

NORTH CARIBOO TRAILS INVENTORY AND MASTER PLAN

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OQM | Organizational Quality
Management Program



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EXECUTIVE SUMMARY

The community of Quesnel and its surrounding region have been a hub for trail transportation for hundreds of years. Located on the traditional territory of the Lhtako Dene First Nation, the area has also seen explorers, fur traders, the Cariboo Gold Rush, the development of telegraph routes, and modern transportation infrastructure. Consequently, there are currently almost 400 kilometres of trails within a 20 km radius of the city.

Although the Quesnel economy has traditionally been based on local mining and forestry, there is a strong opportunity to develop the recreational tourism sector. Therefore, the City of Quesnel has commissioned the *North Cariboo Trails Inventory and Master Plan* to create a strategy for the expansion and management of the regional trail system. The objectives of the Plan are to inventory, classify and assess the existing trail network; consult with the residents and trail stakeholders to understand local issues and objectives; analyze the trail network to identify a prioritized list of recommended improvements; and recommend strategies for the maintenance, enhancements, and marketing of the system to help Quesnel realize its potential in trails recreation for both local residents and recreational tourists.

Applying a “SWOT” analysis, the following was identified for the Quesnel trail system:

- **Strengths:** the region has hundreds of kilometres of diverse, quality trail experiences near the town, with enthusiastic support from residents. There are already well-defined trail networks for walking, hiking, cycling, mountain biking, horseback riding, cross country skiing, dog mushing, snow shoeing, dirt biking, snowmobiling, and ATV riding, many of which are supported by well-organized groups and associations within Quesnel.
- **Weaknesses:** there is a need for more trail signage, amenities, trail maintenance, and marketing initiatives. A lack of signage for trail identification, etiquette and wayfinding was listed by stakeholders as one of the most important issues to be addressed. Furthermore, most trail users are learning of the trail systems through “word of mouth”, rather than formal published material (online or hardcopy).
- **Opportunities:** Quesnel has an unparalleled history and terrain available to create epic trail experiences for all users. There are sections of trails that were traditional First Nations routes, as well as the Alexander Mackenzie trail, the old Cariboo Wagon Road, and the telegraph trails. Furthermore, with close proximity to mountains, rivers, and waterfalls, there is an abundance of natural beauty.
- **Threats:** a number of trails are in areas with competing uses (both other trail users, and local industry), and some traverse private property. There is also a need for sustainable funding to ensure the trails can continue to be maintained at a safe and reliable standard.

Based on the “SWOT” and market analysis, as well as the background literature, community engagement, trail assessments, and network analysis, a series of recommended improvements were identified to improve the existing trail network. Some of the key recommendations in the major local trail systems are summarized in Table ES-1.

Table ES-1: Key Recommendations

Trail System	Primary Users	Survey Feedback		Key Recommendation
		Used by (%)	Satisfaction (%)	
Quesnel Riverfront	Walking Cycling	91	93	Expand trail network, and improve connections to trails.
Pinnacles Park	Walking MT Biking	90	89	Enlarge parking area. Extend connections to other trail systems
Abbott Hill	Cycling Hiking	n/a	n/a	Segregate conflicting users, and resolve issues with trails on private land.
Ten Mile Lake Kosta's Cove	Walking Cycling	86	88	Improve wayfinding signage, and connect to Quesnel with new trail on old railway grade.
West Fraser Timber Park	Walking MT Biking	82	90	Improve signage, and develop a connection to Willow Street (in coordination with CRD)
Wonderland Trails	MT Biking Hiking	38	89	Improve signage/guidance, and extend the system to the north and to other trails.
Dragon Mountain	MT Biking Hiking	73	79	Improve signage and install more amenities. Create a loop with a new trail to the north.
Weldwood Trails	MT Biking Walking	36	92	Coordinate with Band to improve signage & amenities, and create stacked loop network.
Hallis Lake Ski Trails	XC Skiing Equestrian	81	98	Improve brushing and wind breaks, and improve tread to allow summer biking.
Historic Regional Trails	Hiking Cycling	20-40	50-70	Maintain/improve existing sections, and rebuild old sections to restore the trails.
Hangman Springs	Dirt Bike ATV	51	86	Build more amenities, and consider extending system to Pinnacles Park.
Chip Dump (Deacon)	ATV Snowmobile	19	84	Address environmental damage, and extend system to other trail systems in the area.
Other Destinations	Hiking	40-70	60-100	Ensure signage, amenities, and wayfinding advice is available, where sanctioned.

In addition to physical trail infrastructure improvements, the success of the North Cariboo Trail System will depend on the effective implementation of the following programs:

1. **Trail Management:** the trails require clear stewardship, and resources for inspection, maintenance, and the updates to trail network inventory in GIS.
2. **Marketing Initiatives:** the City should work with partners in tourism, economic development, and local business to further implement the Quesnel destination brand, and market the system with promotional material (online and printed) and trail events.
3. **Education and Enforcement Initiatives:** the trail users will benefit from an understanding of the rules and etiquette. Enforcement activities may be required in future.
4. **Liability and Risk Management:** by following recognized standards, and implementing proactive inspection and maintenance programs, the trail authorities can effectively manage the risks associated with trail use.

In consideration of the Tourism Lifecycle, Quesnel should seek to keep the trail system sustainable by balancing the trail user capacity against the level of reinvestment required.

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1 INTRODUCTION

1.1 MASTER PLAN PURPOSE

Consistent with the *Trails Strategy for British Columbia*, the City of Quesnel has identified the value and potential of the North Cariboo regional trail network for residents as well as tourists. Trails and trail-based recreation are important contributors to the quality of life of our residents, support healthy lifestyles, help to protect our environmentally significant areas, and provide opportunities to celebrate and present our heritage and culture. Quesnel residents and stakeholders have expressed a need for more and better trails for year-round motorized and non-motorized recreation within the region's public lands. A growing body of data indicates that trails can be an economic driver that helps to strengthen and diversify resource-based economies such as Quesnel's. In line with the provincial, regional, and local policy and planning context highlighted in Section 2.2, trails are one of a number of important opportunities to attract visitors to the North Cariboo from Canada and abroad.

"British Columbia offers an unparalleled diversity of landscapes and endless opportunities for outdoor recreation. Trails are the fundamental means to explore and enjoy these spectacular and unique experiences. Across the province, there is increasing recognition that a world-class system of trails represents opportunities for British Columbians."

- *Trails Strategy for British Columbia*

Great trail systems are the result of purposeful planning and development combined with committed collaboration and effective management. In response, the City has embarked on the development of this *Trails Inventory and Master Plan* with the following objectives:

- Inventory and map existing trails, trail uses and conditions, trail ownership, and trail maintenance responsibilities;
- Create a master plan identifying current and potential destination trails while improving the diversity and quality of trails valued by residents;
- Support decisions about the development, improvement, and management of trails within the City for the next 10 to 20 years; and
- Clearly communicate the role the City and other partners/stakeholders will play in the trail delivery system.

WHAT IS A TRAIL?

A recreation trail is a path or route solely or partly used for one or more recreation functions. To be a recognized trail, it must be approved by the landowner, mapped, and actively managed and maintained.

This plan represents the City's commitment to the future of the regional trail network and reaffirms the important role trails play in making the City a great place to live, work, and visit.

1.2 PLANNING PROCESS

The North Cariboo Trails Inventory and Master Plan was initiated in early 2017 as a collaborative effort with residents, stakeholders, staff, and elected officials from the City and Cariboo Regional District. The planning process encompassed the following stages:

- **Stage 1** - Background Review and Desktop Inventory of Trail Network
>> *Objective: Synthesize relevant policy, plans, and mapping into a current snapshot of existing and contemplated trails.*
- **Stage 2** – First Round Community Engagement (stakeholder meeting, public open house, online public survey – see Section 1.3 for engagement process and Section 4.1 for summary)
>> *Objective: Invite stakeholder and public additions, edits, and deletions of draft trails while confirming aspirations and preferences.*
- **Stage 3** - Trails Classification and Condition Assessment (subset of trail network)
>> *Objective: “Ground-truth” strategic sampling of key trails/trail networks to confirm quantity and quality baseline.*
- **Stage 4** - Draft Trails Inventory and Master Plan, including Mapping
>> *Objective: Refine information received into updated mapping and a framework of the Master Plan*
- **Stage 5** – Second Round Community Engagement (stakeholder meeting, public open house)
>> *Objective: Invite stakeholder and public confirmation and refinement of draft materials.*
- **Stage 6** - Final Trails Inventory and Master Plan
>> *Objective: Finalize text and mapping for the Master Plan.*



Figure 1: Park Trail near Highway 97

1.3 ENGAGEMENT PROCESS

The most effective trails master plans are created in partnership with community residents, trail users, and other organizations and stakeholders. Realizing the trails potential of the City will be a collaborative effort and, as such, the engagement process was designed to provide anyone with an interest in trails the opportunity to be meaningfully engaged in shaping the master plan.

The engagement process occurred in two rounds:

1. **Visioning Foundations and Fact-finding:** The purposes of the first round of engagement were to understand which trails were being used, how they were accessed, what trail development and enhancement opportunities existed, what trail amenities were required, and what trail management concerns existed that needed to be addressed. This engagement was comprised of:
 - o Stakeholder Engagement Meeting (June 27, 2017)
 - o Public Open House (June 27, 2017)
 - o Online Public Survey (June 27 to August 16, 2017)
 - o Interactive GIS Map (June 27 to August 16, 2017; see Figure 2).



Figure 2: Interactive “Vertisee” GIS Crowdsource Map

2. **Review of Progress and Preliminary Findings:** The purposes of the second round of engagement were to discuss the outcome of the first round of consultation, review the findings of the field assessments, and confirm the trail mapping was complete. The engagement was comprised of:
 - o Stakeholder Engagement Meeting (October 26, 2017)
 - o Public Open House (October 26, 2017)

The information from the public and stakeholder engagement was then used to focus the field reviews, inform the analysis, and guide the development of the master plan.

1.4 BENEFITS OF TRAILS

Trails, and the experiences they provide their users, benefit local residents as well as the economy, environment and community culture. To realize these benefits, trails and trail systems must be high-quality, appealing, fun, well-connected, well-managed, and complemented with the right amenities. The benefits are summarized in Table 1.

Table 1: Summarized Benefits of Trails

<p>Quality of Life</p> 	<ul style="list-style-type: none"> • Trails-based recreation can improve physical and mental health, and enhance individuals’ sense of achievement. • The challenge associated with trail recreation can build positive self-esteem and confidence. • Trails enable increased social interaction and support. • Trails provide opportunities for skill development, challenge, competition, achievement, and leadership.
<p>Social</p> 	<ul style="list-style-type: none"> • Trails promote social interactions among diverse trail users and the creation of stronger bonds. • Trails rely on and support relationship-building – among stewards, landowners, trail managers, and trail users. • Trail systems can increase community pride. • Communities can be safer through increased natural surveillance and reduced anti-social and criminal behaviour.
<p>Heritage & Culture</p> 	<ul style="list-style-type: none"> • Unique, high-quality trails that are shared with visitors become a source of pride in the community. • Trails provide volunteer opportunities which build community and sense of connection. • Theme-based trails can feature and celebrate Indigenous cultures and local heritage.
<p>Economic</p> 	<ul style="list-style-type: none"> • Houses which are closer to quality trails have relatively higher property values. • Trails help communities attract and retain skilled labour and businesses. • Physical activity via trails can help reduce health care costs. • Quality trails can be destinations that attract tourist spending. • Trails can help revitalize communities through economic diversification.
<p>Environmental</p> 	<ul style="list-style-type: none"> • Trails facilitate sustainable access to popular recreational areas, helping to minimize impacts on water quality, soil, vegetation, and wildlife. • Trails provide alternative transportation options which reduce greenhouse gas emissions and air pollution. • Trails help people connect to nature, counteracting health issues associated with “<i>nature deficit disorder</i>” (Richard Louv) and enhancing their conservation ethic.

1.5 TRAIL TRENDS

This Master Plan recognizes the prominent trends that are influencing trails and trail usage in British Columbia and beyond, ensuring that it is based on an understanding of the needs and opportunities of the future. Though it is not an exhaustive list, the following are the most important trends for the *North Cariboo Trails Inventory and Master Plan*:

Growing Evidence of Diverse Benefits of Trails

Recognition of the physical, environmental, economic and social benefits of trails is growing rapidly, as is the empirical evidence to support it. With this greater understanding, there is a growing desire by residents and trails organizations to see trails systems expanded, connectivity improved, and the quality of the trail experience enhanced. In addition, trails are viewed as one of a suite of purposeful tools that can help address growing obesity and physical inactivity epidemics in adults and youth, leading government agencies to create and expand funding programs for new or upgraded recreation infrastructure. It is critical that such investment is sustained and is directed not just at capital projects, but at long-term management and maintenance of the assets.

Almost 64% of British Columbians (age 12 and over) are active in their leisure time. This is the highest in Canada and rising.

About 1.5 million British Columbians are classified as inactive. Many do not do enough activity to achieve health benefits.

- *Active People, Active Places | British Columbia Physical Activity Strategy*

Demographics

An aging and culturally diverse population needs sensitive planning to create opportunities and minimize barriers to participation. This Master Plan should provide for suitable trails and trails-based amenities that offer supportive yet interesting experiences (e.g. incorporation of historical/cultural elements), and facilities that can be used flexibly. Safety and accessibility mean different things for different trail types, but must always be considered.

Universal Access

Trail opportunities should be available for all. However, it is also understood that not all trail experiences will be accessible for all users. New and improving technologies are enabling those with physical challenges to participate in a broadening range of trail activities, increasing their enjoyment of the outdoors.

Trail planning practices must provide for some trails within communities that are universally accessible.

The most common outdoor recreational activity of BC residents was 'Hiking – Day Trip,' with over half of respondents (55%) reporting that they participated in this during the past year.

Need for safe, active transportation corridors

Younger populations are driving less and choosing cycling and walking for transportation and active living. Unfortunately, this has produced a rise in vehicle conflicts with cyclists and pedestrians. Trails provide an off-road alternative to link residents to key areas like shopping centres and schools. Interconnected trail networks can reduce traffic and enable residents to move through their community in a healthier and safer way.

This statistic was 58% for Cariboo-Chilcotin residents.

- *2009/10 Outdoor Recreation Study - BC Resident Participation, January 2013 - Tourism BC/Recreation Sites and Trails BC*

Increasing Environmental Awareness & Wildfire Safety Concerns

Municipalities and regional districts have a growing mandate to protect and connect green space through parks, open spaces, and trails, both within communities and adjacent to them. Layered into these planning initiatives is the need to identify and manage urban/wildland interface zones at risk for wildfires. In some cases, multiple objectives can be achieved through creation of linear buffers that protect against fires while integrating new trails into the community's existing network. These would directly benefit Quesnel.

Unauthorized Trail Building

Unauthorized trail building continues to be a problem on municipal and provincial lands. This activity happens when jurisdictions don't work collaboratively and proactively with local trail enthusiasts to ensure the trail system is quality, fun, sustainable, and focused on delivering the experiences that are desired. With a shift toward strategic planning of trail systems and greater engagement of trail enthusiasts, unauthorized trail building will decline, especially where the trail systems provide the trail experience sought by users.

Diverse and Sometimes Competing Uses

Demands on trails by an ever-increasing diversity of motorized and non-motorized trail users is growing in all seasons. Trails-based activities are growing and diversifying, in some cases creating competition for access to trails. Certain users may be deemed incompatible with other users' desired trail experience, and friction between users and concerns over conflicts are growing. Growing conflicts, along with increasing concerns for user safety and the environment, are compelling governments to take a more proactive and integrated approach to trail planning and management. It is important that trails are classified, designed, developed, and managed for well-defined uses. A single trail can't be all things to all people. However, trail planning should adopt a systems approach to ensure the "system or network of trails" can provide an experience for everyone.

Trails are Economic Engines...If Done Right

Many communities are realizing that quality trails and trail systems can become destinations, and are beginning to actively develop, market, and promote a sustainable trail system as a means to grow and diversify local economies, while simultaneously enhancing the quality of life for local residents. There is a strong focus in trails-based destinations on creating "signature trail experiences" that capitalize on the unique assets of the destination and provide a different experience than other destinations. With a quality, differentiated, and interconnected trail system, trails can provide opportunities to develop and sustain commercial recreation businesses that directly or indirectly support trails-based tourism.

QUALITY TRAIL SYSTEMS CAN BE A STRONG ECONOMIC DRIVER

In the Sea to Sky Corridor of BC:

\$70.6 million - visitor spending attributed to mountain bike trails.

\$18.6 million - tax revenue generated as a result of mountain bike trails.

687 - number of full-time jobs associated with mountain bike trails.

Volunteerism is Changing

Volunteerism is declining, and the nature of volunteerism is changing. Volunteers today are looking for less of a time commitment and more spontaneous opportunities. Often, trail management is largely the responsibility of local volunteer trail organizations. Many of these organizations' memberships are aging and declining. Communities and agencies can no longer rely on volunteers to develop and manage trail systems into the future, and are now having to take a much greater role in, and accountability for, the planning, development, management, administration, liability, and enforcement of trail regulations. The City of Quesnel is fortunate to have a number of active and dedicated volunteer groups associated with trails, and can consider supporting existing volunteers while attracting a new generation of volunteers to get involved in shaping the trail network they clearly value.



Figure 3: Pinnacles Park

2 PLANNING AND POLICY CONTEXT

2.1 COMMUNITY PROFILE

Quesnel is a community of just under 10,000, centrally located on Highway 97 within the Cariboo Regional District. Quesnel is on the traditional territory of the Lhtako Dene First Nation, and was once a settlement for the Dakelh people. The surrounding communities in the Cariboo Regional District make up an additional 13,000 residents. Boundaries between the communities are permeable, with residents travelling between communities to use trails for all-season adventures. Quesnel's location on a major highway and access to an airport make it a key destination for visitors.

Founded on gold mining and with major trading routes converging in Quesnel, the area is rich with history. The economy in Quesnel is still largely based on the natural resource industry, and has begun to diversify to include tourism. Research shows that participation rates in trails-based activities may vary based on income level. The 2015 median annual income for an individual was \$60,000, and for two or more person households was \$83,000. Nearly sixty percent of Quesnel households made an annual income greater than \$40,000.

People of different age groups use trails in different ways. Approximately 65% percent of Quesnel is between the ages of 15 and 64. Those 65 years and older represent 20% of the population. People younger than 15 years of age make up the smallest fraction of the population at 15%. As with many communities in B.C., Quesnel has an aging population.

2.2 POLICY CONTEXT

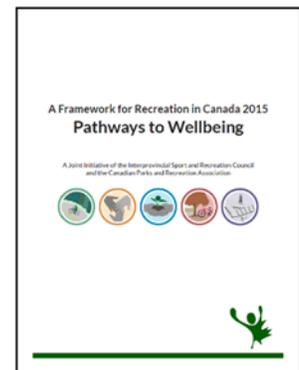
As part of a larger provincial and national system, North Cariboo Trails help contribute to provincial, regional and local priorities. How the City of Quesnel and its partners plan, develop and manage the trail system is influenced by senior government direction, First Nations protocol agreements, and local municipal statutory and non-statutory plans and policies. The *North Cariboo Trails Inventory and Master Plan* should be aligned with the statutory and non-statutory policies and plans in the following sections.

2.2.1 National Context

Framework for Recreation in Canada 2015: Pathways to Wellbeing Canadian Parks and Recreation Association

The framework establishes the strategic direction for recreation in Canada including establishing a new definition of recreation, vision for recreation and five strategic goals for the sector:

1. Active Living
2. Inclusion & Access
3. Connecting People & Nature
4. Supportive Environments
5. Recreation Capacity



Canadian Sport Policy 2012

Sport Canada, Sport Information Resource Centre

This Policy sets direction for governments, institutions and organizations that are committed to realizing the positive impacts of sport on individuals and communities. The Policy vision is to have by 2022 “a dynamic and innovative culture that promotes and celebrates participation and excellence in sport.” Policy goals seek to help Canadians:

- Increase skills, knowledge, and participation in sport;
- Have opportunities to participate in sport for fun, health, social interaction and relaxation;
- Achieve world-class results at the highest level; and
- Use sport as a tool for social and economic development.



In combination, these national frameworks provide the following guidance for North Cariboo trails:

1. Facility Recommendations

- Ensure trails and amenities will support accessible and equitable sport delivery that reflects the full breadth of interests, motivations, objectives, abilities and diversity of the region.
- Follow clear trail facility siting & design principles that will ensure that trails are inclusive, accessible (where feasible), systems, operationally sustainable, and minimize negative environmental impacts.

2. Funding & Pricing Direction

- Take a regional systems approach to determining future needs and consider the capacity of trail facilities provided by all players in the system (public, not-for-profit and private).
- Base decisions regarding trail and amenity investments on qualitative and quantitative evidence.

3. Coordinating Regional Effort

- Take a regional approach to maximize organizational capacity through partnerships and cost sharing that economizes on resources to achieve long-term sustainability.
- Collaborate with education sectors, community organizations, service providers and the private sector to maximize opportunities for trails-based recreation.

4. Evidence-based Decisions

- Base trail network analyses and planning on qualitative and quantitative evidence to develop a technically sound trail system that responds to regional and local needs.
- Consider the diversity of the regional population and the implications on trails supply/demand scenarios.

2.2.2 Provincial Context

Provincial Trail Strategy

BC MFLNRO - Operations

The Province began developing a trails strategy in early 2007. A draft Recreation Trails Strategy for British Columbia was released to the public in fall 2008. Next, a comprehensive public review process took place in 10 communities across the province. Once all input was reviewed, a final Provincial Trail Strategy was published. Relevant highlights of the Vision, Guiding Principles, Key Components, and Implementation include the following, and are consistent with the support provided by the Province to the City of Quesnel and partners:

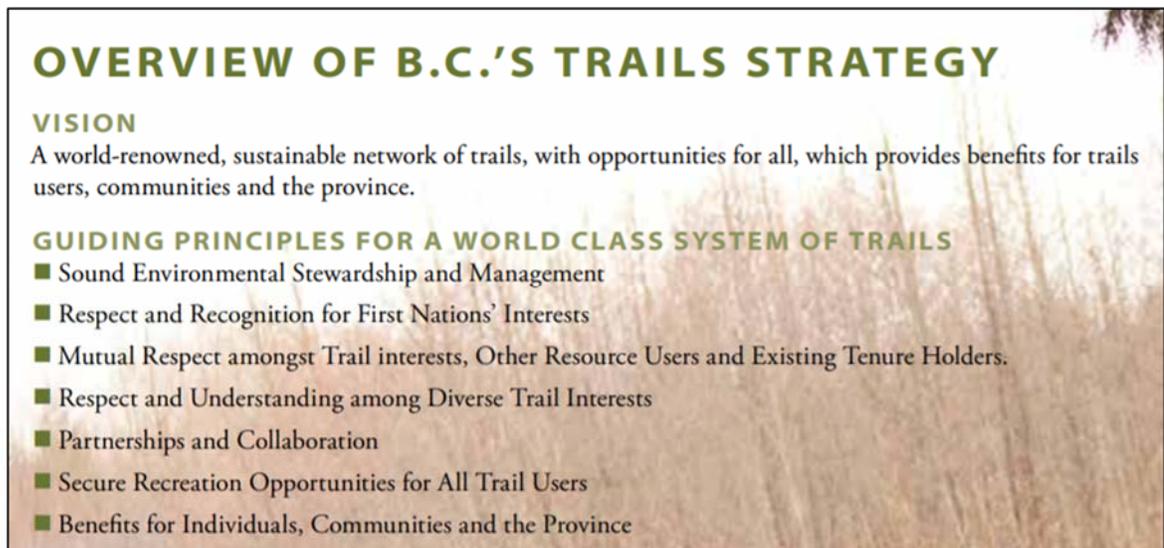


Figure 4: Guiding Principles from BC Trails Strategy

Key Components under which are identified action items include:

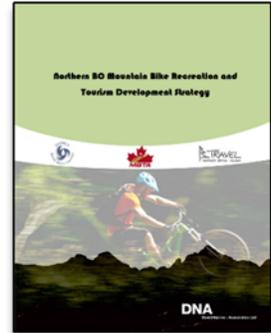
- Environmental Stewardship
- Collaborative Planning
- Good Governance
- Sustainable Funding
- Effective Management
- Strategic Information and Marketing

To support implementation of the Plan, the Province will:

- Establish a provincial trail advisory body to provide advice on the implementation of the Trails Strategy and the BC Trail Program.
- Support existing local and regional trail committees or groups, and where not present encourage their establishment, so that they can assist implementation and continuous improvement of the Trails Strategy.

Northern BC Mountain Bike Recreation & Tourism Development Strategy Mountain Bike Tourism Association

This Strategy catalogues the considerable resources and opportunities as well as strategies to address challenges associated with developing and marketing mountain bike recreation and tourism. The project area defined in this report encompasses the North Cariboo, and the regional collaboration strategies, community strategies, and regional district strategies are of direct relevance to the City of Quesnel. To quote (pg 4, letter to stakeholders):



“This collaborative effort will involve many, including local residents, municipal and regional governments, land managers, as well as local and regional destination marketing organizations each bound by these guiding principles:

- *Support the efforts of the grassroots, for they are the stewards of the trails and help build community pride.*
- *Manage the resource sustainably to ensure high quality experiences for residents and visitors alike.*
- *Promote awareness through multiple channels that will lead to new economic activity throughout the region.”*

Environmental Trail Screening Tool Recreation Sites and Trails BC (FLNRO)

This tool is a comprehensive resource to ensure that British Columbia’s environmental framework and its implications are reflected during planning, design, construction, and maintenance of trails and amenities. Specifically, trail managers need to:



- Consult a Qualified Environmental Professional as needed
- Consult with Ministries and secure approvals well in advance. Be aware of plans/policies in effect for different areas.
- Ensure all network elements are legal to construct and legal for end users to enjoy.
- Train local trail stewards on use of the forms/tools and create a culture of documenting and sharing information on trail condition and maintenance

Elements of the toolkit include:

1. Legislation & Guidelines Matrix – implications and applicability of federal, provincial, regional, and local legislation specifically for trails. Those for which Applicability is “Frequent” include:
 - Fisheries Act (Federal) – water crossings
 - Forest & Range Practices Act (Provincial) – Wildlife Species at Risk, Identified Wildlife (Management Strategies, Wildlife Habitat Areas), Invasive Plants, Forest Recreation, Range Planning, Forest Stewardship Plans (roads, not trails), Riparian Areas (including penalties for damaging sensitive habitat)
 - Quesnel Sustainable Resource Management Plan (Provincial/ Regional) – Sets out forestry-related targets, but some around wildlife tree retention, maintaining habitat connectivity/avoiding fragmentation, aquatic habitat may apply to some trails improvements; Map 12 shows Existing Access.

- Off Road Vehicle (ORV) Framework, Forest Recreation Regulation (Provincial Act – proposed) – Registration of ORVs, legal road crossings (connectivity), elevation limits (no vehicles except snowmobiles above 1700 m unless on existing roads and trails)
 - Riparian Areas Regulation (Provincial Reg) – Applies to development within 30 m of a watercourse including removing/altering plants, disturbing soils, constructing trails and bridges, and building structures
2. Trail Monitoring Field Form – part of Adaptive Management Plan
 3. Environmental Trail Screening Tables for categories of Water, Plants, Wildlife, and Interfaces – features listed with mitigation measures, monitoring regime, indicators, and corrective actions (Figure 5)

Environmental Trail Screening - Environmental Category: Water								
Environmental Category	Environmental Feature	Potential Environmental Effects of Project	Mitigation Measures	Links to Legislation and Guidelines	Monitoring	Indicators of Negative Effects	Limits of Indicators	Corrective Actions
Water	Riparian Areas (within 30 m of water body)	Loss of vegetation reduces quality of fish habitat (shade, nutrient inputs: leaf fall and insect drop). Trampling of stream/lake banks causes erosion, decreases water quality, and harms fish. Soil disturbance (including compaction) and vegetation removal will encourage introduction of invasive plants.	Avoid riparian areas. Minimize vegetation removal within riparian areas. Use existing trails where possible within riparian areas. Avoid trail layout parallel to streams. Conduct invasive plant inventory for baseline information. Use seasonal trail closure signs if wet conditions increase impact.	Working Near Water: www.pac.dfo-mpo.gc.ca/habitat/index-eng.htm . RAR Implementation Guidebook: www.env.gov.bc.ca/habitat/fish_protection_act/riparian/documents/implementationGuidebook.pdf . DFO Operational Statement on Riparian Vegetation Maintenance: www.pac.dfo-mpo.gc.ca/habitat/os-ee/riparian-riveraine-eng.htm .	Annual maintenance inspections. Trail user forms. Record of public complaints. Report invasive species to Report A Weed and/or Notify regional invasive species committee.	Loss of riparian vegetation. Increase of invasive plants. Increased soil exposure. Evidence of bank erosion and downstream siltation (cloudy sediment-laden water).	No unnecessary increase of trail surface within riparian areas. No loss of native riparian vegetation (understory shrubs) from trampling. No increase abundance and distribution of invasive plants.	Increase user education efforts (e.g. Stay on Trail). Seasonal trail closures. Remove or relocate trail surface outside riparian area. Invasive plant removal. Report invasive species to Report A Weed and/or Notify regional invasive species committee. Create rehabilitation plan that prescribes criteria that are required re-open trail.

Figure 5: Sample Environmental Trail Screening Table

Authorizing Recreational Mountain Bike Trails on Provincial Crown Lands: Operational Policy (updated May 2013)
Recreation Sites and Trails BC (BC Ministry of Sports, Recreation, Arts & Culture)

“A mountain bike policy for B.C. was developed in 2006 and updated in 2013 with the assistance of key stakeholders and government agencies. The policy recognizes mountain biking as a legitimate and important recreation activity on Crown land, and supports managing and administering mountain bike trails through partnerships between the Province and user groups. A framework for managing risk and liability associated with mountain bike trails is a key component.”

- This Policy “describes the Ministry’s policy and procedures for authorizing non-commercial, recreational mountain bike trail construction, rehabilitation, maintenance and use on Crown land, except for Crown land that is a provincial park or protected area.”
- Municipalities qualify as “legally established groups and organizations [which] are eligible to submit proposals for recreation trail construction, rehabilitation or maintenance.” (p. 8)
- Applications to Front Counter BC must be accompanied by required information, including documentation of consultation with First Nations, for consideration in granting Authorization for construction, rehabilitation, maintenance and use.

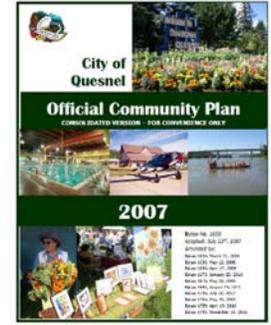
2.2.3 Local and Regional Context

Quesnel Official Community Plan

City of Quesnel, 2007

The OCP is currently being updated with a horizon of 2030. Trails are mentioned in these sections:

- 10.0 Parks and Recreation – especially Riverfront Walk proposed parks to develop, areas with trail/linkage potential (e.g., Racing/Westland and South Hills areas); river access a priority
- 11.0 Natural Environment – trails identified as permitted use in these predominantly riparian areas
- 14.4.3 Pedestrian and Bicycle Routes – see Active Transportation Plan below
- 17.0 Heritage – trails figure prominently among priorities (e.g., North Quesnel Riverfront Trail, West Side Trail, Fraser River Walking Trail, Telegraph Trail)
- 20.0 Economic Development – trail-based tourism was not mentioned as a potential means of economic diversification, but is now reflected in 2030 Vision.
- 21.8 Water Corridor DPA – trails a permitted use in these riparian areas



To reflect the OCP, reflect the spirit of the City's Rebranding Strategy in this Master Plan:

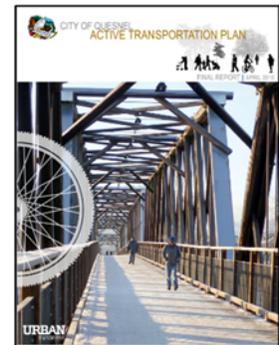
“The City of Quesnel exists to enrich life through natural opportunity, and therefore promises to enable opportunities for a thriving community. In everything we do, we are naturally courageous, and as a result we will be described as trail blazing, sustainable, accessible and fun.”

Quesnel Active Transportation Plan

City of Quesnel, 2016

Strategies and specific recommendations in 5 Action Areas (p.4) relevant to trail planning:

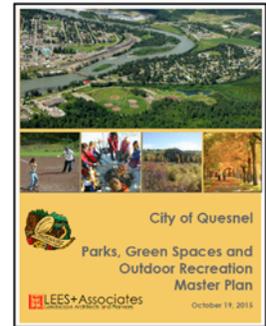
1. Connections (Walking & Bicycle Facilities)
2. Safety & Security (Barriers, Visibility & Personal Safety)
3. Maintenance & Accessibility (including snow removal)
4. Amenities (Bicycle Parking & End of Trip Facilities, Transit Integration, Public Amenities & Streetscapes)
5. Education & Awareness (Walking & Cycling Education, Safe Routes to School, Wayfinding, Community Events)



Quesnel Parks, Green Spaces and Outdoor Recreation Master Plan City of Quesnel, 2015

The *North Cariboo Trails Inventory and Master Plan* vision and implementation strategy is fully consistent with the following guiding principles stated in the Parks, Green Spaces and Outdoor Recreation Master Plan's Executive Summary, as described below:

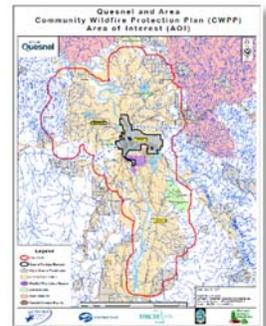
- Facilitate aging in place >> accessible trails close to the City centre
- Consider potential of trails and outdoor recreation for community economic development >> fully recognized and addressed in the Master Plan
- Provide opportunities for residents to be active from walking through involvement in team sports >> provision of diverse trail types throughout the Master Plan
- Invest in retaining and maximizing, rather than expanding amenities >> hybrid approach achieved through inventory as basis for Master Plan
- Maximize low investment, high yield amenity development >> build on existing trail infrastructure when possible, focus on a few high-quality destination trails over time
- Focus on an incremental approach to improvements, remaining pragmatic and staying in tune with community needs >> Master Plan sets out a phased approach to implementation



Quesnel and Area Community Wildfire Protection Plan City of Quesnel, 2007

The plan was centred on the City of Quesnel, and is currently being updated. Firebreaks have been discussed during the Master Plan process as potential alignments for some trails. The Quesnel and Area Community Wildfire Protection Plan aimed to:

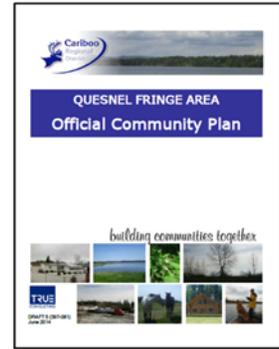
1. Recommend general actions to reduce the potential impacts of fire in the entire interface area:
2. List local recommendations with specific actions for the seven sub-units within the plan's area (Barlow Creek Bouchie Lake, City of Quesnel, Kersley, Red Bluff, Ten Mile and West Fraser);
3. Initiate a public communications program on the risk of fire and its potential impacts; and
4. Encourage cooperative planning of land use and public services to minimize the impacts from future fires.



Quesnel Fringe Area Official Community Plan

Cariboo Regional District, 2014

1. Policies include (but are not limited to): Quality of life, encompassing First Nations, parks, open space, recreation, and culture
2. City of Quesnel manages North Cariboo Recreation and Parks function – Quesnel Sub-Regional Recreation Services
3. North Cariboo Parks and Recreation Commission has jurisdiction over two facilities only, rest of policy decisions (including trails) referred to North Cariboo Joint Planning Committee, which makes recommendations to the CRD Board to ratify



Recreation Telephone Survey

Cariboo Regional District, 2014

1. Survey of 1,000 people (Quesnel/Region) supports investment in trails and related infrastructure.
2. Trails were not the topic of the survey, but support for new/improved trails emerged in the “Other” responses, including for:
 - Bike lanes
 - Trails (near downtown and outlying)
 - Biking, hiking, snowmobiling, accessible trails
 - Lighting of some trails (e.g., River Walk)

2.3 LAND OWNERSHIP AND USES

The various trail systems in the North Cariboo region may be situated on provincial crown land, dedicated park land, municipal land, private land, and/or land belonging to the Lhtako Dene First Nation. These are all reflected on the maps attached to this report. Depending on the land ownership, the trail construction, maintenance, and use may be subject to widely different rules and regulations, and involve different agencies and parties. Some agreements may be created to permit specified trail activities over private lands. However, where no agreements are in place, the trails may constitute a trespass and should therefore be diverted, closed, and/or signed accordingly. Even with trails outside of private property, legal challenges may arise from the migration of the trail alignment over time. Placer markings may be a solution in these situations.

A recommended procedure for negotiating and securing agreements for trail use over private land is provided in Section 6.4.

2.4 HISTORIC RESOURCES

The North Cariboo region is rich in historic resources and artifacts associated with the gold rush, and the communities that were built around it. Quesnel itself was a hub for the trails through the area, both over land and river. Preserving, rehabilitating and understanding the significance of these trails are key to effective heritage conservation. Conservation efforts are invaluable as they foster a sense of community pride and connect users to the past. Restoring historic trails also typically requires less construction and energy than new trails.

Many of the trails used today were the routes that brought pioneers into Northern British Columbia. Walking in the footsteps of explorers, gold rush pioneers, and early settlers is an experience unique to the Quesnel area. The region's trails have an extensive history, each having their own story to share with trail users. These include:

The Cariboo Wagon Road

The Cariboo Wagon Road was once the only connection between Fort Yale and Barkerville. Entirely man-made using hand tools, this road was responsible for bringing settlers to the interior of British Columbia and providing services for the remote areas of the North for mining. Used by the Overlanders and the infamous camels, this road parallels the Fraser and Thompson rivers. Today nothing remains of Fort Yale, yet segments of the original road exist within the North Cariboo region. Many of these are now provincial highways.



Cottonwood House

Built in the 1860s, Cottonwood House is located along the Cariboo Wagon Road, east of Quesnel on Highway 26. The building once served as a rest stop for miners and other settlers making the journey between Fort Yale and Barkerville. Cottonwood House provided meals, accommodation and supplies. Today, it still offers accommodation and meals, as well as tours of this historic stop.

Wells

The community of Wells was built during the second wave of the gold rush, and was home to the Cariboo Gold Quartz Mine. Many of the heritage buildings have been preserved and restored over the years. Wells serves as a gateway to the wilderness and Barkerville with many trails for year-round adventures.

Barkerville

Barkerville was at the heart of the gold rush in the 1860's. People travelled from all over the world to make the trek up the Gold Trail in hopes of striking gold. Today it has over 107 heritage buildings and has been declared a National Historic Site of Canada.

Collins Overland Telegraph Trail

The Telegraph Trail was built in the 1860s to connect New Westminster to Quesnel along the old Cariboo Wagon Road, then west to the Bulkley-Nechako Regional District, and the Yukon Telegraph Trail. The 275km trail was once a maintenance road along a telegraph line. Although largely overgrown in places, artifacts can still be found along the trail.

Stanley Cemetery

Stanley Cemetery is the final resting place for many of the pioneers and Chinese immigrants from the days of the gold rush. The trail through the cemetery overlooks the former Town of Stanley, and the Stanley hotel which still stands today. The Town once had a population greater than that of Barkerville due to the vast amount of gold discovered in the area.

Alexander-Mackenzie Heritage (Grease) Trail

The 450km Alexander-Mackenzie Trail connects Quesnel and the Sir Alexander Mackenzie Provincial Park. The trail has history with First Nations, fur trading, and the gold rush. As a Grease Trail, it was once used by First Nations carrying oolichan grease for trade. This trail has Heritage Trail status under the Heritage Conservation Act and is protected under the Forest Act.

2.5 ECOLOGICAL RESOURCES

Quesnel and the Cariboo Regional District are within the Sub-Boreal Spruce biogeoclimatic zone. This ecosystem is characterized by a combination of tree species including hybrid white spruce, sub-alpine fir, black spruce, and lodgepole pine. The forest understory is comprised of lilies, ferns, blueberries and Devil's Club.

A BC Species and Ecosystems Explorer Search was completed for the Cariboo Regional District. Some wildlife in the area has "red status" under the B.C. list of species at risk, including Southern Mountain Population Caribou, American Badger, American White Pelican, and White Sturgeon, as well as such plants as Spregel's Sedge and American Sweet-Flag. Some of these are additionally protected under the Committee on the Status of Endangered Wildlife in Canada (COSEWIC) and Species at Risk Act (SARA). The impact of trails on wildlife habitat should be taken into consideration for ecologically sensitive areas.



3 INVENTORY OF TRAIL EXPERIENCES

There are countless trail experiences between Quesnel and its neighbouring communities. To focus the analysis of the North Cariboo trail inventory at a meaningful resolution, the study area was limited to a radius around the City of approximately 20 km. This area includes those trail destinations that would typically have trips based in Quesnel, and which would be of strongest benefit to the local recreational tourism market.

TRAIL EXPERIENCE

A trail experience is the ability for an individual to undertake a trail activity within a desired recreation setting in order to obtain a desired recreation experience.

The trails in the Quesnel Region were inventoried from available mapping, local trail websites, and feedback from the community engagement. The trails in the regional study area are shown in Map 1; a larger scale plan of trails immediately around Quesnel are provided in Map 2. The total lengths of the different classes of trails inventoried are shown in Table 2. The data is separated into the trails within the city limits, and the trails outside the city limits. Quesnel is clearly well-situated to serve all major trail users with meaningful trail experiences.

Table 2: Trail Inventory in Quesnel Region*

	Activity	City of Quesnel (km)	Regional Area (km)	Combined Area (km)
Non-Motorized	Pedestrian	8.8	14.4	23.1
	Cyclist	34.2	47.3	81.5
	Equestrian	0	34.8	34.8
	X Country	0	58.5	58.5
	Snow Shoe	0	3.0	3.0
	Private	0	5.0	5.0
Motorized	Dirt Bike	16.6	1.4	18.0
	ATV	0	75.2	75.2
	Snowmobile	0	62.6	62.6
Total		59.6	302.2	361.8

* Based on defined study area.

Within the scope of the study, it was not possible to visit and assess all trails in the Quesnel system. Therefore, only a strategic sampling of the existing trail systems was evaluated on site in September 2017. The results of this evaluation are outlined in the sections below.

3.1 NON-MOTORIZED TRAILS

Non-motorized trail users do not rely on a motor as a source of power. Power is provided by a horse, sled dogs, or the users themselves. Non-motorized trails can be designated for a single user group or for multiple user groups. For example, a trail can be used by pedestrian and cycling. Trails will be designed to the user group with the highest requirements (i.e. widest trail, largest clearing zone, and most gentle gradients).

3.1.1 Riverfront Trails

The Riverfront Trail system is a paved City network around the Downtown and West Quesnel.

Table 3: Riverfront Trails

Network Classification	Non-motorized
Primary Uses	Walking, cycling
Secondary Uses	n/a
Staging Area / Access Points	Parking is available via Downtown, and on various streets abutting the trail system.
Description	The Riverfront Trail system offers scenic accessible paved pathways, with connections to other trail systems further outside the riverfront area. A bridge connects the trails on both sides of the Fraser River.
Trail Experience and Amenities	The trail is accessible for all users, and complements the Downtown neighbourhood. Benches, waste receptacles, signage and information kiosks are provided.
Community Feedback	Used by 91% of respondents (93% satisfied or very satisfied)
Issues, Conflicts, Challenges	Connecting trails conflict with private lands at some locations. Flooding at times can close parts of the trails. Need for crossing between the trail and the RV parking on Legion Drive.
Opportunities	Connections to the trail systems east (West Fraser Timber Park) and west (Abbott Hill, Pinnacles Park) appear achievable. Potential to acquire land for trail expansion along Baker Creek and south of Quesnel River.



Figure 6: Riverfront Trails

3.1.2 Abbott Hill Trails

The trails on Abbott Hill are generally informal connections in West Quesnel, and south of Pinnacles Park.

Table 4: Abbott Hill Trails

Network Classification	Mixed use
Primary Uses	Cycling, hiking
Secondary Uses	Motorsports
Staging Area / Access Points	Informal via adjacent road network.
Description	A mix of trails used by motorized and non-motorized users.
Trail Experience and Amenities	The trail network is lengthy, and includes an internal area specifically shaped for motorsports.
Community Feedback	n/a
Issues, Conflicts, Challenges	Unauthorized motorcycle use, and possible conflicts with private property. Apparent problems with clay soil.
Opportunities	High point overlooking Quesnel. Would be good location for shuttle mountain bike and hiking network, and potential loop around Baker Creek. Potential room for different uses if segregated.



Figure 7: Abbott Hill Trails

3.1.3 Pinnacles Park Trails

Pinnacles Park is a BC Park just outside the western city limits.

Table 5: Pinnacles Park Trails

Network Classification	Non-motorized
Primary Uses	Walking, cycling, mountain biking
Secondary Uses	Snowshoeing, Horseback riding
Staging Area / Access Points	Pinnacle Provincial Park parking lot (via Pinnacles Road).
Description	Small network of developed gravel multi-use trails within Pinnacles Provincial park with viewpoints of Hoodoos in the Baker Creek drainage. An informal trail leads out of the park and is used for mountain biking and horseback riding. Easy trail conditions (“Green” level difficulty).
Trail Experience and Amenities	Developed (in park), primitive (connections out of park). Paved parking lot, kiosk signage, interpretive signage, and garbage cans provided in park.
Community Feedback	Used by 90% of respondents (89% satisfied or very satisfied)
Issues, Conflicts, Challenges	Informal trail connections to park may confuse users. Staging area very small, with only five parking stalls.
Opportunities	Possible connections to West Quesnel along Pinnacles Road (outside property lines) and west to Hangman Trails. Improvement of viewpoints.



Figure 8: Pinnacles Park View

3.1.4 Ten Mile Lake and Kosta's Cove

Ten Mile Lake is a provincial park north of Quesnel. Kosta's Cove is a picturesque recreational area at the north end of the lake.

Table 6: Ten Mile Lake and Kosta's Cove

Network Classification	Non-motorized
Primary Uses	Walking, cycling, horseback riding
Secondary Uses	Snowshoeing
Staging Area / Access Points	Ten Mile Lake Provincial Park day use area. Kosta's Cove
Description	Network of gravel-surfaced multi-use trails in and around Ten Mile Lake. Wheelchair-accessible trails available at Kosta's Cove. 10 km of snowshoeing trails in winter.
Trail Experience and Amenities	Developed. Kiosk signage, day-use areas with outhouses and picnic sites.
Community Feedback	Used by 86% of respondents (88% satisfied or very satisfied)
Issues, Conflicts, Challenges	Maintenance (brushing) of less-used trails and wayfinding.
Opportunities	Increased winter use, trail wayfinding signage to increase usage and accessibility. Potential trail connection to town via conversion of old rail grade.



Figure 9: Kosta's Cove

3.1.5 West Fraser Timber Park Trails

The West Fraser Timber Park (WFTP) is located on the east side of the Quesnel River.

Table 7: West Fraser Timber Park Trails

Network Classification	Non-Motorized
Primary Uses	Walking, jogging, mountain biking (flow trail and bike park only)
Secondary Uses	Cycling, snowshoeing, fatbiking
Staging Area / Access Points	West Fraser Timber Park, Quesnel Rec Center
Description	Well-developed network of multi-use surfaced trails in the forested area upslope of WFTP.
Trail Experience and Amenities	Developed. Kiosk signage, washrooms, parking lot at baseball diamond area, surfaced trails, mountain bike skills park just outside the WFTP.
Community Feedback	Used by 82% of respondents (90% satisfied or very satisfied)
Issues, Conflicts, Challenges	Short sight-lines on some trails cause conflict between pedestrians and cyclists. Mountain bike park under-utilized due to poor conditions and mountain bike flow trail under-utilized due to poor location. Conflicts with adjacent trail connections over private land; lack of signage.
Opportunities	Expansion of existing trail network with stacked loop of multi-use trails up the slope towards Willow Street (needs coordination with CRD). This is a slope stability area that cannot be developed by the town, so may be candidate for trails on city land.



Figure 10: West Fraser Timber Park Trail

3.1.6 Wonderland Trails

The Wonderland Trails are a series of popular mountainbike trails on the east side of Dragon Lake, accessed via Quesnel Hydraulic Road. The trails include Flying Monkeys, Oz, and What the Huck.

Table 8: Wonderland Trails

Network Classification	Non-motorized
Primary Uses	Mountain Biking
Secondary Uses	Hiking, Jogging, horseback riding, snowshoe
Staging Area / Access Points	Current accessed via private driveway from Quesnel-Hydraulic Road at powerline intersection near Dragon Lake.
Description	Singletrack mountain bike trails suitable for most non-motorized use.
Trail Experience and Amenities	Primitive. No amenities.
Community Feedback	Used by 38% of respondents (89% satisfied or very satisfied)
Issues, Conflicts, Challenges	No signage or maps, many trail unnamed (difficult to find and navigate). Many trails are too narrow for intended use and are generally rated blue to black (no easy trails). Some motorized use conflicts on trails. Land use agreements not in place – needed for public land and access through private land.
Opportunities	Construct new trails to create a stacked loop of progressive mountain bike trails suitable for all users. Opportunity to expand the network to the north for additional area. Can connect to trails in Northeast Quesnel and Hallis Lake.

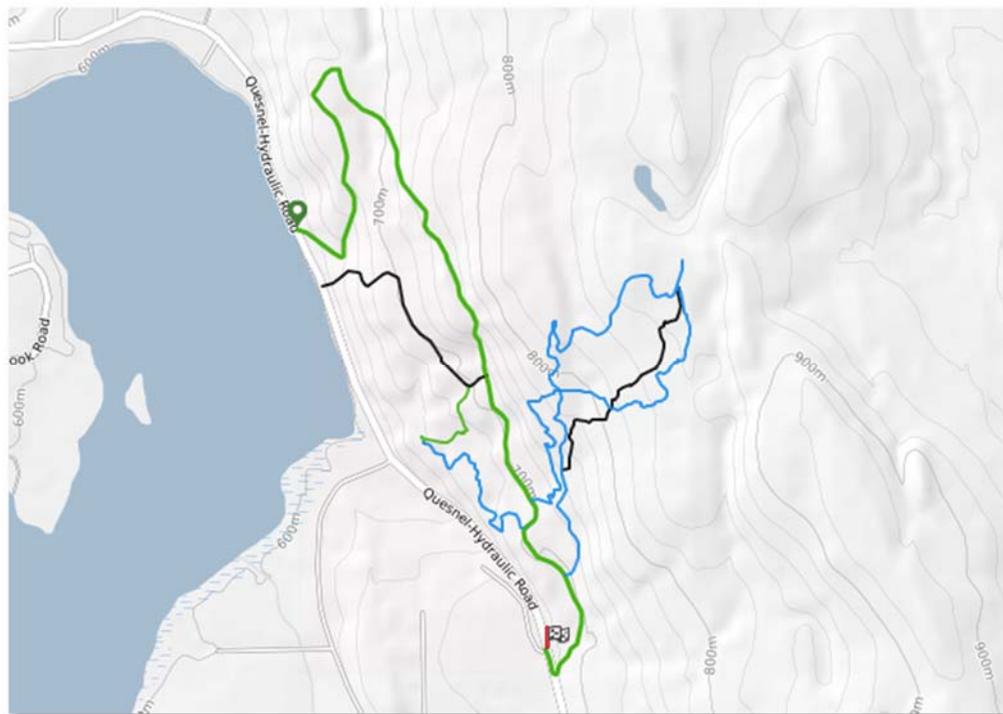


Figure 11: Wonderland Trails (classified by difficulty rating)

Source: www.trailforks.com

3.1.7 Dragon Mountain Trails

The Dragon Mountain Trails are located within the Dragon Mountain Provincial Park, south of Quesnel.

Table 9: Dragon Mountain Trails

Network Classification	Non-motorized
Primary Uses	Downhill mountainbike
Secondary Uses	Hiking, walking
Staging Area / Access Points	Parking on the south end of Dale Lake.
Description	Dragon Lake Mountain provides downhill trails to Dale Lake. There is also a cross country trail connection to the Hallis Lake ski trails.
Trail Experience and Amenities	Challenging technical trails with older structures and narrow tread. Naturally rocky.
Community Feedback	Used by 73% of respondents (79% satisfied or very satisfied)
Issues, Conflicts, Challenges	Strong need for more trail amenities (parking, washrooms), and more signs and mapping.
Opportunities	A trail loop could be created to the north. Dale Lake is an ideal camp site for trail users.

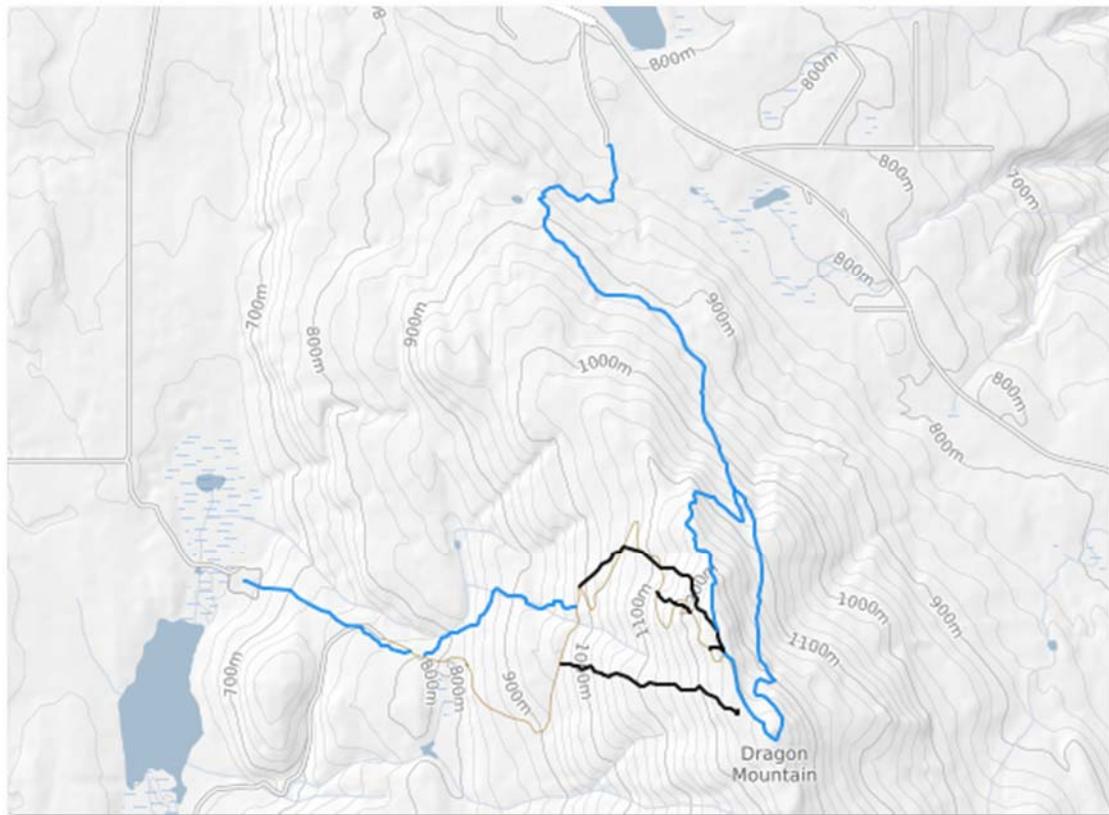


Figure 12: Dragon Mountain Trails (classified by difficulty rating)

Source: www.trailforks.com

3.1.8 Weldwood Trails

The Weldwood Trails are located outside the southeast corner of the city, but conflict with First Nations lands.

Table 10: Weldwood Trails

Network Classification	Non-motorized
Primary Uses	Mountain biking (cross country)
Secondary Uses	Walking, running
Staging Area / Access Points	Informal access points only – Veneer Road, Water Tower near Quesnel Plywood, several points off Red Bluff Road
Description	Narrow singletrack cross-country mountain bike trails above the bluffs overlooking the Fraser River. Trails on First Nations land.
Trail Experience and Amenities	Primitive. No amenities.
Community Feedback	Used by 36% of respondents (92% satisfied or very satisfied)
Issues, Conflicts, Challenges	No signage or maps, many trail unnamed (difficult to find and navigate). Many trails are too narrow for intended use and are generally rated blue to black (no easy trails). Some motorized use conflicts on trails. Needs parking.
Opportunities	Create/convert existing trails into a stacked loop network of progressive mountain bike trails within the existing network area.

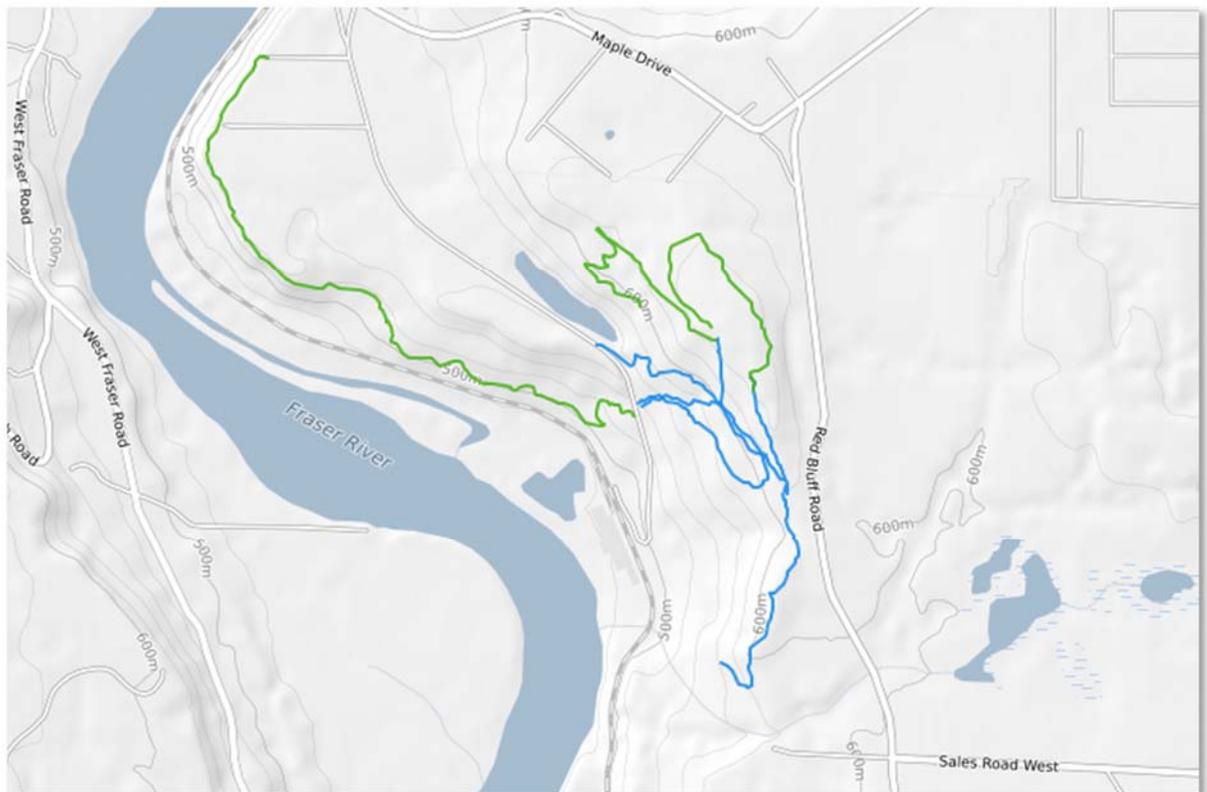


Figure 13: Weldwood Trails (classified by difficulty rating)

Source: www.trailforks.com

3.1.9 Hallis Lake Ski Trails

The Hallis Lake cross country ski trails are located south of Quesnel on Hallis Lake.

Table 11: Hallis Lake Ski Trails

Network Classification	Non-Motorized
Primary Uses	Cross Country Skiing
Secondary Uses	Snowshoeing, horseback riding
Staging Area / Access Points	Dedicated parking area at entrance.
Description	Comprehensive and integrated system of cross country ski trails, including low mobility. Low mobility trails opened in 2014 as a partnership between the regional district and Cariboo Ski Touring Club.
Trail Experience and Amenities	Developed. Warming huts, rentals, grooming, maps and trail signage.
Community Feedback	Used by 81% of respondents (98% satisfied or very satisfied)
Issues, Conflicts, Challenges	Maintenance/brushing of some areas, low snow concerns. Needs improved wind breaks.
Opportunities	Summer uses of trails or the area (hiking, mountain biking), increased winter usages (fat biking)

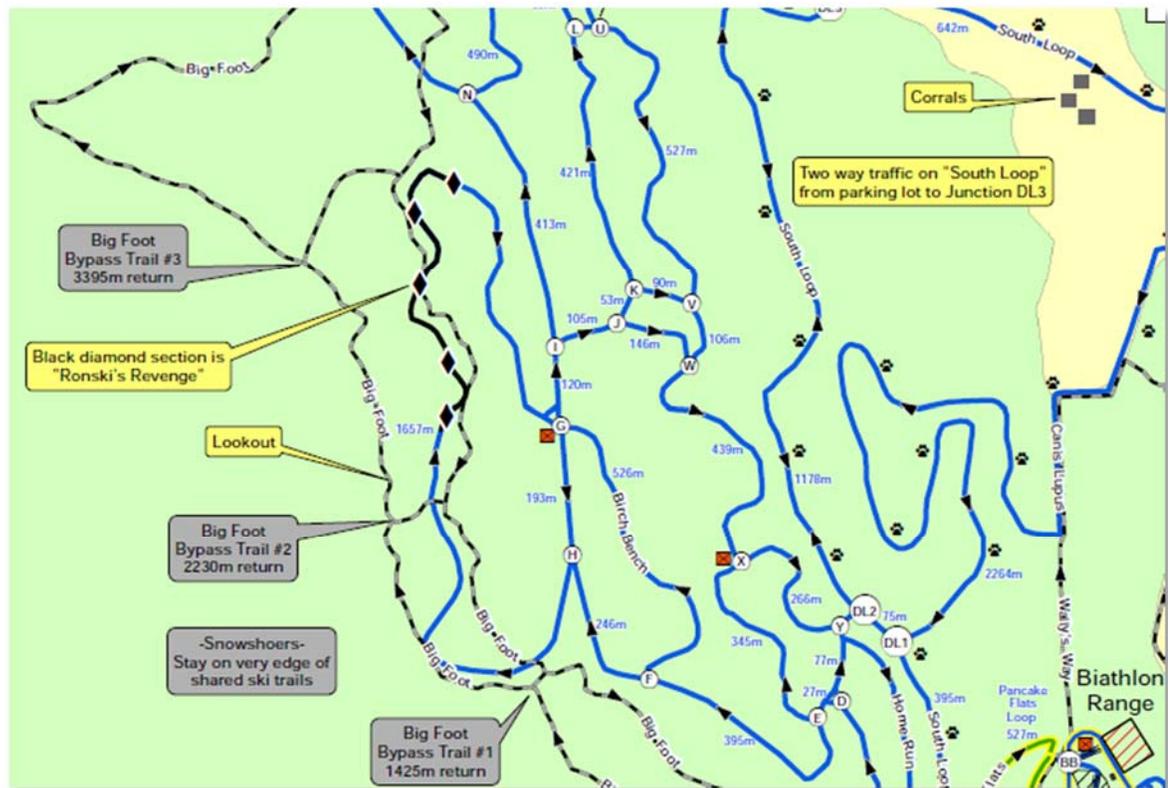


Figure 14: Hallis Lake Cross Country Ski Trails

Source: www.caribooski.ca

3.1.10 Historic Regional Trails

There are three trails in the Quesnel region with strong historic significance, as described in Section 2.4. These are the Alexander Mackenzie (Grease) Trail, the Cariboo Wagon Road (connecting Stanley to Barkerville, and potentially including the route for the Gold Rush Sled Dog Mail Run), and the Collins Telegraph Trail. Although each of these has the potential to provide an epic historic trail experience, the typically poor condition of the trails and the lack of amenities prevent these trail experiences from realizing their potential in use and customer satisfaction (Table 12).

Table 12: Survey Feedback on Historic Regional Trails

Alexander Mackenzie Trail	Used by 38% of respondents (50% satisfied or very satisfied)
Cariboo Wagon Road	Used by 37% of respondents (65% satisfied or very satisfied)
Collins Telegraph Trail	Used by 23% of respondents (70% satisfied or very satisfied)

These trails should be a priority for securing the land agreements (as required), rebuilding the trail corridors, and providing the necessary amenities to allow the tourist sector to package and market these historic trail experiences.

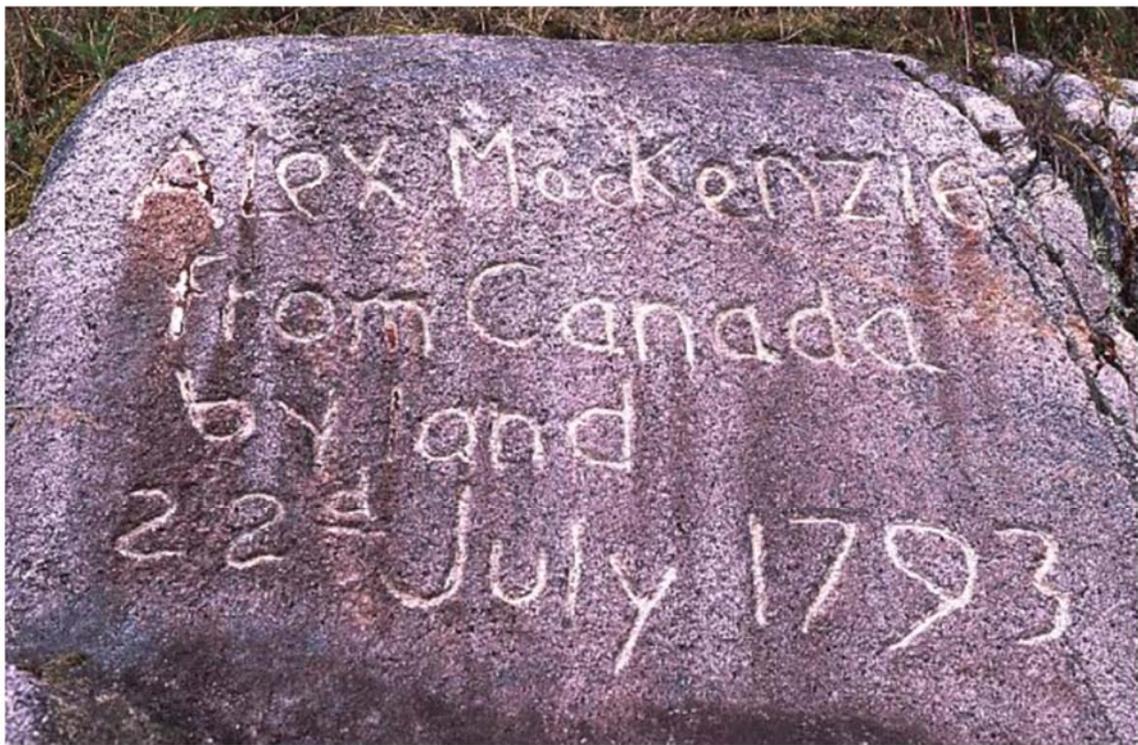


Figure 15: Alexander Mackenzie Inscription

Source: www.wikipedia.org

3.1.11 Other Non-Motorized Trail Destinations

In addition to the major non-motorized trail facilities outlined above, there are also numerous smaller trail destinations within the region which offer notable trail experiences. These are generally hiking trails to local rivers, waterfalls, mountains and other viewscapes, many of which are within designated BC Recreation Sites. Trail users would generally drive to these locations.

Some of the notable regional trail destinations are listed in Table 13, and shown in Map 1. These should be included as part of the available trail experiences around Quesnel.

Table 13: Other Non-Motorized Trail Destinations

Trail Experience	Use (%)	Satisfied (%)	Comments
Baker Creek Falls	n/a	n/a	Short trail to waterfalls located west of Quesnel.
Beavermouth	47	68	Designated recreation site where Beavermouth Creek meets the Quesnel River. Upper Section for ATVs; lower for hiking.
Bluestone Creek Falls	n/a	n/a	Short trail to waterfalls located west of Quesnel.
Castle Rock Trails	n/a	n/a	Located south of Quesnel.
Claymine	41	90	Designated trail system for low mobility, located near Bouchie Lake. Developed by the CRD and Bouchie Lake Recreation Commission.
Chinamen's Ditchline Trail, Alix Lake Falls, and Basalt Columns	n/a	n/a	South of Quesnel, near Alexandria.
Cottonwood House	47	87	Low mobility trails around Cottonwood House, east of Quesnel.
Deserter Creek – Deep Creek Falls	73	79	Challenging hiking conditions
Hush Lake Ski Trails	15	60	25 km of cross country ski trails, north of Quesnel.
Milburn Mountain	19	63	A scenic mountain hike west of Quesnel.
Sisters Creek Trails	54	98	Designated recreation site with low mobility trails, available for hiking and horseback riding. Located in Kersley.
Towler Creek Falls	n/a	n/a	Tallest falls in area, located south of Quesnel
Wineglass Falls	42	83	Located south of Quesnel.

3.2 MOTORIZED TRAILS

Motorized Trail Users rely on a motor to provide a source of power, such as with All-Terrain Vehicles (ATVs), dirt bikes, or snowmobiles. The motorized trails can be designated for a single user group or for multiple user groups. Trails will be designed for the user group with the highest requirements (i.e. widest trail, largest clearing zone, and most gentle gradients).

In some cases, industrial service roads may be used by motorized trail users, depending on how and when the roads are being used by those industries.

3.2.1 Hangman Springs Trails

The Hangman Springs trail system is a designated recreation site located west of Quesnel. Trails are primarily for motorized users, although non-motorized trails are provided as well.

Table 14: Hangman Springs Trails

Network Classification	Motorized primary, mixed use
Primary Uses	Dirtbike, ATV, Side-by-side
Secondary Uses	Horseback riding, hiking, mountain biking
Staging Area / Access Points	22 km west of Quesnel on Nazko Road in signed gravel pit area.
Description	Network of motorized primary trails managed in partnership between Rec Sites and Trails BC and the Quesnel Cross Country Motorcycle Association
Trail Experience and Amenities	Semi-Developed trails with staging area, map kiosk and regulatory signage, trail wayfinding signage, and events held annually.
Community Feedback	Used by 51% of respondents (86% satisfied or very satisfied)
Issues, Conflicts, Challenges	Conflicts between primary and secondary user types.
Opportunities	Better management of user groups, expansion of trail network to surrounding area, additional amenities for staging area (developed parking, garbage, washrooms, etc.). Potential connection to the motorbike trails to the east.

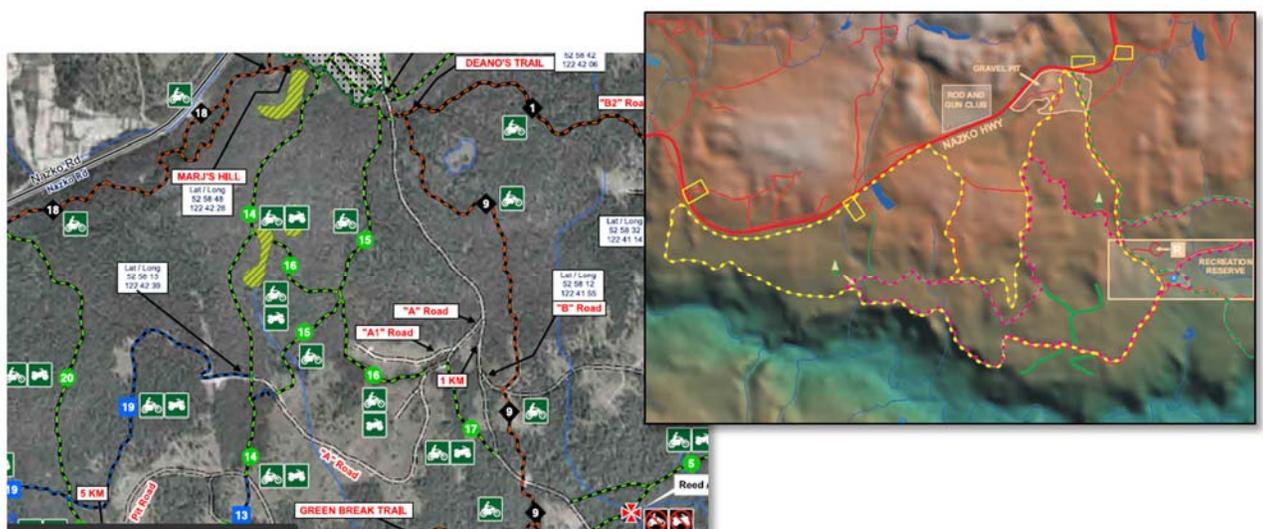


Figure 16: Hangman Springs Trails (motorized and non-motorized)

Source: www.hangmanspringstrails.webs.com

3.2.2 Chip Dump Trails

The Chip Dump (or Deacon Creek) trails are located east of Quesnel.

Table 15: Chip Dump Trails

Network Classification	Motorized
Primary Uses	ATV (summer), Snowmobile (winter)
Secondary Uses	Off road vehicles (ORV)
Staging Area / Access Points	Accessed from Highway 26 near Fifteen Mile Lake. New staging area under construction Summer 2017.
Description	Network of forest service roads and double track trails used for ATV's in the summer and groomed for snowmobiling in the winter.
Trail Experience and Amenities	Semi-developed. Grooming, staging area under construction with outhouses, gravel parking, and kiosk signage.
Community Feedback	Used by 19% of respondents (84% satisfied or very satisfied)
Issues, Conflicts, Challenges	Environmental damage from ORV use near lakes/streams.
Opportunities	Addition of new connection and routes to mitigate environmental concerns. Addition of trails specifically designed for different users or ORV types. Connections to epic regional motorized trails.



Figure 17: Chip Dump (Deacon Creek) Trails

4 LOCAL DESIRES AND MARKET EXPECTATIONS

The Trails Inventory and Master Plan and the trail experiences provided or enabled within the North Cariboo must be driven by expectations and needs of residents and target markets. The following sections introduce what was heard from residents and stakeholders, and what was discovered about the expectations of the trails tourism target markets.

4.1 LOCAL COMMUNITY AND STAKEHOLDER DESIRES

Planning the future of the North Cariboo trail network was a collaborative exercise. Meaningful engagement of trail users, stakeholders and staff was fundamental to this plan, and was performed at three levels:

1. Meetings at Quesnel City Hall with city staff, councillors, and key trail stakeholders on the afternoons of June 27 and October 26, 2017. The meetings had 14 attendees each. The attendance and minutes from these meetings are provided in Appendix B.
2. Public Open Houses in Downtown Quesnel, which were held on the evenings of June 27 and October 26, 2017. The meetings had 24 and 22 attendees respectively. The comments from the public were collected on trail maps provided, and incorporated into the GIS mapping for the study.
3. Online public survey, held between June 16 and July 27, 2017. The survey was comprised of 26 questions about trail use habits, satisfaction with the trail system, and ideas for trail improvements (which was supplemented with Vertisee online GIS mapping). The survey was completed by 143 respondents. The complete list of survey responses is provided in Appendix C, and is summarized below.

Participation

Based on the input received, the majority of trail use occurs during the spring, summer and fall seasons. However, residents use the trails monthly regardless of the season and use of the trails appears to occur uniformly throughout the week. Outings on the trail are typically between thirty minutes to an hour or two, and most often occur in smaller groups of friends and family (61%). Over 40% of respondents reported completing a full-day trip a couple of times per year within the surrounding region. Trail users reported travelling on trails between 1 km to 10 km per outing, with 40% of the respondents travelling between 1-5 km. Trail users primarily participate in non-motorized activity such as walking, however 25% of respondents use trails for motorized activities.

76% of trail users reported travelling between 1-10km on trails per outing.

Preferred Experiences

When asked about preferred trail experience, most respondents indicated that they prefer intermediate or advanced trails. Few respondents indicated that they preferred beginner trails. All recreation settings seemed to be desirable for trails. However, mid-country (58%) settings were notably more desired than front-country (15%) and backcountry (27%) settings.

Preferred Trail Setting

- 58% Mid-country
- 15% Front-country
- 27% Back-country

Satisfaction

The majority of respondents reported that they were very satisfied (29%) or somewhat satisfied (54%) with the quality of the trail experience in the area. Trail users are most satisfied with the Hallis Lake Ski Trails. When asked about satisfaction with trail amenities, respondents indicated the following (Table 16):

Table 16: Survey Respondent Satisfaction with Trail Amenities

Level of Satisfaction	Very Satisfied	Somewhat Satisfied	Somewhat Unsatisfied	Very Unsatisfied
Parking	15%	67%	17%	4%
Benches and Rest Spots	15%	49%	27%	9%
Backcountry Huts / Overnight Accommodations on Trail	14%	39%	36%	11%
Garbage and Recycling Receptacles	13%	27%	41%	19%
Trail Heads / Staging Areas	10%	50%	35%	5%
Restrooms	10%	37%	39%	14%
Signage and Wayfinding	8%	37%	40%	15%
Bicycle parking facilities	8%	40%	35%	17%
Interpretive signage	5%	42%	44%	9%
Visitor Information (website, maps, smart-phone apps etc.)	5%	33%	34%	28%

When asked how residents obtain information about trail opportunities, 85% indicated that word of mouth is the most common source of information. The second most common source used was information available online (29%).

Opportunities to improve:

When asked how the quality of the trail experience could be improved, respondents identified the following priorities:

- Improve the connectivity of the existing trails (56%)
- Enhance trail maps and other navigation aids (eg. GPS tracklogs) (54%)
- Improve Signage and Wayfinding (54%)
- Cleanliness of Trails (54%)
- Enhance visitor education to improve etiquette and minimize conflicts (42%)
- Develop better visitor information tools to share the condition of the trails (41%)
- Trail maintenance (39%)
- Interpretive trails/signs (33%)
- Restroom availability (29%)
- Weed control and habitat restoration (20%)
- Bench availability (14%)

Respondents agreed or strongly agreed with the following statements:

- The region needs more trails within each community (90%)
- The region needs more trails joining communities (82%)

82% of survey respondents indicated that trails joining communities are needed.

Respondents disagreed or strongly disagreed with the following statements:

- More ATV only trails should be developed (70%)
- More horseback riding only trails should be developed (69%)

When asked what types of trails are needed most in the region, the top priorities included:

1. Walking (69%)
2. Hiking (57%)
3. Snowshoeing (44%)
4. Active Transportation (Commuting) (38%)

Key Findings:

When all engagement tactics were considered (surveys, stakeholder interviews and interactive online crowdsourcing mapping tool), the following emerged as the key findings for consideration in the plan:

1. Develop better and more accessible trail trip planning tools;
2. Enhance maps, signage, wayfinding and other navigation aids;
3. More trails are needed within each community and to join communities;
4. Provide diversity in the trail system – enhance more mid-country opportunities and ensure more intermediate trails are available;
5. Develop trails that are circular routes and varied terrain where users do not have to retrace their steps;
6. Develop trails with natural or hard trail surfaces such as compact gravel or shale;
7. Connectivity of the trails need to be improved;
8. Trails need to be better managed and maintained; and
9. Better promote and market the region as a trail destination.



4.2 “SWOT” ANALYSIS

In consultation with the City representatives and community stakeholders, the following analysis was completed to clarify the Strengths, Weaknesses, Opportunities, and Threats of the local trail system.

Table 17: “SWOT” Analysis

<p style="text-align: center;">STRENGTHS</p> <ul style="list-style-type: none"> • Community is accessible by airport and major highway. • The area is rich with First Nations and pioneer history. • Great connectivity of bike lanes, sidewalks, and routes in the urban setting. • Many existing community groups are available to maintain trails. • Year-round trail destination with summer and winter activities. <p style="text-align: center;">ADVANTAGES</p>	INTERNAL	<p style="text-align: center;">WEAKNESSES</p> <ul style="list-style-type: none"> • Majority of trail location information is communicated by word of mouth. • Information on amenity needs and audience needs for epic trails must be gathered. • Currently no long-term plan is in place for trail maintenance. • Potential perceptions of Quesnel as only an industrial city. • Lack of signage and wayfinding information. • More trail amenities and staging areas are required. • Very little trail marketing exists for the area. <p style="text-align: center;">DISADVANTAGES</p>
<p style="text-align: center;">OPPORTUNITIES</p> <ul style="list-style-type: none"> • Great terrain with opportunities to connect non-motorized trail experiences to Downtown area. • Dragon Mountain is a BC Park designated to have mountain biking. • Undevelopable areas with steep slopes can be strong candidates for recreational development. • Epic trail experiences are possible with trails such as the Alexander Mackenzie Trail. • Larger scale connections to places such as Barkerville are possible. • Potential for multi-use trails with compatible groups. 	EXTERNAL	<p style="text-align: center;">THREATS</p> <ul style="list-style-type: none"> • Much of the unofficial trail network is on private land. • There are not many formal non-motorized groups maintaining trails. • Weldwood trails are on First Nations land without an agreement. • Significant funding required to expand the network, and implement an effective long-term maintenance strategy. • Liability risks associated with trail use.

4.3 TOURISM TARGET MARKETS

Tourism target markets define groups within the broader tourism market, supporting more targeted promotion of tourism opportunities. There are three broad target markets:

1. International – e.g. tourists from Germany, Switzerland and the United States;
2. National – tourists from other regions of Canada; and
3. Regional – tourists within driving distance who can visit the area frequently.

Each of these broad markets can be segregated again into different traveler types. Each traveler type has different behaviours, expectation and motivations to travel. Using the following tools together will help define traveler types and create target markets to promote tourist opportunities.

- Explorer Quotient, developed by Canadian Tourism Commission (now Destination Canada)
- Traveler Types, developed by Adventure Travel Trade Association (ATTA)

4.3.1 Explorer Quotient

The Explorer Quotient (EQ) identifies the types of travelers to and within Canada and their characteristics. Each type of traveler fits into a market segment according to key motivations for travel, behaviours, and expectations of experience. In each segment, travelers are motivated more by the attractions they may encounter along the journey than by trail length. For the purpose of trail planning and marketing in Quesnel, the relevant EQ types are:

1. **Cultural Explorers:** are defined by their love of constant travel and continuous opportunities to embrace, discover and immerse themselves in the culture, people and settings of the places they visit. They value spontaneity, cultural sampling, and trying new experiences. These travelers can be motivated to travel to high-quality, softer adventure, trail-based experiences that are packaged with learning/interpretive opportunities that allow them to immerse themselves in local and Aboriginal cultures. Outdoor activities are avenues for experiencing the cultural (and natural) environment; therefore, trails situated in mid and front country settings are likely to be more appealing. Cultural explorers take the most vacations of any EQ type, with trips of all durations, but often focused on weekend escapes.

Typical Personality Traits: Steadfast, understated, responsible, interested, rational

2. **Free Spirits:** are highly social and open-minded. Their enthusiasm for life extends to their outlook on travel. Experimental and adventurous, they indulge in high-end experiences that are shared with others.

Typical Personality Traits: Extroverted, driven, open, fun-loving, adventurous

3. **Authentic Experiencers:** are typically understated travelers looking for authentic, tangible engagement with the destinations they seek, with a particular interest in understanding the history of the places they visit. They are older and often highly educated; they relish experiencing all their travel destination offers in an authentic, reserved, non-exorbitant way. They value the freedom of their own pursuits and connecting with the locals, and have an interest in history.

Typical Personality Traits: Open, accepting, non-traditional, enthusiastic, creative

Cultural Explorers and Authentic Experiencers are very similar but with an emphasis on cultural vs. natural attractions respectively. EQ traveler types do not exclusively use given trail types, but would not likely seek out opposite extremes in trails experiences. Destination BC primarily targets Cultural Explorers and Authentic Experiencers.

4.3.2 Adventure Travel Trade Traveler Types

The ATTA model primarily distinguishes travelers by skill level, whether they repeat activities or choose a variety, and how they understand risk as an element of their values and experience.

- **Adventure Grazers** are primarily working through their “bucket list”.
- **Adventurers** have a preference and skill for a particular sport. They are thrill-seeking repeat participants in favourite adventure activities. The ATTA believes that Adventurers are the sweet spot for the adventure travel industry. They seem to be the most likely to develop a relationship with an adventure company and become a devoted customer. *These travelers have the potential to become destination hikers.*
- **Adventure Enthusiasts** are skilled practitioners in favourite activities. They are more accepting of risk, spend more money on gear, and are more likely to book with a tour operator or travel advisor. *They are in the destination hiker market.*

According to the ATTA Industry Snapshot 2014, Adventure Grazers, Adventurers, and Adventure Enthusiasts represent 24%, 20%, and 8% of the US population, respectively.

Only 36% of Grazers and 37% of Adventurers use tour operators compared with 48% of Enthusiasts. The younger the Enthusiast, the more likely they will book everything through a travel agent or travel advisor.



Figure 18: Wetland View, West Fraser Timber Park

4.4 EXPERIENCE MARKET MATCH

An **Experience Market Match** compares the possible products (experiences) the City of Quesnel and North Cariboo can offer with the preferences of the market segments (target travelers) most likely to purchase them. This is fundamental to successful marketing, and successful destination development.

The following factors, among others, were used to compare the **expectations** of target markets with the **supply** of trail-based experiences as the basis for determining market readiness, as well as developing recommendations and implementation strategies:

- Unique visitor experience
- Trail information
- Authorizations, access, and management
- Trail condition and safety

Identified gaps between trail experiences and market expectations in the North Cariboo relate to physical infrastructure, marketing and branding, and partnerships and collaborations. Specifically, these include:

1. Inconsistent or lack of trip planning support to align visitor expectations with delivery on the ground;
2. A need for planning, communications, and coordination amongst stakeholders;
3. Inconsistently developed amenities and services that do not always meet visitor needs, interests, and expectations; and
4. A lack of coordinated messaging and marketing, and the need to engage with tourism network (e.g., Tourism Quesnel, Cariboo Chilcotin Coast Region, Destination British Columbia, and Destination Canada).

Where gaps have been identified, the City of Quesnel should work with partners, stakeholders, and industry to reach the North Cariboo region's market potential. Understanding target market expectations and preferences will be essential when making decisions and setting priorities regarding the supply, quality, and distribution of trail tourism opportunities in the City of Quesnel.



5 MOVING FORWARD

5.1 DESIRED OUTCOMES

Based on the feedback from the City of Quesnel and the community engagement, the following summarizes the desired outcomes of the *North Cariboo Trails Inventory and Master Plan*:

1. The Plan should identify potential locations for epic trails, especially those that relate to local history.
2. The Plan should help clarify the intended use for each trail area.
3. The Plan should identify the potential to use fire buffers around the city for trail corridors, and connect these to existing networks.
4. The Plan should identify where and how trail amenities can be implemented to support the trail user experience.
5. The Plan should outline recommended programs and supporting policies for increasing the interest in recreational trails within the city and for visitors. This will help develop the culture of trail use, and outdoor recreation around Quesnel.
6. The Plan should identify how to strengthen partnerships, collaborations, coordination, and stewardship of trail development and maintenance.
7. The Plan should minimize environmental, social, and cultural impacts associated with trail development and use.
8. The Plan should help the City realize its potential as a destination for recreational tourism.



5.2 PLANNING PROCESS FOR EXCEPTIONAL TRAILS

A quality trail experience is one that:

1. Provides the desired trail experience and level of difficulty for the target trail user(s);
2. Complements the area in which the trail is built;
3. Is environmentally and socially sustainable; and
4. Is operationally and financially viable.

The steps to planning and delivering exceptional trail experiences are outlined in Table 18.

Table 18: Trail Planning and Delivery Process

PHASE	STEPS
Identify Constraints & Opportunities	1. Inventory and review the site constraints and design considerations, including a meeting with the land owner/manager as required.
	2. Summarize constraints and opportunities, using maps as required for illustration.
Define the Trail Experience	3. Determine trail user objectives
	4. Determine the desired recreation setting (back-country, mid-country, or front-country)
	5. Determine trail classification and intended trail activities (non-motorized, motorized, or mixed; single use or multi-use)
	6. Determine desired trail difficulty level (green, blue, black, or double black)
	7. Identify appropriate trail design features / technical trail features, based on user objectives.
	8. Identify the trail amenities, based on user objectives.
Concept Plan & Order of Magnitude Costing	9. Prepare concept plan and layout for trail design, showing features and amenities.
	10. Engage trail users, land owners/managers, and other stakeholders as required.
	11. Prepare final concept plan and “order-of-magnitude” cost estimates (capital and operational)
Approvals	12. Submit concept plan to land owner/manager for review and approval.
	13. Revise and resubmit the concept plan if and as required.
	14. Complete the necessary approval documentation with the land owner/manager.
Detailed Trail Design	15. Determine, flag and spatially record the precise trail alignment, features and amenities.
	16. Prepare design specifications and confirm they align with objectives, setting and budget.
	17. Prepare final detailed cost estimate for construction.
Trail Construction & Opening	18. Prepare tender documentation, advertise, and procure the contracted services.
	19. Construct the trail in accordance with the design and specifications.
	20. Review and inspect construction progress.
	21. If the constructed trail satisfies the final inspection, accept and open the trail for use.
Trail Management & Monitoring	22. Manage and inspect the trail as required, and monitor use.

5.3 CITY ROLE IN THE TRAIL DELIVERY SYSTEM

Depending on the nature and ownership of the lands on which the trail(s) are planned, the City’s role will vary as outlined in Table 19.

Table 19: City Role in the Trail Delivery System

Land Base	City Role
City Lands	Direct Provider. The City will plan, build and operate trails on lands owned by the municipality.
Crown Lands	Enabler. The City will help build the capacity of local trail enthusiast groups, acquire / hold dispositions for the trails, enter into management agreements with trail enthusiast organizations, provide funding support as available for trail development and operations, and help train and build capacity within the trail enthusiast groups.
Private Lands	Negotiator. The City may assist in negotiating the land agreement and trail development with the land owner, as and when required.
Provincial Parks	No direct role. BC Parks will continue to plan, build and operate trails on their lands. The City may collaborate and coordinate with BC Parks to ensure connectivity of trails between land-bases, trail tourism opportunities and management priorities.

5.4 TRAIL CLASSIFICATION AND DESIGN GUIDANCE

5.4.1 Trail Classification

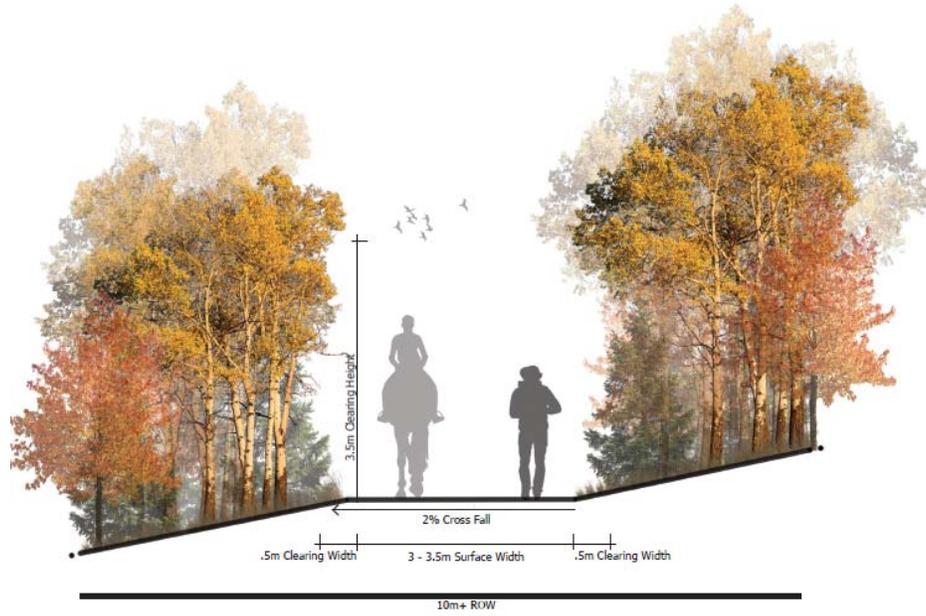
The trails in Maps 1 and 2 have been classified according to their expected typical use, particularly in terms of Motorized (or Multi-Modal, “M”) versus Non-Motorized (“NM”) users. Within those user classifications are gradations of trail standards based on the setting, trail design, expected use, and maintenance expectations. These are outlined in Table 20, and illustrated in Figure 19. Trail difficulty ratings are outlined in Table 21.

Table 20: Trail Classifications

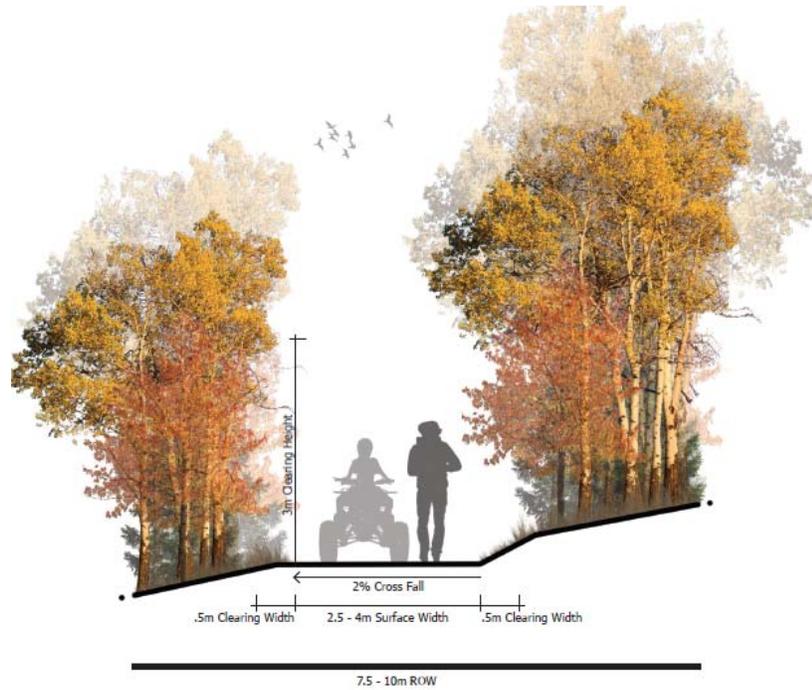
Class	Width (m)	Surface Type	Experience	Setting	Maint.	Expected Use	Signage	Amenities
Non-Motorized								
Primary	3.0-3.5	Paved or Compacted Granular	Developed	Front Mid	Regular or Occasional	Med-High	Much Directional, Interpretive	Trailheads Benches Trash Cans
Secondary	1.0-3.0	Paved or Compacted Granular	Semi-Developed	Front Mid	Regular or Occasional	Low-High	Some Directional, Interpretive	Trailheads Benches Trash Cans
Tertiary	0.5-2.0	Granular or Natural	Primitive	Front Mid Back	Seasonal or Annual	Low	Directional from Trailhead	Trailheads
Motorized or Multi-Modal								
Primary	2.5-5.0	Paved or Compacted Granular	Developed	Front Mid	Regular or Occasional	Med-High	Much Directional, Interpretive	Trailheads Benches Trash Cans
Secondary	2.5-4.0	Paved or Compacted Granular	Semi-Developed	Front Mid	Regular or Occasional	Low-High	Some Directional, Interpretive	Trailheads Benches Trash Cans
Tertiary	2.0-3.0	Granular or Natural	Primitive	Front Mid Back	Seasonal or Annual	Low	Directional from Trailhead	Trailheads

Table 21: Trail Difficulty Ratings

	Green Circle	Blue Square	Black Diamond
Related Trail Standards	Primary and Secondary	Primary, Secondary and Tertiary	Tertiary
Appropriate User Groups	All users	Intermediate users	Experienced users
Trail Descriptions	Gentle slopes, No obstacles within trail	Moderate slopes, No obstacles within trail	Steep slopes, trees, roots, Potential obstacles
Trail Surface	Firm, stable	Mostly stable	Stable to loose, natural
Minimum Constructed Widths (m)	2.5	1.0	0.5
Maximum Grade	5% sustained sections 8% for short sections	12% sustained sections 20% for short sections	20% for maximum of 30 metres



Non-Motorized Primary Trails



Multimodal Secondary Trails

Figure 19: Example Trail Cross Sections

5.4.2 Staging Area Typology

As with the trails, the staging areas (i.e. the location at which the trail experiences begin), should also follow standards for implementation. These areas provide a first impression to the trail users, and should have the necessary amenities to support those users. Table 22 outlines the recommended amenities that are “Required” versus “Optional” at different staging area types, based on expected user volumes.

Table 22: Staging Area

Staging Area Type	Vehicle Parking	Bicycle Parking	Toilets	Trash Cans	Trail Head Signage	Seating Area
High Use	R	R	R	R	R	R
Medium or Low Use	R	O	O	R	R	O
Trailhead	O	O	O	O	O	O

R - Required O - Optional



Figure 20: Trail Staging Area, Pinnacles Park

5.4.3 Wayfinding & Signage

Effective wayfinding and signage systems are intuitive and attractive, supporting a safe and memorable visitor experience. Recognizable signage located in strategic locations enables trail users to make informed decisions as they plan their outbound and return routes. Signs should be concentrated at staging areas or other accesses and should be kept to a safe minimum throughout the network, particularly where the desired recreation setting is back-country. Interpretive signs that are not site-specific should be located to create natural rest points and take advantage of views or other scenic features.

Wayfinding & Signage Goal
To support safe and memorable trail experiences for users of varying abilities and interests through recognizable and legible signage in strategic locations.

Through public engagement, the trail stakeholders clearly emphasized that wayfinding and interpretive signage is a high priority. There are only a few existing signs within the trail network – these are in poor condition and lack any consistency in terms of branding or construction. The network currently does not provide any trailhead features, maps, or interpretive signs.

Signage Typology:

A successful signage system uses a standardized typology of signs and graphics to communicate important parks and trails information to residents and visitors. While contributing to trail user orientation, use of consistent branding will also build recognition of the network's identity and the City's and partners' roles and investment in creating memorable visitor experiences. Messages related to trail etiquette and interpretive signage on local themes will promote community pride and users' adoption of the network as their own.

Objectives:

1. Provide simple, clear, and direct information to support decisions – current location, optional routes, features/attractions, hazards, difficulty rating, length, primary uses/prohibited uses
2. Draw attention to risks/hazards on route as part of risk management program
3. Provide a unique Help Locator Code in case of emergency
4. Brand signage with consistent City of Quesnel trail network logo, colours, and typefaces to aid in wayfinding and promotion while acknowledging trail planning, design, and management partners
5. Use highly readable, solid text and graphics with high visual contrast with the background
6. Mount only one sign per post where possible

Sign Types:

1. Major Trailhead Signage

Definition: The Major Trailhead Signs are the user's window to the trail network, and must include all relevant mapping and distances, regulatory/warning messages, trail classifications, and other information people need to gauge their ability to complete a chosen route. New and seasoned trail users need to know about current conditions that may affect their safety or experience.

Recommended Location: Trailhead and park entrance signs should be integrated at **all major access points** to managed trails and parks.

Application and Examples: Major Trailhead Signs orient users, communicate trail and park etiquette, and provide cautionary information about safety concerns and hazards. It is critical to ensure that park and trail users understand and assume risks associated with their activities in the parks and along the trails. Signs should warn of major dangers (e.g., steep drop-offs), post information regarding maintenance, and explain in detail that users are responsible for their own safety. Trailhead signs should also include a Universal Trail Assessment Process (UTAP)-based description for each trail which helps users make a decision about whether the trail is appropriate for their ability before they attempt it.

To promote stewardship of the trails network, technology could also allow users to upload information on park and trail issues (degradation, disrepair, illegal dumping, garbage), including their GPS location. For those with access to a smartphone, a web address (URL or QR code) could be included on park entrance and trailhead signage.



Figure 21: Example Major Trailhead Signage

2. Minor Trailhead/Intersection Signage

Definition: Where space and/or budget is limited, or user levels lower, this sign presents the most important elements found on the two-sided Major Trailhead signage.

Recommended Location: These signs are located at minor access points and at intersections of two or more major trails within the network.

Application and Examples: This sign presents much of the material found on a Major Trailhead sign but is condensed on a one-sided sign with a map to show the user's location.



3. Major Trail Markers

Definition: Major Trail Markers provide an intermediate level of information to support decision-making when users are not at a trailhead but would benefit from reference to a map.

Recommended Location: Major Trail Markers are located at major and minor trail intersections where distance or directional information is needed regarding amenities or destinations.

Application and Examples: In addition to navigational information, Major and Minor Trail Markers provide wayfinding cues for trail users. Branding on the signs gives users confidence that they are still on the network, and Major Trail Markers give additional information including:

- distances to destinations/trailheads
- arrows and “You Are Here” maps to support decisions at intersections
- standard information on difficulty ratings
- advisory/caution messages
- City contacts as well as a unique Help Code for rapid location in case of an emergency



4. Minor Trail Markers

Definition: A Trail Marker's function is to give unfamiliar trail users confidence that they are on the correct path

Recommended Location: Branded Minor Trail Markers are located every 2 km between Major Markers

Application and Examples: These Markers have only the trail name, the degree of difficulty, and distance to nearest major destination; where the distance between Major Trail Markers is greater than 5 km, the Minor Trail Markers should display a Help Code.



5. Regulatory/Warning Signage

Definition: This category of signage encompasses various regulatory, warning, and informational messages chosen to support informed decision making by users, minimize risk and liability for trail managers, and minimize conflicts.

Recommended Location: Signs will be primarily located at Trailheads unless conditions change mid-trail or if site-specific hazards need to be identified. On Trailhead signage, icons can be incorporated into the sign's design.

Application and Examples: If free-standing, signs may be standard issue with appropriate icons, but customizing the signs with City branding will bring consistency to the network and emphasize that the City takes an active management role with the trail network. Messages include but are not limited to the following:

- Allowable and prohibited activities (e.g. "pets must be on a leash at all times")
- Trail user etiquette (e.g. "leave no trace")
- Park or trail hours, as well as seasonal use advisories
- Environmentally sensitive areas
- Safety signage regarding hazards, which must be concise and use universally recognized icons wherever possible:
 - **Danger signs** are red, display strong messages, and indicate that users must not proceed or must take a specific course of action
 - **Caution signs** are yellow, alerting visitors to potential hazards and suggesting action to be taken



6. Interpretive Signage

Definition: Interpretive signs enhance trail users' perception and experience of a trail site or its context by calling attention to and educating users about interesting or unique features.

Recommended Location: To reduce "signage pollution" or over-signing of the parks and trails, this signage could be integrated at trailheads/park entrances, in tandem with wayfinding signage, or at key viewpoints.

Application and Examples: Interpretive and educational signage provides users with information on the natural and cultural history of the parks and trails. Potential Interpretive themes and topics within the North Cariboo Trails Network include:

- Ghost Towns, Historic Trails, Cultural Heritage
- Indigenous Heritage
- Mining, Forestry
- Fire in the Ecosystem and "FireSmart" Programs
- Waterfalls



Developing smartphone applications and incorporating QR codes onto the interpretive park and trail signage can allow users with smartphones to scan the code to link directly to more in-depth web-based information on the park and trail system, or upcoming stewardship events.

7. Trailhead Access Directional Road Signs

Definition: Vehicular signs providing directional and distance information to trailheads

Recommended Location: Strategic decision points along roadways within 5 km of key accesses to trails

Application and Examples: Aimed at alerting and guiding residents and visitors to trail access points. Signage can consist of City branding, "Trailhead" text (with trail name if a destination trail), and a clear directional arrow, all sized and oriented for optimal visibility by motorists.



Summary:

Table 23 summarizes the sign types described above for the North Cariboo Trails Network by the recommended and optional elements needed for each type and location.

Table 23: Graphic Elements for Sign Types

Sign Type	Sign Messaging (e.g., Trail Etiquette, Use at Own Risk, and Safety Guidelines)	Trail Name(s), Distance, Degree of Difficulty symbol	Topo Map of Trail, Elevation loss/gain, You Are Here	User & restriction symbols, including no motorized	Warning Symbol / Text, distance to hazard/boundary	Help Code (emergency location)	Direction, distance to nearby destinations, amenities	Sponsors or Builder logos	Community/Trail User Notices	Interpretive Graphics and Text	Separate or Add-On signage/badges
<p>◆ = Recommended ◇ = Optional</p> <p>All signs to include:</p> <ul style="list-style-type: none"> • City branding • Landowner identification (if private property) • Symbols, e.g. City of Quesnel standard 											
Major Trailhead	◆	◆	◆	◆	◆	◆	◆	◆	◆		
Minor Trailhead/ Intersection Sign	◆	◆	◆	◆	◆	◆	◆	◆			
Major Trail Markers		◆	◇	◆	◆	◆	◆				
Minor Trail Markers		◆				◇					
Regulatory/Warning	◆				◆	◇					
Interpretive						◇				◆	
Trailhead Access Directional Road Signs											◆

5.5 STRATEGIES AND ACTIONS

Based on the outcome of the community engagement and the system analysis, the following strategies are recommended to improve the North Cariboo Trails System:

5.5.1 Trail System Improvements

In general, the trail network should be expanded and supported with strategic amenities. A list of specific recommended improvements for each defined trail system is provided in Table 24. The recommendations are divided into short term (0 to 5 years) and long term (5 to 15 years) time frames to facilitate prioritization.

Table 24: Recommended Trail System Improvements

Trail System	Short Term Improvements	Long Term Improvements
Quesnel Riverfront Trails	Connect the trail system to the RV Parking on Legion Drive. Improve the connections to Downtown. Secure connections over private land.	Improve connection to WFTP, and expand trail system around Baker Creek and south side of Quesnel River. Add lighting for night walking. Address flooding issues.
East end of Hwy 97 Bridge	Connect bridge to paved pathway below.	
Pinnacles Park	Enlarge parking area.	Connect west to Hangman Springs trail system. Connect east to West Quesnel, if possible.
Abbott Hill	Segregate motorized and non-motorized users. Resolve issues with private land.	Develop more trails for shuttle bikes. Develop viewpoint overlooking Quesnel. Create loop around Baker Creek
Ten Mile Lake	Encourage more winter use. Improve trail wayfinding signage.	Connect to Quesnel via old railway grade, and through Two Mile Flats along highway (to facilitate active commuting to mill).
West Fraser Timber Park	Improve trail sight lines and conditions to reduce conflicts. Improve signage to clarify trails and private property.	Develop trails up slope to Willow Street in coordination with the CRD.
Wonderland Trails	Improve signage/guidance. Formalize parking area and entrances. Resolve property conflicts.	Pursue Section 57 designation for trail system. Expand system to the north. Create new connections to northeast Quesnel and Hallis Lake.
Dragon Mountain Park	Build new camp area on Dale Lake Build more trail amenities (parking, washrooms), and improve signage. Resolve trespass issues on private lands.	Build a new trail to the north to create a complete loop back to the parking area.
Weldwood Trails	Continue to liaise and coordinate with First Nations land owners. Install more signage and amenities.	Create/convert existing trails into a stacked loop network of progressive mountain bike trails within the existing network area.
Hallis Lake Ski Trails	Improve maintenance/brushing. Improve wind breaks. Improve tread to allow summer biking	
Regional Historic Trails	Maintain/improve existing sections of trail	Rebuild trails and secure land to extend the trails to regional destinations. Consider Section 56 application.
Hangman Springs Motorized Trails	Build more amenities. Clarify trail use/etiquette with signs.	Expand and connect system to Pinnacles Park.
Chip Dump Motorized Trails	Fix trails to avoid environmental damage.	Extend connections to other regional systems.

5.5.2 Trail Signage Improvements

In addition to the signing improvements recommended at the specific locations mentioned above, the North Cariboo trail signage in general should be upgraded. This was emphasized in the community engagement, in which 91% of the respondents felt that improved signage and wayfinding was either “very important” or “somewhat important”. Similar feedback was received on the provision of locational aids (e.g. GPS tracklogs). The Quesnel brand should be applied to all trails in the region (both within and outside the municipal boundaries), to give users the understanding that the system is integrated and coordinated and safe.

The signage should be strategically placed to clarify trail use, trail etiquette, and wayfinding. Signage will especially be critical to keep trail users away from private property, or to stipulate rules and requirements in the case of negotiated agreements with those land owners.



Figure 22: Riverfront Park Trail Signage

5.5.3 Trail System Management

Once constructed, the trails must be managed and maintained to provide better trail experiences for users, and to manage liability. Through partnerships, volunteers, designated associations, and/or paid employees (as befits the nature and setting of the trails), the trails should be inspected and maintained on an appropriate schedule (see Table 20). These activities should include, but are not limited to, inspection and maintenance of trail vegetation, tread, structures, drainage, and signage.

A formal Regional Trails Advisory Committee would facilitate strategic trail system management. The committee could include representatives from all key trail user groups, and could be responsible for:

- Finding and coordinating volunteer efforts and trail stewardship (e.g. “Adopt a Trail” programs).
- Facilitating the sharing of equipment and resources between trail user groups.
- Securing strategic partnerships with local business and industry, which may allow for the donation of equipment and/or labour for trail maintenance.
- Working collaboratively with other groups and local industry, including the potential sharing of equipment.

The trail mapping in GIS should also be maintained. The trail network database developed for the *North Cariboo Trails Inventory and Master Plan* has been compiled from available mapping, strategically sampled field assessments, and advice from stakeholders. The database has been sufficient for analyzing the network and developing recommendations for system improvements. However, the individual trail links should be verified in detail before the information is provided to users for the purpose of navigating the trail system. And as more trails are added (or deleted) over time, this database should be updated as necessary.

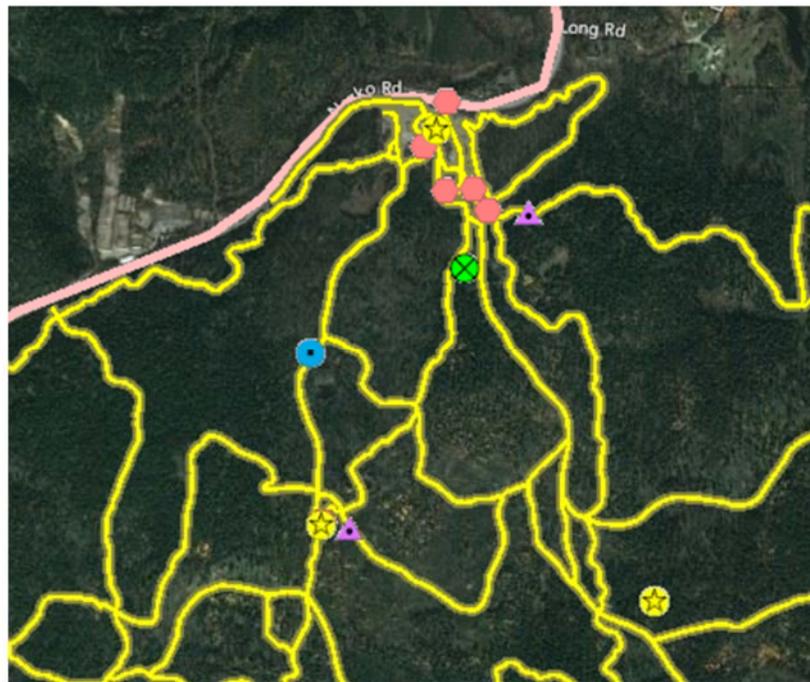


Figure 23: GIS Trail Mapping

5.5.4 *Marketing Initiatives*

In the online survey, approximately 85% of respondents agreed that Quesnel should become a destination for recreational tourism. To raise awareness of the North Cariboo trail system and promote its usage, the following marketing initiatives could be pursued:

1. Work with partners in tourism and economic development to create a compelling trails tourism brand for the North Cariboo system, and develop and promote signature trail experience itineraries for target markets.
2. Develop and distribute new print-based trail tourism marketing materials such rack cards, maps and brochures.
3. Publish sanctioned trails in the region on digital user platforms like TrailForks, Strava, Alltrails and the City of Quesnel website.
4. Develop an online trip planning tool that allows residents and visitors to search and select trails in the region by trail type, trail experience, trail setting, difficulty level, and location.
5. Develop and implement a social media strategy to promote greater trail use by residents and greater visitation by target markets.
6. Help local bicycle shops, outfitters, and other trail-based dealerships to become ambassadors for the trail system, and create opportunities for them to promote their businesses within our trail system.
7. Work with businesses and local accommodations to create secure bicycle storage facilities and other amenities around the city, such as bike racks and lockers.
8. Encourage the development of local accommodations, especially tailored for trail tourism.
9. Plan major trail events, such as trail runs, bike races, triathlons, and poker rallies.
10. Implement a regular trail user (and/or visitor) survey to understand the participation habits, satisfaction, perceptions and priorities of trail users. The results should be evaluated by the City and proposed trail committee to understand the changing market trends, and respond appropriately.

5.5.5 Education Initiatives

Effective use of trails depends on users' understanding of trail safety and navigation, equipment and trip preparation, potential wildlife impacts, yield hierarchy, etiquette, and other rules and conventions. To help educate trail users on these subjects, the following initiatives may be implemented:

1. Adopt and publish (at trailheads, visitor centres, guidebooks, online, etc) the seven "Leave No Trace" principles:
 - a. Plan ahead and prepare.
 - b. Travel and camp on durable surfaces.
 - c. Dispose of waste properly.
 - d. Leave what you find.
 - e. Minimize campfire impacts
 - f. Respect wildlife.
 - g. Be considerate of other visitors.
2. Develop and publish a trail use yield hierarchy and trail user code of conduct that helps trail users understand how to avoid user conflicts.
3. Ensure all front-line staff (e.g. maintenance, enforcement personnel etc.), service providers, campground managers, etc have a firm understanding of the trail rules.
4. Undertake targeted education campaigns during prime seasons and special events.
5. Develop tools (e.g. website, live trail webcams, trailhead signage, brochures, in-person, tourism centre) to reasonably ensure users are aware of current trail conditions, trail difficulty, skills and equipment needed to travel the trails and the risks they may encounter on the trails.



Figure 24: Educational Trail Signage

5.5.6 Enforcement Initiatives

For those visitors who deliberately ignore the rules, enforcement is a necessary and effective management tool. The following actions should be applied to assure compliance with the trail rules and regulations:

1. Ensure trail rules, regulations and etiquette are provided with all trail information guides (online and hardcopy), and at the trail heads (as required).
2. Provide a phone number which can be called for the reporting of trail issues, vandalism, or other concerns. This can convey a sense of ownership and responsibility with the trails.
3. As resourcing allows, enhance the presence of enforcement personnel on the trails.
4. Facilitate the development of enforcement partnerships between enforcement agencies (e.g. Conservation Officers, Fish & Wildlife Officers, RCMP, Bylaw Services) to enhance the enforcement capacity on trails in the region.
5. Undertake targeted enforcement campaigns during peak seasons and in high problem areas to address recurring trail compliance issues.



Figure 25: Trail Rules at Hangman Springs

5.5.7 *Liability and Risk Management*

Governments have grown increasingly aware of risk and liability over the years, especially as society becomes more litigious in nature. However, there are a number of ways in which a government responsible for trail systems can manage and mitigate risk:

1. Plan and design the trail alignments to effectively serve the intended users. Many liabilities arise directly from mistakes made at the planning/design stage of trail development. The nature of the trail use should dictate issues such as trail width, gradient, surface material, sight lines and curve radii. The land provides a series of constraints based on landform, slope, soil conditions, hydrology, ecology and naturally occurring hazards. Areas posing an unreasonable level of risk should be avoided.
2. Follow recognized industry standards for trail design to ensure longevity and safety. The three commonly used standards are the Professional Trail Builder Association, the International Mountain Bike Association (IMBA); and the Whistler Trail Standards.
3. Identify and clearly communicate to the trail users the conditions and difficulty of the trails, equipment needed, the nature of the trail use, and trail etiquette. This will ensure trail users are given the benefit of important advice before their trips begin.
4. Implement a program of scheduled trail inspection and maintenance. The inspection could also include a procedure for users to report issues found on the trail system, and for the trail authority to respond to these issues (e.g. with warning signage, repairs, or closures). This will help ensure that safety concerns are identified and addressed in a timely and effective fashion.



Figure 26: Crosswalk to Riverfront Trail

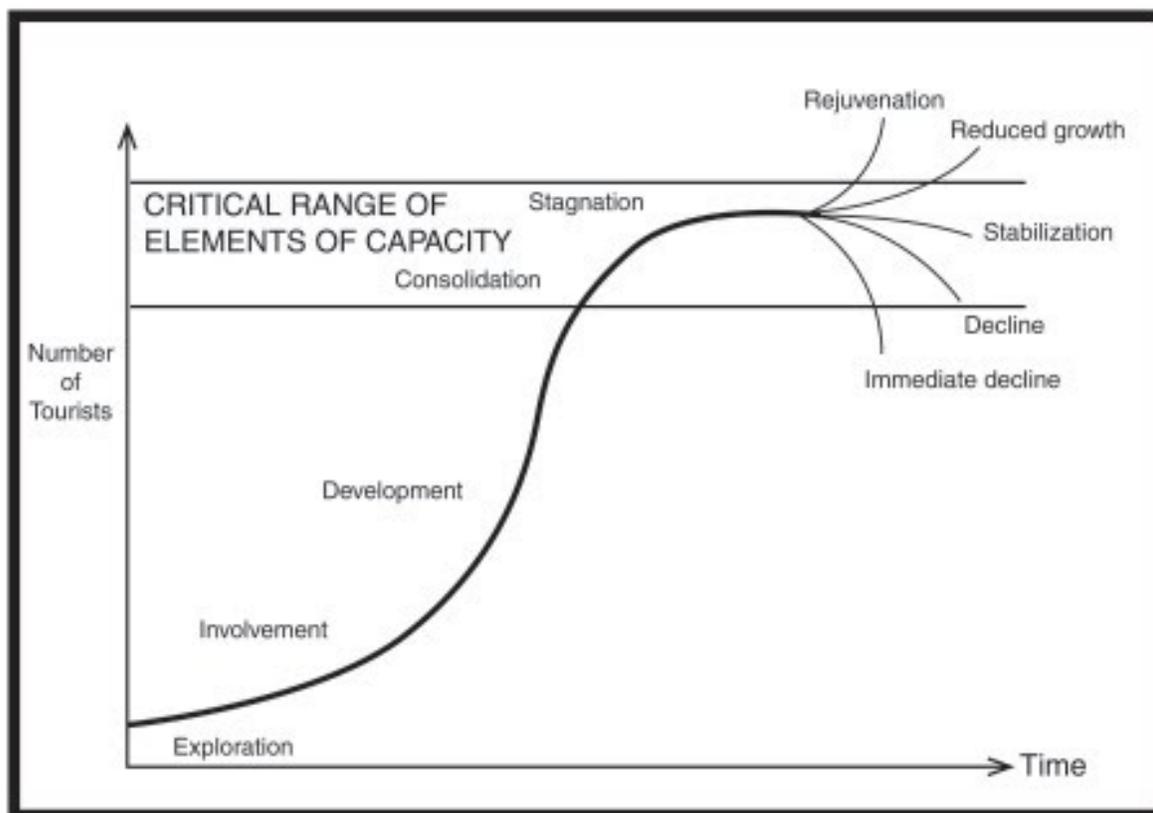
6 IMPLEMENTATION PLAN

6.1 TRAILS DESTINATION LIFE CYCLE ASSESSMENT

The tourism industry has a lifecycle which is dynamic and continually changing. Using the Butler Model, the trails tourism development can be broken down into six distinct stages (Figure 27):

- 1. Exploration Stage:** Trails are 'explored' or 'discovered' by a small number of people, locals, or people within the region. These people tell others about their experience afterwards. The trails provide a primitive experience, and the trail surface is natural.
- 2. Involvement Stage:** At this time, other people visit, and residents seize the new economic opportunities provided by these visitors by providing a minimal level of services to meet the needs of these visitors. A tourist season will start to be recognized. The trail experience will be a mix of primitive to semi-developed, and can be any combination of the surface types.
- 3. Development Stage:** The region is now recognized as a tourist destination. More tourists arrive, having heard about the place by word of mouth, along with articles in Travel Supplements, brochures or tourist guides. The new tourists will lead to the building of new hotels, restaurants, shops, and services to cater to the new demands. The trails will offer a mix of primitive to semi-developed experiences and can be any mixture of the surface types.
- 4. Consolidation Stage:** As more people visit the region, the facilities become fully utilized. At this stage, mass tourism can potentially replace what was once the original economic function of the settlement. The popularity may cause some resentment among people in the region who have not benefitted from the new industry, or from the loss of distinct identity that the region held before. It may appear that the local culture is being diminished by a more international and non-unique culture compared to what may have existed before. Trails will provide a semi-developed or developed experience and can be a mix of trail surfaces.
- 5. Stagnation Stage:** The popularity of an area may have a short life expectancy. People may become bored with the region once its initial appeal has waned. The region may show a decline in tourist facilities and, thus, a decline in tourist numbers. The tourism decline is due to the facilities becoming outdated, run-down and receiving little maintenance. The decline may create negative comments, reviews and may lead people elsewhere. A semi-developed to developed trail experience can exist on a mix of trail surfaces. However, the trail conditions will be degrading.
- 6. Decline or Rejuvenation Stage:** At the final stage, the region has two options: either go into decline, or rejuvenate and develop more sustainable strategies based upon lower visitor numbers. To rejuvenate the region, funding or investment is needed to gain back its image. Depending on the success, visitor numbers may increase again.

TOURISM LIFECYCLE



Balcer, R. W. (1980). The concept of a tourist area cycle of evolution: implications for management of resources. The Canadian Geographer/Le Géographe Canadien, 24(1), 5-12.

Figure 27: Tourism Life Cycle

The goal for any product is to be in the area where little reinvestment is required to retain the capacity. In the case of tourism, the area is called the “critical range of elements of capacity”. This critical range is between the Consolidation and Stagnation stage.

The trail systems in the North Cariboo region may be considered to be in the exploration stage at this time, and the City has the potential to create more tourism opportunities. Working with the Destination British Columbia and the Chamber of Commerce can help provide the foundations for the building of an attractive tourism destination. Using the current assets (e.g. provincial parks, local history, aesthetic landscapes), combining with trail opportunities, and working with outfitters will create an attractive and marketable tourism destination. There are six key areas in which the community can work together to create a memorable trail experience.

1. **Outfitters:** Work with outfitters to provide opportunities for dealers and representatives to experience the local outdoor adventures. Representatives from dealerships can especially benefit from having their gear tested under local conditions.

2. **Bicycle Amenities:** Work with the hotels/motels and lodges to be more bicycle friendly. For example, bike lockers and bike washes will offer the security and comfort desired by tourists without the concern of bringing bikes indoors. Also, secure bike racks can be provided in more locations around town to encourage this mode of travel.
3. **Photo Opportunities:** Create branded photo opportunities to raise awareness of where recreational tourists may go for those types of adventures.
4. **Restaurants:** Work with local restaurants to provide “take out” options for trail users, especially meals with healthy options that replenish the calories spent on the trails. Targeted menu items could be named after specific trails in the community.
5. **Gift shops:** Work with gift shops to allow for items to be shipped. This will allow tourists to make purchases without concerns of transport on the trails.



Figure 28: Downtown Quesnel

6.2 TRAIL SYSTEM INVESTMENT PRIORITIES

The specific recommendations in Section 5 should be used as a guide for implementing trail improvements, establishing trail management systems, and securing funding through dedicated budgets and trail grant programs (see Section 6.3). To establishing priorities, the following should be considered:

Immediate Priorities:

- a. Create a trail committee to implement the *North Cariboo Trails Inventory and Master Plan*, and formalize the management of the trail system (Section 5.5.3), with representatives from all key groups.
- b. Plan and execute a program of trail inspection and maintenance, and acknowledge and encourage the role of volunteers in trail maintenance and stewardship. The majority of survey respondents favoured improving the existing trail system over the development of new trails.
- c. Improve signage (Section 5.5.2) and GPS wayfinding on sanctioned trails. Over 90% of the survey respondents wanted to see more trail signage and guidance.

Short Term Priorities:

- a. Construct more foot trails. The majority of survey respondents favoured more trails for walking, hiking, and running.
- b. Provide more trail connections to the City Centre (i.e. via the Riverfront Trail System), and between the different trail systems. Approximately 75% of survey respondents have to travel to the trails by automobile, which increases the demand for parking at trail heads.
- c. Develop more scenic and epic trails, such as trails to waterfalls and mountain ranges.
- d. Add trail amenities to enhance the trail experiences, especially as may be sponsored by local businesses and industry.
- e. Identify and resolve property conflicts to secure key trails over private lands.
- f. Advertise and promote the trails through strategic marketing initiatives (Section 5.5.4). Almost 85% of survey respondents identified their trail knowledge came from “word of mouth”.
- g. Provide trail education opportunities for both local and visiting users (Section 5.5.5) to reduce conflicts, and to protect the trail system and environment.
- h. Increase accessible trails for wheelchairs, modified bikes and scooters

Long Term Priorities:

- a. Monitor the trail user patterns, and ensure the trail system is sustainable for the expected demands.
- b. Construct or rebuild more long-distance trails, such as the historic trails and the connection to Ten Mile Lake on the old railway grade. Approximately 80% of survey respondents wanted more trails between communities.
- c. Implement enforcement initiatives (Section 5.5.6) as and when required, especially if user conflicts and concerns become problematic.

6.3 FUNDING OPPORTUNITIES

To maximize the investment in the local and regional trail system, the City should continue to explore opportunities to partner with other government agencies and the private sector. Some opportunities for this are:

1. Senior government grants (e.g. Cycling Infrastructure Partnership Program) are often available for specific project funding, especially those that may support utilitarian trail trips (e.g. commuting between the City Centre and the West Fraser Mill). These grant programs require a trail or cycle master plan and shelf-ready designs. The City should therefore pro-actively prepare designs for priority projects in anticipation of these grant programs.
2. The Rural Dividend and Cariboo Chilcotin Beetle Action Coalition can both fund new trail projects. The former program has funds available for Destination Trail projects;
3. The Ministry of Forests, Lands and Natural Resource Operations can be a willing partner for trail projects.
4. Where a major improvement can potentially reduce vehicle collisions, grants may be available through the Road Improvement Program (RIP) of the Insurance Corporation of BC. In these cases, ICBC would contribute a portion of the estimated savings in claims reductions.
5. As the trail systems have the potential to increase tourism to Quesnel, some trail improvements may qualify for funding under the Northern Development Initiative Trust's Economic Diversification Infrastructure Fund.
6. When trail improvements necessitate clearing of wildfire fuel, the City may qualify for provincial funding under the Ministry of Forests' Strategic Wildfire Prevention Initiative.
7. CN and Tree Canada sponsor the Eco-Connections grant program, of which some trail initiatives may qualify.
8. As the trail system promotes healthy activities, some trail initiatives may qualify for funding under the Northern Health Authority's Healthy Communities Fund.
9. Pursuant to recent amendments to Section 906 of the Local Government Act, developers can contribute to the development of the City's trail (either specific improvements, or a general fund) in lieu of constructing or paying a levy toward off-street parking facilities. These would typically support trails for utilitarian trips.
10. Local corporations and businesses could sponsor infrastructure in exchange for naming rights and advertizing space.

6.4 LAND ASSEMBLY

Ideally, trails and paths are located on land that is under the control of the local government, the Crown or a land trust. Having control of the land provides the opportunity for consistency in the standards for the construction of the trails, accessibility for operations and maintenance, identification of natural hazards along the trail and placement of signage for trail identification and notification of hazards. Informal trails crossing private properties have none of these advantages and have the potential for conflicts between the property owner and users of the trail who may not be aware that the trail is on private property. Liability for the informal trail is primarily the concern of the property owner, but could also affect the local government who may need to expend resources if it is drawn into any disputes.

Securing permission for trail use on private land is not an uncommon practice in Canada. The most recent count conducted by Ontario snowmobile clubs reported that land-use permission had been received from over 15,000 private landowners. Private landowners are a diverse group of people ranging from farmers and businesses to absentee landlords, all with different viewpoints and interests. These groups often share a desire to protect their land, to manage liability, and to be treated fairly and with respect by trail users.

The securing of land for trail use can be accomplished through land acquisition or through an agreement with the land owner, as outlined below.

6.4.1 Land Acquisition

A valuable tool to formalize existing or proposed trail links is to identify policy objectives or approximate locations of the trails in the Official Community Plan (OCP) for the City. In specific circumstances where a trail is to cross private property, there should also be a corresponding budget item for property acquisition in the Local Government's Financial Plan. Trail development can also be accommodated in the Zoning Bylaw by incorporating setbacks or siting regulations that provide space for the construction of new trails.

The OCP and the Zoning Bylaw are useful where a developer has a large site or wishes to subdivide a property. In addition to road systems and connections or extensions to water and sewer systems, trail connections, including those for future developments, and corridors can be identified and incorporated into the development. Trail dedications noted in the OCP are not included in the developer's 5% parkland dedication. As is the case with all land being offered by the developer, the Local Government should ensure that there are no inappropriate liabilities such as unstable slopes, contaminated soils or interface wildfire hazards associated with the property.

There may be cases where a property owner is not considering development, but property acquisition is desired to extend or connect adjoining public trails or to take control of an existing informal trail. In most cases, the Local Government would undertake a direct property purchase negotiation with the land owner. There may also be circumstances where a property owner is willing to donate the land. As is the case with developer properties, the Local Government would need to ensure that there are no inappropriate liabilities associated with the property.

6.4.2 Land Use Agreements

Trail access through private lands can be secured through agreement with the property owner. This can be accomplished with the following steps:

1. First contact with the property owner should ideally be completed by a two-person team from the trail user group, at a time convenient to the property owner.
2. The team should bring:
 - a. Information about the trail organization desiring the connection and/or building the trail.
 - b. Information about the proposed type of trail use, the proposed trail size, materials used, and maintenance plans.
 - c. Sample signs that may be used to mark and identify the trail(s), convey owner generosity by allowing trail on their land, and outline trail etiquette.
 - d. Maps of the surrounding area with existing and proposed trail alignment.
 - e. A copy of the effective laws and liability coverage that provides protection to property owners from claims that could potentially be submitted by trail users.
3. The team should invite suggestions for the trail alignment from the property owner. With clearly marked route(s), the trail use can be confined to a specific desired area.
4. The team should provide a Land Use Permission Agreement of some form for the property owner and trail users to sign. The Agreement should include terms concerning trail use, maintenance responsibilities, potential liabilities, risk management, communication protocols, and the procedure for terminating the agreement if necessary.



Figure 29: Trails around Hallis Lake

7 CLOSURE

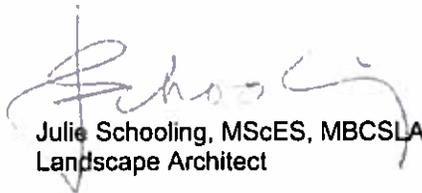
This Recreational Trails Master Plan has been completed by McElhanney Consulting Services Ltd. (MCSL) for the City of Quesnel. The Plan is comprised of a strategic review of the existing recreational trails system within the City and surrounding area, and an outline of recommended initiatives to grow, manage, and market the system in the coming years.

The identified issues and the prioritized list of suggested improvements, policies and programs are intended to guide the City in improving the recreational trails system. The information and data contained herein represent MCSL's best professional judgment in light of the knowledge and information available at the time of preparation.

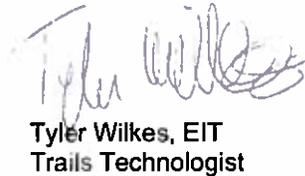
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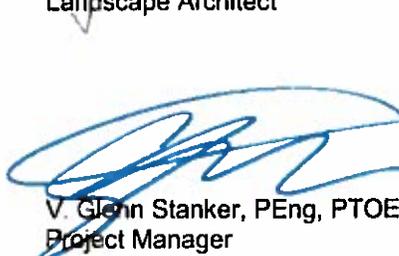
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Trails & Tourism Planner

APPENDIX A – REFERENCES

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APPENDIX B – PROJECT MEETING MINUTES

North Cariboo Trails Inventory and Master Plan Project Initiation Meeting Minutes

Time: 10:00 AM
Date: Thursday, June 15, 2017
Location: City Hall, Quesnel BC

Attendees:

- Bob Simpson, Mayor, City of Quesnel
- Amy Reid, Economic Development Officer, City of Quesnel
- Tanya Turner, Director of Development Services, City of Quesnel
- Glenn Stanker, PEng, PTOE, Project Manager, MCSL
- Vicki Pistner, EIT, Junior Engineer, MCSL

By teleconference:

- Justin Ellis, MES BRMH, Parks, Recreation & Tourism Lead, MCSL
- Jason Simituk, Parks & Recreation Planner, MCSL
- Tyler Wilkes, EIT, Trails Technologist, MCSL
- Julie Schooling, MScES, MBCSLA, Landscape Architect, MCSL

Minutes:

Background

1. Trails in and around Quesnel are an asset, under-utilized by residents and tourists. The need for a plan has been identified by the people of Quesnel. The City would like to change from being a beautiful community to drive through to a beautiful destination, especially for trail tourism.
2. Some trails are sensitive for First Nations, some are over private land. Some accessible/low mobility trails in the region have been funded by the CRD. The Rural Dividend and Cariboo Chilcotin Beetle Action Coalition have not funded local trails in the past, but may provide funding in the future. In particular, the Rural Dividend program has funds available for Destination Trail projects; this study should identify an eligible trail project for this program.
3. The Ministry of Forests, Lands and Natural Resource Operations is a willing partner.
4. Local outfitters, stores, and trail-oriented businesses are potential resources as ambassadors within an active network of trail users and promoters.
5. Background documents to review include: the City's Official Community Plan, Active Transportation Plan, Parks, Green Spaces and Outdoor Recreation Master Plan.

Project Scope:

6. The City would like to know where the establishment of polygons may be worth pursuing under Section 56 of the FRPA (a "filter" process to identify potential). However, the purpose of this study is limited to developing the Master Trail Plan.

7. Quesnel has a lot of trail infrastructure already, and excellent trail connections to the Downtown (a distinguishing feature). The Plan will need to identify how and where trail connections can be made to the Downtown, rather than have trail heads to which users must drive.
8. There are numerous different trail users in Quesnel, including equestrian, motocross (west of town), cross country skiing (south of town), and a new trail system just designated by the ATV users. Trails are already being segregated by classification and use. There are few accessible trails. The Plan will need to outline etiquette guidelines for multiple user groups.
9. There are a number of fire buffers created around the city, which would be good candidates for new trails (22 km total). First Nations trails can be connected as well.
10. There are a large number of trails in the area; some are hard to find. Cycling routes are mixed with road routes. The study must sort and verify trail links.

Study Area

11. The Master Plan should be focused on the city and surrounding area, especially as it is relevant to recreation and tourism in Quesnel. However, key trail corridors to other regional destinations should be identified and connected in the Plan. These include trail connections to Wells (via Stanley), Kersley, Soda Creek, and Nazko (west). There may be partnership opportunities with these communities.
12. Specific attention should be given to established trail systems, including *What the Huck*, *Flying Monkeys*, Dragon Mountain, Kersley, Hangman's Creek, Claymine, and Hallis Lake. At least 90% of this is crown land.
13. Motorized trail users are currently starting at Carson / Johnson. The rides are going further out of town in all directions. Motorized trail activity would be difficult to allow within the city core. However, a parking area for motorized trail users could potentially be added to the off-leash dog-park facility (under construction), in consideration of space requirements for vehicles with trailers.
14. Amy has sent all the mapping information available from the City. However, she will ask the trail user groups if they have any additional mapping to submit.
15. Hallis Lake and Claymine are designated trail systems.

Community Engagement Strategy

16. The stakeholder meeting will be held next Tuesday in Council Chambers, and all stakeholders have been notified. Desi (FLNRO) will attend.
17. The Open House has been set up as drop-in from 4:30 to 6:30 on the same day. Posters have been printed. Community has good culture of participation.

18. “Sounding boards” can be installed at trail heads, where people on the trail can leave their comments. The survey and Vertisee link can be added as well. One location could be the entrance to Pinnacles Park. However, the cell service in many areas may not allow access.

Field Review and Inspection

19. McElhanney is developing a trail assessment tool, which will be used to evaluate strategic sample sections of trail. Conclusions about the system (concerning maintenance, management, and design) will be derived accordingly.
20. Analysis of Trail Network and Amenities
21. Plan recommendations will include new trails/amenities, as well as enhancements to existing trails/amenities.
22. The Plan should identify potential locations for epic trails. A trail along the old Cariboo Wagon Road that connects to Wells via a Bed and Breakfast in Stanley (e.g. the old Lightning Creek Hotel, currently for sale) could be epic. The Alexander Mackenzie Trail is another good choice. History and Heritage are the key to selling the trail system in Quesnel. Hut to hut adventures are gaining in popularity.
23. There is not a major conflict between the recreational users and the industrial users at this time. Lots of land is silviculture, rather than harvest. The ski club has four cabins for back country skiing, which do conflict with logging activity.

Market Research

24. Amy can share the market research on local tourism for the region, but the data isn't segregated by cities.
25. The Plan will outline recommended programs and supporting policies for increasing the interest in recreational trails within town and for visitors. This will help develop the culture of trail use, and outdoor recreation around Quesnel.

North Cariboo Trails Inventory and Master Plan Round 1: Stakeholder Meeting and Workshop

Time: 1:30 PM
Date: Tuesday, June 27, 2017
Location: Council Chambers, City Hall, Quesnel BC

Attendees:

Name	Title	Company
Bob Simpson	Mayor	City of Quesnel
Ron Paull	City Councillor	City of Quesnel
Laurey-Anne Roodenburg	City Councillor	City of Quesnel
Amy Reid	Economic Development Officer	City of Quesnel
Lacey Kvist	Council Projects Initiatives Co.	City of Quesnel
Nova Sekhon	Economic Development Intern	City of Quesnel
Desi Cheverie	Rec Officer	Rec Sites and Trails BC
Patty Morgan	Manager	Visitor Centre
Jeff Dinsdale	Dog Musher	Gold Rush Sled Dog Association
Marjie Robertson	President	Cross-Country Motorcycle Association
Brian Kennelly	V.P. and Trails Director	Cariboo Ski Touring Club
Glenn Stanker	Sr. Transportation Engineer	McElhanney Consulting Services Ltd.
Julie Schooling	Landscape Architect	McElhanney Consulting Services Ltd.
Vicki Pistner	Engineer	McElhanney Consulting Services Ltd.

Minutes:

Strategic Planning Discussions

1. Cariboo Wagon Road was previously used by snowmobiles, ATVs and dog sleds. The original trail is not reproducible due to the highway. However, there is a desire recreate this connection.
2. There is an interest in geocaching in the area. There may be conflicts with copyrights and promoting geocaching.
3. Trails historically connected in the area. There are examples of large trails that accomplished this including: Yukon Telegraph/Collins, Alexander Mackenzie Trails.
4. The Quesnel area is a natural hub which can serve as a supply center for trail users.
5. There are significant water routes for travel in addition to the trails.
6. It is unclear whether trails are on private, public or First Nations land. This is a critical factor in trail use. McElhanney to depict these layers in a map. Conditions such as appropriate trail use hours should be discussed. Desi has GPS linework for this area and will send.

7. Forest Service Roads could be opportunities for trails. Information is needed on official and unofficial deactivated roads. There are legal obligations to block public access in some cases such as Beaver Pass.
8. There is interest in trails that support overnight trips for mountain bikers. Cariboo Gold Dust Trail is a draft of such a trail.

Trail Network Discussion

1. The trail network is constantly evolving. Crowd sourcing information will be valuable. Legal challenges may arise from trails that migrate, some placer markings may be a solution to this.
2. Mines Branch can issue conditional permits for trails. The Barkerville Gold Mine has a large footprint and set a precedent for mining operations to aid in building trail connections.
3. Expand the map on the south edge. A zoomed-out map accurately depicts Quesnel as a hub of trailheads.
4. Older cross-country trails that are overgrown are not a high priority.
5. Horsemen group is working on bringing the Collins Overland Trail into town.
6. Short Term Plan objectives should include:
 - a. Trails to waterfalls
 - b. Identify and resolve as many land conflicts as possible
 - c. Focus on legal trails
 - d. Acknowledge volunteers' role in maintenance
 - e. Attract new volunteers
 - f. Implement a management model to ensure clubs taking part in maintenance are sustainable
 - g. Link trails and hotels by providing information
7. Long Term Plan objectives should include:
 - a. Protect and prevent the destruction of trails
 - b. Ensure trails are sustainable given the capacity
 - c. Build an old railway trail
 - d. Increase accessible trails for wheelchairs, modified bikes and scooters

North Cariboo Trails Inventory and Master Plan Round 2: Stakeholder Meeting

Time: 1:30 PM
Date: Thursday, October 26, 2017
Location: Council Chambers, City Hall, Quesnel BC

Attendees:

Name	Title	Company
Bob Simpson	Mayor	City of Quesnel
Robin Sharpe	Mayor	District of Wells
Laurey Anne Roodenburg	City Councillor	City of Quesnel
Ron Paull	City Councillor	City of Quesnel
Amy Reid	Economic Development Officer	City of Quesnel
Jake Rogger	Economic Development Intern	City of Quesnel
Chris Klapatiuk	Vice President	Gold Rush Cycling
Esther Platts	Secretary	Gold Rush Cycling
Ian Van Leusden	Communications	Gold Rush Cycling
Brian Kennelly	V.P. and Trail Director	CSTC
Jeff Dinsdale	Dog Musher	Gold Rush Sled Dog Association
Candace Miller	Owner	Reason 2 Run
Lana Johnson	Administrator	Outdoor Adventures Facebook Page
Glenn Stanker	Sr. Transportation Engineer	McElhanney Consulting Services Ltd.
Julie Schooling	Landscape Architect	McElhanney Consulting Services Ltd.
Katherine Clark	Jr. Transportation Engineer	McElhanney Consulting Services Ltd.

Minutes:

Discussion of Engagement Feedback

1. The top six trail uses did not include motorized groups. These are meant to be interpreted as top activities trail users participate in. There is a desire to ensure that motorized and equestrian trail uses are reflected.
2. There are numerous trail systems in the region around Quesnel. To ensure the study remains focussed and relevant, the study area was determined to be based on those trails that are reachable within a day, and for which the users would be inclined to base their trips out of Quesnel.

General Discussion

3. Some trail users do not work well together. Education/information on trail etiquette will need to be provided to trail users. In some areas, there is an opportunity to separate trail users on multiple parallel trail systems. This may be the case on the wildfire buffer land. Quesnel is in the process of obtaining a Community Forest License which will give them more jurisdiction over trails in multi-use areas.
4. Designated seasonal trails i.e. for snow shoe, sled dogs, and snowmobiles are desired. Some trails are not maintained for summer use but exist for winter use only. There is interest in seeing this communicated with signage or icons.
5. The language used to describe the trail use should be taken into consideration. Designated and dedicated have both been used in discussion and have different meanings legally. This will be of importance for mapping, signage and communication.
6. There is particular interest in connecting Wells and Quesnel by a trail as a long-term goal. This may also include connecting 100 Mile and other communities. There is also a desire to have a multi-day cabin to cabin trail experience. The role of communities would be to serve as tourism operators. There may be value in approaching the Alexander-Mackenzie trail guides to determine how this trail is used and maintained.
7. Over the next 10-15 years, more summer linkage between mountain bike trails could be achieved.
8. There is an interest to potentially use inactive forest service roads as power sport trails. Alternatively, a formal trail could be built in the case of active forest service roads. FRPA may be an opportunity to take into account motorized trail use on forest service roads. Forestry mapping may be a resource for existing trails.
9. Trails at Kostas Cove and Cottonwood House are wheelchair accessible. Kostas Cove is a community park, and is not part of the Ten Mile Lake Provincial Park. Grooming of snow will not be possible as the groomer was stolen.
10. New Quesnel tourism website launched today.
11. There is a strong preference for highly visible staging and signing at trailheads.

Discussion of Marketing SWOT Analysis

12. Strengths identified included:
 - a. Accessibility by airport and major highway
 - b. Heritage: Quesnel was a major communication route
 - c. Diversity of trails
 - d. Scenic features including waterfalls
 - e. Diversity of grade and style of mountain bike trails
 - f. Services available in town for most sports including rental equipment
 - g. Plenty of community support

13. Weaknesses identified included:
 - a. Lack of amenities for bike washing and bike sharing
 - b. Majority of trail information is communicated by word of mouth
 - c. Some of the desired trails are on private/First Nations land

14. Threats to Quesnel Area trails and possible solutions included:
 - a. Liability risks: use at your own risk
 - b. People using trails that are out of their skillset: place stunt at beginning of trail
 - c. Litter and garbage left on trails: signage and receptacles
 - d. Mother nature: maintenance

15. Some information needs to be gathered on what amenities are needed for different sports. As well as information on audience needs for epic trails and connectivity.

16. Currently the Trail Forks app is used by mountain bikers to communicate trails. Sometimes this site is not up to date and can lead users to incorrect locations. There is a need to publicize trails in a more formal way for different uses. Possibly an opportunity for the Tourism website.

17. The need for a long-term plan for trail maintenance was expressed. Solutions to some of the challenges with trail maintenance included:
 - a. Sharing of equipment between groups
 - b. Build with the knowledge that vandalism is possible
 - c. Place cameras/wildlife cameras in a couple key locations
 - d. Work collaboratively with other groups
 - e. Work with industry to use machinery

18. Organized trail groups in the Quesnel area included:
 - a. Backcountry Horsemen
 - b. Sled Dog Club
 - c. Wells and Area Trails
 - d. Wells and ATV Club
 - e. Friends of Barkerville
 - f. Quesnel Quadders
 - g. Gold Rush Trail Sled Dog
 - h. Motocross Club
 - i. Gold Rush Cycling
 - j. Hike BC
 - k. Outdoor Club (BC Nature and Trail Guide Society)
 - l. Caledonia Rambler's: Quesnel Chapter
 - m. Various Facebook Groups

19. There are unofficial staging areas that are used by the above groups to gather before a trip.

Discussion of Mapping

Meeting attendees provided additional comments on the maps provided, which were subsequently incorporated into the trail mapping.

APPENDIX C – COMMUNITY ENGAGEMENT SUMMARY

B.3 Public Survey – June 16 - July 27, 2017

A total of 143 surveys were submitted. Respondents were not required to answer every question, and this may be reflected in the data collected.

With a population of approximately 12,000 (as per Statistics Canada, 2016 Census) this survey has collected input from about 1% of the local population. It provides input from current trail users and non-users about their thoughts and feelings regarding trails in the City of Quesnel and the North Cariboo Region.

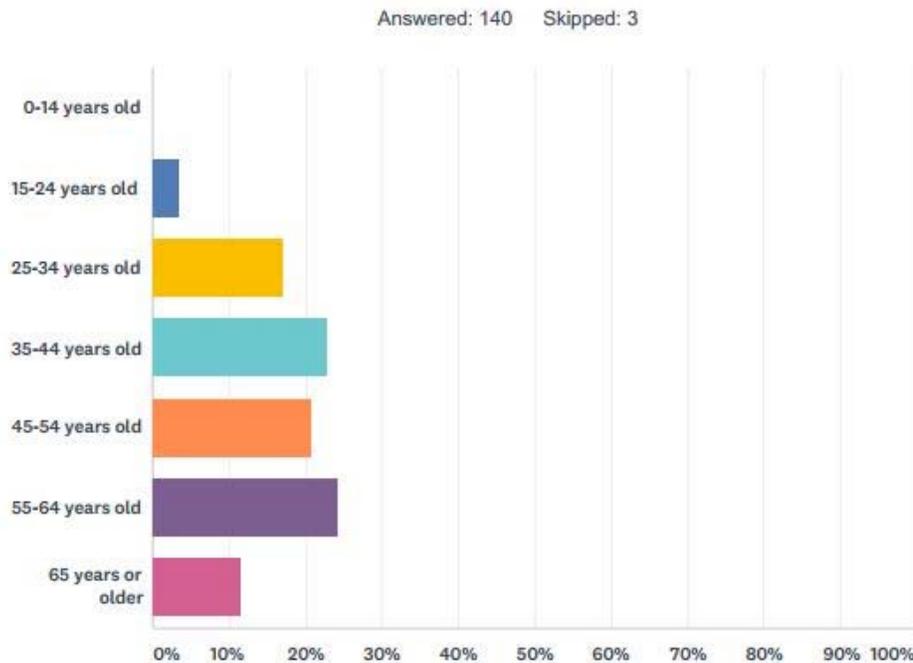
Section XX in the report provides an executive summary and graphic representation of the results. All responses to individual questions have been provided below.

1. What is your postal code?

- No postal code provided – 30
- Postal codes beginning with V2J – 111
- Postal codes beginning with V2G - 1

2. What range best reflects your age?

Most respondents were between 35 and 65 years old. Only 5 respondents were under the age of 24.



3. What gender do you most identify with?

63% of respondents were female.

4. What trail-based activities do you participate in regularly (at least twice a month)? Check all that apply.

Walking	76.60%
Hiking	65.25%
Canoeing / Kayaking / Rafting / Jet Boating	41.84%
Snowshoeing	39.01%
Running / Jogging	35.46%
Cross-country Skiing	30.50%
Mountain Biking	25.53%
Cycling / Cycle Cross	25.53%
All-Terrain Vehicle	24.11%
Commuting to Work	14.89%
Horseback Riding	10.64%
Ski-Touring / Splitboarding	10.64%
Off-Road Motorcycle	9.22%
Snowmobiling	9.22%
4X4	6.38%
Other (please specify)	Responses 4.26%
Small Wheeled Activity (Skateboards, rollerblades and scooters)	2.13%
Fat-Biking	2.13%

5. Do you belong to a community or stakeholder group?

30% of respondents identified as belonging to a community or stakeholder group. These groups included (listed in alphabetical order:

- Back Country Horseman of BC, North Cariboo- 2
- Blackwater Paddlers -1
- Bouchie Lake Community Association -1
- Cariboo Quadders/ATV Club – 3
- Cariboo Ski Touring Club – 13
- Fitpets Dog Sport - 1
- Friends of Bakerville – 2
- Girl Guides - 1
- Gold Rush Trail Sled Dog Association - 4
- Hallis Lake Crosscountry Ski Club - 2
- HCBC
- Itcha Mountain Cabin Society – 1
- Lightning Creek Ski Club - 1
- Quesnel & District Chamber of Commerce – 2
- Quesnel Cross Country Motorcycle Association - 2
- Quesnel Outback Quadders Society – 2
- Quesnel Outdoor Adventures - 1
- Quesnel Triathlon Association – 1
- Running GRP - 1
- Trail Run Community - 1
- Wells Snowmobile Club – 1
- West Village - 2

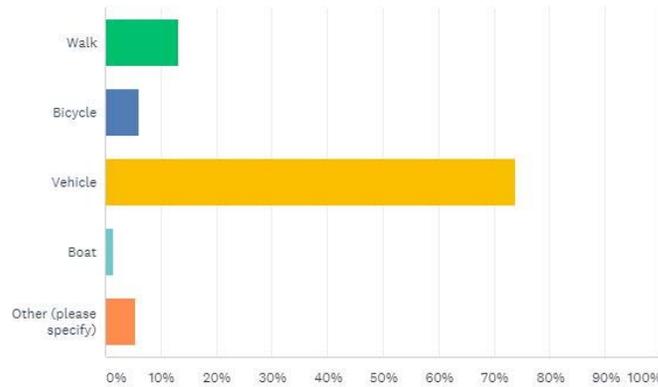
6. Have you used the trail network within the City of Quesnel and surrounding region in the past?

97% of respondents have used the trail network before.

7. How do you typically arrive to the trails?

Arriving via vehicle was the most common way. Nearly 74% of respondents arrived at the trails via a vehicle.

Answered: 130 Skipped: 13

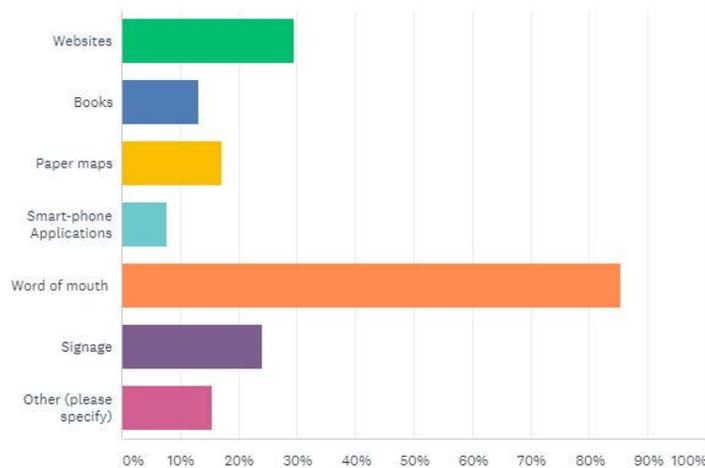


Walk	13%
Vehicle	73%
Bicycle	6%
Other (please specify)	5%
Boat	1.5%

8. How do you find out information about the trails you use in the City and surrounding Region?

85% of respondents found out information about the trails by word of mouth, followed by nearly 30% of respondents also using websites.

Answered: 129 Skipped: 14



20 respondents also indicated other sources that included:

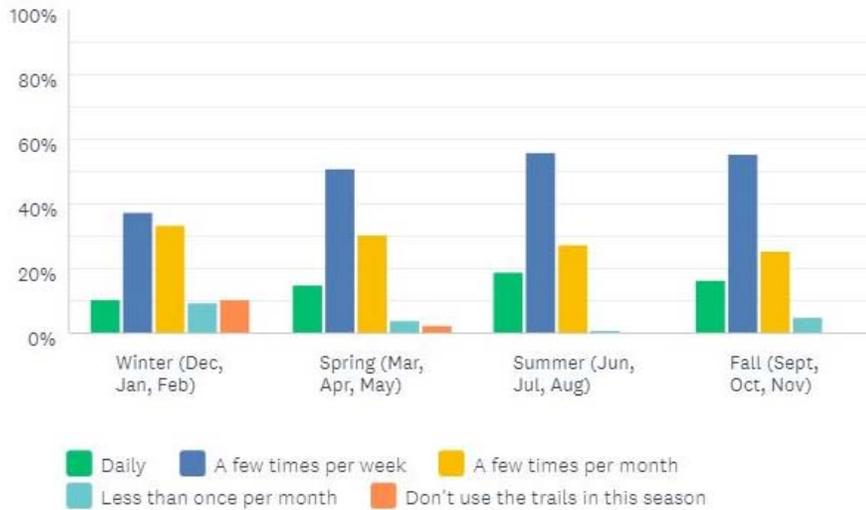
- Group organized trail runs or rides – 5
- From their first-hand experience – 5
- Hiking group from Reason to Run store - 2
- Facebook – 4
- Visitor Centre – 2
- Trailpeak.com - 2

9. What is the name of the website/book/map/phone application?

- City of Quesnel Website/Trail Maps – 8
- Facebook – 8
- Google search – 8
- Trailforks.com – 7
- Backroad Map Book – 5
- Walking and Cycling Trail Guide book – 4
- Hello BC – 2
- Hiking the Cariboo Golfields – 2
- Trailpeak.ca – 2
- Cariboo ATV Club - 1
- Caiboo Outback Quadders - 1
- Cariboo Ski Touring - 1
- Strava.com – 1
- Reason to Run - 1
- Map My Hike – 1

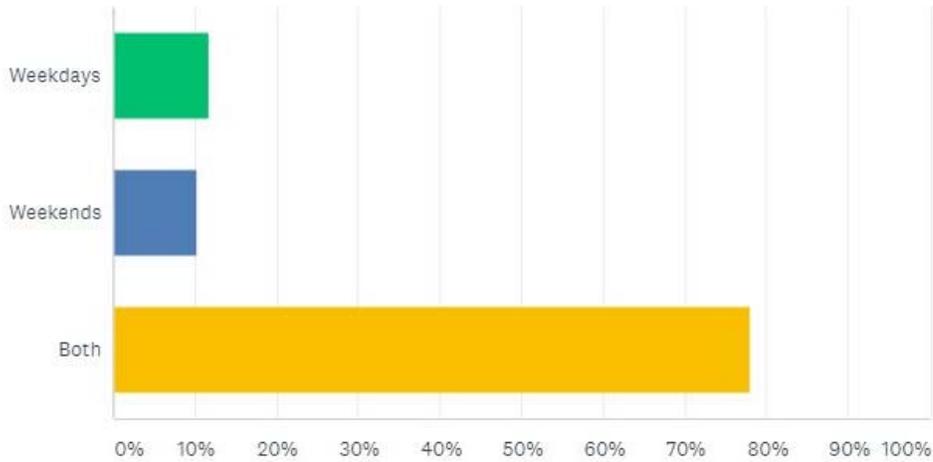
10. Please identify how often you use the trails network within the City and surrounding Region during each season (select the option that most closely reflects your use):

Most participants identified that they used the trails network a few times a week for most of the year, 50% or higher during spring, summer and fall with the lowest usage in the winter dipping slightly below 40%.



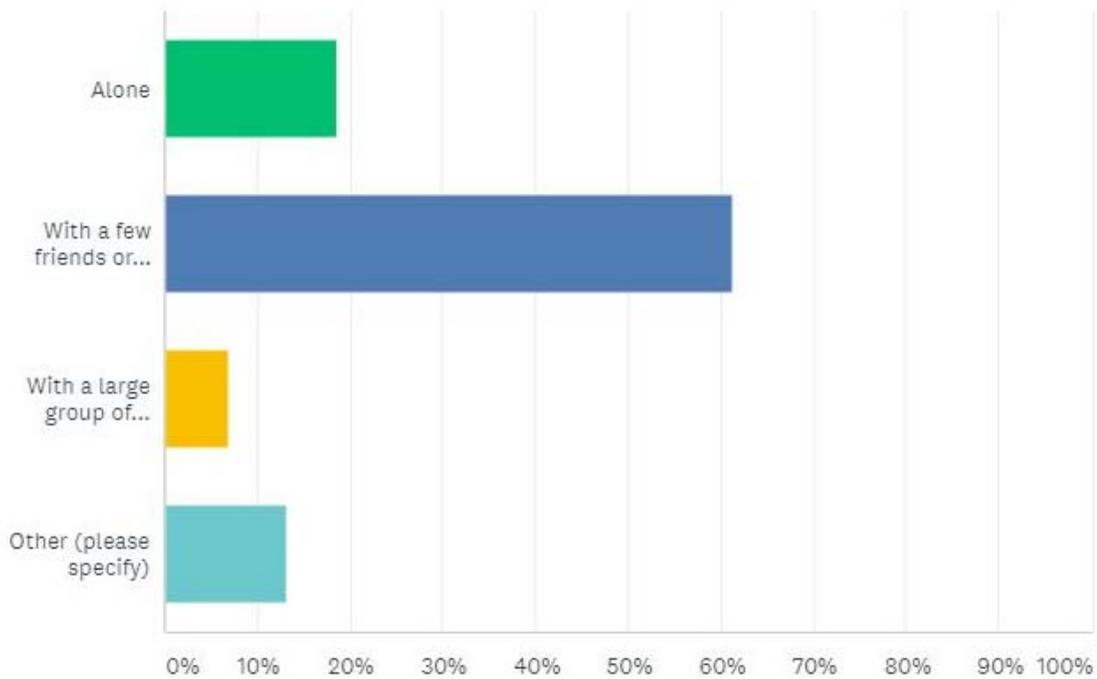
11. When do you typically use the trails in the City and surrounding Region?

78% of participants indicated that they use the trail network both weekdays and weekend.



12. Reflecting on your past trail outings in the City and surrounding Region, were your outings typically undertaken:

Most participants (61%) indicated that they used the trail network in a small group with a few friends or family members.



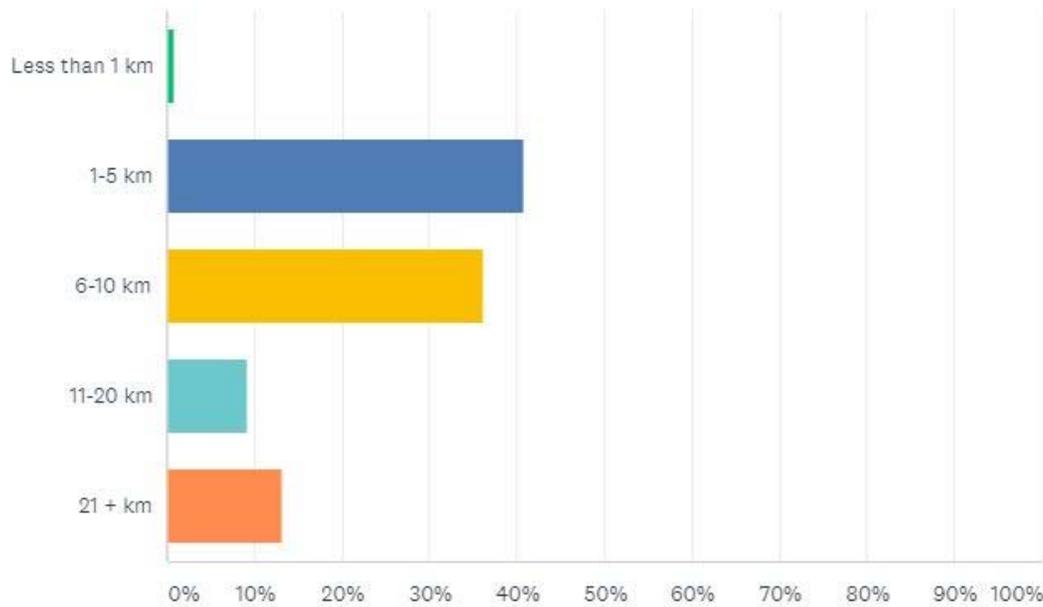
13. How often do you typically have trail outings of the following durations?

Participants most commonly used the trails a few times per week for an hour or two.



14. How many kilometers do you typically travel on the trails within the City and surrounding Region per outing?

Participants typically traveled 1- 5 km (40%) or 6 – 10 km (36%) on the trail network.



15. Thinking about your preferred trail experience, please indicate the extent to which you agree with the following statements:

Preference	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree
I prefer natural surface trails	72%	24%	3%	0%

I prefer hard surfaced trails (compact gravel / shale)	10%	51%	26%	12%
I prefer beginner trails	7%	39%	45%	9%
I prefer intermediate trails	35%	53%	9%	2%
I prefer advanced trails	18%	45%	28%	8%
I prefer trails where I can retrace my steps in and out on the same trail	4%	41%	43%	12%
I prefer a circular route / loop trails where I don't retrace my steps in and out	67%	29%	2%	1%

16. Overall, how satisfied are you with the quality of the trails in the City and surrounding Region?

54% of participants were somewhat satisfied with the quality of trails in Quesnel and North Cariboo Region and 29% of participants were very satisfied.

Very Satisfied	29%
Somewhat Satisfied	54%
Somewhat Unsatisfied	12%
Very Unsatisfied	3%

17. How satisfied are you with the quality of trails in the following areas?

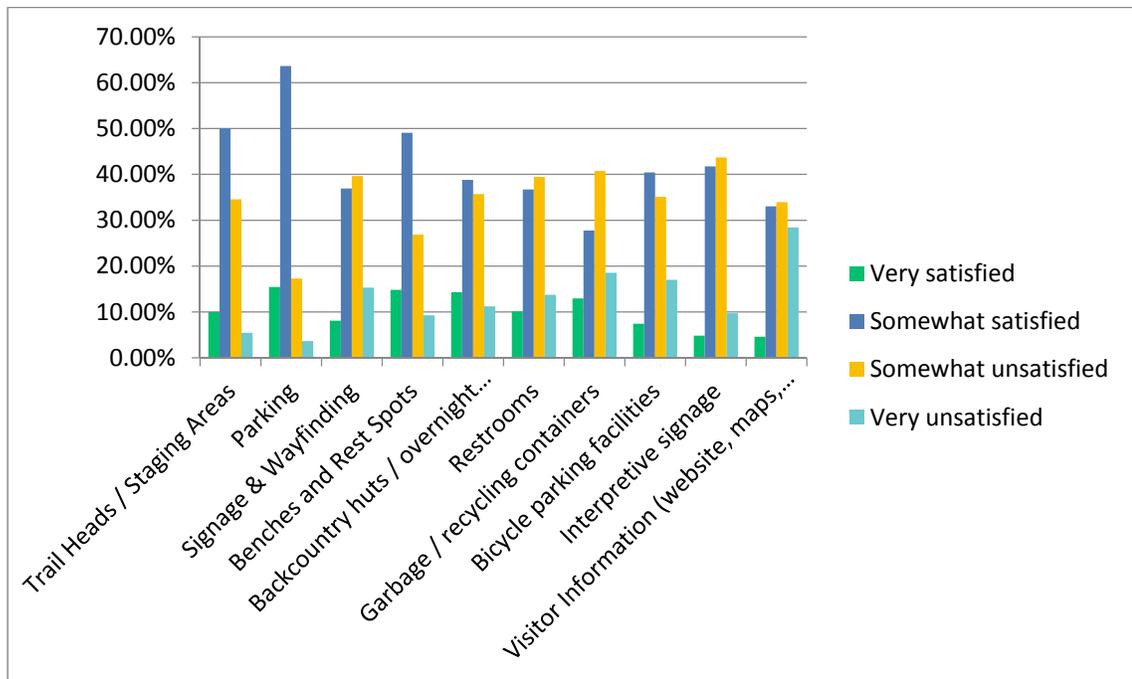
Participants indicated that there were a significant number of trails that they did not use. The highest levels of satisfaction were with Quesnel River Front Trail, Hallis Lake Ski Trails, Ten Mile Lake Park Trails, and West Timber Park Trail. Participants were least satisfied with Alexander Mackenzie (Grease) Trail, Deserter Creek (Deep Creek) Trail and Dragon Mountain Trails.

	Very satisfied	Somewhat satisfied	Somewhat unsatisfied	Very unsatisfied	Do Not Use	Total Checked
Alexander Mackenzie (Grease) Trail	3%	16%	12%	7%	62%	111
Basalt Columns Trail	12%	14%	5%	2%	67%	110
Beavermouth Trails	6%	26%	10%	5%	53%	108
Beaverpass Trail	1%	11%	2%	2%	84%	108
Cariboo Wagon Road (Stanley To Barkerville)	5%	19%	10%	4%	63%	110
Claymine Trails	18%	19%	2%	2%	59%	108
Collins Telegraph Trail	2%	14%	6%	1%	77%	106
Cottonwood House Trails	17%	22%	5%	2%	55%	109
Deacon Creek Trail	2%	14%	3%	1%	81%	108
Deserter Creek (Deep Creek) Trail	25%	33%	13%	2%	27%	107
Dragon Mountain Trails	22%	36%	15%	1%	27%	109
Flying Monkeys Trail	12%	7%	0%	1%	79%	107
Hallis Lake Ski Trails	53%	26%	2%	1%	19%	112
Hangman's Trails	25%	19%	5%	3%	49%	110
Hush Lake Ski Trails	3%	6%	0%	6%	85%	109
Kingpit Trails	0%	7%	1%	5%	87%	109

Milburn Mountain Trails	2%	10%	3%	5%	81%	109
Oz Trail	3%	6%	1%	0%	90%	111
Pinnacles Park Trail	34%	46%	7%	3%	10%	112
Quesnel Riverfront Trails	61%	24%	5%	1%	9%	114
Sisters Creek (Kersley) Trails	27%	26%	1%	1%	46%	109
Stoney Lake Trails	0%	5%	2%	2%	92%	106
Sugar Creek Loop Trail	11%	17%	2%	1%	69%	107
Ten Mile Lake Park Trails	37%	39%	7%	3%	14%	112
Umiti Pit Trails	3%	14%	3%	2%	79%	103
Weldwood Trails	14%	19%	1%	2%	64%	107
Wells Area Trails	28%	31%	3%	1%	37%	107
West Fraser Timber Park Trails	32%	42%	8%	1%	18%	113
What the Huck Trail	16%	4%	1%	0%	80%	108
Wineglass Falls Trails	11%	24%	5%	2%	58%	111
Wonderland Trails	19%	15%	4%	1%	62%	112

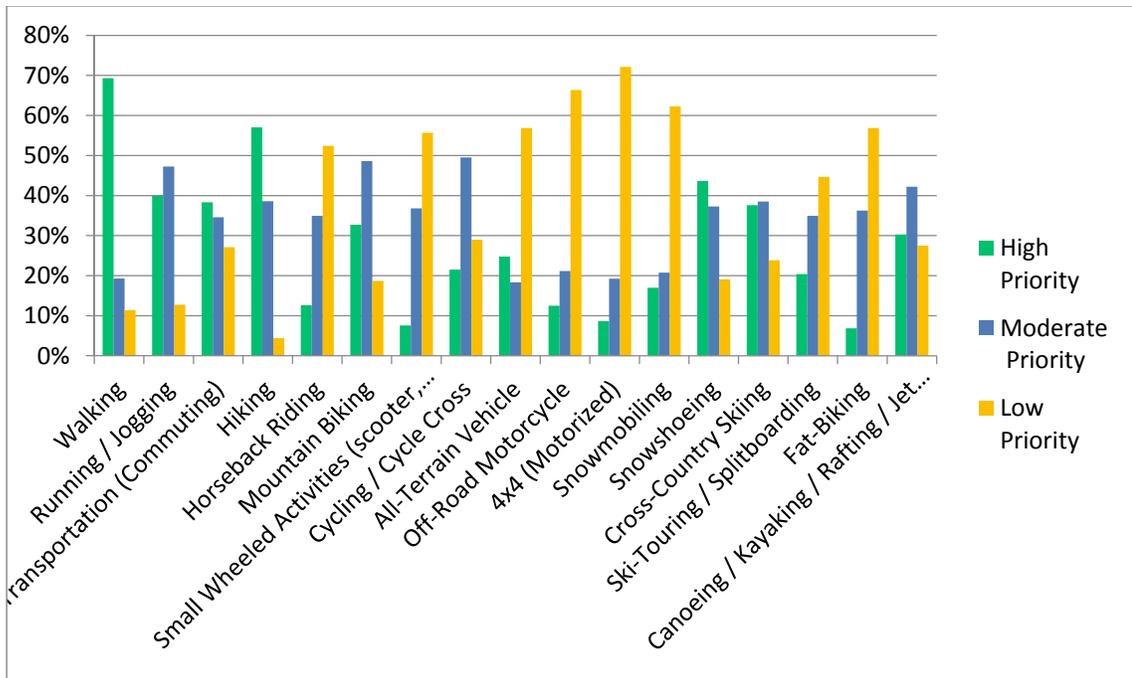
18. How satisfied are you with each of the following trail related visitor amenities provided on the trails?

Participants were most satisfied with parking, benches and rest spots, and trail heads/staging areas. They also indicated that they were least satisfied with visitor information.



19. In your opinion, what types of trails are most needed in the City and Region?

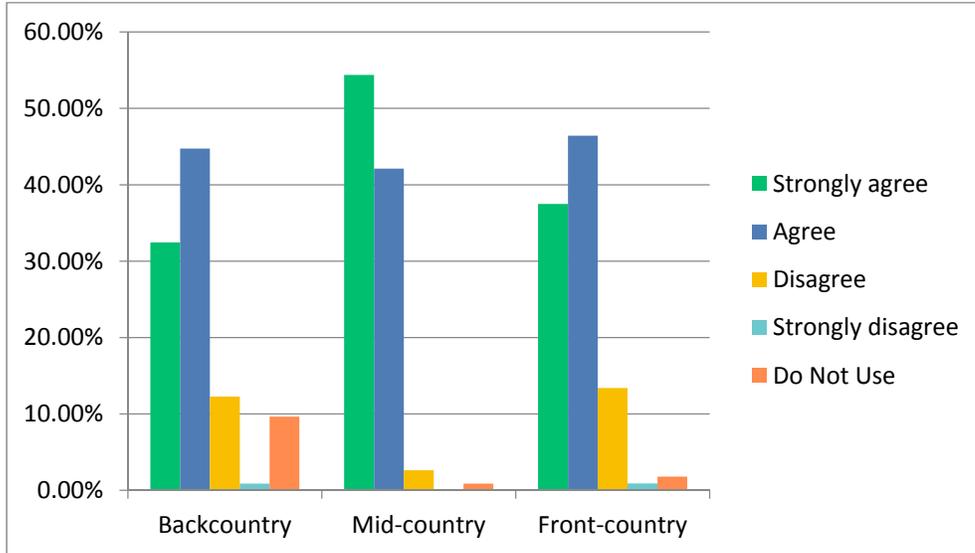
	High Priority	Moderate Priority	Low Priority	Total
Walking	69%	19%	11%	114
Running / Jogging	40%	47%	13%	110
Active Transportation (Commuting)	38%	35%	27%	107
Hiking	57%	39%	4%	114
Horseback Riding	13%	35%	52%	103
Mountain Biking	33%	49%	19%	107
Small Wheeled Activities (scooter, rollerblading, skateboarding)	8%	37%	56%	106
Cycling / Cycle Cross	22%	50%	29%	107
All-Terrain Vehicle	25%	18%	57%	109
Off-Road Motorcycle	13%	21%	66%	104
4x4 (Motorized)	9%	19%	72%	104
Snowmobiling	17%	21%	62%	106
Snowshoeing	44%	37%	19%	110
Cross-Country Skiing	38%	39%	24%	109
Ski-Touring / Splitboarding	20%	35%	45%	103
Fat-Biking	7%	36%	57%	102
Canoeing / Kayaking / Rafting / Jet Boating	30%	42%	28%	109
Other (please specify)				8



20. Considering your desired trails experience, in which recreation setting do you prefer to use trails:

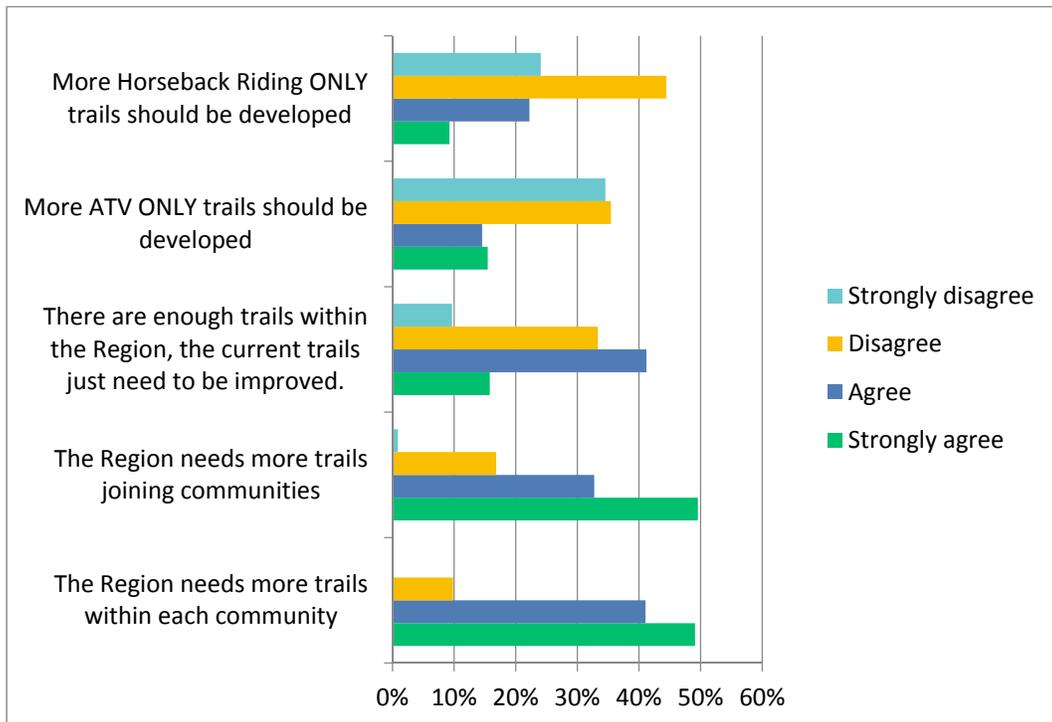
Participants indicated a preference for mid-country (58%) and backcountry (27%) over front-country (15%).

21. Thinking about the diversity of trail experiences in the City and surrounding area, to what extent do you agree that more trails should be developed in the following recreation settings:
 Participants indicated a preference to develop mid-country trails followed by front-country trails. More participants felt that backcountry trails are not used over front-country and mid-country trails.



22. To what extent do you agree with the following statements?

Nearly half of participants felt that the region needs more trails within each community and joining communities. Participants also indicated that they disagreed with horseback riding and ATV only trails.



23. Thinking about the future trail experiences within the City and surrounding Region, how important do you think each of the following actions are to improving the quality of the trail use experience?

	Very Important	Somewhat Important	Somewhat Unimportant	Unimportant	Total	Weighted Average
Improved connectivity of existing trails	55.75%	36.28%	6.19%	1.77%	113	3.46
Bench availability	14.04%	40.35%	34.21%	11.40%	114	2.57
Restroom availability	28.70%	42.61%	21.74%	6.96%	115	2.93
Interpretive trails/signs	32.74%	50.44%	13.27%	3.54%	113	3.12
Weed control/habitat restoration	19.47%	40.71%	28.32%	11.50%	113	2.68
Trail and amenity maintenance	39.13%	51.30%	6.09%	3.48%	115	3.26
Cleanliness of trails	53.51%	35.09%	9.65%	1.75%	114	3.4
Improved signage & wayfinding	53.91%	37.39%	7.83%	0.87%	115	3.44
Enhanced visitor education to improve etiquette and minimize conflicts	42.11%	35.09%	17.54%	5.26%	114	3.14
condition of the trails	41.23%	38.60%	19.30%	0.88%	114	3.2
aids (e.g. GPS tracklogs)	54.39%	34.21%	7.02%	4.39%	114	3.39
Other (please specify)					7	

24. Do you have any other recommendations for improving the quality of the trail experiences in the City and surrounding area?

Participants provided the verbatim comments below:

- Improving safety for bike commuters on two mile flat...Additional urban trails and connection to other trails in Quesnel
- There needs to be a paved walkway from the Quesnel river bridge connecting Carson neighborhood to the rest of the trail system. Right now you have to walk along the hwy for a significant distance which does not feel safe with a small child or baby.
- We just need more. But please don't pave them. Too hard on the joints.
- The fees for using the Wells Trails are far too high.
- Open up access to the diatomite plant area
- Either information on garbage bins or bear bins or recycling. Also dog bags. Lots of people walk dogs. Why not include dog bags at rest stops or trail heads. Dog owner typically pick up if there is bag provided and bin to dispose of the waste. Also when on trails there is no information explaining where is the next rest point or garbage bin etc.. Also no information on outhouse information.
- Make the trails know to the general public more. Lots of trails are just word of mouth.
- Cooperation of private land owners
- Re-paint the bike/walk icons on the Riverfront Trail so that the bikes stay on their side.
- No safe commuter route for those working in mills on Highway 97, development of a trail, path or even a safe zone on the highway would reduce traffic, promote healthy lifestyle etc.
- Good digital maps to download
- I am quite content with the variety of quality we currently have.
- No
- Better promotion of the current trail systems. I haven't heard of probably half of the ones listed here!
- This town has absolutely disgusting hotels. If you want to be a destination then that needs to be fixed.
- For trails wuthin City limits, where people walk or commute to/from work, increase the natural barriers between trails and motorized streets...nothing worse than going for a

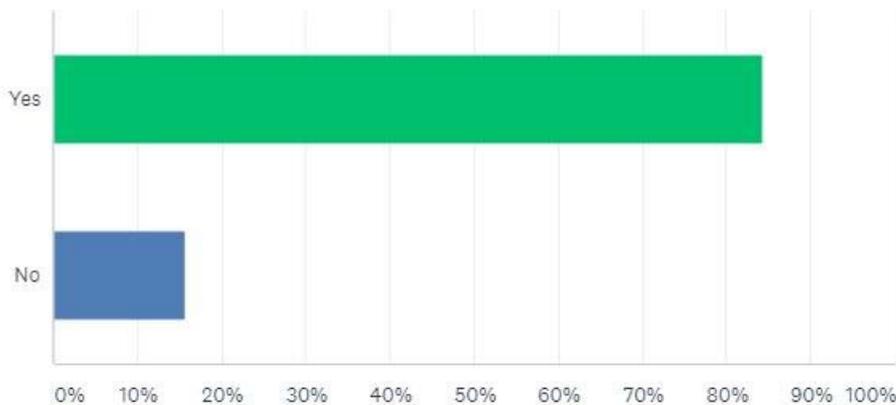
- quiet stroll on a scenic trail and having to shout over traffic noise to your partner as you walk.
- Also, make booklets for some of the other outside city limits trails with trail maps included. I've probably been to far more than I've let on in this survey, but don't know the names of them since there's little to no signage at many of these trails....or access to them is difficult I don't bother going. Designated parking areas identified for the specific trails would be very helpful in locating trailheads (like out towards Barkerville). Also wish there was a safe place people could commute to work kn a bicycle. In trying to lead a healthier life, I've been run off the roads and sidewalks, nearly struck by vehicles, and unable to cross busy intersections without significant delays/backtracking. Wish we had something like the Galloping Goose in Victoria.
 - I hiked Wonderland today and when I returned to my vehicle there was a note saying this is private property and please don't come back. Some clarity on what trails are public/private would be great. I see wonderland was on your list so I'm really hoping it will remain accessible to the public. It's a beautiful space.
 - More water fountains! And turn them on earlier.
 - Less access/heavy fines to walking and bike/cycling trails for off road vehicles within city limits
 - Make it more public so people know where they are. there seems to be so many places to go but little info on how to get there and where to go?
 - Leave the trails the way they are
 - Need access to city services without having to load Quad onto truck/trailer
 - Front and mid country trails MUST be well signed from start to finish. There should be street signs providing directions to the trail head. Then there is a sign board showing distances of each trail and named highlights along the trail (like viewpoints, restrooms, or waterfalls). Then every junction has sign labelling each option and the distances.
 - More map booklets or info booklets
 - Cameras.. or security of some sort.. I have used a trail her once this year... and last year at least a hundred times... to scared...
 - Maps and info re: trails readily available.
 - Until I joined a hiking group I had no idea most of the trails existed. I was born and raised here. I think our trails could be better advertised.
 - Riverfront to Goldpan connector trail to allow running and cycling access to north of town.
 - I own the property at XX XXXXXXXX and have had MANY issues with trespassers who tell me that there is a mapped trail on my land. I have hung signs, placed a gate (fencing too expensive) and verbally warned those that I catch, but the trespassing continues. If my property is shown as having a publicly accessible trail on ANY north cariboo trail maps, please revise the map!!! No one is welcome on my land. There has been theft and vandalism and I am fed up with it. Trail users can easily exit the Pinnacles/Baker Creek Ridge trails at Hesketh road and stay the heck off my land. Thank you so much.
 - Connection between Quesnel River Bridge & the lower trail that leads to nowhere below.
 - Hikers don't want everyone to know about trails because ATVs wreck them and general public leaves garbage.
 - With shared bike/walking trails already in existence, bike lane needs to be much wider.
 - The questionnaire is not specific regarding the definition of ""surrounding area" I feel it is important that trails located within the city (and the regional district) are linked/connected with trails located in outlying parts of the greater Quesnel area as well as linked with trails in surrounding communities such as Wells, Barkerville, Nazko, Blackwater and in some cases even Prince George and beyond....it is important that this

planning initiative considers ALL trails, not just those within a restricted Quesnel-only geographic area. Many of the trails in the Quesnel are historic/heritage trails that were used to open up British Columbia (i.e. Cariboo Wagon Road, Telegraph Trails, Mackenzie/Grease Trail, Goat River Trail)...to experience these trails you must travel outside of the 'greater' Quesnel area. What about water routes? Are these trails? The Bowron Lake Canoe Chain is like no other paddling destination in the world...it is truly unique....The A Quesnel River is a wonderful/forgiving whitewater paddling river, the Blackwater River is not only historic (Mackenzie's West Road River) but a paddling delight, the Fraser River (at the right time of year) offers wonderful paddling options...it is one of the world's largest rivers. There are countless lakes within 20 km. of Quesnel

- Would love to see a trail system behind Rona & Westfraser Timber park, running from Maple Drive to Highway 97. Would also be nice to see a multiple trails heading down from Red Bluff area.
- Keep them as natural as possible, but clear the roads getting to the trail and the blow down in the spring. Ensure the markers and signs are in place. The Alexander Mackenzie trail is in pitiful condition.
- More connectivity to trails within and around the city from the neighbourhoods. Trail maps and signage on other trails than just the river walk. Guidebooks.
- The Quesnel hiking and walking trails should be updated to include all the trails listed in your survey
- Developing signage for the more remote trails
- For greater connectivity between areas and towns, development of some Airbnb rooms along the way.
- Several community members should be trained in trails development and maintenance. Training could be paid for by the City and CRD, and subsequent role of those trained would be as volunteers only.
- There is a vast variety of amenities amongst existing trails, depending on who developed and maintains them. In general, more accessibility, connectivity, marking, and amenities are needed on existing trails.

25. Do you feel that the City and surrounding area should become a trail tourism destination?

85% of participants felt that the City of Quesnel and North Cariboo Region should become a trail tourism destination with only 16% of participants indicating that it should not.



26. What do you feel is required to become a trail tourism destination?

Verbatim comments are provided below:

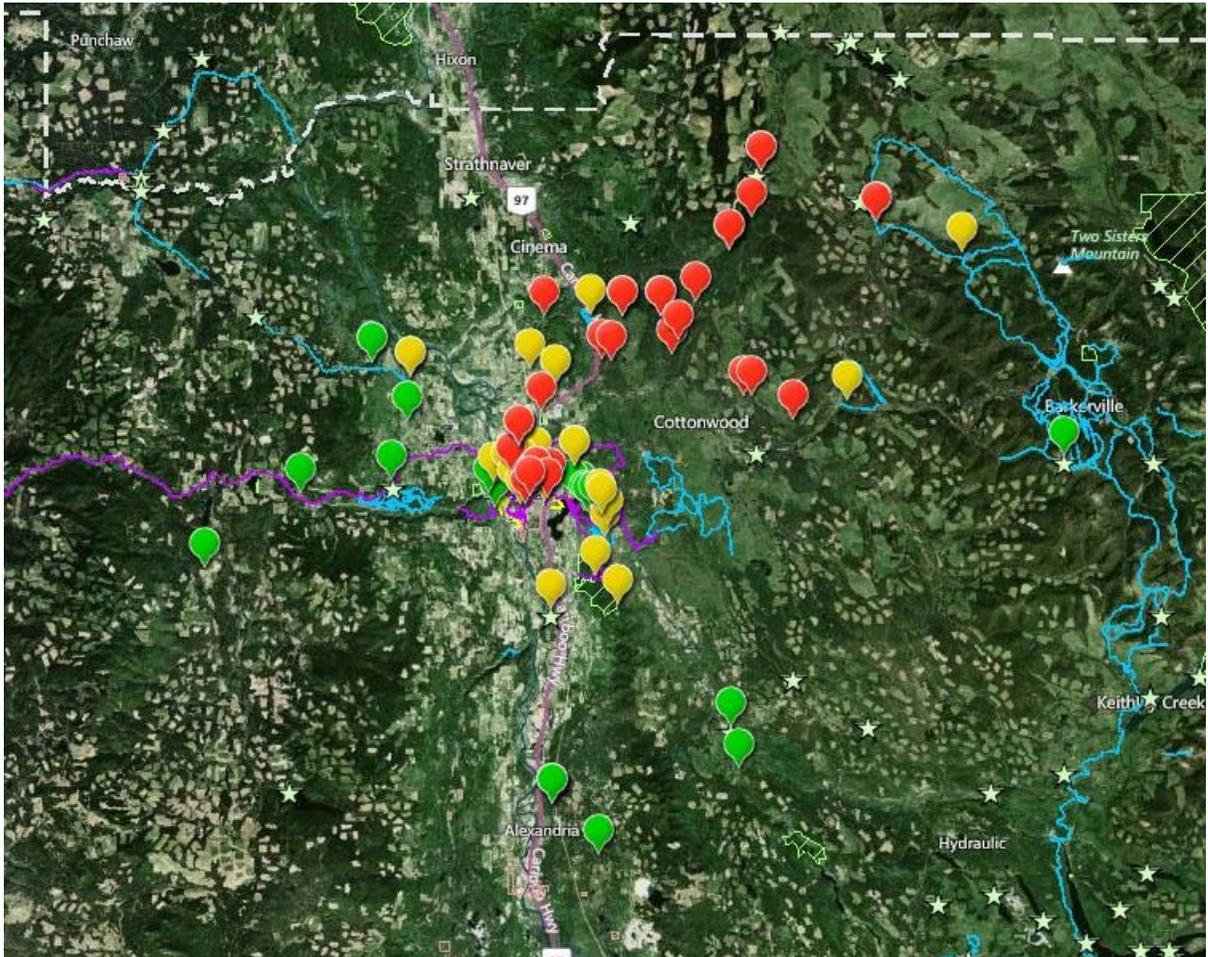
- More bathrooms, keep it clean, more information on where the trails are, connect the trails
- Designated community to community trails with good signage and maps.
- Open more trails up make sure there is access to existing trails not being blocked by nearby landowners. Better information on existing trails
- Trails of all types need to be designed from wheel chair access to even beginner to expert. Even the theory of an outdoor adventure area could be created. Outhouses or bathrooms or garbage bins and benches are required.
- Better education to all the trails in the surrounding areas with write ups and proper signage at the trail heads with maps.
- Widely available information regarding local trails.
- Caribou habitat is holding us back.
- Advertising
- More washroom facilities along Highway 97. Not just pit-toilets, either.
- Improved enhancement of all types of trails. A guide with a complete list of front, back, and mid country trails. Trail guide tour packages.
- Concentration on our best few trails with a view or lookout, natural beauty etc. that is accessible with good signage and parking.
- Infrastructure-parking, signage, bathrooms, trash cans
- More, more, more. There are some nice (front and midcountry) trails in Quesnel but they are disjointed, largely unmaintained, unmapped. It seems like a diamond in the rough for Quesnel tourism.
- More trails if varying character comprising a connectivity that would take you hours to complete or less than an hour depending upon what you want to do that day.
- make trails available to all users with education for safety and respect for all
- The trails are a nice amenity but I don't think there is anything sufficiently unique or amazing to qualify as a tourist destination on its own.
- Improved trails, more trails and advertising
- MORE AND INTERESTING TRAILS
- Quesnel should become a staging point for Wells area non-motorized trails in alpine areas
- Promoting the trails and making them easily accessible, not just accessible by quad for example.
- There is no decent place to stay. There are no maps or guides readily available about the trails.
- More trail building and maintenance
- More trails, better trails, public and identifiable access to those trails.
- Promote outdoor accessibility and natural beauty. Friendly and welcoming.
- Trail connectivity between trails and towns
- Proper permission from land owners to legalize popular trails, Improved signage and wayfinding, improved condition of current trails.
- More bike racks throughout the city, connectivity of trails to different portions of the city (commuter trails).
- World class trails! With water fountains. We need more access to water!!!
- Knowledge of trails, mapping

- Map books and GPS of all our area trails rated by level of difficulty, type of general usage and urban/rural percentage, and cell service or not.
- Promotion. There are already many great trails but even local residents are unaware of many of these gems. Often they are discovered by word of mouth. However, this promotion should not be at the expense of the natural habitat.
- Increasing marketing and enhancement of trails that already exist.
- education, advertising and marketing the destinations
- People need to know where the trails are. My husband and I just moved here from the lower mainland and are constantly shocked at how few signs are out. It's hard. It can feel like the town is saying 'you're not from here, this isn't for you'.
- Quesnel has so many beautiful trails and I love the idea that even tourists would be able to access them. A sign at each trail head with a symbol for what kind of trail it is would be great too.
- Promotion of the scenic features more so than the trails to draw people to the area. Spectacular Blue Pinnacles *** would get me to stop here & tour if I did not live here. Plus several of the waterfalls & Basalt Columns. "
- Not sure
- Informative website, available brochures,
- Well marked trails with different ability levels some wheel chair access and some difficult climbs.
- More ATV trails, 1/2 day or full day rides, access to city services such as fuel, lodging, food... people will come if they can ride into city/town to get these...
- More availability of maps of all trails ATV/snowmobile, horseback riding, cross country etc
- Out of town advertising. Events with prizes.
- Please put every trail on trailpeak.com and other trail finding websites! People can leave reviews, photos, and share their experiences. This is vital for trail tourism. BC alone has over 1000 trails listed on Trailpeak, and not a single one is from the Quesnel area! I know the resources on the web are still not widely utilized by many in Quesnel, but the vast majority of people from out of town use these sites for planning which trails to explore. I have been in Quesnel for 3 months, and have struggled to find many trails...in fact, I've found more new trails from the list provided in this survey, than any other web resource! I would advise against investing in building a new app or website, as the already established web platforms will see far more web traffic in my opinion.
- better signage and maps
- promotion and trails cleared and signage for ATV routes
- Better information and signage
- Education of what Quesnel has to offer to the lower mainland
- All types of trails. All connected so you can advertise x amount of km uninterrupted. Master map accessible on smart phone.
- Marketing existing and new trails. Creating longer trails joining communities or that have a specific reason to be there.
- Designated use trail network (ie non-motorised vs motorised), connecting networks, maps, signage, web links
- I believe the trails are for residents and visitors who frequent our area not a draw to our area.

- designated trail networks for activities that correlate. IE (running, mountain biking, hiking) (atv, motorbike, horse riding) also designating motorized and non-motorized general areas
- Not sure
- A focus on trail development, signage and map availability on line.
- Connecting more trails within the city.
- Obtain trail usage agreements with land owners. And invest in trail maintenance, moving off joint use trails to making non-motorized traffic (not horse traffic).
- Stay OFF private land.
- Better trail maps - more trails on mobile app or website with trails all listed
- "working together and mapping out the trails we have
- More trails to be connected for added or extended routes
- Better signage, a complete trail guide. Most trails are heard of through talking to people. It seems they are all unofficial trails.
- Marketing, clear directions, trail upkeep.
- This inventory, clear description of available trails (types, condition, location) made available to the public, improve awareness of available trails, development of a plan to complement/connect existing trails, a plan to maintain the condition of existing trails, continue to improve/upgrade/develop existing trails, funding for new trail development and maintenance, development of a stewardship plan for existing and new trails, development of multi-use/all seasons trails, development of motorized and non-motorized trails, linking trails with Forestry campsites i.e, creating a hiking/camping option (an example would be Umiti Pit trail to Ahbau Lake) creation of a body to provide oversight to the trails in Quesnel and area.....
- More trails
- Links to history such as the telegraph, Alexander Mackenzie trail, grease trail.
- Marketing, advertising, inviting trail guiding type businesses to Quesnel. Working with Wells to promote the backcountry trails and hiking opportunities. Providing more connectivity to the trails from the Rocky Mountaineer stop. Promotions with the rocky mountaineer group to provide "add-on" tours with their trips. Development of a downhill mountain biking facility (on dragon mountain) culture that can partner with Williams Lake to promote the caribou biking scene.
- Development of our heritage trails. Alexander MacKenzie and telegraph trail. Check out the Sunshine Coast trail for ideas on how to improve our trail system.
- An app with good backroads map specifically the local trails.
- You should be able to access more out of town trails without a vehicle. IE a little transport bus to take mountain bikers or hikers out to and from trails. Not sure of the numbers needed for such a service but even a one day on a weekend bus service to Hallis lake or sisters creek could open up out of town trails to tourists or locals without a car.
- A committee for trails development and maintenance would be an important part of keeping things rolling and improving.
- Promotion and good trail maintenance. Our locals aren't ready to welcome the world.
- Obviously, a network worthy of coming here for a stay over to use them.

B.4 Vertisee Crowdsourcing – June 16 - July 27, 2017

Along with the online survey, a crowd sourcing website known as Vertisee was set-up to allow for the collection of location based feedback and input. Those who completed the online survey were automatically redirected to the site and were able to drop pins on particular locations to share their thoughts about what they like, what could be improved and what new developments they would like to see in regard to the trail network in the City of Quesnel and North Cariboo Region.



The following o

I like this trail because

- Double track road access along the Powerline Trail
- Wonderland is a great loop for quadding, climbing and skiing that is close to town
- Riverfront Trail because it is great for casual walks
- Abbott Trail because it is
-

I would like to see a new trail here because

- Connecting Quesnel Hydraulic to local businesses through Larche Ave, Birch Ave and Maple Dr E
- A barricaded shoulder along Cariboo Hwy to serve as a commuter trail
- A pathway between Red Bluff Road and Lust Road
- Connecting West Fraser Timber Park to Maple Drive
- Increased connections to and through the greenspace between Birch Road and Cariboo Hwy

We can make this trail better by...

- Improving the connection to the trail near Campus Connect with a wider bridge to allow for multi-modal traffic in both directions
- Adding better signage to steer people in the correct direction and avoid private property where trespassers may be unwanted
- Improving wind breaks and trail maintenance including tree pruning along Hallis Lake Ski Trail
- Adding better neighborhood connection into west Quesnel
- Upgrading the infrastructure for multi-modal users along Ferguson and Chew Rd like sidewalks and increased lighting

APPENDIX D – COST ESTIMATE FIGURES

Typical Cost Estimation Figures for Back Country Trail Construction (2017)

<u>ITEM</u>	<u>UNIT</u>	<u>UNIT RATE</u>
Trail Clearing on Existing Abandoned Road	l.m.	\$ 10.00
Clearing and Pruning Trail Corridor	l.m.	\$ 5.00
New Trail Construction	l.m.	\$ 25.00
Rugged New Trail Construction (flat wet areas or side slopes >40% grade)	l.m.	\$ 35.00
Trail Decommissioning	l.m.	\$ 10.00
Insloped or Climbing Turn Construction	L.S.	\$ 1,000.00
Log Retaining Wall Construction	l.m.	\$ 250.00
Log Retaining Wall With Deadman Construction	l.m.	\$ 350.00
Skiing-Hiking Bridge Construction	l.m.	\$ 550.00
Type A Bridge Construction	l.m.	\$ 2,000.00
Metal Bridge Construction	m ²	\$ 550.00
Large Span Bridge (custom pre-fabricated)	l.m.	\$ 10,000.00
Large Span Suspension Bridge	l.m.	\$ 5,000.00
Puncheon Construction	l.m.	\$ 400.00
Trailhead Kiosk	ea.	\$ 3,500.00
Trail Markers/Signage (5 signs/km typical)	ea.	\$ 60.00
Trail Interpretive Signage (1 sign/km typical)	ea.	\$ 800.00

- Prices do not include costs for design or construction management.

MAP 1 – REGIONAL TRAILS PLAN

MAP 2 – QUESNEL AREA TRAILS PLAN