

# CITY OF QUESNEL

## TRAIL REPORT AND STRATEGY





## Land Acknowledgment

The City of Quesnel recognizes that it sits on the traditional territory of the Lhtako Dene Nation. The City of Quesnel is tasked to steward many trails and trail networks which sit on bordering Nation's traditional territories - Nazko, Lhoosk'uz Dene, and ?Esdilagh First Nations.

The City of Quesnel, Cariboo Regional District, Lhtako Dene Nation, Gold Rush Cycling Club, and Cariboo Mountain Bike Consortium formulated a Community Partnership Agreement (see Appendix A) intended "to create a platform for a long-term and mutually beneficial relationship that is founded on the principles of trust, respect, and open communication." The partners "agree to pursue collaborative approaches to sustaining vibrant, progressive and economically beneficial trail-based recreation initiatives in the City, CRD, and Lhtako Dene Nation area."

## Contents

Land Acknowledgment.....	3
Executive Summary .....	5
Background .....	5
Economic Development and Demographics.....	7
Non-motorized Trail Networks.....	9
Mountain Bikes and Disciplines.....	11
Trail Rating System.....	12
Non-Motorized Trail Network Description and Direction .....	13
<i>Quesnel Bike Park</i> .....	13
<i>South Hills Park</i> .....	15
<i>Fuel Management Trails</i> .....	16
<i>West Fraser Timber Park</i> .....	17
<i>Wonderland</i> .....	19
<i>Dragon Mountain</i> .....	21
<i>Lhtako Dene Trails</i> .....	22
<i>Claymine</i> .....	23
<i>Kostas Cove</i> .....	24
<i>Pioneer Park</i> .....	25
Trail Maintenance .....	26
<i>Maintenance of City Trails Strategic Direction</i> .....	26
<i>Maintenance of Sub Regional Trails Strategic Direction</i> .....	26
Other Recommendations .....	27
<i>Liability</i> .....	27
<i>Active Transportation Synergies</i> .....	27
<i>Data Collection</i> .....	27
<i>Events and Marketing Strategy</i> .....	27
Literature Reviewed .....	28
Appendix A – Community Partnership Agreement .....	29
Appendix B – Quesnel Bike Park Master Plan Map.....	31
Appendix C – West Fraser Timber Park Master Plan Map .....	32
Appendix D – Trail Network Data .....	33

\*Data will continue to be updated as it becomes available and as new projects or work is complete. This version is current to January 10, 2023.

## Executive Summary

Recreational mountain biking, hiking, and accessible trails are an important contributor to rural and local economic development in the City of Quesnel and surrounding area. Sustainable and safe trail systems can increase both resident recruitment and retention to a growing community. Trails are a critical piece of public infrastructure with many benefits for both residents and visitors and have many benefits to a community - they are inexpensive to use and readily accessible to most, have a high return on investment when factoring in both direct and indirect benefits, are known to increase property values, and boost spending at local businesses. British Columbia is experiencing a growing demand for mountain bike facilities and trail networks by both tourists and residents and the City of Quesnel and surrounding area can expect continued demand for mountain bike facilities and trail networks as trail tourism and local need increases.

The City of Quesnel maintains approximately 8,860 metres of developed mountain bike and hiking trails, 4,018 square metres of skills parks, and 12,140 metres of paved Riverfront Trail, including paved connections such as the Bryce Road trail and the College Connector, which connects the Riverfront Trail to the Quesnel and District Recreation Centre. The City also has approximately 8,724 metres of undeveloped trails that are included in trail development plans.

As part of the Sub-Regional Recreation boundary, the City is tasked with maintaining an additional 13,960 metres of non-motorized trail. The Gold Rush Cycling Club maintains 41,800 metres of trail on Wonderland and Dragon Mountain trail networks, and there is 18,990 metres of unsanctioned trail in the Lhtako Dene trail network (formerly called the Weldwood trails). This is a total of 92,330 meters of trails in the area.

The attached report provides background information, description and inventory of current trail networks in the City of Quesnel and networks that fall under the Sub Regional Recreation boundary. Suggestions for strategic direction and objectives including options for increasing use and tourism on our non-motorized trail systems are offered. Recommendations for improved sustainable trail maintenance models are presented including the need for a trail maintenance policy.

## Background

In tandem with the province's growing demand for trails and trail tourism, the City of Quesnel is experiencing growing demand for trails recreation, including mountain biking, skills parks, low-mobility and hiking or walking trails, as well as trails for nature watching and sight-seeing. Non-motorized trails, in particular, mountain biking trails are an ever-increasing requirement for resident recruitment and retention and tourism attraction.

In 2017 the City of Quesnel commissioned the North Cariboo Trails Inventory and Master Plan (the Plan). This was a baseline inventory of motorized and non-motorized trails and trail networks in the area which boasted approximately 400 kilometres of trails within a 20-kilometre radius of the city. This Plan is now already very out-of-date from the surge in trail expansions and renovations within the past four years.

In 2019 the City and Cariboo Regional District contracted a Trails Coordinator to implement initiatives identified in the Plan, to coordinate maintenance and trail development projects, and to obtain necessary approvals and meet with private landowners and provincial government representatives to gain approvals and land access. The Trails Coordinator has been invaluable for the development and management of local trails and networks. The City of Quesnel's Director of Community Services managed the trails and Trails Coordinator contract until 2022; the Senior Community Development Coordinator now manages this portfolio.

Since 2019 the City and surrounding networks have seen significant development, with many new trails added on both Wonderland and Dragon Mountain trail networks, the development of the South Hills pump track and trails, the creation of the Fuel Management low-mobility trails near the airport, new low-mobility trails at Kostas Cove, and the creation of the Quesnel Bike Park including a rubberized strider zone, paved pump track, dirt jumps, machine built flow trails, skills area and progressive drop zone, with bike and protective equipment rentals out of the Quesnel and District Recreation Centre. In addition to the impressive trail construction, expansions and maintenance, there are numerous programming and events to strengthen usership, revenue, and participation in these free-to-use amenities and facilities.

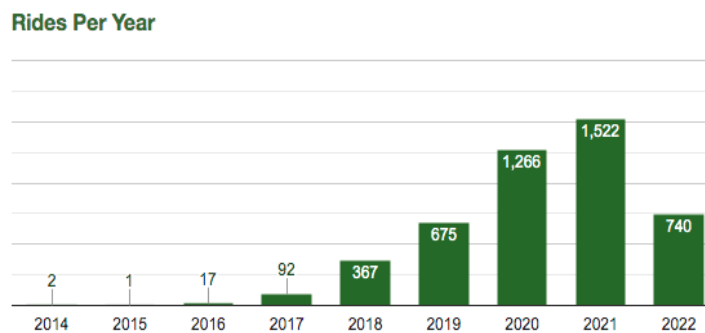
The City of Quesnel, Cariboo Regional District and Gold Rush Cycling Club all contribute to the maintenance of the trail networks to ensure sustainable, lasting, safe, and enjoyable trails for people of all ages, interests, and abilities.

## Economic Development and Demographics

The following demographic and usage data was provided by Trailforks (2022); however, the data collected is not a complete picture because not all trail users use Trailforks as their mapping or GPS app for trail use. The data shows that the average user of hiking and mountain bike trails in the Quesnel area is male, between 30-50 years of age, and are visitors to the area. This data indicates that much of the trail network users have families and most likely spend tourism dollars in Quesnel and area.



The data below shows that trail usage is dramatically rising each year. There was a very large uptake in trail use during the COVID-19 pandemic due to public health restrictions; a large increase in all outdoor activities took place in these years but have not seen a dramatic decline back down to pre-covid numbers.



\*Note: the data was collected in September and doesn't represent the full year.

Direct revenue from non-motorized trails to the City of Quesnel may be small, however the indirect revenue to the Quesnel and area is very large. Numerous economic impact assessments have been conducted outlining the benefits that trail systems and networks bring to communities, with the Sea to Sky and Kootenay regions being the best examples. Trails have shown to increase tourism, increase property values, support and create jobs, provide low-cost health benefits, aid with resident recruitment and retention, and increase active transportation use thus reducing greenhouse gas emissions.

The Cariboo Mountain Bike Consortium conducted an Economic Impact Assessment and Phase 2 Implementation Report (2012) in which a baseline assessment was carried out and

estimated the total economic impact from the sector in the Cariboo region at \$1.9 million annually, with a conservative estimated \$19 - \$77 daily expenditure from daily and overnight visitors to the area. Since that study was conducted the sport and demand for trails tourism has seen significant growth, however an up-to-date economic impact assessment has not been researched yet.

In the same study, baseline direct spending on mountain bike equipment in the region was reported to be \$1.61 million in 2012, increasing 8% from 2010. Employment in the region arising directly from mountain biking were sitting at 17.5 full time equivalent positions (FTE) from 2010-2012. This FTE level was from direct employment and did not factor in support services which is estimated to be more than double. This has also undoubtedly risen sharply along with the increase in tourism, demand, and number of trails and networks; investments in trail infrastructure and sustainable maintenance directly correlate to increase in tourism revenue and positive impacts to local businesses.

Non-motorized trails, especially mountain bike trails, are proven to be a very high return on investment for the cost to build and maintain. Not only do they provide diverse economic streams and increased revenue, but they also contribute the overall health and wellbeing of those in the community take advantage of this free source of recreation.



## Non-motorized Trail Networks

<p>Quesnel Bike Park</p>	<ul style="list-style-type: none"> <li>★ Downhill</li> <li>★ Enduro</li> <li>★ Freeride</li> <li>★ Strider bike</li> <li>★ E-bike</li> <li>★ Fat bike</li> <li>★ Pump track</li> <li>★ Dirt jumps</li> <li>★ Skills park</li> </ul>	<p>The Quesnel Bike Park is the newest trail network. It is located above the Quesnel and District Arts &amp; Recreation Centre and boasts a dedicated skills area complete with progressive dirt jumps, rubberized strider zone, paved pump track, balance park and skills zones, and machine-built flow trails for all abilities. Mountain bike and equipment rentals are available in the Rec Centre. Parking and washrooms are located at the Rec Centre.</p>
<p>West Fraser Timber Park</p>	<ul style="list-style-type: none"> <li>★ Cross country</li> <li>★ E-bike</li> <li>★ Hike</li> <li>★ Low mobility</li> <li>★ Strider bike</li> <li>★ Nature watching</li> <li>★ Running</li> <li>★ Fat bike</li> <li>★ Snowshoeing</li> </ul>	<p>West Fraser Timber Park is the largest of Quesnel's city parks. It is located west of Johnston Subdivision at the base of Plywood Hill. The park houses four softball diamonds, one baseball diamond, a playground, a lawn bowling facility, the Nature Education Centre, lighted tennis and pickleball courts, a sand volleyball court, and a system of trails around the park. These trails are popular with nature enthusiasts, walkers, runners, mountain bikers, and in winter, snowshoers and fat bikers.</p>
<p>Fuel Management Trails (Airport Trails)</p>	<ul style="list-style-type: none"> <li>★ Cross country</li> <li>★ E-bike</li> <li>★ Fat bike</li> <li>★ Walk</li> <li>★ Low mobility</li> <li>★ Strider bike</li> <li>★ Nature watching</li> <li>★ Running</li> <li>★ Snowshoeing</li> </ul>	<p>Located in a fuel treated demonstration forest, this trail system has four different loops adding up to 3,000 metres of paths to explore. The hard-packed, low-grade trail system is perfect to walk, bike or run, and the low mobility loop is suitable for wheelchairs and strollers. The kiosk includes a trails map and educational information on wildfires and fuel management. To access the trailhead and parking lot: heading north on Quesnel-Hixon Road, turn right 400 metres past the Quesnel &amp; District Cemetery.</p>
<p>South Hills Trails</p>	<ul style="list-style-type: none"> <li>★ Cross country</li> <li>★ E-bike</li> <li>★ Strider bike</li> <li>★ Hike</li> <li>★ Pump track</li> </ul>	<p>The South Quesnel Neighbourhood Park is accessible from Quesnel-Hydraulic Rd and Neighbour Rd. The park features a playground, large green space and treed area. A short loop trail connects the playground to a pump track below.</p>
<p>Wonderland</p>	<ul style="list-style-type: none"> <li>★ Freeride</li> <li>★ Enduro</li> <li>★ Cross country</li> <li>★ E-bike</li> <li>★ Fat bike</li> <li>★ Hike</li> <li>★ Strider bike</li> </ul>	<p>Located approximately 10 kilometres southeast of Quesnel on Quesnel-Hydraulic Rd, is a recently updated network of multi-use trails for hiking, biking and snowshoeing. There is a parking lot and an information kiosk located at the trailhead. Use the Trailforks app to navigate on the trails. This is Quesnel's most popular trail network, managed and maintained by the Gold Rush Cycling Club.</p>

<p>Dragon Mountain</p>	<ul style="list-style-type: none"> <li>★ Downhill</li> <li>★ Enduro</li> <li>★ Freeride</li> <li>★ Cross country</li> <li>★ E-bike</li> <li>★ Hike</li> </ul>	<p>The Dragon Mountain Trail Network is a very unique ecosystem just south of the City of Quesnel. Home to very cool and large Douglas Fir forests and some of the only slick rock riding in the Cariboo, Dragon Mountain is a freeride must see on any trip through the region. It is known as Quesnel's advanced trail network with a road or scenic 8 km climbing trail to access the top of the network. Use the Trailforks app to navigate on the trails. Managed and maintained by the Gold Rush Cycling Club.</p>
<p>Lhtako Dene Nation Trails</p>	<ul style="list-style-type: none"> <li>★ Freeride</li> <li>★ Enduro</li> <li>★ Cross country</li> <li>★ E-bike</li> <li>★ Fat bike</li> <li>★ Hiking</li> <li>★ Running</li> </ul>	<p>The Lhtako Dene Trails are located on the Lhtako Dene Nation. Narrow singletrack cross-country mountain bike trails above the bluffs overlooking the Fraser River. These trails used to be called the Weldwood Trails. Planning work needs to be done to see the long-term vision of developing and legally sanctioning this network.</p>
<p>Kostas Cove</p>	<ul style="list-style-type: none"> <li>★ Low mobility</li> <li>★ Cross country</li> <li>★ E-bike</li> <li>★ Fat bike</li> <li>★ Running</li> <li>★ Walk</li> <li>★ Strider bike</li> <li>★ Nature watching</li> </ul>	<p>This park on popular 10 Mile Lake offers an accessible outhouse, picnic tables and a multi-purpose shelter for day use. A low mobility trail starts at the north end of the picnic area of Kostas Cove. An additional 2,500 metres of trail were added in 2022 on the north side of the road for both summer and winter recreation. Parking is accessed to the south side of Bjornson Road.</p>
<p>Pioneer Park</p>	<ul style="list-style-type: none"> <li>★ Low mobility</li> <li>★ Walk</li> <li>★ Strider bike</li> <li>★ Nature watching</li> </ul>	<p>Pioneer Park is perhaps one of Quesnel's best kept secrets. Situated on Dragon Lake and accessed from Campsite Road, Pioneer Park has fire pits, a large open area, picnic tables, and a forested area. The park is designated for group functions. An accessible trail loop is soon to be developed at the park with access to the lake shore.</p>
<p>Claymine</p>	<ul style="list-style-type: none"> <li>★ Low mobility</li> <li>★ Walk</li> <li>★ Strider bike</li> <li>★ Nature watching</li> </ul>	<p>A wide variety of wildlife and bird species can be spotted in the area and there is an active herons' nest in the vicinity of the trail. An accessible outhouse and information kiosk are available at the trailhead for visitors' convenience and an accessible picnic table is located along the trail. A low mobility trail loops through lush forest. Parking is accessed to the west of Claymine Road, off of Blackwater Road.</p>

## Mountain Bikes and Disciplines

**Cross country** - hardtail mountain bikes (i.e., no rear suspension) with short 120mm to 130mm suspension front suspension, although full-suspension mountain bikes are becoming more popular. Bikes are incredibly light and efficient to maximize speed and are for uphill and downhill travel.

**Enduro/All Mountain** - enduro continues to grow into its own distinct discipline in mountain biking, these bikes are becoming more specific; they are dual suspension bikes designed for going as fast as possible downhill on the hardest trails around. Their geometry is built for speed on the descents, but also for pedaling back up hill. The BC Enduro race series is a popular sport with high turnout and media attention.

**Freeride** - consists of descending often steep trails and variable terrain on trails that include a variety of Technical Trail Features (TTF's) such as drops, jumps, wooden features and ladder bridges. Most freeriding is done with a specific type of bike that has dual suspension but can easily be pedaled uphill.

**Downhill** - designed specifically for riding down steep tracks with TTF's such as drops, jumps, wooden features and ladder bridges. Downhill bikes have a specific frame shape and robust components. They are dual suspension with around 200 mm of travel to allow them to ride over incredibly rough ground at fast speeds.

**Fat bike** - A bike with fat tires specially designed for riding in snow and winter conditions.

**Strider bike** - children's bicycle with small handlebars and no pedals; there is sometimes a bar to rest feet on. This type of bike teaches very young children balance skills without having to use training wheels. Children often go from a strider bike directly to a youth bike with no training wheels.

**Strider zone** - specially designed track with small bumps and corners and covered with soft, rubber playground coating. This type of area allows for very young children on strider bikes to learn skills on their bikes in a safe environment.






**Skills areas** - provide a series of TTF's such as teeter-totters, boxes, bridges, rocks, and drops that bikers ride onto, along, or over. Skills areas are becoming popular and are easy to develop in small spaces and accommodate a variety of skill levels and bike types.

**Dirt jumps** - usually placed in a line and can be paired together. More advanced dirt jumps often have a gap between them.

**Pump tracks** – dirt or seldom paved tracks designed with tight banked corners and small bumps or jumps. The goal is to go around the track without pedaling, instead using momentum and using your weight to either load or lighten the bike to gain speed.

## Trail Rating System

The International Mountain Bike Association (IMBA) Trail Difficulty Rating System is a basic method used to categorize the relative technical difficulty of recreation trails. This system was adapted from the International Trail Marking System used at ski areas throughout the world. Most trail networks use this type of system, most notably resort-based mountain biking trail networks. The system applies to mountain bikers' best, but also is applicable to other visitors such as hikers and equestrians.

IMBA Trail Difficulty Rating System					
	 EASIEST WHITE CIRCLE	 EASY GREEN CIRCLE	 MORE DIFFICULT BLUE SQUARE	 VERY DIFFICULT BLACK DIAMOND	 EXTREMELY DIFFICULT DBL. BLACK DIAMOND
TRAIL WIDTH	72" (1,800 mm) or more	36" (900 mm) or more	24" (600 mm) or more	12" (300 mm) or more	6" (150 mm) or more
TREAD SURFACE	Hardened or surfaced	Firm and stable	Mostly stable with some variability	Widely variable	Widely variable and unpredictable
AVERAGE TRAIL GRADE	Less than 5%	5% or less	10% or less	15% or less	20% or more
MAXIMUM TRAIL GRADE	Max 10%	Max 15%	Max 15% or greater	Max 15% or greater	Max 15% or greater
NATURAL OBSTACLES AND TECHNICAL TRAIL FEATURES (TTF)	None	Unavoidable obstacles 2" (50 mm) tall or less  Avoidable obstacles may be present  Unavoidable bridges 36" (900 mm) or wider	Unavoidable obstacles 8" (200 mm) tall or less  Avoidable obstacles may be present  Unavoidable bridges 24" (600 mm) or wider  TTF's 24" (600 mm) high or less, width of deck is greater than 1/2 the height	Unavoidable obstacles 15" (380 mm) tall or less  Avoidable obstacles may be present  May include loose rocks  Unavoidable bridges 24" (600 mm) or wider  TTF's 48" (1,200 mm) high or less, width of deck is less than 1/2 the height  Short sections may exceed criteria	Unavoidable obstacles 15" (380 mm) tall or less  Avoidable obstacles may be present  May include loose rocks  Unavoidable bridges 24" (600 mm) or narrower  TTF's 48" (1,200 mm) high or greater, width of deck is unpredictable  Many sections may exceed criteria

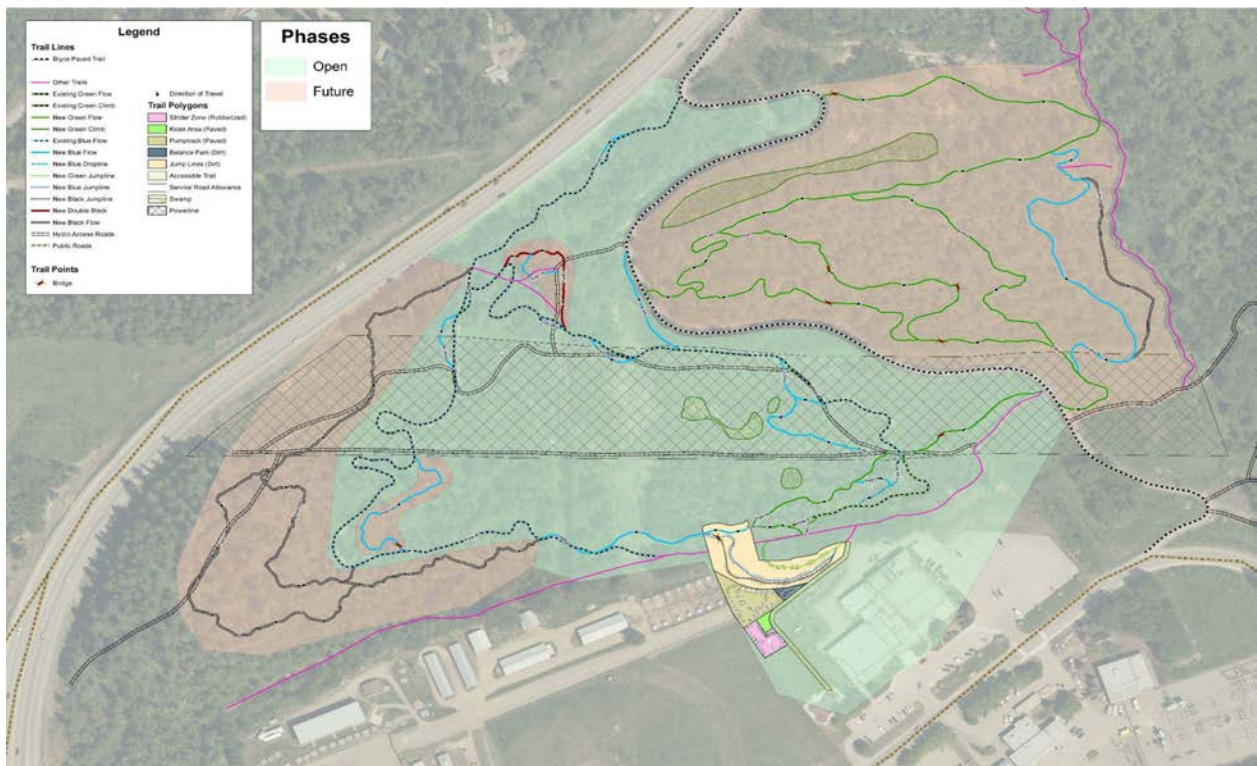
# Non-Motorized Trail Network Description and Direction

## Quesnel Bike Park

### *Description and Inventory*

The Quesnel Bike Park is Quesnel’s newest trail network in the area and over only a 24-day period saw 548 users; the skills park at the bottom of the network easily sees double this amount. The Quesnel Bike Park has 1,868 metres of developed trail, 3,328 square metres of skills park, including the progressive dirt jumps, paved pump track, rubberized strider zone, balance park, and progressive drop zone. Mountain bike and equipment are available to rent for all ages and abilities: talk to front counter staff in the Rec Centre to rent equipment.

The Quesnel Bike Park Master Plan (2020) identifies an additional 3,114 metres of trail to be developed, including the zone dubbed ‘Strawberry Shortcut’ which will be the dedicated beginner zone with easy, fun progressive trails that require more skill as move across the map to the right. A unique stand out feature will be included on each trail in the Strawberry Shortcut to allow beginners to both advance their skills and create a memorable trail experience.



The Master Plan was created in 2020, and implementation started almost immediately using both Canada Community Building Fund and Northern Development Initiative Trust grant funding. The Quesnel Bike Park has been an immediate success in the community, with a ‘small’ bike race of over 50 competitors in August of 2022. Tourists from out of town are coming to Quesnel specifically to ride the Quesnel Bike Park.

## Potential Projects and Physical Updates

- Bike racks
- Streetlights on pump track
- Use at own risk signs with responsibility code on all kiosks and maps
- Continue master plan development (priority: green zone > black trails > blue technical)
- Sunshade near strider zone
- Parking lot upper bench development (picnic tables, deciduous tree planting, etc.)
- Increase amenities (wash station, tool stand, etc.)

## Usage and Marketing

- Quesnel Bike Park orientation guide
- Bike camps and training, or expand on GRCC ride days. Instructors to hold annual multi-day clinics for out-of-town guests.
- First Nation camps and programs (ex. Aboriginal Youth MTB program and Spirit North.)
- Wayfinding sign on highway (work with MOTI)
- Foldable print maps of Bike Park for distribution
- Targeted advertising campaign and use of #QuesnelBikePark
- Billboard on Dragon Hill under power lines
- Include in trails maintenance policy and schedule
- 1-4 year heavy marketing strategy
- Increase Trailforks app usage

## Planning and Revenue

- Corporate sponsorship of skills areas
- Turn Bike Park into recreation function under the North Cariboo Recreation Program
- Strategy for more revenue streams. Bike Park to be self-funded
- Small bike repair supplies for sale at Rec Centre
- Food sales at Rec Centre
- Trail maintenance policy, including inspections and signage
- First aid plan

## South Hills

### *Description and Inventory*

The South Hills pump track and trails were constructed in 2019 with Canada Community Building Fund and Northern Development Initiative Trust grant funding. The small pump track is targeted for beginner riders but constructed in a way that more advanced riders can still have enjoy the amenity.

There are 580 metres of beginner multi-directional trails that start at either the playground on Neighbour Road or the pump track accessed from Quesnel-Hydraulic Road. The pump track is approximately 690 square metres with plenty of room for extensions or additional amenities added in the future. A short loop circumnavigates the field surrounding the pump track.

### *Strategic Goals and Improvements*

#### Potential Projects and Physical Updates

- Picnic tables and/or benches
- Sunshade
- Covered BBQ area
- Tool stand
- Kiosk
- Pave pump track or expand on pump track footprint
- Small jump line above pump track
- Expand trail options to create a denser trail network
- Increase parking along Quesnel-Hydraulic Road

#### Usage and Marketing

- Include an event in the annual bike festival to include this facility
- Bike camps and training or expand on Gold Rush Cycling Club ride days.
- Expand pump track competition series (work with Gold Rush Cycling Club)
- Include in trails maintenance policy and schedule

## Fuel Management Trails

### *Description and Inventory*

Also known as the Airport Trails, these low-mobility and accessible trails were constructed in 2020. The trails were designed in a looping fashion, with the inner loop being the shortest and most accessible and trails increasing in length as you move outward. There are 3,040 metres of trail in this network and are very popular with walkers, dog walkers, and low-mobility users.

The trails meander on a very low grade through a fuel managed demonstration forest, where trail users can experience what a fuel treated stand of trees looks like. There is also an educational kiosk with information.



### *Strategic Goals and Improvements*

#### Potential Projects and Physical Updates

- Picnic tables and/or benches
- Increase parking capacity
- Apply compacted crush on outer loops
- Create additional trail to have a 5 km option for trail runners

#### Usage and Marketing

- Explore options for cross country skiing and fat biking in the winter
- Include an event in the annual bike festival at this facility (i.e., kids race)
- Update City trail maps to include this network
- Include in trails maintenance policy and schedule



## West Fraser Timber Park



### *Description and Inventory*

West Fraser Timber Park is the largest of Quesnel's city parks. It is located west of Johnston Subdivision at the base of Plywood Hill. The park houses four softball diamonds, one baseball diamond, a playground, a lawn bowling facility, the Nature Education Centre, two lighted tennis courts and four lighted pickleball courts, a sand volleyball court, and a system of trails around the park. These trails are popular with nature enthusiasts, walkers, runners, mountain bikers, and in winter, snowshoers and fat bikers.

There are 3,633 metres of developed trails and 2,958 metres of trails to be renovated or reconstructed in 2023. The park also has many metres of unsanctioned, unmaintained trails.

Recent project timeline:

- Ongoing – Annual trail maintenance with Lhtako Dene Nation in preparation for a youth cross country race.
- 2019 – Nature Trail minor improvements and maintenance
- 2020 – West Fraser Timber Park Master Plan creation and Nature Trail maintenance
- 2021 – Nature Trail minor improvements and maintenance
- 2022 – Grant funding secured (Investing in Canada Infrastructure), although with cost increases and inflation this is now not enough to complete update project
- 2023 – Nature Trail updates to increase access and use, and additional increased accessibility trail creation. Funded through Investing in Canada Infrastructure grant.

## Potential Projects and Physical Updates

- Accessible connector trail with boardwalk through wetlands from West Fraser Timber Park to Quesnel Bike Park and Quesnel and District Arts & Recreation Centre. This will connect elementary schools and popular recreation facilities
- Nature Trail Interpretive Signage and walking tour
- Audio nature interpretive tour
- Increased wayfinding across network

## Usage and Marketing

- Include an event in the annual bike festival to include this facility
- Increase bike camps and programming
- Increase usage and programming from other groups including Baker Creek Enhancement Society, School District 28, running groups, etc.
- Strategy to deal with unsanctioned trails
- Include in trails maintenance policy and schedule

## Wonderland



### *Description and Inventory*

The Wonderland trail network is officially managed by the Gold Rush Cycling Club (GRCC) and was expanded following a partnership that was created in 2018 between GRCC and Rec Sites and Trails BC. There are 2,873 metres of hiking trails, 16,499 metres of mountain biking trails, and a 7,000-meter planned connecting trail from Wonderland to Dragon Mountain via Hallis Lake.

In 2018 the original Wonderland/Dragon Master Plan was created, then in 2020 a Wonderland Trail Network Phase 2 Master Plan was created, after which trail renovations and development really took off, relying solely on grant funding and volunteered time. The provincial Community Economic Recovery Infrastructure Program, Northern Development Initiative Trust, and the Quesnel Community Foundation were the major grant funders for work between 2020 and 2022. The GRCC received support from the City of Quesnel and the Cariboo Regional District, including funding for ongoing trail maintenance on City trails and facilities and in-kind donations for the contracted Trails Coordinator to manage projects. The trails have been brought up to international mountain bike trail standards ensuring safety and sustainability.

## Potential Projects and Physical Updates

- Connector trail to Dragon Mountain
- Parking lot expansion and improvements (private land)
- Complete all projects in 2020 Wonderland Master Plan
- Hiking lookout trail below Angry Beaver (can connect to powerline lookout trail)
- Picnic tables and/or benches
- Tool stand
- Wonderland Phase 3 Master Plan

## Usage and Marketing

- Include an event in the annual bike festival to include this facility
- Bike camps and training or expand on GRCC ride days.
- Increase pump track competition series (work with GRCC)
- Increased signage from Quesnel-Hydraulic Road
- Wayfinding sign on highway (work with MOTI)
- Increase volunteer recruitment and retention
- Increase Trailforks app usage

## Dragon Mountain

### *Description and Inventory*

The Dragon Mountain trail network is a very unique ecosystem just south of the City. Home to very cool and large Douglas Fir forests and some of the only slick rock riding in the Cariboo, it is a must see on a mountain biker's trip through the region. Dragon Mountain boasts 18,453 metres of mountain biking trails, 11,875 metres of planned undeveloped trails, and a 7,479 metre service road to the top of the mountain that can be used to shuttle bikes for a downhill rather than freeride experience.



### *Strategic Goals and Improvements*

#### Potential Projects and Physical Updates

- Machine built green trail from top of mountain
- Update kiosk
- Machine built green and blue flow trails from top
- Create phased Master Plan
- Develop connector trail from Hallis Lake to Wonderland, which will connect Dragon Mountain and Wonderland trail networks
- Advocate for tent sites near parking lot

#### Usage and Marketing

- Include an event in the annual bike festival to include this facility
- Designated tent sites at bottom with amenities. Work with Rec Sites and Trails or BC Parks
- Wayfinding sign on highways (Work with MOTI)
- Advocate for annual road maintenance on access road
- Coordinate marketing with RV Park and campground
- Increase volunteer recruitment and retention
- Increase Trailforks app usage

## Lhtako Dene Trails

### *Description and Inventory*

The Lhtako Dene Trails are located outside the southeast corner of the City, located on the Lhtako Dene Nation and boasts narrow singletrack cross-country mountain bike trails above the bluffs overlooking the Fraser River. These trails used to be called the Weldwood Trails and were used by mountain bikers and hikers; however, there is no formal public trail use agreement with the Lhtako Dene Nation for the public use of these trails.

In 2018 some trail mapping and a multi-use trail network plan was complete, and while aspects of this plan are relevant, the Lhtako Dene Nation have expressed the desire to create a comprehensive multi-use trail master plan. There are roughly 18,900 metres of unsanctioned and unmaintained trails.

### *Strategic Goals and Improvements*

#### Potential Projects and Physical Updates

- Parking lot and infrastructure development
- Development of multi-use trail network master plan with shovel-ready projects and cost estimates
- Update and renovate existing trails according to trail standards
- Kiosk and map
- Pump track and/or skills park

#### Usage and Marketing

- Include an event in the annual bike festival to include this facility (upon master plan and trail update completion)
- Interpretive signage and wayfinding
- Formalize trail use agreement for public
- Trail maintenance agreement and/or Indigenous trail maintenance program
- Work with Indigenous Youth MTB Association for advocacy, guidance, programming, capital works, etc. (Potential to partner with neighbouring First Nations)

## Claymine Trails

### *Description and Inventory*



North of Quesnel, past Bouchie Lake on Claymine Road just off the Blackwater Road, there are approximately 1,835 metres of trail; the low mobility trail is approximately 500 metres with a long with a gentle grade that winds through lush forest, looping around a large glacial erratic boulder, before travelling back to the trailhead. A wide variety of wildlife and bird species can be spotted in the area and there is an active herons' nest in the vicinity of the trail. An accessible outhouse and information kiosk are available at the trailhead for visitors' convenience and an accessible picnic table is located along the trail.

### *Strategic Goals and Improvements*

#### Potential Projects and Physical Updates

- Extend outer fitness loop
- Increase length of low mobility loop
- Add more picnic tables
- Invest in electric power tools for maintenance during heron season
- Update kiosk and map
- Update bridges
- Construction of boardwalks

#### Usage and Marketing

- Discuss opportunities with Bouchie Lake Recreation Commission for their desired projects and/or vision
- Improve signage and wayfinding
- Include in trails maintenance policy and schedule

## Kostas Cove

### *Description and Inventory*

Kostas Cove park on beautiful 10 Mile Lake offers an accessible outhouse, picnic tables and a multi-purpose shelter for users' convenience and enjoyment. A low mobility trail loop starts at the north end of the picnic area and loops up through the trees and down along the lake shore. An additional 2,500 metres of trail were added in 2022 on the north side of the road for both summer and winter recreation.

### *Strategic Goals and Improvements*

#### Potential Projects and Physical Updates

- Add more picnic tables and/or benches
- Construction of change area and outdoor shower for beach use
- Construction of boardwalk along lower lakefront area
- Birdwatching trail and boardwalk with viewing platforms on north side of park
- Reroute first section of low mobility trail to reduce grade to make the trail more inclusive

#### Usage and Marketing

- Improve signage and wayfinding
- Discuss opportunities with Parkland Recreation Commission for their desired projects and/or vision
- Improve signage and wayfinding
- Interpretive signage



## Pioneer Park

### *Overview and Inventory*

Pioneer Park is perhaps one of Quesnel's best kept secrets. Situated on Dragon Lake and accessed from Campsite Road, Pioneer Park has fire pits, a large open area, picnic tables, and a forested area. There are a number of hiking trails in the park with access to the lakeshore. The park is designated for group functions. An accessible low-mobility trail loop is soon to be developed at the park with access to the water.

The park is currently home to both the Quesnel River Archers and the Dragon Lake Paddlers groups.

### *Strategic Goals and Improvements*

#### Potential Projects and Physical Updates

- Construction of 1,000 metre low-mobility trail
- Upgrade existing hiking trails
- Improve lakeshore access
- Parking lot construction
- Day shelter upgrades
- Improve/install outhouses
- Low mobility dock

#### Usage and Marketing

- Signage and wayfinding
- Interpretive signage
- Work with other user groups (Quesnel River Archers and Dragon Lake Paddlers) to increase usage and event awareness
- Include in trails maintenance policy and schedule

## Trail Maintenance

As the demand and popularity of trail usage continues to grow and evolve, and as more trails are being constructed each year, the City and CRD must find ways to develop, maintain and manage non-motorized trails while prioritizing limited resources and encouraging public safety and environmental sustainability. To invest in trail networks must come with a long-term maintenance strategy and sufficient funding to maintain safe and sustainable trails.

The City and CRD have a responsibility to create and maintain a safe trail system for all users to withstand environmental pressures and increase trail longevity. If the quality of trails and Technical Trail Features are kept to a high standard, user satisfaction increases which has ripple effects, such as increased use, increased tourism, and better public reception to further trail capital projects.

The rapid increase in trail construction over the previous few years has led to a dramatic increase in trail system usage and increased trail wear and degradation. The lack of a trail and Technical Trail Features database, trail maintenance priorities, and maintenance schedule could possibly lead to inefficient budgeting or altogether miss important seasonal maintenance leading to unsustainable trail systems.

### **Maintenance of City Trails Strategic Direction**

- Creation of trails maintenance policy, including inspection and data collection requirements
- Create seasonal maintenance paid positions for Quesnel Bike Park, West Fraser Timber Park, South Hills, and Airport Fuel Management trails networks
- Apply for Canada Student Jobs grant for the above paid position(s)
- Collect Technical Trail Feature and trail data and utilize online maintenance recording systems
- Create trail and Technical Trail Feature maintenance schedules

### **Maintenance of Sub Regional Trails Strategic Direction**

- Creation of trails maintenance policy, including inspection and data collection requirements
- Collect Technical Trail Feature and trail data and utilize online maintenance recording systems
- Create trail and Technical Trail Feature maintenance schedules
- Help Gold Rush Cycling Club increase volunteer and Director recruitment and retention and reduce volunteer fatigue.
- Find sustainable funding for Dragon Mountain trail network maintenance
- Help trail clubs and recreation commissions find reliable and dedicated funding for the ongoing upkeep and enhancement of trails

## Other Recommendations

### Liability

- Comply with Municipal Insurance Association of British Columbia for creation of trail maintenance policy, specifically for the Quesnel Bike Park
- Research best practices for signage, warning signs, waivers, etc.
- Discussions regarding liability mitigation with other local governments who have created and operated bike parks

### Active Transportation Synergies

- Create formal plans and strategies that tie together active transportation corridors with trail networks
- Incorporate signage and mapping to tie in active transportation to trail networks

### Data Collection and Use

- Update Trails Master Plan every 5-8 years; update Trails Report and Strategy every 1-2 years
- Create trail use survey, including demographics, future vision, desired facility upgrades, etc.
- Increase Trailforks app usage in region. This will help gather usage data and plan for future trail maintenance
- Advocate for updated trails economic impact study in the region
- All new trails to utilize most up to date design standards; and all existing trails to be updated to these design standards
- Incorporate City brand guidelines for signage, wayfinding and marketing in new and existing trails and trail networks; incorporate CRD brand where necessary

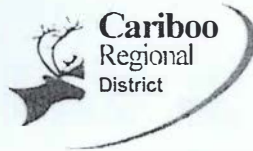
### Events and Marketing Strategy

- Creation of an annual bike festival (pump track competitions, xc races, downhill races, kids day, dirt jump competition, endure race, outdoor bike movie, etc.). Include Wonderland and Dragon Mountain network events
- Advocate to hold a leg of the BC Bike Race in the area
- Host an annual enduro bike race (as part of the Cycling BC and Norco Enduro Series).
- Update all affiliate websites (Ride the Cariboo, Tourism Quesnel, Destination BC, Cariboo Chilcotin Coast Tourism Association, etc.) to include up to date content
- Coordinate Quesnel Bike Park marketing with RV Park and Campground
- Encourage and help find funding for Gold Rush Cycling Club website creation
- Volunteer recognition for trail builders/maintainers
- Increase mountain bike marketing and annual funding for marketing

## Literature Reviewed

- City of Quesnel. (2021). *Official Community Plan*.
- City of Quesnel. (2017). *North Cariboo Trails Inventory and Master Plan*.  
[https://www.quesnel.ca/sites/default/files/docs/city-services/quesnel\\_trails\\_master\\_plan\\_final.pdf](https://www.quesnel.ca/sites/default/files/docs/city-services/quesnel_trails_master_plan_final.pdf)
- City of Surrey. (2007). *Surrey Bicycle Recreation Facilities Strategy*.  
<https://www.surrey.ca/sites/default/files/media/documents/SurreyBicycleRecreationFacilitiesStrategy.pdf>
- District of Squamish. (n.d.). *Trails Standards*. <https://squamish.ca/assets/Trail-Standards-Manual-0411.pdf>
- International Mountain Biking Association. (2018). *Trail Difficulty Rating System*.  
<https://www.imba.com/resource/trail-difficulty-rating-system>
- Justin Calof. (2012). Economic Impact Assessment and Phase 2 Implementation Report. Cariboo Mountain Bike Consortium.
- Noorden Cariboo Trails Consulting. (2018). *Lhtako Dene Trails Master Plan*.
- Recreation Sites & Trails BC. (2014). *Trail maintenance policy*. [https://www.mbta.ca/wp-content/uploads/2021/10/DRAFT-RSTBC-Mountain-Bike-Trail-Policy\\_For-Review.pdf](https://www.mbta.ca/wp-content/uploads/2021/10/DRAFT-RSTBC-Mountain-Bike-Trail-Policy_For-Review.pdf)
- Resort Municipality of Whistler. (2014). *Whistler Trail Standards Environmental and Technical Trail Features*. [https://cyclingbc.net/wp-content/uploads/2014/10/trail\\_standards\\_first\\_edition.pdf](https://cyclingbc.net/wp-content/uploads/2014/10/trail_standards_first_edition.pdf)
- Thomas Schoen. (2018). *Wonderland Dragon Master Plan*. First Journey Trails.
- Thomas Schoen. (2020). *Wonderland Phase 2 Master Plan*. First Journey Trails.
- Tourism British Columbia. (2009). Cycling and Mountain Biking Product Overview; Building Tourism with Insight.
- Trailforks. (2022). *Quesnel Trail Usage Statistics*.  
<https://www.trailforks.com/region/quesnel/ridelogstats/>
- Trailforks. (2022). *Statistics Charts*. <https://www.trailforks.com/statistics/charts/>
- Trailforks. (2022). *Statistics for Quesnel*. <https://www.trailforks.com/region/quesnel/stats/>
- Trans Canada Trail. (2020). *The Conference Board of Canada: New Report Outlines Economic, Health, Conservation Benefits of Trails*. <https://tctrail.ca/news/conference-board-of-canada-new-report-outlines-economic-health-conservation-benefits-of-trails/#:~:text=Trails%20attract%20tourists%20and%20local,property%20values%20near%20the%20trail.>
- WeConservePA. (n.d.). *Economic Benefit of Trails*. <https://conservationtools.org/guides/97-economic-benefits-of-trails>

# Appendix A - Community Partnership Agreement



## COMMUNITY PARTNERSHIP AGREEMENT

### **Between:**

**The Cariboo Mountain Bike Consortium, The Gold Rush Cycling Club,  
The City of Quesnel, Cariboo Regional District and The Lhtako Dene Nation**

### **Whereas:**

This partnership is intended to create a platform for a long-term and mutually beneficial relationship that is founded on the principles of trust, respect and open communication.

The partners agree to pursue collaborative approaches to sustaining vibrant, progressive and economically beneficial, trail based recreation initiatives in the City, CRD, and Lhtako Dene Nation area.

The partners agree that hiking, trail running, mountain biking, and other forms of non-motorized trail based recreation activities constitute a net benefit to the community and align with the City's and CRD's sustainability declaration and other planning initiatives.


**Therefore, the City, CRD, CMBC, Gold Rush Cycling Club and Lhtako Dene Nation agree to pursue the following initiatives:**

1. Continue to promote Quesnel and the Cariboo Regional District as a non-motorized trail based tourism destination.
2. Seek collaborative ways in which to engage local businesses and tourism associations in activities that enhance local trail initiatives, infrastructure and the overall trail experience.
3. Seek collaborative funding opportunities that support the growth and development of non-motorized trail based recreation infrastructure in the City of Quesnel and Cariboo Regional District.
4. Seek means to continue increasing the public exposure of non-motorized trail based recreation in the City and CRD through the development of murals, art, events, and other infrastructure that illustrates the mutual goal of integrating non-motorized trail sports into the culture of Quesnel and Cariboo Regional District.

5. Collaborate and share marketing and promotional material that enhances the collective effort to advance non-motorized trail recreation as an economic driver in the City and CRD.

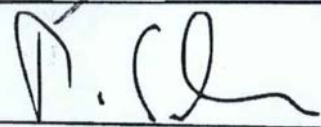
Signed on April 12, 2019

**On Behalf of the Gold Rush Cycling Club:**  
John Courtney, President



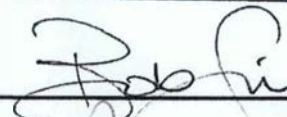
---

**On Behalf of the Cariboo Mountain Consortium:** Thomas Schoen, Chair  
Mark Savard, Vice-President



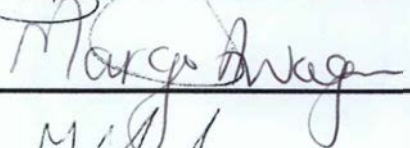
---

**On Behalf of the City of Quesnel:** Bob Simpson, Mayor



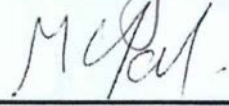
---

**On Behalf of the Cariboo Regional District:**  
Margo Wagner, Chair



---

**On Behalf of the Lhtako Dene Nation** Garry Yablonski, Band Administrator


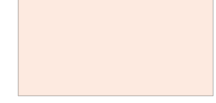


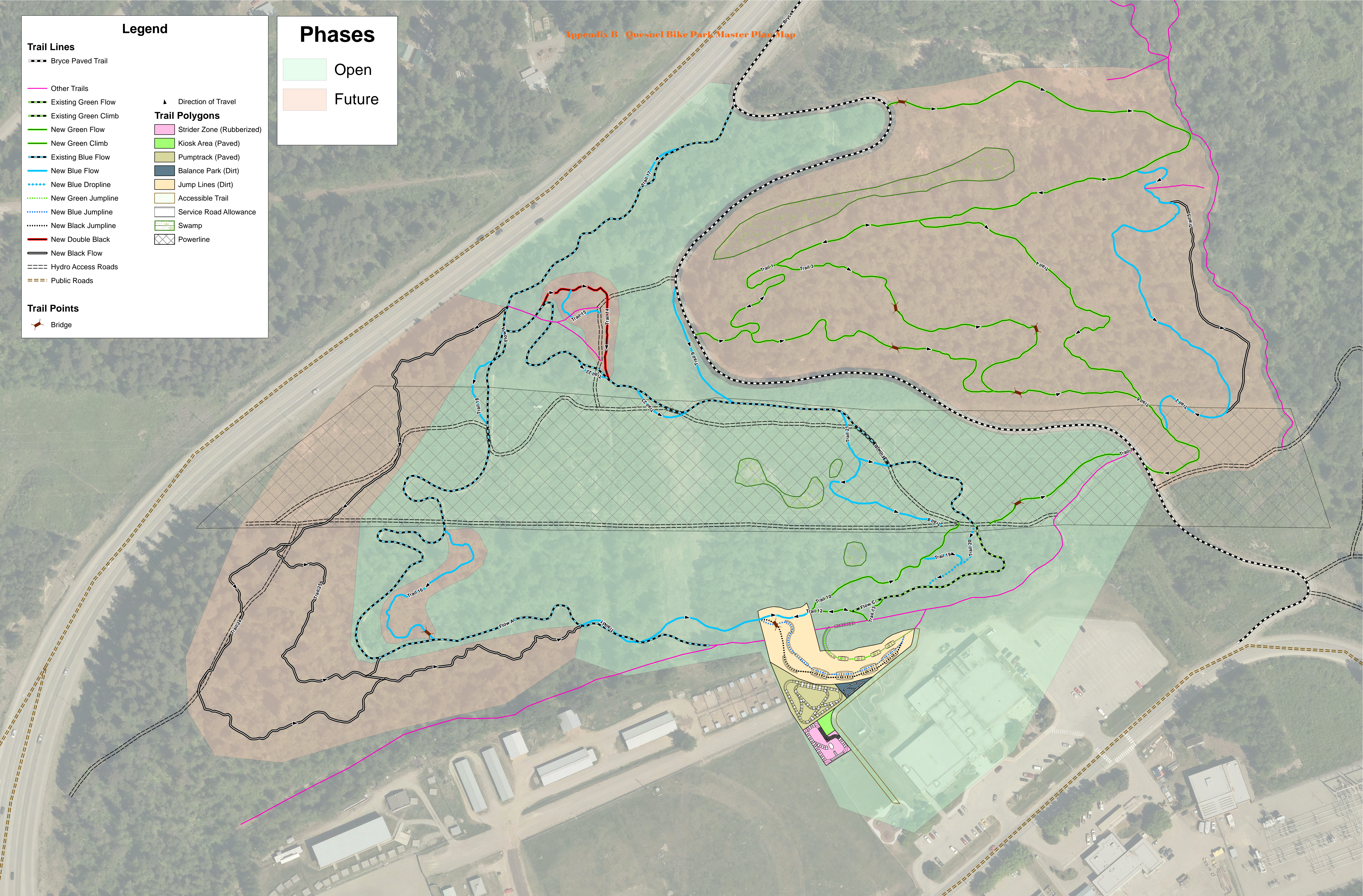
---

**Legend**

- Trail Lines**
-  Bryce Paved Trail
  -  Other Trails
  -  Existing Green Flow
  -  Existing Green Climb
  -  New Green Flow
  -  New Green Climb
  -  Existing Blue Flow
  -  New Blue Flow
  -  New Blue Dropline
  -  New Green Jumphline
  -  New Blue Jumphline
  -  New Black Jumphline
  -  New Double Black
  -  New Black Flow
  -  Hydro Access Roads
  -  Public Roads
- Trail Polygons**
-  Strider Zone (Rubberized)
  -  Kiosk Area (Paved)
  -  Pumtrack (Paved)
  -  Balance Park (Dirt)
  -  Jump Lines (Dirt)
  -  Accessible Trail
  -  Service Road Allowance
  -  Swamp
  -  Powerline
- Trail Points**
-  Bridge
- Other Legend Items:**
-  Direction of Travel

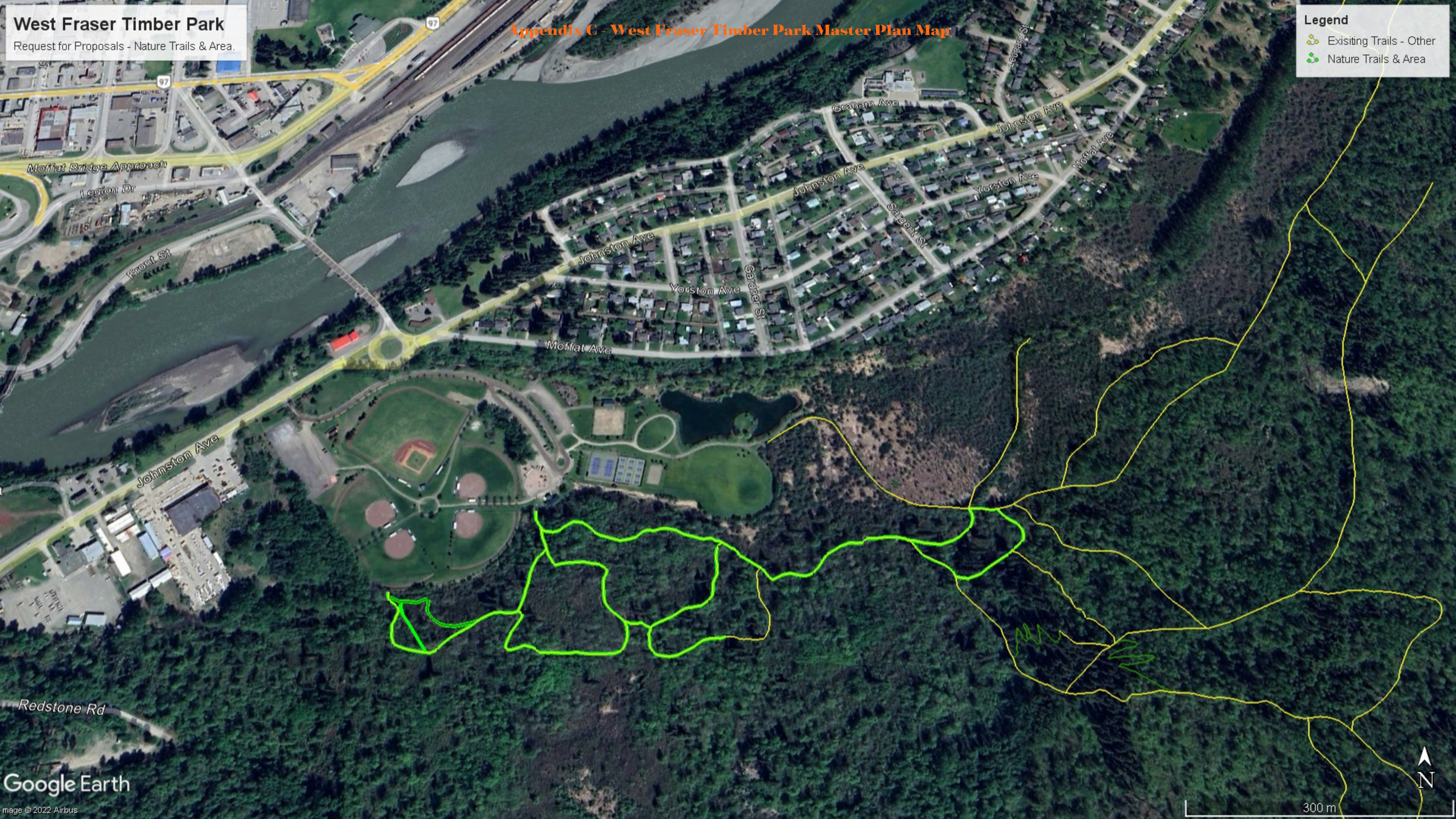
**Phases**

-  Open
-  Future



**Legend**

- Existing Trails - Other
- Nature Trails & Area





## Appendix D - Trail Network Data

Trail	Difficulty	Region/Network	Land Manager	Distance (m) or m <sup>2</sup>	Builders	Year constructed or major maintenance	Maintainers	Budget
Quesnel Riverfront Trail	Green	City of Quesnel	City of Quesnel	9,008	City of Quesnel		City of Quesnel	City
College Connector	Green	City of Quesnel	City of Quesnel	1,700	City of Quesnel		City of Quesnel	City
Bryce Trail	Green	Quesnel Bike Park	City of Quesnel	1,432	City of Quesnel		City of Quesnel	City
<b>Quesnel Riverfront Totals</b>				<b>9,008</b>				
Low Mobility Trails	Green - low mobility	Claymine	Cariboo Regio	500	Lynn Phinney		Cariboo Regional District - Contracted Trail Maintenance	NCR
Exerise Loop	Green	Claymine	Cariboo Regio	1,335	Lynn Phinney		Cariboo Regional District - Contracted Trail Maintenance	NCR
<b>Claymine Totals</b>				<b>1,835</b>				
Mid Mountain Connector	Green	Dragon Mountain	BC Parks	577	Gold Rush Cycling Club	2022	Gold Rush Cycling Club	NCR/GRCC
Rockin' The Park	Blue	Dragon Mountain	BC Parks	5,179	Jimco, First Journey Trails	2019	Gold Rush Cycling Club	NCR/GRCC
Walk In The Park	Green	Dragon Mountain	BC Parks	1,638	Jimco, First Journey Trails	2019	Gold Rush Cycling Club	NCR/GRCC
7 Dwarves	Blue	Dragon Mountain	BC Parks	1,321	Locals	2019 - reroutes by FJT	Gold Rush Cycling Club	NCR/GRCC
Love in a Trashcan - BRC	Black Diamond	Dragon Mountain	BC Parks	147	Locals		Gold Rush Cycling Club	NCR/GRCC
The Camel's Toe	Blue	Dragon Mountain	BC Parks	1,505	Locals		Gold Rush Cycling Club	NCR/GRCC
BRC	Black Diamond	Dragon Mountain	BC Parks	82	Locals		Gold Rush Cycling Club	NCR/GRCC
Catalina Wine Mixer - BRC	Black Diamond	Dragon Mountain	BC Parks	69	Locals		Gold Rush Cycling Club	NCR/GRCC
Flat and Haggard - BRC	Black Diamond	Dragon Mountain	BC Parks	54	Locals		Gold Rush Cycling Club	NCR/GRCC
Hewitt's	Black Diamond	Dragon Mountain	BC Parks	1,298	Locals	2022 - Major Maintenance GRCC	Gold Rush Cycling Club	NCR/GRCC
Rockasaurus	Black Diamond	Dragon Mountain	BC Parks	1,295	Locals	2019 - GRCC major maintenance.	Gold Rush Cycling Club	NCR/GRCC
BRC New Line	Blue	Dragon Mountain	BC Parks	800	NOT DEVELOPED			NCR/GRCC
BRC Reroutes	Black	Dragon Mountain	BC Parks	1,650	NOT DEVELOPED			NCR/GRCC
Family Loop/ XC loops	Access Trail or Doubletrack	Dragon Mountain	BC Parks	2,675	NOT DEVELOPED			NCR/GRCC
Rockasaurus Part 2	Access Trail or Doubletrack	Dragon Mountain	BC Parks	1,000	NOT DEVELOPED			NCR/GRCC
Hewitt's Reroutes	Black	Dragon Mountain	BC Parks	750	NOT DEVELOPED			NCR/GRCC
Brightway - Rockin the Park Connection	Blue	Dragon Mountain	Rec Sites and	2,500	NOT DEVELOPED			NCR/GRCC
New Trail - Riders Left of Rockasaurus	Black	Dragon Mountain	BC Parks	2,500	NOT DEVELOPED			NCR/GRCC
Brightway Access Trail	Blue	Dragon Mountain	Rec Sites and	5,288	Unknown		Gold Rush Cycling Club	NCR/GRCC
Dragon Mountain Access Road / Roadclimb	Access Trail or Doubletrack	Dragon Mountain	Telus	7,479	Unknown		Telus	Telus
<b>Dragon Mountain Totals</b>				<b>37,807</b>				
Low Mobility - Rabbit - Goh	Green - low mobility	Fuel Management Trail System	City of Quesnel	538	Westroad - Andrew McIntosh	2020	City of Quesnel - Contracted Trail Maintenance	NCR
Fox - Nanguz	Green	Fuel Management Trail System	City of Quesnel	838	Westroad - Andrew McIntosh	2020	City of Quesnel - Contracted Trail Maintenance	NCR
Deer - Yests'e	Green	Fuel Management Trail System	City of Quesnel	564	Westroad - Andrew McIntosh	2020	City of Quesnel - Contracted Trail Maintenance	NCR
Grizzly - Shas	Green	Fuel Management Trail System	City of Quesnel	1,100	Westroad - Andrew McIntosh	2020	City of Quesnel - Contracted Trail Maintenance	NCR
<b>Fuel Management Totals</b>				<b>3,040</b>				
Hallis Lake low Mobility Trail	Green - low mobility	Hallis Lake	Cariboo Regio	500	Unknown		Cariboo Ski Touring Club	Hallis
<b>Hallis Lake Totals</b>				<b>500</b>				
North Side Multi use trails	Green	Kosta Cove	Cariboo Regio	2,000	Frisby Excavating	2022	Cariboo Regional District - Contracted Trail Maintenance	NCR
Lake shore & Upper Low Mobility Trail	Green - low mobility	Kosta Cove	Cariboo Regio	1,861	Lynn Phinney	2020 - Major Maintenance.	Cariboo Regional District - Contracted Trail Maintenance	NCR
Bjornson Low Mobility Connector	Blue	Kosta Cove	Cariboo Regio	209	Lynn Phinney	2020 - Major Maintenance	Cariboo Regional District - Contracted Trail Maintenance	NCR
<b>Kosta Cove Totals</b>				<b>4,070</b>				
stump ridge to quad/access trail	Blue	Lhtako Dene First Nation	UNSACTION	486	Locals		Locals - no affiliate groups	
Weldwood	Green	Lhtako Dene First Nation	UNSACTION	2,696	Locals		Locals - no affiliate groups	
Big Plunge	Blue	Lhtako Dene First Nation	UNSACTION	548	Locals		Locals - no affiliate groups	
Blue Bucket	Blue	Lhtako Dene First Nation	UNSACTION	1,235	Locals		Locals - no affiliate groups	
Climb to Stumps	Blue	Lhtako Dene First Nation	UNSACTION	416	Locals		Locals - no affiliate groups	
Ellison - RedBluff Rd connector	Access Trail or Doubletrack	Lhtako Dene First Nation	UNSACTION	889	Locals		Locals - no affiliate groups	
Fathers Day	Green	Lhtako Dene First Nation	UNSACTION	487	Locals		Locals - no affiliate groups	
Lower wetlands trail	Access Trail or Doubletrack	Lhtako Dene First Nation	UNSACTION	677	Locals		Locals - no affiliate groups	
Mothers Day	Green	Lhtako Dene First Nation	UNSACTION	1,223	Locals		Locals - no affiliate groups	
Powerline Doubletrack	Green	Lhtako Dene First Nation	UNSACTION	2,618	Locals		Locals - no affiliate groups	
Real Lake trail	Blue	Lhtako Dene First Nation	UNSACTION	624	Locals		Locals - no affiliate groups	
Richbar Road	Access Trail or Doubletrack	Lhtako Dene First Nation	UNSACTION	1,012	Locals		Locals - no affiliate groups	
Ridge to Broken Seatpost	Blue	Lhtako Dene First Nation	UNSACTION	937	Locals		Locals - no affiliate groups	
Sales Split Rock	Blue	Lhtako Dene First Nation	UNSACTION	613	Locals		Locals - no affiliate groups	
Scenic Route	Green	Lhtako Dene First Nation	UNSACTION	741	Locals		Locals - no affiliate groups	
Shift work	Blue	Lhtako Dene First Nation	UNSACTION	749	Locals		Locals - no affiliate groups	
Quad Trail	Access Trail or Doubletrack	Lhtako Dene First Nation	UNSACTION	885	Locals		Locals - no affiliate groups	
Old Access Road	Access Trail or Doubletrack	Lhtako Dene First Nation	UNSACTION	959	Locals		Locals - no affiliate groups	
Stumps	Green	Lhtako Dene First Nation	UNSACTION	1,197	Locals		Locals - no affiliate groups	
<b>LDFN Totals</b>				<b>18,992</b>				
Pinnacles - Pinn	Blue	Pinnacles Park	BC Parks & Ur	5400	Locals		Locals - no affiliate groups	
<b>Pinnacles Totals</b>				<b>5400</b>				
Archers Trails	Blue	Pioneer Park	City of Quesnel	1452	NOT DEVELOPED			NCR
Low Mobility Trails	Green - low mobility	Pioneer Park	City of Quesnel	1200	NOT DEVELOPED			NCR
<b>Pioneer Totals</b>				<b>2652</b>				
Trail 1	Green	Quesnel Bike Park	City of Quesnel	619	NOT DEVELOPED			
Trail 2	Blue	Quesnel Bike Park	City of Quesnel	312	NOT DEVELOPED			
Trail 3	Green	Quesnel Bike Park	City of Quesnel	240	NOT DEVELOPED			
Trail 4	Green	Quesnel Bike Park	City of Quesnel	237	NOT DEVELOPED			
Trail 5	Black	Quesnel Bike Park	City of Quesnel	156	NOT DEVELOPED			
Trail 6	Green	Quesnel Bike Park	City of Quesnel	375	NOT DEVELOPED			
Trail 9	Blue	Quesnel Bike Park	City of Quesnel	81	NOT DEVELOPED			
Trail 14	Double Black	Quesnel Bike Park	City of Quesnel	99	NOT DEVELOPED			
Trail 15	Blue	Quesnel Bike Park	City of Quesnel	40	NOT DEVELOPED			
Trail 16	Blue	Quesnel Bike Park	City of Quesnel	141	NOT DEVELOPED			
Trail 24	Black	Quesnel Bike Park	City of Quesnel	633	NOT DEVELOPED			
Trail 25	Black	Quesnel Bike Park	City of Quesnel	181	NOT DEVELOPED			
Around the Bend	Blue	Quesnel Bike Park	City of Quesnel	488	Westroad - Andrew McIntosh		City of Quesnel - Contracted Trail Maintenance	NCR
Evenflow	Blue	Quesnel Bike Park	City of Quesnel	789	Westroad - Andrew McIntosh	2022	City of Quesnel - Contracted Trail Maintenance	NCR
Future days	Green	Quesnel Bike Park	City of Quesnel	275	Westroad - Andrew McIntosh	2022	City of Quesnel - Contracted Trail Maintenance	NCR
Quesnel Bike Park Connector	Green	Quesnel Bike Park	City of Quesnel	256	Westroad - Andrew McIntosh	2021	City of Quesnel - Contracted Trail Maintenance	NCR
Rubberized Strider Zone	Green	Quesnel Bike Park	City of Quesnel	363 m <sup>2</sup>	Westroad - Andrew McIntosh	2021	City of Quesnel - Contracted Trail Maintenance	NCR
Paved Pump Track	Blue	Quesnel Bike Park	City of Quesnel	680 m <sup>2</sup>	Westroad - Andrew McIntosh	2021	City of Quesnel - Contracted Trail Maintenance	NCR
Progressive Dirt Jumps	Green/Blue/Black	Quesnel Bike Park	City of Quesnel	1595 m <sup>2</sup>	Westroad - Andrew McIntosh	2022		NCR
Balance/Skills Park	Green/Blue/Black	Quesnel Bike Park	City of Quesnel	690 m <sup>2</sup>	Westroad - Andrew McIntosh	2021		NCR
<b>Quesnel Bike Park Totals</b>				<b>4,922</b>				
South Hills Pump Track	Green	South Hills Park	City of Quesnel	690 m <sup>2</sup>	Andrew McIntosh	2019	Gold Rush Cycling Club	NCR
South Hills flow trail	Green	South Hills Park	City of Quesnel	180	Andrew McIntosh	2019	Gold Rush Cycling Club	NCR
South Hills climbing trail	Green	South Hills Park	City of Quesnel	100	Andrew McIntosh	2019	Gold Rush Cycling Club	NCR
South Hills loop trail	Green	South Hills Park	City of Quesnel	300	Andrew McIntosh	2019	City of Quesnel	NCR
<b>South Hills Totals</b>				<b>580</b>				
Nature Trail & Area	Green	West Fraser Timber Park	City of Quesnel	2,003	Baker Creek Enhancement Society & locals	2020,2021 - Lhtako maintenance.	City of Quesnel - Contracted Trail Maintenance	City
Joels	Blue	West Fraser Timber Park	Private - UNSA	989	Locals - No affiliate group		Locals - no affiliate group	
Berm Trail	Access Trail or Doubletrack	West Fraser Timber Park	Private - UNSA	271	Locals - No affiliate group		Locals - no affiliate group	
Wetlands loop	Green	West Fraser Timber Park	Private - UNSA	370	Locals - No affiliate group		Locals - no affiliate group	
Borregard road route	Blue	West Fraser Timber Park	City of Quesnel	1,128	NOT DEVELOPED		City of Quesnel - Contracted Trail Maintenance	City
West Fraser Timber Park to Recreation Center	Access Trail or Doubletrack	West Fraser Timber Park	Private - UNSA	1,830	NOT DEVELOPED		Locals - no affiliate group	
<b>WFTP Totals</b>				<b>6,591</b>				
Powerline Doubletrack	Access Trail or Doubletrack	Wonderland	Rec Sites and	2,600	BC Hydro		BC Hydro	NCR/GRCC
Connector to Powerline Trail	Access Trail or Doubletrack	Wonderland	Rec Sites and	273	BC Hydro		BC Hydro	NCR/GRCC
Mucho Oro	Blue	Wonderland	Rec Sites and	2,046	First Journey Trails - Andrew McIntosh	2019	Gold Rush Cycling Club	NCR/GRCC
Sluice Box	Blue	Wonderland	Rec Sites and	714	First Journey Trails	2019	Gold Rush Cycling Club	NCR/GRCC
The Rabbit Hole	Black Diamond	Wonderland	Rec Sites and	717	First Journey Trails	2021	Gold Rush Cycling Club	NCR/GRCC
Angry Beaver	Blue	Wonderland	Rec Sites and	1,276	First Journey Trails, Andrew Norton	2019	Gold Rush Cycling Club	NCR/GRCC
Woodburys Way	Blue	Wonderland	Rec Sites and	1,346	First Journey Trails, Andrew Norton	2019	Gold Rush Cycling Club	NCR/GRCC
Oz	Black Diamond	Wonderland	UNSACTION	945	Locals		Locals - no affiliate groups	
Flying Monkeys	Blue	Wonderland	Rec Sites and	1,074	Locals		Gold Rush Cycling Club	NCR/GRCC
Mosster	Black Diamond	Wonderland	Rec Sites and	1,056	Locals	2017	Gold Rush Cycling Club	NCR/GRCC
What the Huck Climb	Blue	Wonderland	Rec Sites and	2,228	Locals		Gold Rush Cycling Club	NCR/GRCC
Wonderland	Blue	Wonderland	Rec Sites and	1,706	Locals	2021 TTF Additions	Gold Rush Cycling Club	NCR/GRCC
Lower Jimmy 2 kanes	Black Diamond	Wonderland	Rec Sites and	517	New Route Trail Solutions	2021	Gold Rush Cycling Club	NCR/GRCC
Jimmy 2 Kanes - Upper	Blue	Wonderland	Rec Sites and	1,380	New Route Trail Solutions	2021	Gold Rush Cycling Club	NCR/GRCC
Mad Hatter	Black Diamond	Wonderland	Rec Sites and	741	New Route Trail Solutions	2021	Gold Rush Cycling Club	NCR/GRCC
Wonderland - Hallis Connector	Blue	Wonderland	Rec Sites and	7,000	NOT DEVELOPED		Gold Rush Cycling Club	NCR/GRCC
Kids Loop	Green	Wonderland	Rec Sites and	753	Westroad - Andrew McIntosh	2021	Gold Rush Cycling Club	NCR/GRCC
<b>Wonderland Totals</b>				<b>26,372</b>				