEEN IN RIGHT
OF THE PROVINCE OF BRITISH COLUMBIA,
represented by the Minister responsible for the Forest Practices Code of British Columbia Act (the "Province") at the following address:
Ministry of Forests
District Name, Address, Telephone and Fax.
To:
Permitee's Name (the "Permittee") at the following address:
Permittee's Address

THE PROVINCE AND THE PERMITTEE AGREE AS FOLLOWS:

Article I - GRANT OF AGREEMENT

1.01	Subject to this Management Agreement and in consideration of the Permittee's convenants in it, the District Manager of the enter District name (the "District Manager") grants to the Permittee the right, during the term of this Agreement, to use or manage the Agreement Area within the Provincial forest for the following purpose: **enter purpose**

1.02	The agreement area is the land outlined in bold black line on the map (Exhibit A datedXX) attached to this agreement, except land that is excluded in notations made on the map.
1.03	Nothing in this agreement grants to the Permittee the exclusive use and occupancy of the agreement area.
1.04	The Permittee must carry a copy of this Agreement when undertaking activities in the agreement area under this agreement.
Article II - DURATION	
2.01	The duration of this Agreement is for a term of (enter #) enter unit (e.g., days) commencing at enter time on enter date and ending at enter time on enter date.
Article III - INDEMNITY AND INSURANCE	
3.01	The Permittee will indemnify and save harmless the Province, its servants, employees and agents against all losses, claims, damages, actions, costs and expenses that the Province, its servants, employees and agents may sustain, incur, suffer or be put to at any time arising, directly or indirectly, from any act or omission of the Permittee, its employees, agents, contractors, clients, invitees and licensees under this agreement, except for any liability arising from any independent, negligent act of the Province.

3.02	The Permittee will, during the term of this agreement, maintain and pay for, with insurers licensed in British Columbia, Comprehensive General Liability Insurance in an amount no less than enter amount inclusive per occurrence against personal injury, property damage and liability assumed under this contract. The Province is to be added as an insured under this policy and the policy must include a cross liability clause.
3.03	All insurance required to be maintained by the Permittee under this Agreement must be primary and not require may insurer of the Province to share or contribute to any loss.
3.04	The Permittee shall provide the Province with evidence of insurance, prior to commencement of the activity, in the form of completed Province of British Columbia Certificate of Insurance (enclosed.)
3.05	All policies of insurance required to be maintained by the Permittee under this Agreement must be endorsed with a requirement that the Province be provided 30 days prior written notice of cancellation of or a material change to the policy.
3.06	The Permittee waives all rights of recourse against the Province with regard to damage to the property of the Permittee.
Article IV - INSPECTION	

4.01	An inspection of the management area will be completed by a Designated Forest Official, upon completion of the event, to assess whether the Permittee has met the conditions of this agreement. Inspections may also be conducted during the event. The Permittee may attend these inspections and the Permittee may be advised in writing (or verbally) by the Province of any conditions requiring correction to meet the terms and conditions of this agreement.
Article V - MISCELLANEOUS	
5.01	Nothing in this agreement will be considered to have been waived by the Province unless such waiver is in writing.
5.02	The Province will determine the need for sewage removal from the toilets and may assist in arranging the contract for work required.
5.03	The Permittee will perform the convenants and will observe the conditions, set out in the attached schedule.

Schedule Management Agreement No. _____

RE: 5.03 Covenants and Conditions:

The Permittee will perform the convenants and will observe the conditions, set out below:

1 comply with all laws, bylaws, orders, directions, ordinances and regulations of any competent governmental authority in any way affecting the agreement area, the forest recreation site, its use and occupation or the Permittee's operation under this agreement.

2

3 comply with all orders and directions made, verbally or in writing by a Designed Forest Official (as defined in the *Forest Practices Code of British Columbia Act)* relating to the Forest Service recreation site, this agreement or the agreement area.

4

5 ensure that all event participants are familiar with:

6 (a) the *Forest Practices Code of British Columbia Act,* Forest Recreation Regulations as they pertain to the use of Ministry of Forests recreation sites and trails.

7 (b) the terms of this agreement as they affect public conduct in the agreement area.

8

9 not sell or distribute alcohol to any event participants or other members of the public within the agreement area.

10

11 not undertake the selling of any products or services within the agreement area during the term of this agreement.

12

13 be responsible for maintaining the toilets in a clean and sanitary condition for the term of this agreement and for the provision of all required supplies to complete the toilet maintenance.

14

15 be responsible for the cleanup of the agreement area and the removal of all garbage to an approved Regional District landfill and associated costs, as agreed upon between the Permittee and the Province

Article VI - INTERPRETATION	
6.01	In this Management Agreement, unless the contract otherwise requires, the singular includes the plural and the masculine included the feminine, corporation and body politic.
6.02	The captions and headings contained in the Management Agreement are for convenience only and are not to be construed as defining or in any way limiting the scope or intent of the provisions of the agreement.
6.03	In this Management Agreement, a reference to an enactment of the Province of British Columbia or of Canada includes a reference to any subsequent enactment of like effect, and unless the contract otherwise requires, all statutes referred to in this agreement are enactments of the Province of British Columbia.
6.04	If any part of this Management Agreement is found to be illegal or unenforceable, that part will be considered separate and severable and the remaining parts will be enforceable to the fullest extent permitted by law
IN WITNESS WHERE OF the parties have dully executed this agreement. Signed and Delivered on behalf of the Province by a duly authorized representative of the Province.	

CONTACT

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