



POWELL RIVER REGIONAL DISTRICT REGIONAL TRAILS PLAN DECEMBER 2016

"The Regional Trails Plan will acknowledge and enhance the comprehensive trail network, embracing diverse user groups. The network will be improved by stronger linkages between key community locations, creating a viable healthy transportation alternative, and improving overall quality of life. It will work to stimulate regional pride in this important and significant asset, protecting it for future generations."



POWELL RIVER
REGIONAL DISTRICT



ACKNOWLEDGEMENTS

The development of this Trails Plan was guided by input from Residents and Stakeholders of the Powell River Region.

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The Powell River Regional District (PRRD) Regional Trails Plan is the result of a significant effort by individuals and groups passionate about the area and the vast network of trails it contains. The plan outlines the existing conditions, vision, goals and objectives and includes a series of recommendations to assist the community in reaching its goals.

Thank you to those members of the public who participated in the process by attending community meetings, and responding to the online survey.

This plan was completed with federal tax funding provided through the community works fund, City of Powell River, and BC Recreation Sites and Trails.

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To verify accuracy and currency of this information, please contact the Powell River Regional District.

1.0 INTRODUCTION

The Powell River Regional District (PRRD) Regional Trails Plan is intended to act as a long-term strategy document outlining the vision for the future of the region's trails. The document includes an inventory and analysis of the existing trails, strategic direction for future improvements based on comprehensive community engagement, and recommendations to help the community reach its goals.

1.1 PROJECT BACKGROUND

This document builds on the existing Powell River Regional District Parks and Greenspace Plan, completed in 2010, which recommended the development of a Regional Trails Plan. In September of 2015, the PRRD released a request for proposals for the preparation of a Regional Trails Plan. The document is intended to provide the foundation to guide future land use decisions with respect to trails in the PRRD. The over-arching goal of the Regional Trails Plan is to guide the development and management of a sustainable trail network within the PRRD, and to enhance the existing network of trails.

This plan represents a fundamental move toward recognizing and valuing regional trails, and includes the identification of key trails to be considered for legitimization through the formal provincial *Forest and Range Practices Act* (FRPA) authorization and establishment process. Integral to this recognition and valuation was stakeholder and community feedback from a diverse range of trail user groups.

The trail network in the PRRD is but one of the area's unique assets. The region is composed of pristine mountain wilderness, rugged shorelines, inviting lakes, and welcoming communities. In recent years, people have been looking to move to this region to enjoy the mix of culture and outdoor activities. The trails are an integral part of encouraging new residents to relocate and existing residents to stay.

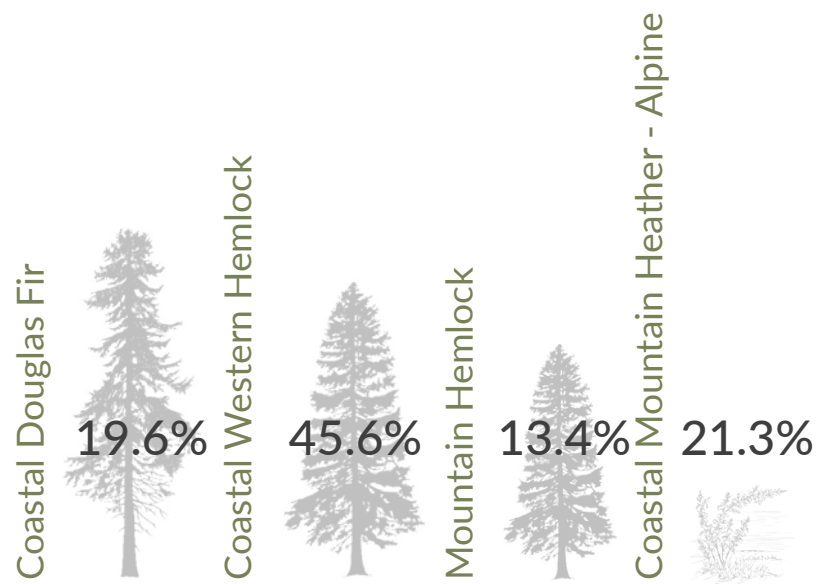




There are 519 trails in the existing network, which supports a diverse range of user groups. A significant number of volunteer groups are involved in the maintenance and development of these trails, which benefit from strong community support.

Many of the trails in this plan fall within Tla'amin Nation Lands. It is important to note that these lands are governed by the Tla'amin Nation, and any decision with regard to land use or trail development within those lands falls to the Tla'amin Nation.

The majority of the trails identified in this Regional Trails Plan are located within Provincial Crown forest tenure areas including Tree Farm License 39, Powell River Community Forest, Tla'amin Community Forest, BC Timber Sales Chart, and several Woodlot Licences. Collaboration with forest licensees will be an important component of future trail management and maintenance. To ensure forest tenure rights are adequately considered and respected the forest licensee will be referred any proposed trail development, maintenance, and relocation that takes place within their tenure area.



BIOGEOCLIMATIC ZONES OF THE PRRD

1.2 REGIONAL CHARACTERISTICS

The Powell River Regional District (PRRD) is a rural coastal region, located at the north end of the Sunshine Coast with boundaries stretching from Jervis Inlet in the south to Toba Inlet in the north. The Study Area includes the City of Powell River, Tla'amin Nation Lands, Sechelt Indian Government District Lands, mainland communities and the island communities of Lasqueti, Texada, and Savary.

The PRRD is 528,467 hectares in size with a population of approximately 20,000. The region is situated in a largely Coastal Western Hemlock zone and experiences wet but mild winters with a daily average temperature of around 5 degrees centigrade, and warm summers with a daily average of around 15 to 17 degrees centigrade. The trail networks, found mainly at lower elevations stay free of snow for the majority of the year. The Knuckleheads Winter Recreation Area and the South Powell Divide are at sufficient elevations to offer winter recreation opportunities.



Sunshine Coast Trail forest canopy
Photo: Sara Rickenbacher

According to the 2010 Parks and Greenspace Plan, there are four key community features that relate to parks and other recreational amenities, including the trail network. These are:

Coastal Communities

Many settlements in the PRRD are situated within the narrow band of Coastal Douglas-fir that runs along the mainland coast from Saltery Bay to Lund and on the scenic islands off the coast. Ferry travel and ocean-related businesses and recreational activities are an intrinsic part of the region's history and culture.

Provincial Crown Forest Lands

Much of the region's upper elevations consist of forested slopes. Many of the undeveloped areas are Crown lands and are popular with a wide variety of trail users, providing a destination experience. It is important to note that while these Crown lands are extensively used for outdoor recreation, their future use for recreation is not guaranteed. A large portion of Crown land in the PRRD is forest land reserved for timber harvesting.

Key community features continued...

Forest Industry

Communities in the PRRD have historically been resource-based with an emphasis on the forestry industry. Logging and pulp and paper production began around the turn of the 20th Century due to the abundant timber resources that existed in the region. Most of the forests in the PRRD are second or third growth with some pockets of old growth remaining. These forestry practices provide increased levels of access to the backcountry and alpine areas through both the construction of logging roads and forest recreation site development and maintenance.

Provincial Parks

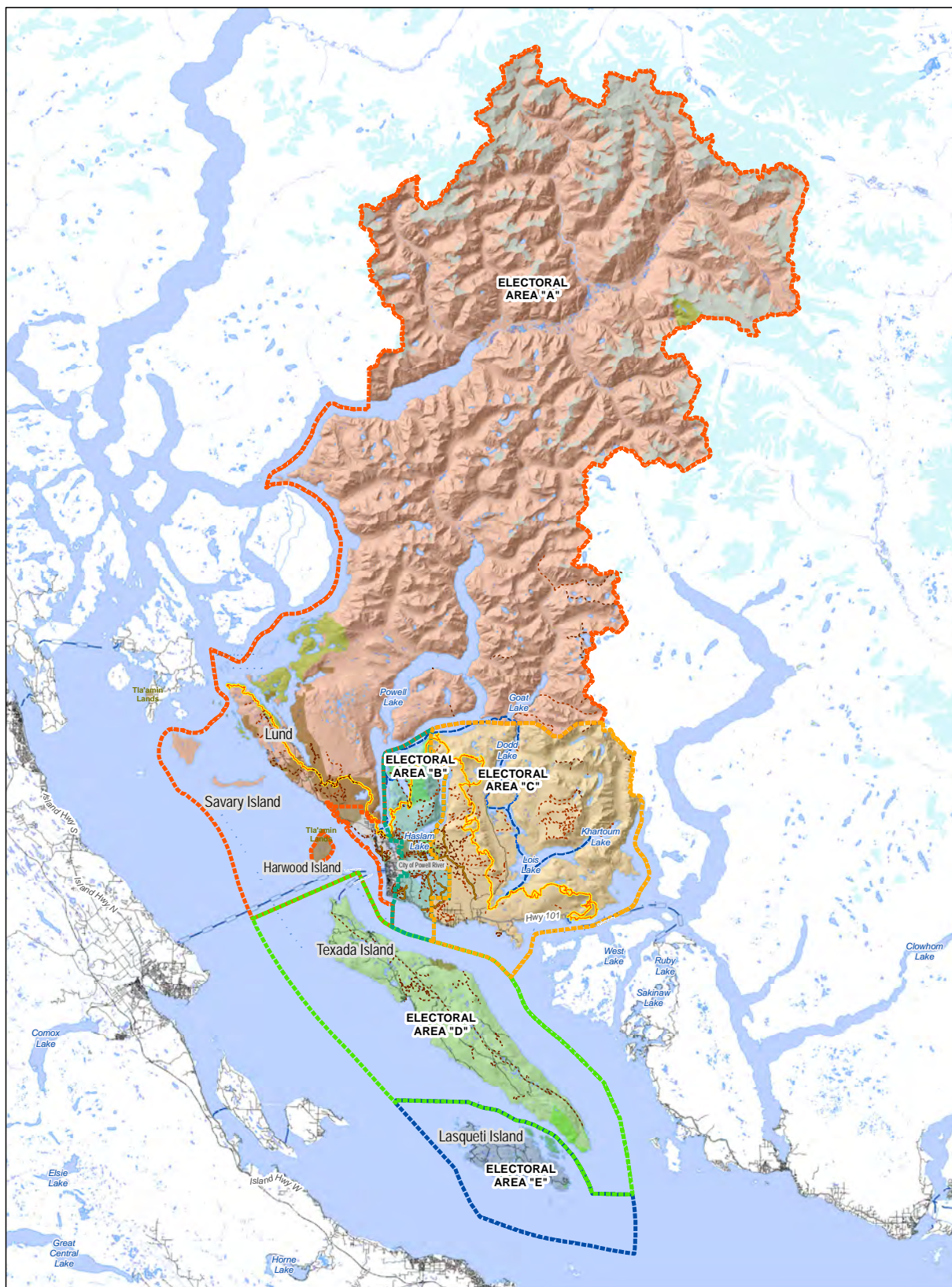
The region enjoys some significant provincial land-based and marine parks. These recreational areas often draw international tourists and visitors from other BC communities. A great example of this is the Desolation Sound Marine Park, which is a very popular destination for kayaking and sailing.

The region is bordered by the Strait of Georgia and Malaspina Strait. Opposite the region's pristine marine shoreline are a series of mountain ranges that are largely undeveloped and offer a variety of recreational activities including hiking, mountain biking, rock climbing, horseback riding, ATV'ing, and trail biking.

The PRRD is comprised of five Electoral Areas. Area A, Area B, Area C, Area D (Texada), Area E (Lasqueti Island) and the City of Powell River. Many of the user groups in the PRRD communities include both permanent and seasonal residents.



 Powell River Regional District



POWELL RIVER REGIONAL TRAILS PLAN

Electoral Areas

Figure 1

1:500,000

0 5 10 20 Kilometers



Legend

Land Use

- Parks Rec and Reserve
- Tla'amin Treaty Lands
- Lakes
- Rivers
- Wetlands

- Electoral Area "A"
- Electoral Area "B"
- Electoral Area "C"
- Electoral Area "D"
- Electoral Area "E"

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1.3 BENEFITS OF TRAIL SYSTEMS

The benefits of a strong regional trail network are many. These include health benefits, creating a strong sense of place and a link to community heritage, working toward environmental sustainability, and boosting economic development. Both local residents and tourists can benefit from a well maintained and developed network of trails.

According to the Trails Strategy for BC (November 2012), the following are key benefits of recreation trails:

- Community and social - developing more cohesive communities, enhancing the overall quality of life, and providing opportunities for families and friends to enjoy time together outdoors.
- Economic - increasing tourism revenues, providing opportunities for greater business investment, and working to enhance property values.
- Educational - providing an outdoor classroom and learning environment for nature, culture, and history.
- Environmental - enhancing environmental awareness, improving understanding of our natural heritage, and encouraging stewardship of the environment.
- Health and fitness - improving health and physical well-being for both individuals and communities, reducing health care costs, and enhancing productivity.
- Heritage and cultural - recognizing and respecting First Nations culture and historical values.
- Transportation - creating greener transportation alternatives, with the commuting use of trails leading to reduced greenhouse gas emissions and improved health and wellness of individuals.

Emerging Trends and Demographic Shifts

According to the Trail Strategy for BC, “More people are using trails as a form of physical activity - this trend can be seen especially in the 55+ age group” (8). This is particularly significant in the Powell River Regional District where a large proportion of trail users fall into this age category. The 2011 census revealed that the percentage of the population aged 65 and over in Powell River was 22.8%, compared to the national percentage of 14.8% (Statistics Canada).

The Trails Strategy for BC points to a growing demand for recreation trails that are accessible and located close to urban and residential areas. In addition, this strategy outlines the increasing recognition of the health and economic benefits of green transportation, and the desire among trail users to see better developed commuter infrastructure for biking and walking to work, school, and local businesses.

Trends Affecting Trail Usage (Trails Strategy for BC):

- *Increasing interest in the benefits of active outdoor lifestyles;*
- *Changing demographics;*
- *An increasing diversity of users;*
- *An increasing recognition of the economic benefits of trails;*
- *An increasing transportation role for trails.*



*Section of the Sunshine Coast Trail
Photo: Sara Rickenbacher*



Socioeconomic Benefits of Trails

Health Benefits of Trails

A strong trail network helps to support a healthy community. There is an increasing interest in the benefits of active outdoor lifestyles, and a recognition that trails can contribute to lifestyles that improve the physical, mental, and spiritual well-being of all ages. Ultimately, active lifestyles have the power to translate into more productive individuals and communities, and lower health care costs. Communities that encourage physical activity register a marked positive impact on public health and wellness.

Economic Development and Potential

There is an increasing recognition of the importance of trails as drivers of economic development and tourism. Improving and expanding upon the existing trail network will help to draw more tourists and new residents to the Powell River Regional District. Currently, there is tremendous growth in the PRRD's tourism sector, with local service providers pointing to a marked increase in bookings. In order to support continued growth, it is important to balance visitor expectations and visitor experience.

According to the Trails Strategy for BC, increasing trail use in British Columbia, there is also an increasing diversity of user groups. Mountain biking, cycling for recreation and transportation, horseback riding, walking, and hiking are all growing in volume and popularity. Many of the residents of the Powell River Regional District were attracted by the abundance of recreational opportunities.

With a recreation-focused local population and the potential to draw large numbers of visitors and tourists, it is important to recognize the economic potential of a strong trail network. Trails have been shown to provide a boost in economic activity while also contributing to the social development of a community, education of local citizens, and having a positive impact on the environment. Not only do recreational trails have the potential to draw tourists, but they also have the potential to draw exciting recreational events to the region.

All types of trail users, whether recreational or active transportation/commuters, are likely to spend money adjacent to the trails they are using if the spending opportunities exist. Facilitating this type of development along trails can lead to increased potential for economic development. This should be a key consideration if any new trail or active transportation corridor development is pursued.

Key planning initiatives that may increase trail use include:

- Linking different trail networks and trail areas (for example, connecting a commuter bikeway to more naturalized trails).
- Connecting community destinations with residential communities (this may include businesses, schools, universities, and recreation centres).
- Providing trail facilities such as parking, bike racks, benches, picnic areas, and washrooms.
- Providing signage that facilitates easier navigation of the existing trail network and improves safety in areas where industrial use and recreation use overlap.
- Ensuring that a reasonable buffer is maintained between industrial use and recreational use where possible, with consideration given to viewscales and soundscapes.

A strong trail network has the potential to lead to positive impacts on tax revenues. It can work to stimulate new local business, and encourage locals to use active transportation.

"The links between traditional tourism and outdoor recreation are getting stronger. Communities are recognizing the opportunities associated with recreational trails as a tourism attraction and a driver of economic development. Trails provide opportunities for commercial recreation businesses that contribute to the local economy. Trails have the advantage of boosting economic activity while contributing positive impacts to community, social development, education of citizens, and the environment. It is also becoming apparent that economic benefits can even increase if trails are designed and managed as a network of interlinked connections between communities and a range of attractions."

-Trails Strategy for BC, 2012



In addition to the benefits of trails highlighted by the Trails Strategy for BC, there are other socioeconomic benefits to well-developed trail networks. These include creating a strong sense of place, supporting access to nature, and supporting the green transportation goals of communities.

Creating a Sense of Place

Trails are key elements of the social and cultural dynamics of local communities, and can help to define a sense of place by providing access to unique experiences. A range of outdoor experiences, from casual shoreline walks to alpine scrambling in the backcountry, are accessed through the trail network in the Powell River Regional District. These trails can serve as meeting places, spaces for quiet contemplation, and opportunities to interact with a wide variety of people.

Environmental Sustainability & Access to Nature

Increasing outdoor awareness and appreciation can also foster an ethic of caring for the environment. A well-developed and maintained trail system can function as the ultimate outdoor classroom, with plenty of rich opportunities for learning and development. In addition, frequent trail users are more likely to consider their impacts and the impacts of industry on the local environment, and work toward a more sustainable approach to their own lives.

The Role of Trails in Transportation

Supporting sustainable practices also means working toward a green transportation plan. Trails can play an important part in the development of a communities' active transportation plan. Trails are increasingly being valued as key infrastructure for alternative modes of transportation that are sustainable, economical, healthy, and environmentally friendly. These modes of transportation including cycling and walking.



Mountain biking the PRRD trail network
Photo: Paris Gore



1.4 EXISTING USERS

The Powell River Regional District (PRRD) trail network supports a diverse range of existing user groups. Groups identified as part of the stakeholder engagement process include:

- Walkers;
- Hikers;
- Backpackers;
- Trail Runners;
- Dog Walkers;
- Equestrians;
- Commuters;
- Mountain bikers (Cross Country and Downhill), other Cyclists;
- Cross-country Skiers;
- Backcountry Skiers, Mountaineers, Snowshoers;
- Motorized Snowsports (Timbersledding and Snowmobiling);
- ATV'ers, Dirtbikers;
- Rock Climbers;
- Hunters and Fisherpeople.

1.5 EXISTING VOLUNTEER GROUPS

The Outdoor Recreation Users Group (ORUG), which was formally incorporated in April 2014, acts as an umbrella group for volunteer trail efforts in the Powell River Regional District. The current membership of ORUG consists of:

- Powell River Parks & Wilderness Society (PRPAWS);
- The B.O.M.B. Squad;
- The Knucklehead Society;
- Powell River ATV Riders;
- Backcountry Horsemen;
- Powell River Cycling Association;

- Powell River Hikers;
- Powell River Paddlers;
- Powell River Trail Riders;
- Powell River Road & Gun Club;
- Powell River Trail Runners;
- School District 47 Outdoor Learning Centre.

In addition, the following groups hold “associated” member status within ORUG: City of Powell River Department of Recreation and Culture, Powell River Community Forest, Powell River Regional District, Western Forest Products, and Westlake Woodlands.

This community of trail users and outdoor recreation enthusiasts who are willing to volunteer their time to build and maintain the trail network is one of the greatest assets that the PRRD trails network has.

Liability and Indemnification

One of the critical components of developing an effective means of managing the PRRD trail network is the indemnification of trail volunteers. To ensure that trail volunteers are not legally liable for the work they do on the trails, an insurance policy that covers volunteers must be put in place and waivers must be signed. Without this type of insurance, individual volunteers could be found liable if a trail user were to injure themselves, or another trail issue arose.

For example, the Sunshine Coast Regional District (SCRD) holds an insurance policy that indemnifies trail volunteers. All volunteers working on the trails are required to sign a waiver, and are registered with the SCRD. An activity log is kept up to date to maintain an accurate record of all trail work done.

The lack of indemnity for trail volunteers is partially responsible for the very limited number of trails in the PRRD that have a Section 57 authorization.

Definitions

Liable

Responsible by law, legally answerable.

Indemnity

Security against or exemption from legal responsibility for one's actions.



1.6 BACKGROUND REPORTS & STUDIES

Enhancing recreational opportunities has been an integral part of provincial and regional planning. Various studies and plans have provided valuable background information during the development of the Regional Trails Plan. The following documents helped to inform and provide key direction for the plan:

- Electoral Area A Official Community Plan (2015);
- City of Powell River Sustainable Official Community Plan (2013);
- Electoral Area B Official Community Plan (2012);
- Electoral Area C Official Community Plan (2012);
- Regional District Parks & Greenspace Plan (2010);
- Tla'amin Land Use Plan (2010);
- A Sustainability Charter for the Powell River Region (2009);
- Sliammon First Nation Comprehensive Community Plan (2007);
- Savary Island Official Community Plan (2006);
- Lasqueti Island Official Community Plan (2006);
- Texada Island Official Community Plan (2005);
- Haslam Lake and Lang Creek Integrated Watershed Management Plan (1999).

A full summary of background reports and studies can be found in Appendix A.



Crossing a wooden bridge in Powell River
Photo: Paris Gore



2.0 PROJECT VISION

2.1 PURPOSE

The Regional Trails Plan aims to foster sustainability, and guide the development and management of a robust trail network that embraces the diversity of users and protects this significant and important asset for the future. The Powell River Regional District (PRRD) recognizes the importance of trails to the community, and realizes the need for a comprehensive strategy that provides a framework for how the trail system is managed.

2.2 OBJECTIVES

Specific project objectives were to identify and create a variety and range of trails and trail systems that act as a primary quality of life experience as well as key amenity attribute that:

- Provides access to nature, contributing to a healthy and physically active local population;
- Attracts new families to the area and retains families over time;
- Strengthens economic development, supporting tourism and ecotourism;
- Stimulates investment and entrepreneurial activity in the region;
- Acts to strengthen regional collaboration and partnerships between the Powell River Regional District, City of Powell River, the Tla'amin and Sechelt First Nations, Tourism Powell River, Ministry of Forests, Lands and Natural Resource Operations, Forest Licensees, and Trail User groups; and
- Embraces sustainability and a diversity of users.

The Regional Trails Plan acknowledges the extensive recreational trail network that already exists in the PRRD, and the strong volunteerism that has gone into developing and maintaining many of these trails.

The plan sets out to create a framework that will enable the PRRD to provide opportunities to:

- Formalize trails within the PRRD under the *Forest Ranges and Practices Act* (FRPA);
- Improve trails and trail networks in a prioritized manner as recognized by the community;
- Officially recognize the importance of trail networks as a tourism asset and, most importantly, a tool for attraction and retention of residents;
- Protect the environment by discouraging the creation of unsanctioned trails and instead focus volunteer efforts on desired connections, the maintenance of existing trails, and the creation of specific new trails; and
- Improve trailhead and trail staging elements, trail standards, and trail classifications and signage standards.

Vision Statement

“The Regional Trails Plan will acknowledge and enhance the comprehensive trail network, embracing diverse user groups. The network will be improved by stronger linkages between key community locations, creating a viable healthy transportation alternative, and improving overall quality of life. It will work to stimulate regional pride in this important and significant asset, protecting it for future generations.”



Wood bridge on the Sunshine Coast Trail
Photo: Sara Rickenbacher



3.0 PROJECT PROCESS AND COMMUNITY ENGAGEMENT

The Regional Trails was completed in the following phases:



3.1 WORKING GROUP

A working group comprised of high level stakeholders and government representatives was established to help inform and refine the plan. Through a series of meetings, the Working Group identified the importance of trails to the residents of Powell River, while also acknowledging trails as an asset for attracting tourists and visitors to the region. Further, the Working Group acknowledged that the trail networks assist in attracting and retaining residents. They identified a wide range of user groups, including non-motorized uses (mountain biking, hiking, running, walking, equestrian, snowshoeing, skiing, kayaking/canoeing) and motorized uses (ATV, motor bike, snowmobile).

Building, maintaining, and legitimizing trails that offer a ‘fun for everyone’ experience was identified as important to the Working Group. Events that use the local trail networks, like the BC Bike Race and the Sunshine Coast Trail “Marathon Shuffle,” were identified as having a positive impact in the region.



11 High-level
Stakeholders

Working Group Quotes

“Tourism is an economic development tool, and our trails are important amenities that help attract people to not only visit our community, but to live and invest. It all starts with a visit.”

“Trails are one of our region’s most important nature-based amenities.”



3.2 COMMUNITY MEETINGS

The public was engaged through a series of six community workshops, hosted in May 2016. Workshops were held at Northside Community Recreation Centre; Tla'amin Salish Centre; Powell River Recreation Complex; Texada Community Hall; and Lang Bay Hall. In addition, local students from Brooks High School were given an opportunity to provide feedback in a special workshop held at the school for students in the Coast Mountain Academy Program and the Brooks Mountain Bike Club.

In total, over 230 people attended the community workshops.

During the workshops, the public participated in a "Dotmocracy," a SWOT analysis, and a series of visioning exercises.

The dotmocracy involved placing a series of coloured stickers on large mapsheets to identify the following: favourite trails, most frequently used trails, and important trailhead staging points.

The SWOT analysis encouraged attendees to identify strengths, weaknesses, opportunities, and threats to trails in the region.

The group visioning exercise consisted of gathering together attendees by self identified trail user type. Each group reviewed and discussed the following questions in order to create broad visions for each group's trail use:

1. What types of trails do you prefer?
2. What are your iconic trails?
3. What issues have you experienced with the existing trail network?
4. What improvements would you like to see?
5. What are your trail priorities?



230 Community
Participants

WHERE DO YOU TRAIL?

WHICH trail is your **favourite** for riding downhill? **HOW** many trails are **kid-friendly**? **WHERE** is your favourite trail to take the **out-of-towners**? **DO** you have a **secret** trail where you **stroll** to unwind? **WHAT** kind of trail does your **dog** love? **JOIN** us at our upcoming community meetings to share your **passion** for trails in the area!

MONDAY May 16 at 7:00 pm
Northside Community Recreation
Centre (*Lund Community Centre*)
9656 Larson Road

TUESDAY May 17 at 1:00 pm
Tla'amin Salish Centre
4885 Hwy 101

TUESDAY May 17 at 7:00 pm
PR Recreation Complex - Elm Room
5001 Joyce Avenue

WEDNESDAY May 18 at 5:30 pm
Texada Community Hall
4913 Gillies Bay Road

THURSDAY May 19 at 7:00 pm
Lang Bay Hall
11090 Hwy 101

Can't attend any of these community meetings?
We've created a survey to gather feedback
following these events. Visit us online at
www.powellriverrd.bc.ca or call 604-485-2260
to take the survey and find out more about the
new **Powell River Regional Trails Plan!**



**POWELL RIVER
REGIONAL DISTRICT**

Community Meetings Poster



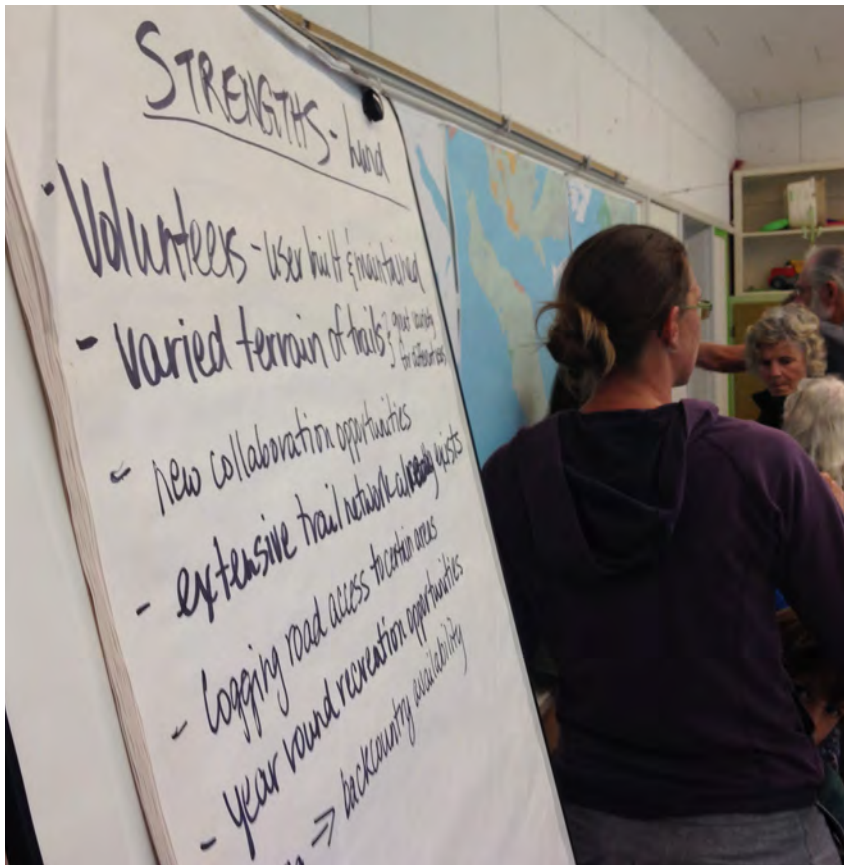
Key Findings

The following is a list of key findings from the community workshops:

- There is a need to establish trail standards, aligned with user type, skill classification and construction quality.
- Many participants expressed a desire for a full spectrum of downhill and cross-country mountain bike trails to attract tourists and new residents.
- Workshop attendees pointed to the need to develop and protect waterfront access.
- There is a need for improved and formalized trailhead facilities, including parking that can accommodate cars and trucks with trailers.
- Trailhead facilities should include: garbage cans, maps, signage, trail etiquette, washrooms, dog poop bags, picnic tables, drinking water, etc.
- Garbage dumping at trailheads needs to be discouraged and enforced.
- Dead-end and unwanted trails should be decommissioned to redirect volunteer and maintenance efforts toward more popular routes.
- Linkages should be developed to points of interest, beaches, recreation sites, community amenities and trail areas.
- There is a critical need for improved, well-organized and coordinated wayfinding, mapping and signage.
- There is a desire to establish an online trail information hub and/or mobile app that includes information like: trail news, condition, maintenance, fire, hunting, etc.
- A single body should be responsible for coordinating trail efforts, including: maintenance, volunteers, funding resources, mapping, authorization processes, and enforcement.
- Volunteerism is the cornerstone of the establishment and maintenance of the regional trail network. Community members identified a need to engage youth and plan for a future generation of volunteers.

- The most commonly selected “favourite trails” were: Appleton Canyon (Section of the Sunshine Coast Trail), Emma Lake and Inland Lake.
- The most commonly selected “most frequently used trails” were: Willingdon Beach, Hurtado Point Loop, McFall Creek Loop Trail and Stillwater Bluffs.
- Important trailheads and staging areas were identified at Duck Lake, Squirrel Crossing, Branch 3 /Blackwater and Branch 1 Parking.
- There are many trail areas and trails that are accessible only by forestry road, and need to be taken into consideration when planning for future trail use.

A full summary of the results of the public consultation can be found in Appendix B.



Lund Community Meeting
Photo: Julia Dykstra/Powell River Regional District





3.3 COMMUNITY SURVEY

In addition to the community workshops, community members were invited to submit feedback through an online survey between May 16th to June 3rd, 2016. There were 237 responses received.



237 Survey
Respondents

Key Findings

Key findings from the survey include:

- The number one trail issue identified by respondents was “Poor signage and wayfinding.” This was followed by “Trail damage from motorized users,” and “Conflicting land use.”
- In addition to poor signage, a number of respondents cited difficulty wayfinding due to lack of a current trail map.
- Many respondents expressed a need for improved parking and staging areas, with a particular focus on creating spaces for trailers.
- Logging/forestry activity was identified as the number one conflict in need of attention, closely followed by motorized (ATV’ing, motor biking) vs. non-motorized users.
- Respondents identified the condition of the trails they use most frequently as “Good.”
- 91% of respondents expressed a preference for single track trails with a natural surface.
- 92% of respondents expressed that they would support encouraging more trail-based events to be held in the PRRD.

- 75% of survey respondents expressed that they would embrace or encourage the development of commercial or guided practices on trails, such as a shuttle service or guided bike tours.
- There was strong support for the development of an integrated transportation service outside of the trail areas in order to link to other transportation options (transit, ferries, etc.).
- The Inland Lake Trail was identified as being a key component of the barrier-free trail network, but in need of maintenance.

A full summary of the results of the community survey can be found in Appendix C.



Sunshine Coast Trail plant life
Photo: Sara Rickenbacher





4.0 TRAIL EVALUATION

The existing trail network has been carefully evaluated, with consideration given to opportunities and constraints, trail user groups, trail areas, and trail types.

The trails data found in this report is a collection of several different sets of organized trails data from several authorities. The master trails list also incorporates classifications based on trail difficulties from various sources. A revised trail rating system was implemented for this report, replacing the “Green Circle, Blue Square, Black Diamond, and Double Black Diamond” ratings with “Beginner, Intermediate, Expert, and Advanced” to bring more clarity for users who are not familiar with ski slope ratings systems. Trails that did not have a difficulty rating were intentionally left unrated, as ground truthing of the trail may be needed to properly assess level of difficulty.

Data was sourced from Powell River Regional District (PRRD), Trailforks (Pinkbike), Province of BC Recreation Data, Results Based Forest Management Consultants, ATV and Equine Clubs, as well as the City of Powell River, and the Outdoor Recreation Users Group.

Trails have undergone several checks for consistency by gathering and comparing provincial data against data submitted via GPS to ensure trail linkages still remain, and trail users can find routes into and out of trail systems without arriving at dead ends or decommissioned trails. As well, trail naming and difficulty ratings were also cross checked against several databases to ensure that the final results table has the most up to date and relevant trail information. Corrections to trails that were misaligned were made, cross checking with base mapping data to ensure proper alignments.

Data not associated with trails was sourced from a number of authorities, including local and provincial government. These layers include roads, water features, contours, Parks Reserves and Recreation sites, and any point features, such as portage put-ins, shown on maps in this document.

The detailed technical analysis, along with the priorities identified in the community engagement process was used to inform the evaluations (Section 4.0), recommendations (Section 5.0), and future management (Section 6.0) of this plan.

The inventory maps included in this section detail the extensive network of existing trails, including those on Crown land, private land, Tla'amin Nation Land, and those located in Provincial Parks, Regional Parks, and Municipal Parks.



Getting to know the local trails during a site visit
Photo: Sue Clark/BHA



12 Trail Areas

1. Duck Lake Trails

3,349.7 Hectares | 64 Trails

2. Gallagher Hill Trails

562.8 Hectares | 13 Trails

3. Hammil Lake Trails

584 Hectares | 23 Trails

4. Knuckleheads Winter Recreation Area

3,906.5 Hectares | 30 Trails

5. Malaspina Trails

847.2 Hectares | 16 Trails

6. Penticton Maze Trails

279.5 Hectares | 50 Trails

7. Savary Island Trails

509.77 Hectares | 77 Trails

8. South Powell Divide

26,777.2 Hectares | 12 Trails

9. Suncoast Trails

816.3 Hectares | 40 Trails

10. Texada Island Trails

29,601.7 Hectares | 48 Trails

11. Tla'amin Trails

1,174.7 Hectares | 18 Trails

12. Willingdon Trails

251.8 Hectares | 41 Trails

4.1 EXISTING TRAIL NETWORK OVERVIEW

The Powell River Regional District (PRRD) has an extensive network of existing trails. There are 519 trails identified in the project database, split into five distinct usage categories. Categories are as follows: Sunshine Coast Trail, other Existing Trails, Forest Service Roads (FSR), and Canoe and Portage Routes. In total, there are over 1,000 kilometres of existing trails.

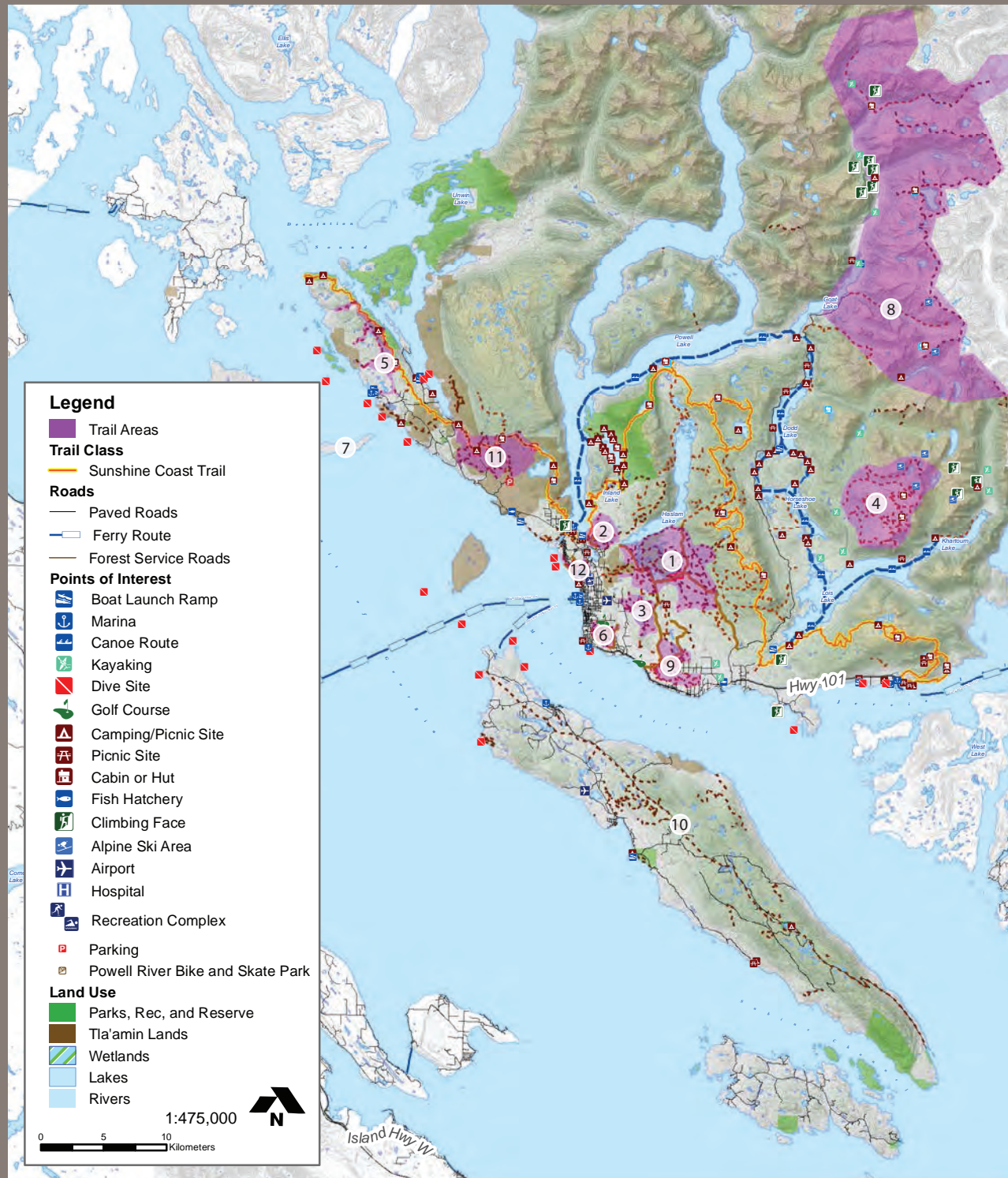
The existing trail network is split into 12 main trail areas. In addition to these areas, there are also the water and portage routes which are a significant part of the trail network.

Note that there is currently no mapped trail information for Lasqueti Island, and no representatives from Lasqueti Island attended the community meetings.

Trail Use

Currently, all trails in the PRRD network are designated as multi-use.

Trail Areas



POWELL RIVER
REGIONAL DISTRICT



Figure 2: Trail Areas



Trail Classification

The 519 distinct trails identified in this report are each classified based on data collected through numerous provincial, federal and municipal sources, as well as data gathered and confirmed by trail users. The classifications of the trails can range between user groups, as hikers and bikers can usually navigate steeper and rougher trails easier than equestrians or motorized vehicles. Classifications that were previously established for trail areas were kept, but renamed, converting classes from “Green Circle, Blue Square, Black Diamond and Double Black Diamond” to “Beginner, Intermediate, Advanced, and Expert” respectively. Of the 519 trails, 336 of them have a difficulty rating assigned. The remaining trails do not have a difficulty rating assigned and may require ground truthing to identify a proper rating.

519 Trails in the network

336 Trails with a difficulty rating



94 Beginner
Trails (28%)



201 Intermediate
Trails (60%)



33 Advanced
Trails (10%)



8 Expert
Trails (2%)

4.2 TRAILS ON CROWN LAND

75 % of the trails in the Powell River Regional District (PRRD) are located on Crown land. These trails are built to varying standards, and in many cases old trail infrastructure has fallen into disrepair.

Existing Legislative Framework

Authorization and Establishment Processes

The majority of trails in the PRRD are on Crown land. It is important to note that Provincial Recreation Sites and Trails on Crown land are in a working forest. These sites and trails are not in parks, and are not protected. In many cases, there are other stakeholders who have tenured rights to the site or trails.

A number of regulations apply:

Section 57: Authorization to do work

- Provides the authority to construct, rehabilitate, or maintain a trail on Crown land.
- Does not provide any formal tenure or rights.
- Does not provide protection.

Section 56: Establishes a Recreation Trail

- Provides authority to establish an interpretive forest site or recreation trail.
- Objectives can be set for the site, but must be consistent with other government objectives for the area.
- Implies a higher level of protection or negotiated use.
- Provides the land manager with the authority to enter into agreements under Section 118 of the Forest Range and Practices Act (FRPA).
- Makes the land manager more responsible for the safety of the recreating public.





Section 118: Allows Ministry to enter into Partnership for Recreation Trail

- Provides authority for a land manager to enter into an agreement to develop, maintain, repair, or close a recreation site or trail.

Stakeholder Input

Any authorization or establishment must pass through a referral process. It is critical that all stakeholders have their concerns evaluated and carefully reflected as a proposal is developed, which can help to build stakeholder confidence as you move toward the referral process.

4.3 TRAILS ON TLA'AMIN NATION LAND

Nine percent of the trails in the trail network are located on Tla'amin Nation Land, including sections of the Sunshine Coast Trail. All decisions related to trails that pass through, or are entirely located on Tla'amin Nation Land, are the responsibility of the Tla'amin Nation.

Tla'amin Nation recognizes there are many historical trails that have been in place for many years and that pass through Tla'amin lands.

The following applies to existing trails on the Tla'amin Nation Land:

- The trails that pass through the Tla'amin land are for recreational use only (no commercial/for profit use);
- At any time, Tla'amin may temporarily close or permanently close a trail on Tla'amin lands without notice;
- Tla'amin may develop Tla'amin lands in the future and may close a trail or re-route a trail;
- People who utilize any trails on Tla'amin lands are using them at their own risk;
- Tla'amin Nation are not liable for injury or fatalities on Tla'amin Nation land;
- No smoking or fires are permitted on the trails;
- Take out any garbage that is brought in;
- Tla'amin Nation is not responsible for maintaining any trails;
- There is to be no camping on or along the trails;
- No further structures or trails are to be built on any of the Tla'amin lands without Tla'amin permission.





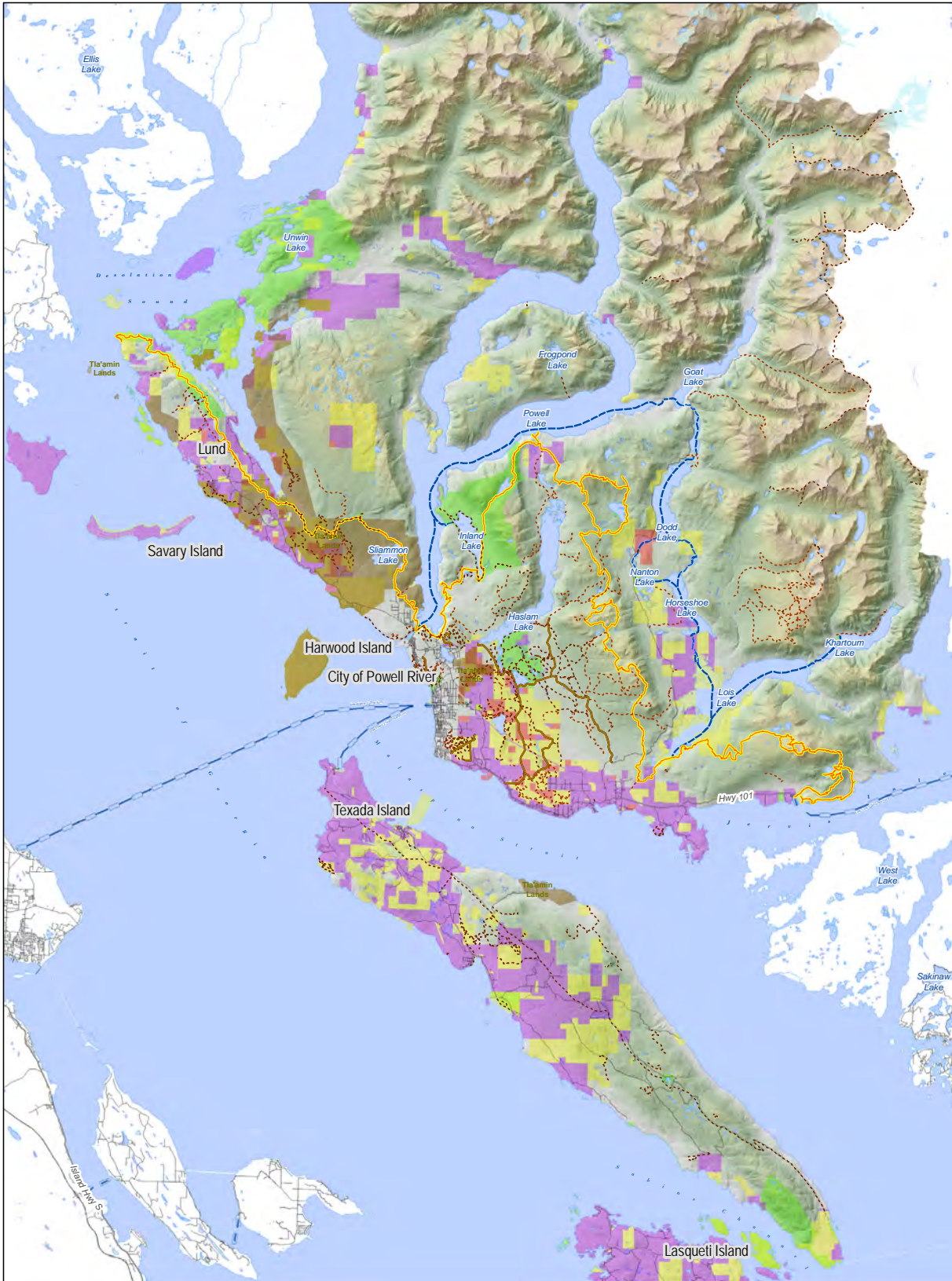
4.4 TRAILS ON PRIVATE LAND

Of the 519 trails in the current trails network, 85 are located on private land. This represents 16% of the total trail network. These trails fall into one of the following categories: entire trail on private land, trail passing through a section of private land, or a trail that begins/ends on private land.

Private land makes up 40% of the trails on Texada Island.



*Biking in Powell River
Photo: Paris Gore*



POWELL RIVER REGIONAL TRAILS PLAN

Parcel Ownership

Figure 3

1:250,000

0 2.5 5 10 Kilometers



Legend

Land Use	Cadastral
Parks Rec and Reserve	Parcel Ownership Class
Tla'amin Treaty Lands	Crown Federal
Lakes	Crown Municipal
Rivers	Crown Provincial
Wetlands	Private
	Unknown

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4.5 PARKS, RESERVES, & RECREATION SITES

Many of the trails in the Powell River Regional District (PRRD) are located in Provincial or Regional Parks and Protected Areas, and Municipal Parks. An important distinction needs to be made between Provincial Parks, Regional Parks, Protected Areas, Ecological Reserves, Recreation Sites and Trails, and Municipal Parks.

Trails in Provincial Parks are under the jurisdiction of BC Parks, and have protected status. Trails in Regional Parks are under the jurisdiction of the PRRD, and also have protected status. Trails in Protected Areas are under the jurisdiction of BC Parks and have protected status. Trails in Municipal Parks are under the jurisdiction of the local municipality (City of Powell River) and have protected status.

Trails located in areas designated as Recreation Sites and Trails are the responsibility of Recreation Sites and Trails BC (RSTBC) and Forest, Lands, and Natural Resource Operations. Recreation Sites and Trails are defined as public campgrounds and trails located on Crown land outside of parks and settled areas. They provide recreation opportunities, generally within an integrated resource management setting, which means that the land base is managed for a variety of uses. These uses may include forestry, cattle grazing, mineral extraction, oil and gas exploration, recreation, fish and wildlife management, watershed protection, and more.

Ecological reserves are under the jurisdiction of BC Parks, and are selected to preserve representative and special natural ecosystems, plant and animal species, features and phenomena. The principal uses of ecological reserves are scientific research and education. These ecological reserves may be open to the public for non-consumptive, observational purposes. They are not created for outdoor recreation, and should not be confused with parks or other recreational areas.

See Figure 4 for a map of parks, reserves, and recreation sites.





BC Parks

There are 13 Provincial Parks in the PRRD. These Provincial Parks constitute a total area of 41,747.61 Hectares in the PRRD. Thirteen of the 519 trails identified in this report traverse these Provincial Park areas.

Duck Lake Protected Area

The Duck Lake Protected Area is one of the most popular areas of the trail network. It is located to the east of Powell River, and provides important nesting habitat for migratory and non-migratory birds. From a recreation standpoint, this zone provides excellent opportunities for hiking, fishing, swimming, mountain biking, and canoeing, as well as opportunities for bird watching. This area is managed by BC Parks.

Lasqueti Island Ecological Reserve

The Lasqueti Island Ecological Reserve was established in 1971, and is 201 hectares. It was established to protect vegetation and fauna characteristic of the dry subzone of the Coastal Douglas-fir zone.

Regional Parks

There are eight Regional Parks in the PRRD, covering a total area of 277.1 Hectares. Six of the 519 trails identified in this report traverse these regional park areas.

Municipal Parks

Willingdon Beach Park is located on the Powell River waterfront. Oceanside camping is available year-round. The forested Willingdon Beach Trail showcases old logging equipment along with First Nations activity, including culturally modified trees and shell middens.

In 2015, the City of Powell River finalized an agreement to secure timber rights to the trees in the Millennium Park area, creating a community park that connects to Willingdon Park. Trails in this area are very popular with the community.



POWELL RIVER REGIONAL TRAILS PLAN

Parks, Rec & Reserve

Figure 4



1:500,000



Legend

- Land Use**
- Parks Rec and Reserve
 - Tla'amin Treaty Lands
 - Lakes
 - Rivers
 - Wetlands

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4.6 MANAGEMENT FRAMEWORK

The following framework can be used to guide high-level trail decisions in the Powell River Regional District (PRRD), based on land ownership. This framework takes a holistic approach to the management of the trail network and considers both cultural and ecological issues related to the development and maintenance of a sustainable trail network. Ecologically sensitive areas are covered in more depth in Section 4.7. For a more complete discussion of management strategies, see Section 6.0: Trail Management.

Please note the framework below only applies to trails that are not located on Tla'amin Nation Lands. Any decisions related to trails on those lands are the responsibility of the Tla'amin Nation.

PRIVATE LAND	CROWN LAND	PARKS
Negotiate a Right-of-Way (ROW) agreement with the landowner to maintain public trail access	<p>Evaluate whether the following applies to the trail:</p> <ul style="list-style-type: none"> Rules need to be established (Section 56) A partnership needs to be entered into (Section 56) Substantial maintenance needs to be undertaken, and government funds are required (Section 56) Major repairs or maintenance to structures needs to be undertaken (Section 57) <p>Only in these cases should a Section 56 Establishment or 57 Authorization (as applicable) be applied for. It is critical to note that establishment or authorization does not equate to protection. Commercial or industrial activity may still receive approval from the District Recreation Officer.</p>	<p>Trails in parks have protected status as follows:</p> <ul style="list-style-type: none"> Trails in Provincial Parks have protected status, and are under the jurisdiction of BC Parks Trails in Regional Parks have protected status, and are under the jurisdiction of the local Regional District (Powell River Regional District) Trails in Municipal Parks have protected status and are under the jurisdiction of the local Municipality (City of Powell River)

Figure 5: Management Framework

4.7 TRAILS IN ECOLOGICALLY SENSITIVE AREAS

There are several types of ecologically sensitive landscapes in the Powell River Regional District (PRRD) that merit consideration. These include: watersheds, riparian areas, and Old Growth Management Areas.

Community Watersheds

There are 11 distinct community watersheds that communities in the Regional District rely on (See Figure 6). These watersheds supply both domestic and commercial hook ups. Development within these watersheds is put to higher scrutiny since disturbances of soil can have major impacts on the quality of drinking water to the communities within the watersheds listed below.

- Silver Community Watershed (5.13 Ha)
- Cranby Community Watershed (889.39 Ha)
- Community Creek Community Watershed (80.42 Ha)
- Sliammon Lake Community Watershed (4429.15 Ha)
- Haslam/Lang Community Watershed (13067.19 Ha)
- Hadley Community Watershed (116.03 Ha)
- Greer Community Watershed (18.08 Ha)
- Ball Park Community Watershed (927.64 Ha)
- Priest Lake Community Watershed (1130.82 Ha)
- Jefferd Community Watershed (315.31 Ha)
- Thulin Lake Community Watershed (688.5 Ha)

Total Community Watershed Areas = 21,667 Ha



Definitions

Old-Growth Order

Under the Forest Range and Practices Act (FRPA), desired outcomes of forest or range practices are referred to as 'objectives.' Objectives are established either by regulation (a Cabinet order) or by order of a government minister or ministers under FRPA or the Land Act.

Riparian Areas

Riparian areas are adjacent to streams, lakes, and wetlands. These areas support a unique mix of vegetation that provide and directly influence fish habitat. Under the provincial Riparian Areas Regulation (RAR), local governments are obligated to protect these sensitive areas. Riparian areas are defined as: a watercourse (whether it usually contains water or not); a pond, lake, river, creek, or brook; a ditch, spring, or wetland that is connected by a surface flow to something referred to in the points above.

Old Growth Management Areas

The Old Growth Management Areas (OGMAs) are divided into three distinct classifications based on the nature of the area of preservation. According to the Forest Practices Board report "Conserving Old Growth Forests in BC":

- A Class 1 Old Growth Management Area is an OGMA that has been spatially mapped and is legalized by order;
- Class 2 OGMAs have been mapped but have not been legalized by order;
- Class 3 OGMAs are areas of old growth management that have not been mapped.

The legal OGMAs in the Regional District represent 16,062 Hectares of a total 1,810,694 Hectares across British Columbia or 0.89%. Although a small total percentage, these areas are significant for species habitats in these regions.

Eighty-four of the 519 total trails shown in this report either extend through, touch, or arrive at Old Growth Management Areas. This represents 16.2% of total trails in the PRRD. The Sunshine Coast Trail also crosses numerous Old Growth Management Areas as it winds through the southern portion of the PRRD.

Old Growth Management Areas in the Powell River Regional District are shown on Figure 7.



POWELL RIVER REGIONAL TRAILS PLAN Community Watersheds Figure 6

1:200,000



Legend

- Community Watersheds
- Land Use**
 - Parks Rec and Reserve
 - Tla'amin Treaty Lands
 - Lakes
 - Rivers
 - Wetlands

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**POWELL RIVER
REGIONAL TRAILS PLAN**
Old Growth Management Areas
Figure 7



1:500,000



Legend

Old Growth Management Areas

Land Use

- Parks Rec and Reserve
- Tla'amin Treaty Lands
- Lakes
- Rivers
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Sunshine Coast Trail plant life
Photo: Sara Rickenbacher



5.0 FUTURE EXPANSION AND DEVELOPMENT

Future expansion and development of the regional trails network must be driven by stakeholder and community needs, as well as recognize the potential to increase tourism and ecotourism.

5.1 TRAIL SYSTEM PRIORITIES

It was identified that there is a need to expand upon and improve the existing trail network in the Powell River Regional District (PRRD).

The primary objectives identified are:

- Legitimization of existing trails;
- Development of network trailhead facilities;
- Planning, development, and management of proposed priority trails;
- Management and maintenance of the existing trail system (See Section 6.0 Management of the Trail Network);
- Establishment of an online trail information hub or application;
- Support of agreements to maintain and upgrade trails for public use on private lands.

Legitimization of Existing Trails

Trails that have high value to the community and are on Crown land but do not currently have authorization under Section 57 or establishment under Section 56 of the *Forest Range and Practices Act* should be evaluated. Using the framework in Section 4.6: Management Framework, along with ground truthing, could further identify existing trails to be legitimized. Section 5.3 identifies trails selected by the community as high priority trails in the network.

Trailhead Facilities

Community feedback identified the need for improved trailhead facilities at many of the popular trail areas, including:

- Parking and staging areas, with room for trucks and trailers carrying horses or motorized vehicles;
- Loading ramps for motorized vehicles (where possible);
- Trailhead signage;
- Water fountains;
- Washroom facilities;
- Garbage receptacles at trailheads, and key trail intersections;
- Dog waste bags at trailheads and key trail intersections;
- Picnic tables in key locations.

Supporting these amenities will encourage increased trail use, while reducing the amount of trail maintenance needed. The placement of key facilities will require further research and planning.



Stanley Hut outhouse, Sunshine Coast Trail
Image: Sara Rickenbacher





Overall Trail Improvement Recommendations

The trail experience is critical to encourage repeat visitors and word of mouth marketing. The following recommendations are intended to support the overall trail experience:

- Support the development of trail use classification, signage and wayfinding that is consistent throughout the entire trail network;
- Support the ongoing maintenance and upgrades of the existing trail system;
- Provide facilities at key intervals along popular trails, including places to rest;
- Support the maintenance of important transportation links including logging roads.

Proposed Priority Trails/Trail Elements

The development of new trails should be done through the Section 57 authorization process. This means that all stakeholders will be notified and will have an opportunity to provide input before the proposed development goes ahead. This consultation process ensures that the proponent and stakeholder groups are able to work together to resolve any issues that arise and create a strong working relationship.

By authorizing any new trail development, this also sets up a structure that ensures the proponent is aware that they are responsible for the proper construction and ongoing maintenance of the trail.

The engagement process identified six trail elements in support of a healthy trail network. The following lists the opportunities identified and recommendations that support them.

Note that the City of Powell River has mapped a number of proposed trails that will augment the existing trail network. See Appendix H.

1. Support long-distance connections between different communities or trail areas:
 - Establish a link with the Sunshine Coast Regional District cycle route to support cycle touring opportunities between the Sunshine Coast Regional District and the Powell River Regional District, from Saltery Bay to Lund and to Texada Island.
 - As better commuter infrastructure is developed, the existing commuter trails can eventually be linked into a community to community recreation corridor trail. The need for better commuter trails was a common thread throughout the engagement process.
 - Connecting trail areas can improve safety and enable trail users to move between different trail zones more easily. The following links are recommended as priorities: Duck Lake to Penticton Maze, Lund to the Sunshine Coast Trail. See Figure 8.





Manzanita Hut, Sunshine Coast Trail
Photo: Sara Rickenbacher

2. Develop iconic trails to encourage increased trail use by locals and visitors:

- Plan for access to the South Powell Divide, which has the potential to offer an unparalleled summer and winter alpine wilderness experience. This area was repeatedly mentioned throughout the engagement process as an iconic element of the trail network. Improving access, trailheads, and staging facilities in this area is a priority.
- Minimize impact to important wildlife habitat areas, including grizzly bear habitat, in the development of this area;
- Consider key lookout points and highlight these nodes along iconic trail routes.

3. Establish accessible Loop Trails:

- Throughout the engagement process, the community identified the need for improved or new accessible trails, including improvements at Inland Lake. Ensuring there are a variety of accessible trail options encourages users with varying ability. Signage on these trails is important, including completion time and trail lengths. Accessible or barrier-free trails should be designed to meet the Type I trail specifications outlined in Appendix E: Trail Classifications and Standards. These trails should have asphalt or crushed aggregate surfacing and an average grade of 0-4%. All obstacles such as roots or large rocks should be removed from the trail surface. These standards provide a smooth and even grade for all users, including wheelchair users, people using scooters, walkers, and parents with strollers or buggies. New trails should be easily accessible from parking and staging areas, and consider scenic elements for all abilities.





4. Maintain existing trails for motorized users while exploring options for new motorized trails:
 - A way to reduce conflicts between motorized and non-motorized users is to provide new trails that are primarily for motorized users. Work closely with the Powell River ATV Club, and all existing users to ensure a collaborative approach to new motorized trail development.
5. Maintain existing equestrian trails while exploring options for new equestrian trails:
 - Work closely with the Powell River - Back Country Horsemen of B.C. to develop opportunities for equestrian-primary trails.
6. Continue to develop a variety of mountain biking trails:
 - An excellent network of mountain biking trails can serve as a destination, drawing more new residents and visitors to the region. There are a limited number of expert mountain biking trails in the current network. Constructing more expert and downhill trails will help to enhance the area's appeal as a destination for bike tourism.
 - The BC Bike Race route encompasses a large number of popular mountain biking trails. Consideration should be given to connecting to, legitimizing, and enhancing this existing network of bike trails.
 - At the present time, there are only two Expert mountain bike trails in the trail network. These are in the Gallagher Hill trail area and on Texada Island.
 - It is recommended that existing mountain bike trail classifications be review and updated to reflect current conditions.

Desired Trail Linkages



POWELL RIVER
REGIONAL DISTRICT



Figure 8: Trail Areas



Campsite on the Sunshine Coast Trail
Photo: Sara Rickenbacher

5.2 PROPOSED PRIORITIES BY TRAIL AREA

The following section of the report details the priorities that are specific to each of the 12 Trail Areas. These priorities are informed by the feedback received through the engagement process.

Each area section details area characteristics, what is currently authorized, established, or protected under government policy, and opportunities and constraints.

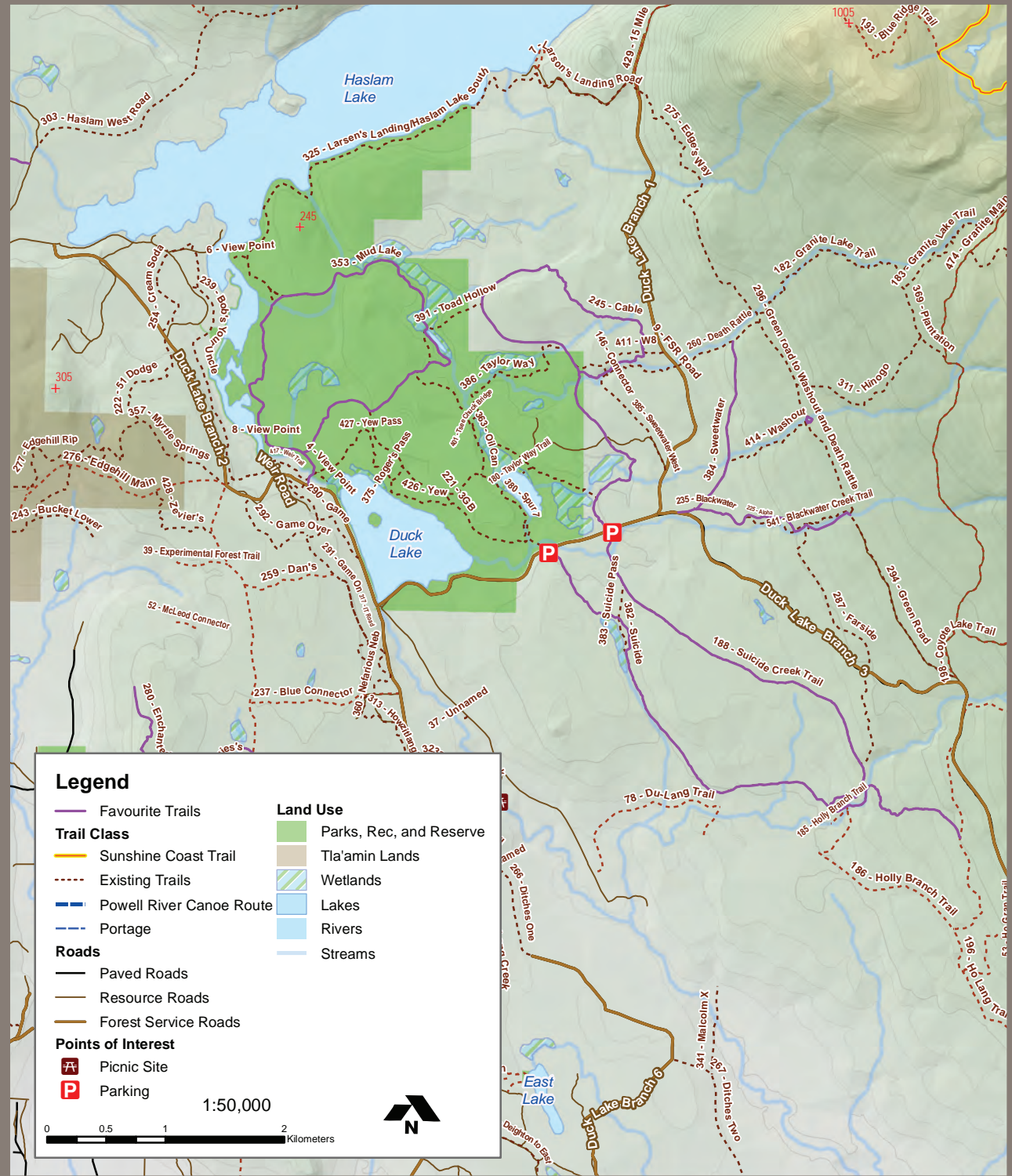
For an overview of the geographic location of each of the trail areas, refer to Figure 2.

In some cases, there may be a gap between the data shown on the following maps and existing infrastructure such as the placement of recreation points. Every effort has been made to ensure the accuracy of the mapping.

Note that the trail areas represent the main concentrated “nodes” of the trail network. There are a number of authorized or established trails that fall outside of the core trail areas. These are listed in Appendix G: Trails Summary.



Duck Lake Trails



Duck Lake Trails

Area Character

The Duck Lake trail area is directly accessible from the City of Powell River. Due to this proximity, it sees relatively heavy use.

The Duck Lake Protected Area and the surrounding area are popular with dog walkers, equestrians, mountain bikers, and walkers. Consideration should be given to this diverse range of user groups and necessary trail etiquette measures when developing signage and trailhead facilities in this area.

With relatively flat and undulating terrain, this is a popular area for families and groups with children. There are a large number of picnic sites in the Duck Lake area.

Management and Maintenance

Trails located within the Duck Lake Protected Area are protected under BC Parks. These are:

- Trail 325 – Larsen's Landing/Haslam Lake South
- Trail 6 – View Point
- Trail 353 – Mud Lake
- Trail 391 – Toad Hollow
- Trail 427 – Yew Pass
- Trail 426 – Yew
- Trail 221 - 3GB
- Trail 375 - Roger's Pass
- Trail 386 – Taylor Way
- Trail 401 – Tsee Chuck Bridge
- Trail 363 – Oil Can
- Trail 180 – Taylor Way Trail
- Trail 380 – Spur 7

What We Heard from the Community

Favourite Trails

Suicide Creek

Sweetwater

Blackwater

Cable

Mud Lake

Stakeholder Quotes

"I love trails that loop around. I always feel so much better after being in this area."

"I ride over 30 of these trails, they are regular equine highways. With over 200 horses in Powell River, we stay off the roads and use our nearby trails to commute."



Section 56 Establishment/Section 57 Authorization:

- Trail 385 – Sweetwater (Section 56)
- Trail 385 – Sweetwater West (Section 56)
- Trail 260 – Death Rattle (Section 56)
- Trail 188 – Suicide Creek Trail (Section 57)
- Trail 254 – Cream Soda (Section 57)
- Portion of Trail 237 – Blue Connector (Section 57)

Private Land:

- Portion of Trail 291 - Game On,
- Portion of 317 - IT Road (Connector Road),
- Portion of Trail 417 - Weir Trail
- Portion of Trail 292 - Game Over.

All other trails do not have authorized or established status.

Opportunities and Constraints

The Duck Lake area contains a number of wetlands and sensitive ecosystem areas, and provides important nesting habitat for migratory and non-migratory birds. Any new development in this area must take this into consideration.

The Duck lake area is well positioned to be linked to the Sunshine Coast Trail, and a number of other trail areas including Willingdon, Gallagher Hill, Hammil Lake, Suncoast, and Penticton Maze.

The relatively mild terrain in the Duck Lake area, and proximity to the City of Powell River make it an excellent location to consider for the development of additional accessible loop trails.

Priorities

The following should be addressed in the Duck Lake trail area:

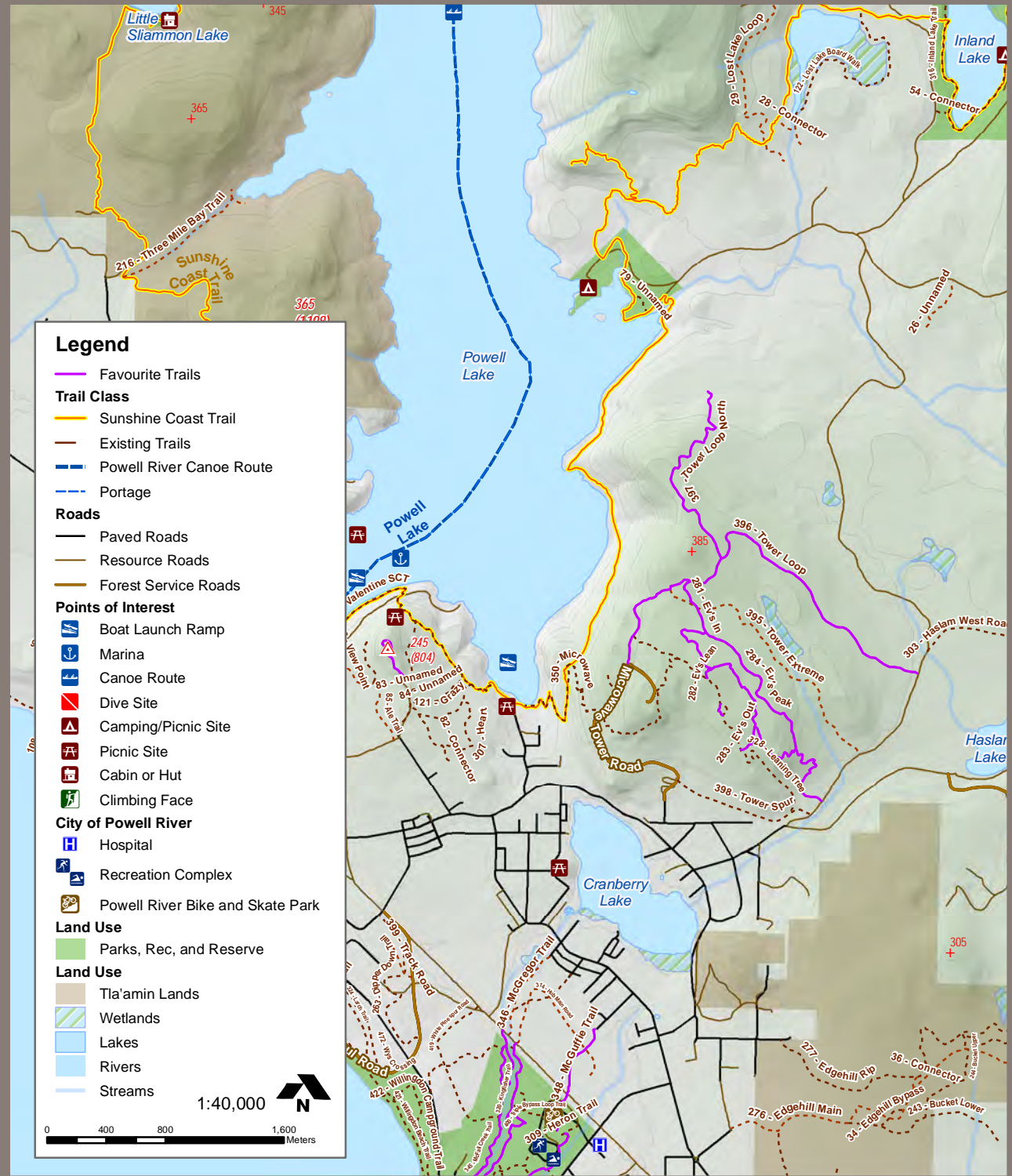
- Improvements to existing parking;
- Improvements to signage and wayfinding;
- Addition of washroom facilities and garbage cans;
- Due to the high number of dogs walked in this trail area it is recommended to install dog waste bag dispensers at trailheads and key trail intersections.



*Exploring the trails at Duck Lake
Image: Christine Bilodeau/BHA*



Gallagher Hill Trails



Gallagher Hill

Area Character

The Gallagher Hill trail area is directly accessible from the City of Powell River and Highway 101. With steeper terrain sloping toward Powell Lake, and a connection to the Sunshine Coast Trail, this trail area is popular with hikers and mountain bikers.

This network of trails also connects to Inland Lake Provincial Park and the popular barrier-free Inland Lake Trail. In addition, it is possible to access the start or end of the Powell River Forest Canoe Route from the Gallagher Hill trail area.

Management and Maintenance

Private Land:

- Portion of Trail 398 – Tower Spur

None of the trails in the Gallagher Hill area, with the exception of the Sunshine Coast Trail sections, currently have authorized or established status under the Forest Range and Practices Act.

None of the trails in the Gallagher Hill area are located in Parks, Rec, and Reserve land areas.

Opportunities and Constraints

The Gallagher Hill area has a concentrated pod of Black Diamond/Advanced mountain bike trails. This area would work well for the development of additional advanced or expert bike trails.

The Gallagher Hill area is well positioned to be linked to a number of other trail areas including Duck Lake, Willingdon, Hammil Lake, Suncoast, and Penticton Maze.

What We Heard from the Community

Favourite Trails

Valentine Mtn. Trail

Tower Loop

Ev's Peak

Ev's Lean

Ev's In

Stakeholder Quote

"My favourite route is running from Townsite to Mowat Bay along the shoreline. I've never had any issues with the logging road, as a pedestrian I am careful on the roadway. I also enjoy walking up the big hill from the A frame that takes me up to the walking track and then back down to the townsite."



Priorities

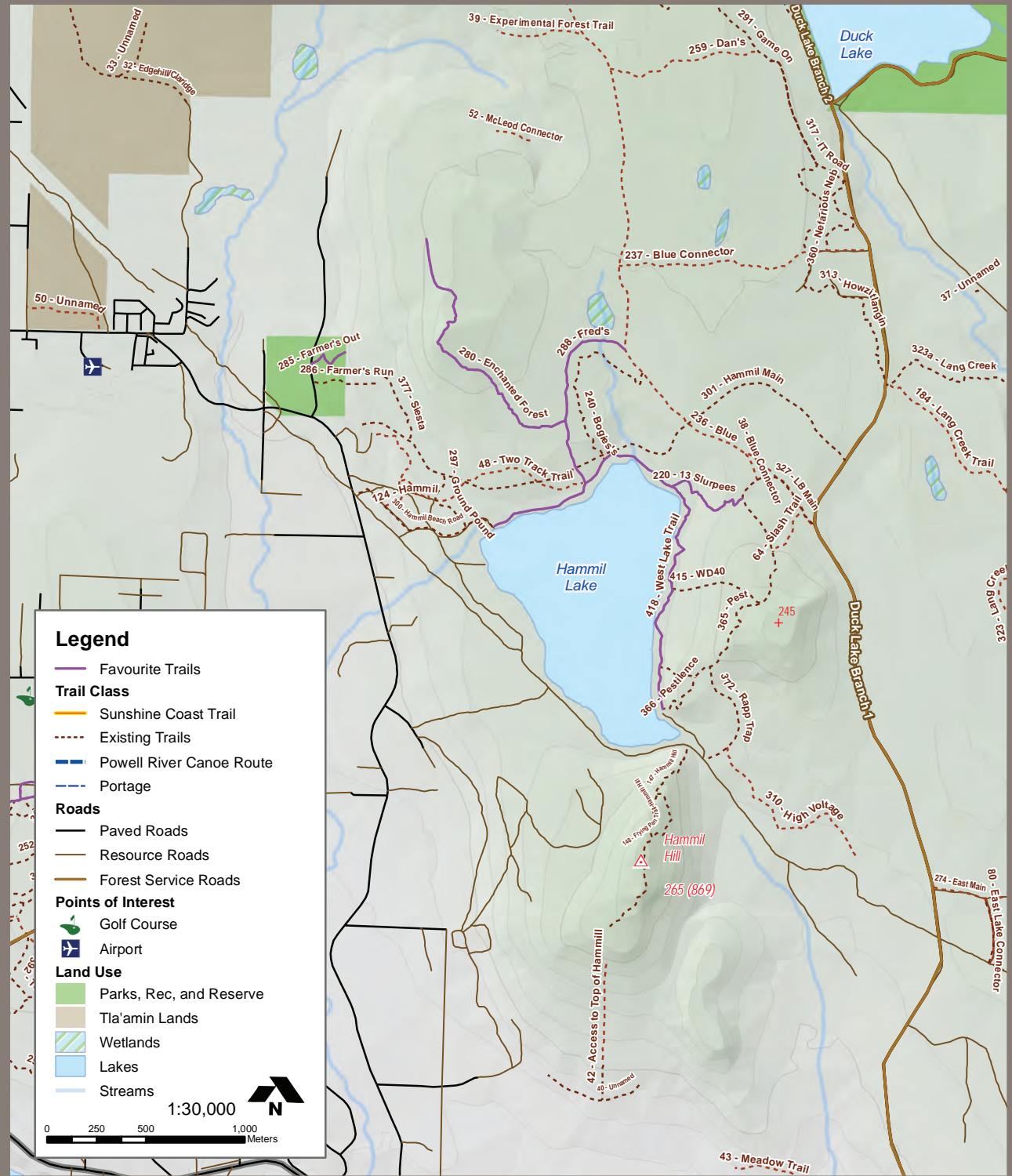
The following should be addressed in the Gallagher Hill trail area:

- Improvements to existing parking, including the development of safe trailhead parking with space to park a truck and trailer;
- Improvements to signage and wayfinding;
- Along the Valentine SCT, which functions as a connector route for mountain bikers, signage should be installed that highlights trail etiquette.



Wild berries along the Sunshine Coast Trail
Photo: Sara Rickenbacher

Hammil Lake Trails



Hammit Lake

Area Character

The Hammit Lake area is located in Electoral Area B, near the City of Powell River. It is popular with equestrians and dog walkers, with a high concentration of trails surrounding the small lake. Due to its location, the Hammit Lake trails area sees a high level of use.

These trails can be accessed from the Paradise Exhibition Grounds (Regional Park), which host weekend Farmer's Markets. Trail users reported that the existing parking for this trail area functions well.

Management and Maintenance

Trails on Parks Rec and Reserve Land:

- Trail 285 – Farmer's Out (Favorite Trail)
- Portion of Trail 286 – Farmer's Run

Private Land:

- Portion of Trail 377 – Siesta
- Portion of Trail 286 – Farmer's Run
- Portion of Trail 148 – Frying Pan Trail (Through private road ROW)
- Portion of Trail 147 – Hammit Hill (Through private road ROW)

None of the trails in the Hammit Lake trail area currently have authorized or established status under the Forest Range and Practices Act.

What We Heard from the Community

Favourite Trails

West Lake Trail

Fred's

Enchanted Forest

13 Slurpees

Farmer's Out

Stakeholder Quote

"I forage for mushrooms on most of the trails on the north side of the lake."



Opportunities and Constraints

The Hammil Lake is the most popular trail area for equestrian users. This area would work well for the development of equestrian-primary trails.

This trail area is also well-positioned to be linked to both the Duck Lake area and Penticton Maze.

Priorities

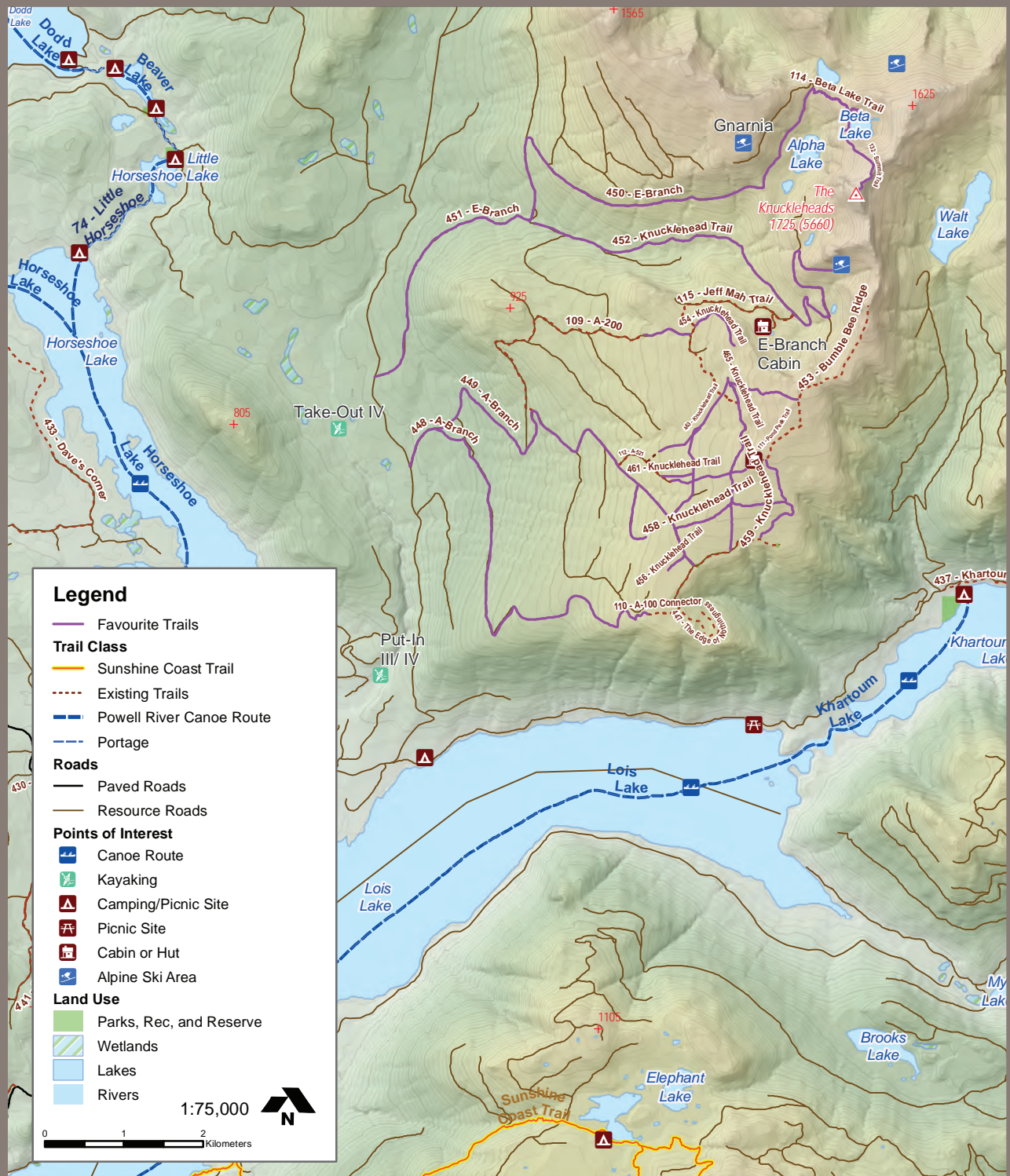
The following should be addressed in the Hammil Lake trail area:

- Improvements to signage and wayfinding;
- Addition of washrooms and garbage receptacles.



Biking in Powell River
Photo: Paris Gore

Knuckleheads Winter Recreation Area



POWELL RIVER
REGIONAL DISTRICT



Figure 12: Knuckleheads Winter Recreation Area

Knuckleheads Winter Recreation Area

Area Character

The Knucklehead Winter Recreation Area (KWRA) is located at an elevation of between 5500 and 5300 feet above sea level. This makes it sub-alpine, and higher elevation than most of the trails in the Powell River Regional District, and means that it receives sufficient amounts of snow for winter recreation.

It is popular with hikers/backpackers, self-propelled snowsports users, and motorized snowsports users.

There are three well-equipped cabins in the KWRA, which are left unlocked for recreational users.

Management and Maintenance

All of the trails in the KWRA network are established under Section 56 of the Forest Range and Practices Act and are managed as a Winter Recreation Area.

Opportunities and Constraints

Currently, there are access issues due to decommissioned logging roads.

New logging has the potential to open up new terrain for winter recreation, as new cut blocks are cleared or forests are thinned.

Priorities

The following should be addressed in the KWRA area:

- Improvements to signage and wayfinding. Trailhead signage in the Knuckleheads should take into account heavy winter use and include information about backcountry travel and avalanche risk.

What We Heard from the Community

Favourite Trails

E-Branch

A-Branch

Beta Lake Trail

Summit Trail

Knucklehead Trail

Stakeholder Quote

"I LOVE the Knuckleheads area! If I am found outdoors, chances are it is here. Winter, spring, summer, fall; whenever I am in the Powell River area I make a point of climbing these trails as much as possible."

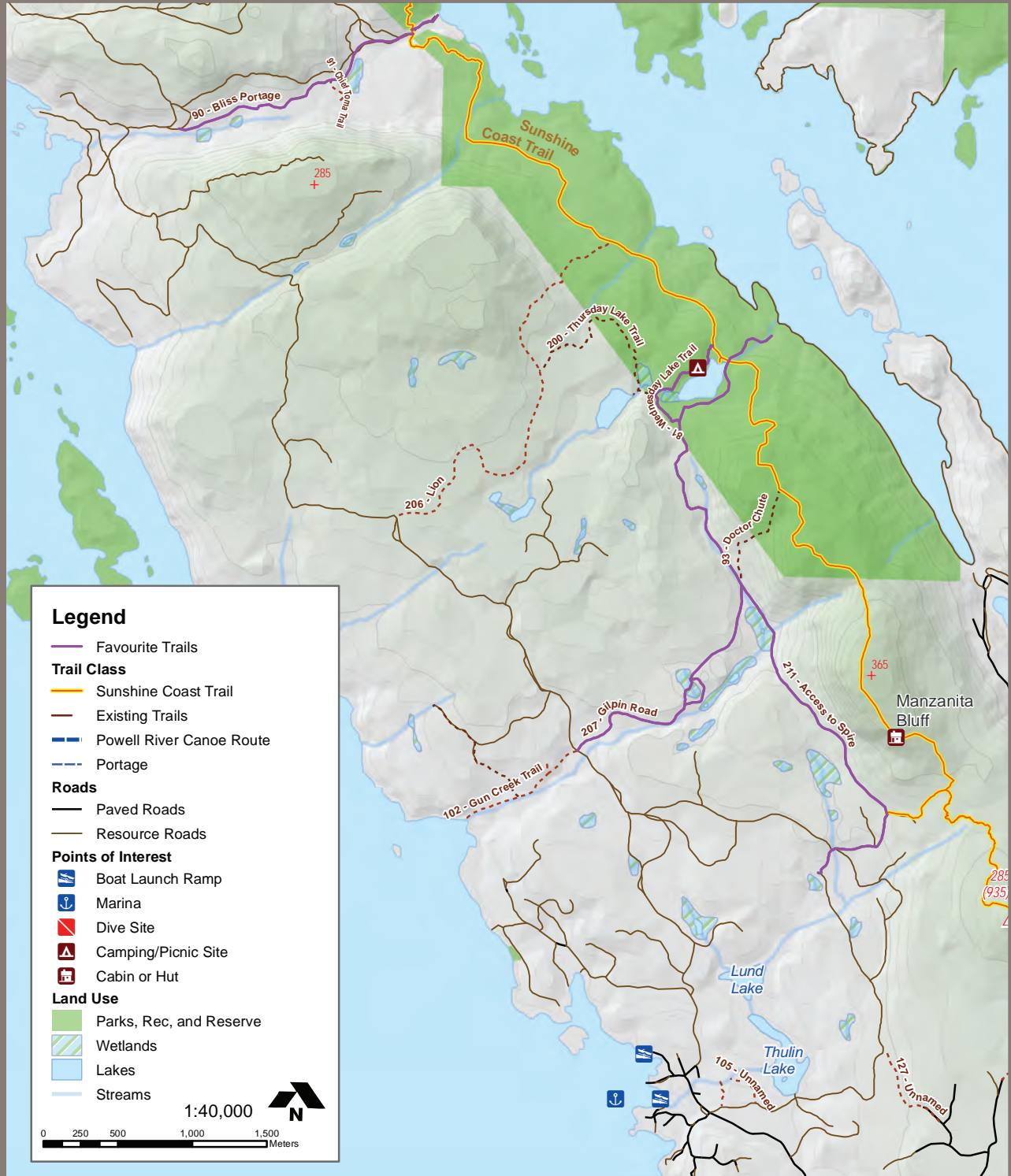


- Better parking and pullouts that work in the winter are needed. All parking should take into account the need for enough space to park and load/unload motorized vehicles from trailers.
- It is recommended that de-activated roads be restored to usable condition, and cross ditches be replaced with culverts to remove the safety risk these pose to winter users during warming events. These efforts can be coordinated with the Knuckleheads Winter Recreation Association.



"Chateau Rotary" - A-Branch cabin
Photo: <https://theknuckleheads.wordpress.com/cabins-2/>

Malaspina Trails



POWELL RIVER
REGIONAL DISTRICT



Figure 13: Malaspina Trails

Malaspina Trails

Area Character

The primary user groups in the Malaspina area are hikers and walkers. The northern portion of the Sunshine Coast Trail is located in the Electoral Area A, and features stands of mature arbutus trees at the Manzanita Hut.

This trail area is located on the Malaspina Peninsula, with trails connecting both sides of the peninsula. Paddlers can use Bliss Portage (92) to cross the peninsula to Okeover Arm.

In addition, there is a large provincial park. Malaspina Provincial Park is part of the well-known Desolation Sound area and protects significant natural values while providing a low elevation coastal hiking and backcountry recreation experience.

Management and Maintenance

Trail on Parks Rec and Reserve Lands:

- Portion of Sunshine Coast Trail
- Portion of Trail 206 – Lion
- Portion of Trail 200 – Thursday Lake Trail
- Trail 81 – Wednesday Lake Trail (Favourite Trail)
- Portion of Trail 211 – Access to Spire (Favourite Trail)
- Portion of Trail 93 – Doctor Chute
- Portion of Sunshine Coast Trail (Manzanita Bluff)

Section 56 Establishment/Section 57 Authorization:

- Trail 92 – Bliss Portage (Section 56)

Trails on Private Lands:

- Trail 105 – Unnamed
- Trail 127 – Unnamed
- Portion of Sunshine Coast Trail

What We Heard from the Community

Favourite Trails

Sunshine Coast Trail

Wednesday Lake Trail

Gilpin Road

Access to Spire

Bliss Portage

Stakeholder Quote

"I helped build sections of the Sunshine Coast Trail. I go back annually to see how it has evolved."



- Portion of Trail 211 – Access to Spire (Favourite Trail)
- Portion of Trail 207 – Gilpin Road (Favourite Trail)
- Portion of Trail 90 – Bliss Portage (Favourite Trail)

Opportunities and Constraints

A connection between Lund and the Sunshine Coast Trail would further improve the recreational opportunities in this area.

Priorities

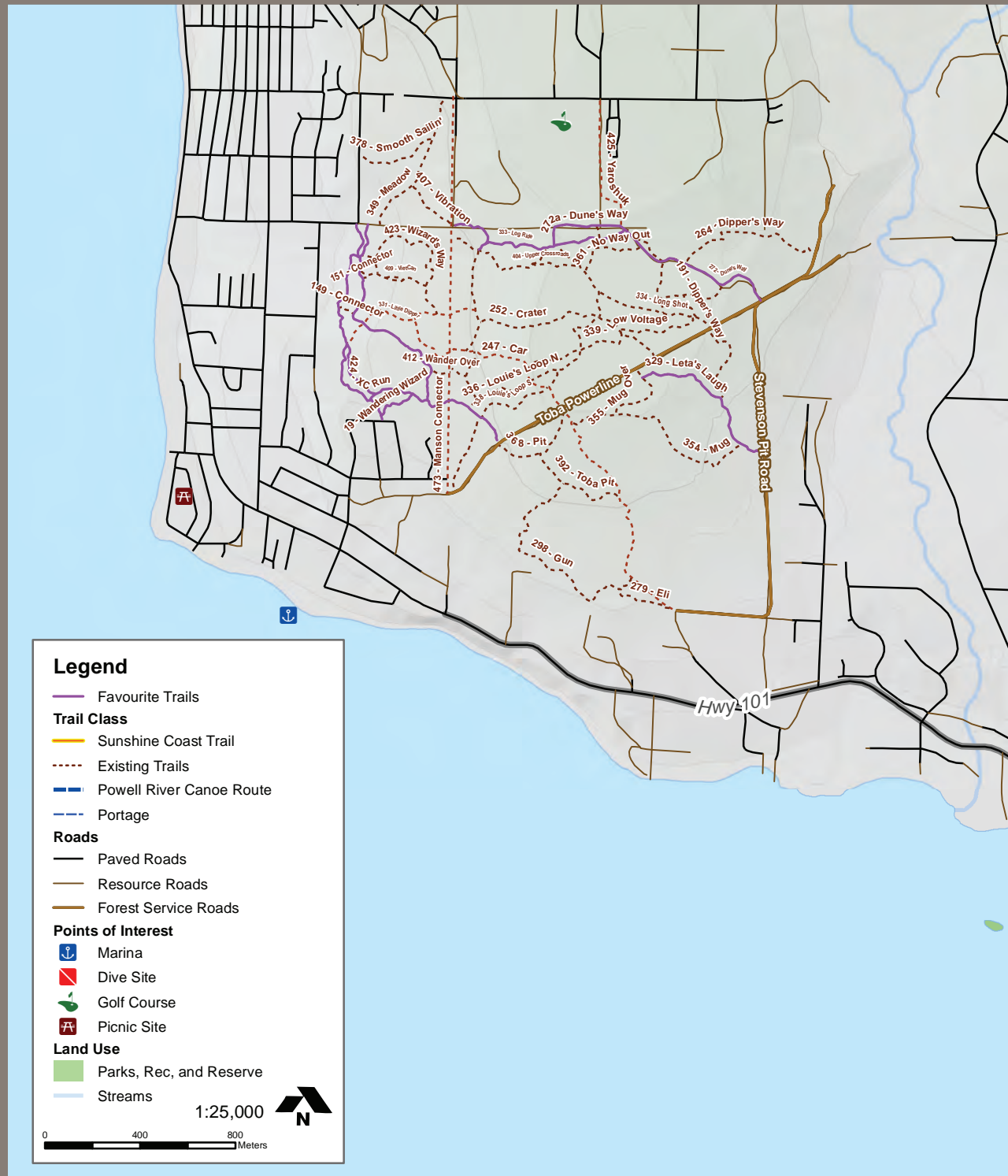
The following should be addressed in the Malaspina area:

- Improvements to signage and wayfinding;
- Improvements to parking;
- Explore the possibility of connecting Lund to the Sunshine Coast Trail.



View from Manzanita Hut
Photo: Sara Rickenbacher

Penticton Maze Trails



POWELL RIVER
REGIONAL DISTRICT



Figure 14: Penticton Maze Trails

Penticton Maze Trails

Area Character

Penticton Maze is located in the City of Powell River and Electoral Area B, and features a high concentration of intermediate bike trails. It is popular with dog walkers, walkers, trail runners, and mountain bikers. This trail area sees heavy use due to its location.

Management and Maintenance

Private Land:

- Portion of Trail 425 - Yaroshuk

None of the trails in the Penticton Maze trail area currently have authorized or established status under the Forest Range and Practices Act.

Opportunities and Constraints

Penticton Maze is well positioned to be linked to other trail areas, including Hammil Lake.

Priorities

The following should be addressed in the Penticton Maze area:

- Improvements to signage and wayfinding. Clear signage that establishes trail etiquette will help to mitigate user conflict in this area.
- Improved parking;
- Due to this area's popularity with dog walkers, dog waste bag dispensers should be installed at trailheads and key trail intersections, as well as garbage containers;
- Consider establishing Penticton Maze as a Municipal Park.

Favourite Trails

Wandering Wizard

XC Run

Log Ride

Leta's Laugh

Dune's Way

Savary Island Trails



POWELL RIVER
REGIONAL DISTRICT



Figure 15: Savary Island Trails

Savary Island Trails

Area Character

Savary Island is 7.5 kilometres long, one kilometre wide, and ringed by sand beaches. There is no power on the island and there are no public facilities.

Savary Island trails are used mainly by hikers and mountain bikers. With the majority of the island designated as private land, all of the existing trails are on private land. Existing trails take users to quiet beaches, ancient forests, wild lands, rare meadows and some of the region's last Old Growth Forests.

Management and Maintenance

Private Land:

- All trails on Savary Island are on private land, except a portion of Savary Island Lane which is on surveyed Crown land

Opportunities and Constraints

There are a number of trails that are very important to the community that are located on District Lot 1375, which has the potential for future development.

The trails on the island offer opportunities for recreation, education, clean transportation, community health, and nature appreciation.

Priorities

The main focus from stakeholders with regard to the Savary Island trail network was a need for it to function as an effective means of green transportation.

It was specifically mentioned that a link is needed between the Savary Island Road/Trail and park land through District Lot 1375.

Favourite Trails

Sunset Trail

South Beach

Beach Trail

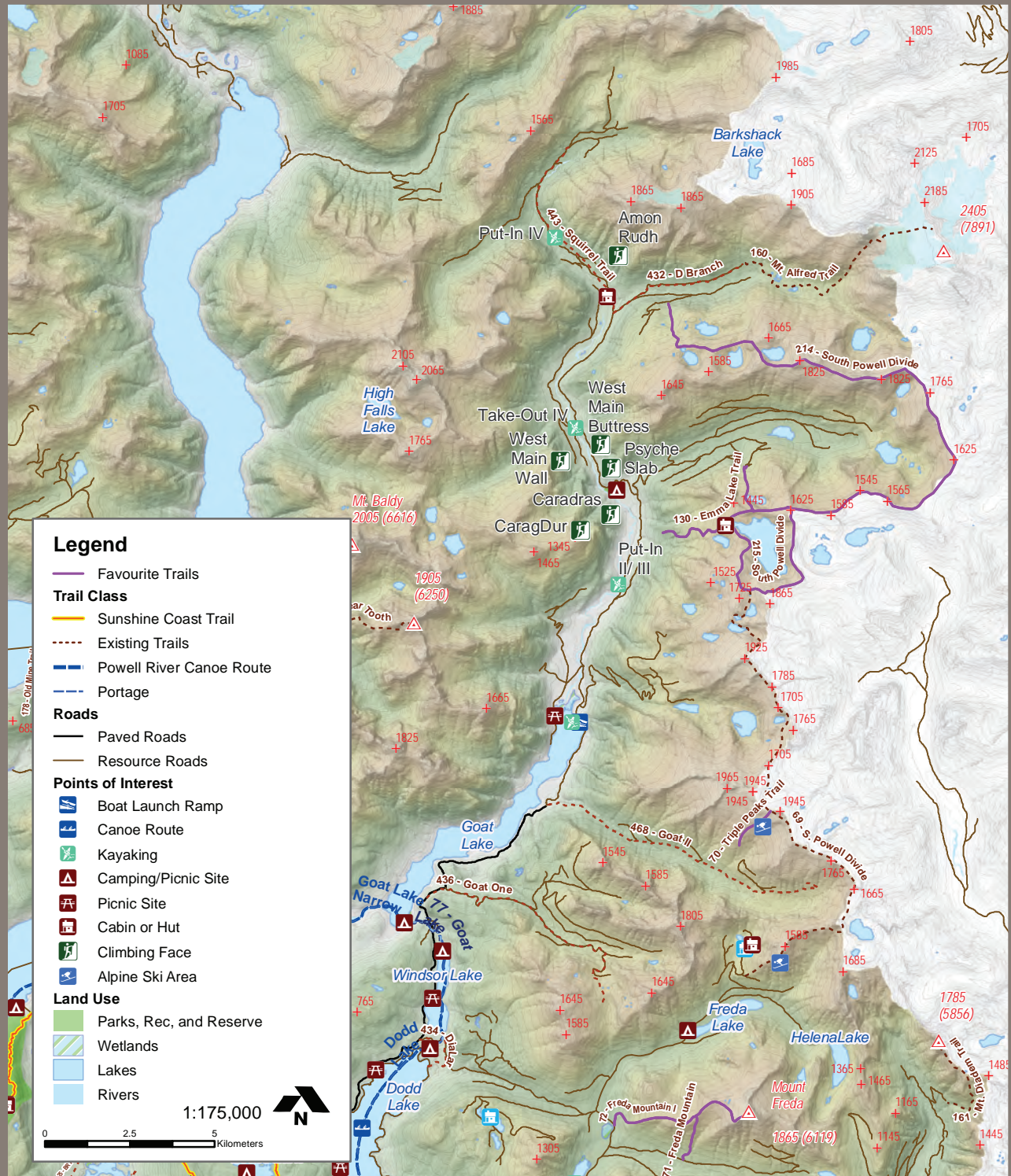
Mermaid Beach

West Beach

Stakeholder Quote

"The trail network on Savary provides a transportation alternative to the dusty road. This trail network has been in use for generations and is under threat from development. It needs protection."

South Powell Divide Trails



POWELL RIVER
REGIONAL DISTRICT



Figure 16: South Powell Divide Trails

South Powell Divide

Area Character

The South Powell Divide has the potential to be an iconic year-round backcountry destination. It is unparalleled in terms of terrain, with large granite walls and lush forest cover.

The South Powell Divide features more extensive alpine terrain than the Knuckleheads area, and is therefore poised to become a winter recreation destination as climactic conditions shift. The Knuckleheads Winter Recreation Association and additional stakeholders see this area as an opportunity to create a winter hut-to-hut ski touring experience. It is recommended that this nonprofit initiative be supported. Money raised through nightly hut rentals could be cycled back and used to maintain the huts, access roads, and trails.

This area is currently popular with self-propelled snowsports users, motorized snowsports users, hikers/backpackers, and rock climbers.

The Eldred Valley is gaining in popularity, with more climbers becoming aware of this incredible climbing experience that compares to Yosemite National Park in California, but is located close to Vancouver.

Management and Maintenance

Section 56 Establishment/Section 57 Authorization:

- Trail 468 – Goat II (Section 56)
- Trail 443 – Squirrel Trail (Section 57)
- Trail 160 – Mt. Alfred Trail (Section 57)

All other trails in the South Powell Divide area are on unsurveyed Crown land.

Favourite Trails

Emma Lake

South Powell Divide

Freda Mountain

Freda Mountain I

Triple Peaks Trail

Stakeholder Quotes

"This is a VERY important area. This area offers world class high route hiking. This is an incredible hiking area that could become much more popular."

"The whole Eldred Valley and watershed, especially the upper, is deserving of protection as a National or Provincial Park - it's like our own Yosemite up there."

"I hold the South Powell Divide in the highest regard, second only to the Knuckleheads Recreational Area. I would spend MUCH more time in this area if access was maintained. I always invite out of town climbers and hikers to join me on my trips to this area."



Opportunities and Constraints

While many resources are focused on frontcountry development, the iconic potential of the South Powell Divide should not go unrecognized. It has the potential to be a substantial tourist draw.

Currently, there are many access issues with decommissioned logging roads. In addition, proposed hydro projects have the potential to impact this area's recreation potential.

Priorities

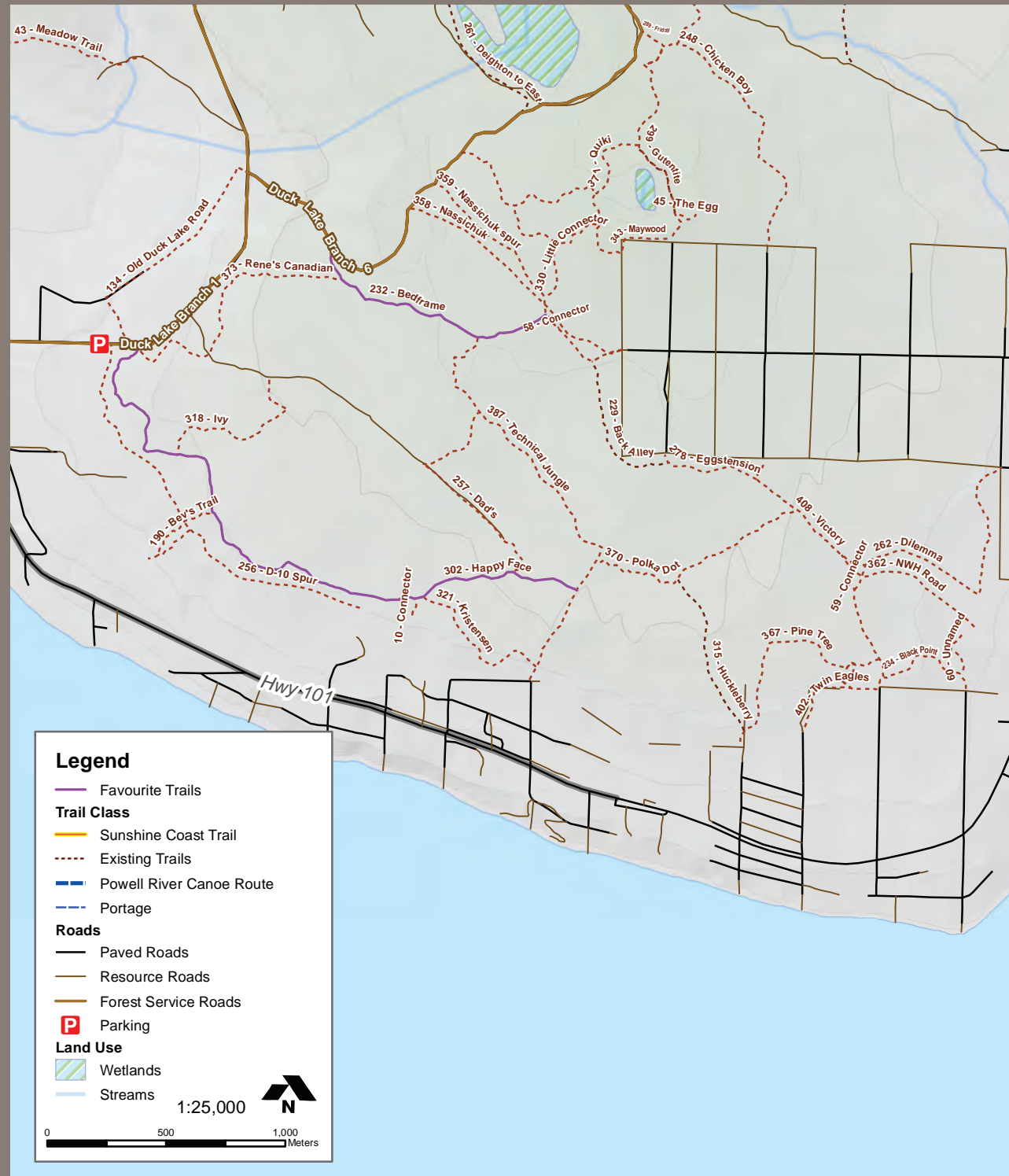
In order to support recreational access to this incredible backcountry resource, access roads are in need of substantial improvements.

Creating winter accessible parking should be considered a priority, as should signage and wayfinding. Trailhead hubs should include signage that addresses winter use and issues, including avalanche danger.



*Climbing in the South Powell Divide area
Photo: Matt Hodgson*

Suncoast Trails



Suncoast Trails

Area Character

The Suncoast Trails area is located in Electoral Area C of the Regional District, with parking and access located on Duck Lake Branch 1. It is popular with mountain bikers and equestrians, and sees relatively heavy use due to its proximity to the city.

Management and Maintenance

Private Land:

- Portion of Trail 367 – Pine Tree
- Portion of Trail 402 – Twin Eagles
- Portion of Trail 289 – Friday (Portion on road ROW)

None of the trails in the Suncoast trail area currently have authorized or established status under the Forest Range and Practices Act.

Opportunities and Constraints

The Suncoast trails area is well positioned to be linked to other trail areas, including Hammil Lake and Duck Lake.

Priorities

Designated parking, washroom facilities, and garbage receptacles are all needed. In addition, improved signage and wayfinding should be considered high priority.

Potential conflicts between mountain bikers and equestrians should be mitigated through effective signage covering trail etiquette.

Favourite Trails

Happy Face

Bedframe

Rene's Canadian

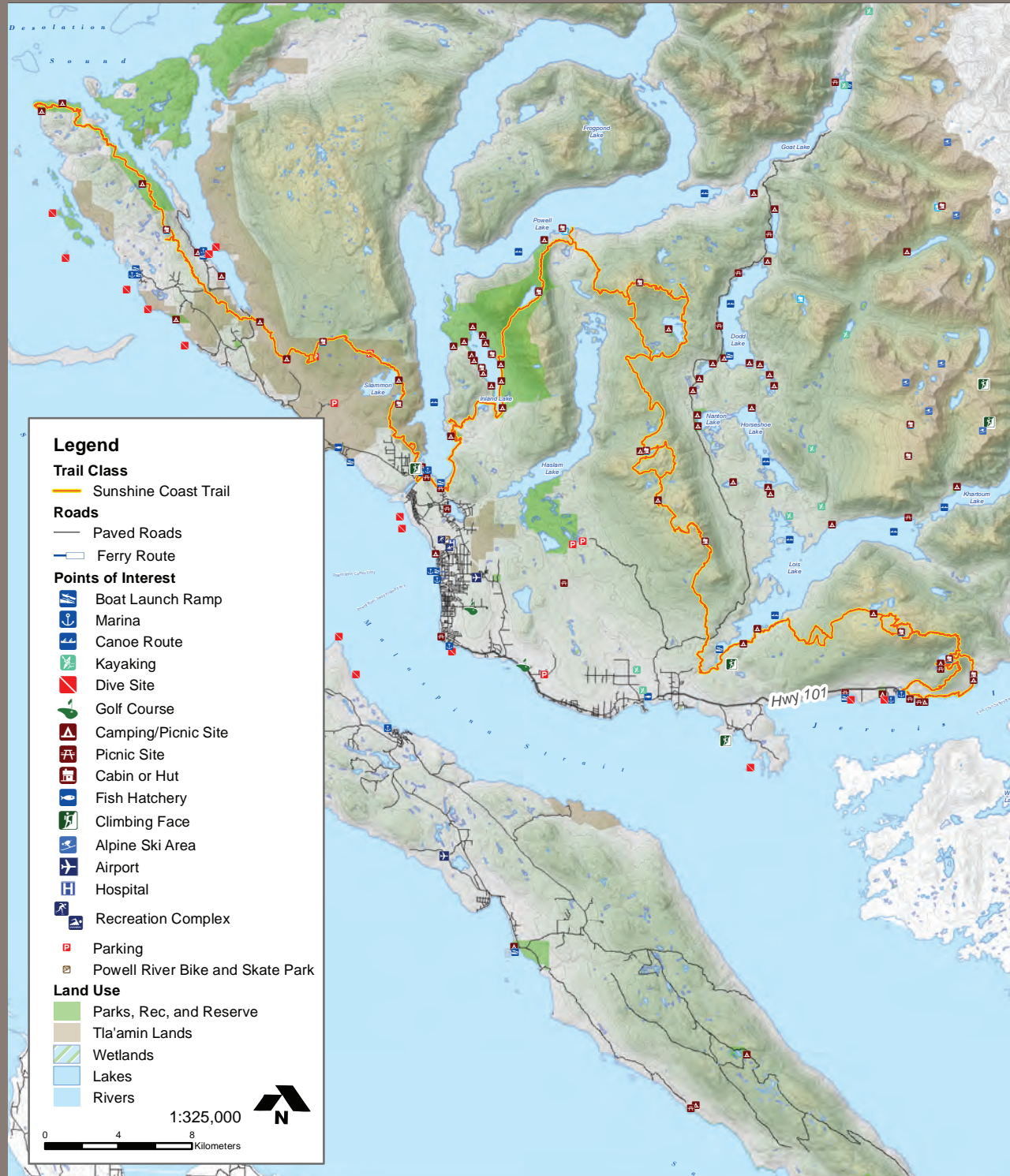
Technical Jungle

Dilemma

Stakeholder Quote

"We use this entire area extensively, every day... on horseback, on bikes, on foot...it's our backyard!"

Sunshine Coast Trail



POWELL RIVER
REGIONAL DISTRICT



Figure 18: Sunshine Coast Trail

Sunshine Coast Trail

Trail Character

The Sunshine Coast Trail (SCT) is a 180-kilometre outdoor experience that stretches from Sarah Point in Desolation Sound to Saltery Bay. In 1992 a small group of people founded the Powell River Parks and Wilderness Society (PRPAWS) and started building trails that linked the remaining stands of Old Growth forests in the region's front country.

The Sunshine Coast Trail traverses a wide variety of landscapes, from coastal shorelines, along creeks and lakes, through old growth forests to panoramic mountaintops. Extensive sections of the trail are located in the working forest, showing some of BC's forestry practices. It provides hikers with the opportunity to experience Powell River's breathtaking back country with its rich fauna and flora.

The trail has 13 huts, making it the longest hut-to-hut hiking experience in Canada. It is completely free for visitors.

Management and Maintenance

All segments of the Sunshine Coast Trail are established under Section 56 of the Forest Range and Practices Act and most sections are classified as multi-use non motorized. The exception to this is the trail sections that traverse Municipal, Regional, and Provincial Parks; private land, and Tla'amin land.

Opportunities and Constraints

Some sections of the trail experience multiple user types, ranging from hiking, to running, cycling, and motorized use. Given the low user numbers there are minimal concerns about user conflict. Clear yield signage will preclude safety concerns.

Long sections of trail are located in the working forest. This results in forestry activities on or near the trail. The trail is sometimes rerouted from logged areas to more undisturbed areas to ensure user safety and user enjoyment.

Stakeholder Quote

"The Sunshine Coast Trail has already achieved iconic status. This trail needs to be celebrated for providing a world-class multi-day hiking experience second to none."



Sunshine Coast Trail logo



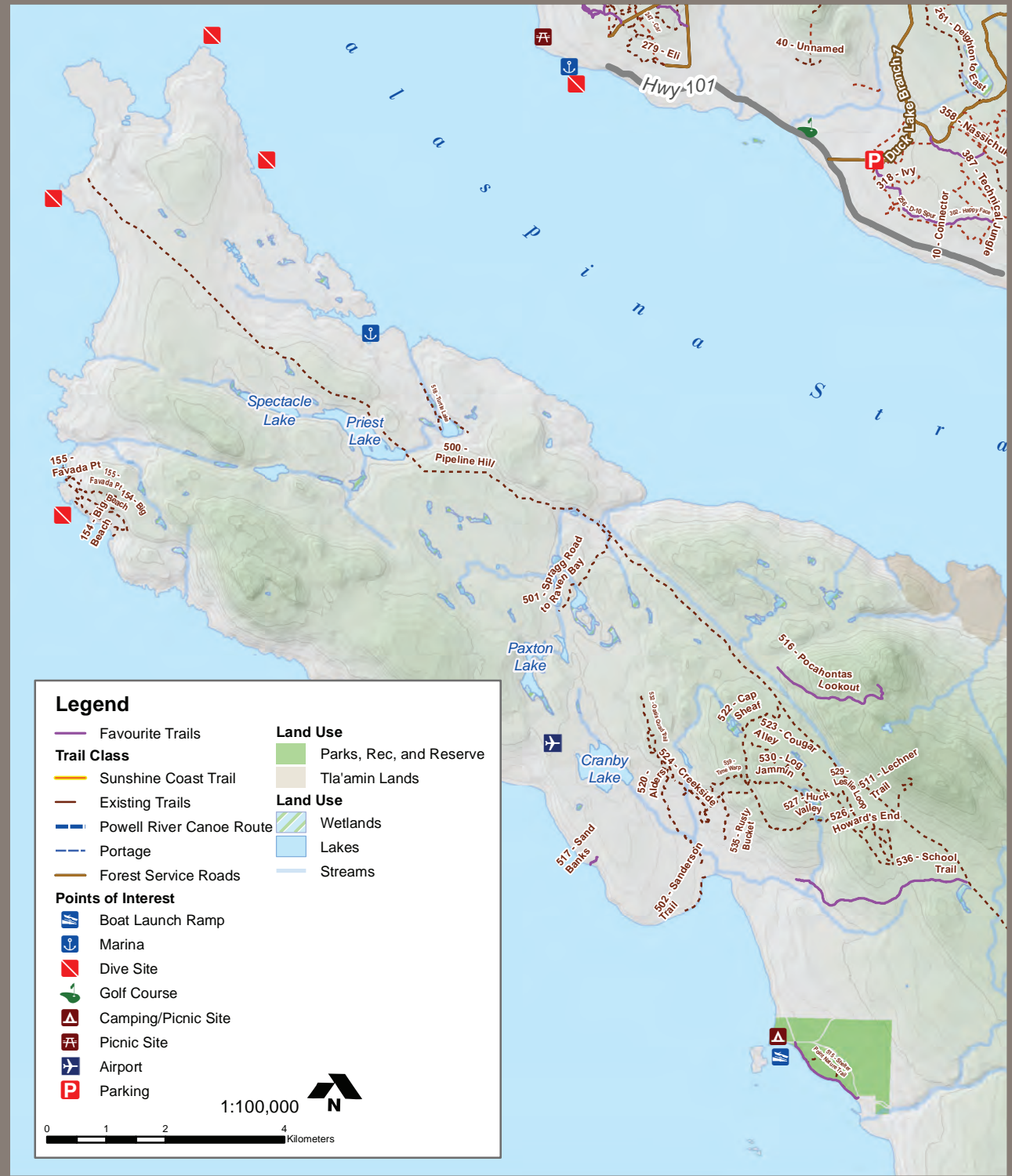
Priorities

The main priority for the SCT is keeping up with maintenance and signage needs.



*A backpacker on the Sunshine Coast Trail
Photo: Sara Rickenbacher*

Texada Island Trails (North)



Texada Island Trails (South)



POWELL RIVER
REGIONAL DISTRICT



Figure 20: Texada Island Trails (South)



Texada Island Trails

Area Character

Texada Island is the largest of the Gulf Islands, and is accessible by ferry from the mainland. The ferry terminal is located in the City of Powell River, and brings passengers to Blubber Bay. Visitors can camp at the Forest Recreation Site at Bob's Lake, and at Shelter Point Regional Park.

There are an abundance of trails and old logging roads on the island. The Shelter Point Nature Trail features Old Growth forest, while the Pocahontas Lookout provides views of the eastern island.

There are a number of high quality bike trails, but given the low use they can be difficult to locate. Time Warp is an expert downhill mountain bike trail that is built to a high standard, and includes wooden features.

Management and Maintenance

Texada North Trails Area

Trails on Private Lands:

- Portion of Trail 500 – Pipeline Hill
- Portion of Trail 519 – Turtle Lake
- Portion of Trail 155 – Favada Pt
- Trail 501 – Spragg Road to Raven Bay
- Portion of Trail 502 – Sanderson Trail
- Portion of Trail 535 – Rusty Bucket
- Portion of Trail 530 – Log Jammin
- Portion of Trail 523 – Cougar Alley
- Portion of Trail 529 – Leslie Loop
- Trail 517 – Sand Banks (Favorite Trail)
- Trail 502 – Sanderson Trail
- Portion of Trail 536 – School Trail (Favorite Trail)
- Portion of Trail 527 – Huck Valley

Trails on Parks Rec and Reserve Lands:

- Trail 514 – Loop Trail
- Trail 515 - Shelter Point Nature Trail

Texada South Trails Area

Trails on Private Lands

- Portion of Trail 157 – Cook Bay Loop

Opportunities and Constraints

Many high quality mountain bike trails have been developed on private lands. Agreements should be established to ensure the ongoing use and maintenance of these trails.

Priorities

Stakeholders expressed a need for improved trail maps and wayfinding. There is some signage, but additional improvements to this are needed. In addition, a desire for improved access to the waterfront was expressed.

As mentioned above, communication and negotiation with private land owners should be a priority to ensure continued public access to mountain bike trails.



Existing Texada Island signage
Photo: Sue Clark/BHA

Favourite Trails

Shelter Point Nature Trail

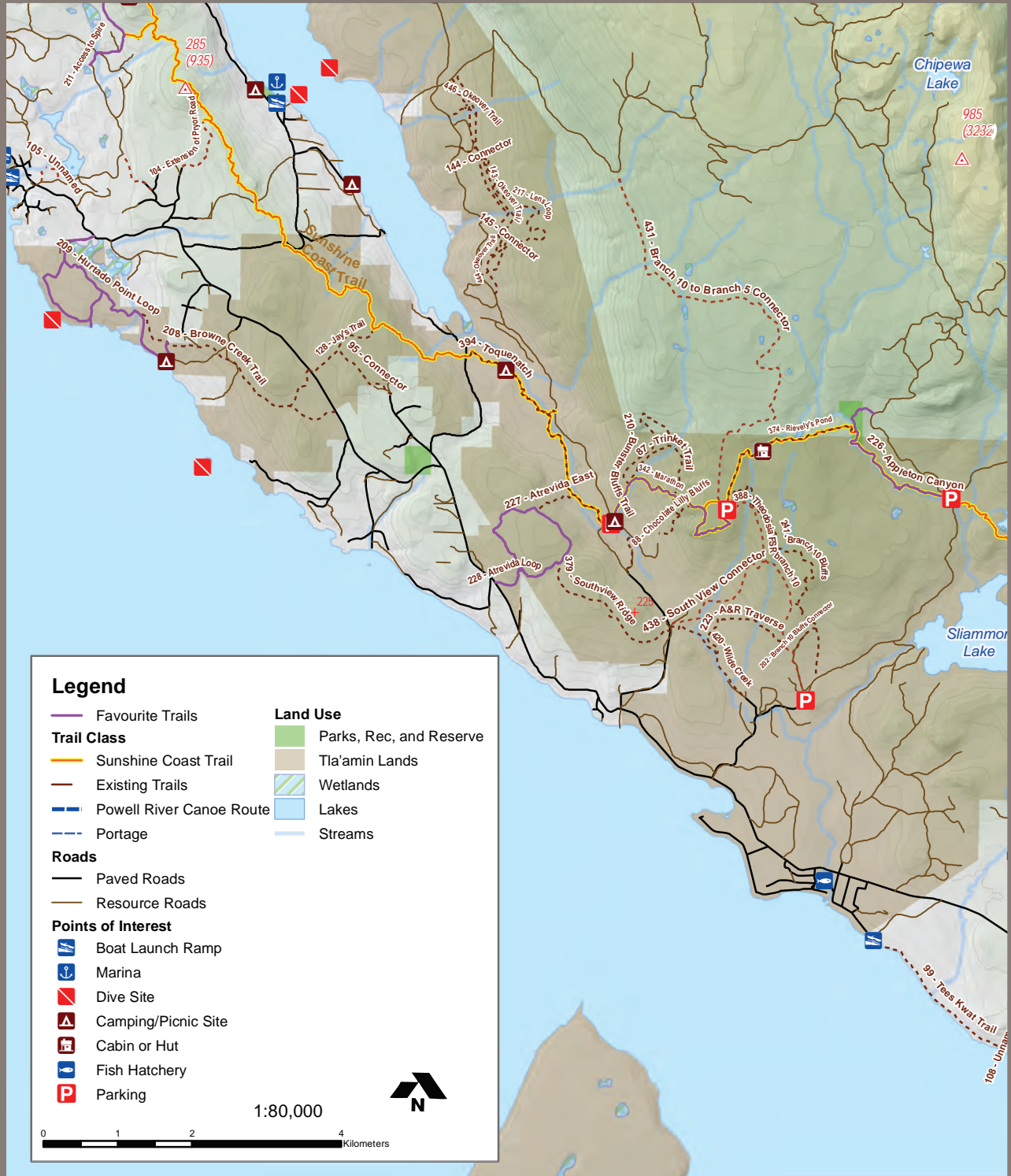
Pocahontas Lookout

School Trail

Sand Banks

Mt. Davies

Tla'amin Trails



POWELL RIVER
REGIONAL DISTRICT



Figure 21: Tla'amin Trails

Tla'amin Trails

Area Character

The Tla'amin trails area features a number of very popular trails, including a large section of the Sunshine Coast Trail. Decisions regarding this portion of the trail network will be left to the Tla'amin Nation.

The Appleton Canyon section of the Sunshine Coast Trail is particularly scenic, featuring Old Growth forest and a series of waterfalls.

The information illustrated on this map is subject to change in the future.

Management and Maintenance

Tla'amin Nation recognizes there are many historical trails that have been in place for many years and that pass through Tla'amin lands.

The following applies to existing trails on the Tla'amin Nation Land:

- The trails that pass through the Tla'amin land are for recreational use only (no commercial/for profit use);
- At any time, Tla'amin may temporarily close or permanently close a trail on Tla'amin lands without notice;
- Tla'amin may develop Tla'amin lands in the future and may close a trail or re-route a trail;
- People who utilize any trails on Tla'amin lands are using them at their own risk;
- Tla'amin Nation are not liable for injury or fatalities on Tla'amin Nation land;
- No smoking or fires are permitted on the trails;
- Take out any garbage that is brought in;
- Tla'amin Nation is not responsible for maintaining any trails;

Favourite Trails

Appleton Canyon

Hurtado Point

Atrevida Loop

Marathon

Dinner Rock

Stakeholder Quote

"Trail users need to respect sensitive lands, including those with spiritual value, and archaeological value to our people."



- There is to be no camping on or along the trails;
- No further structures or trails are to be built on any of the Tla'amin lands without Tla'amin permission.

Opportunities and Constraints

Sensitive lands, including those with spiritual value, archaeological value, and ecosystem value should be considered. This represents both an opportunity and a constraint when looking at the existing and potential trail system.

These trails offer a unique opportunity to link historically significant nodes and incorporate educational and interpretive elements.

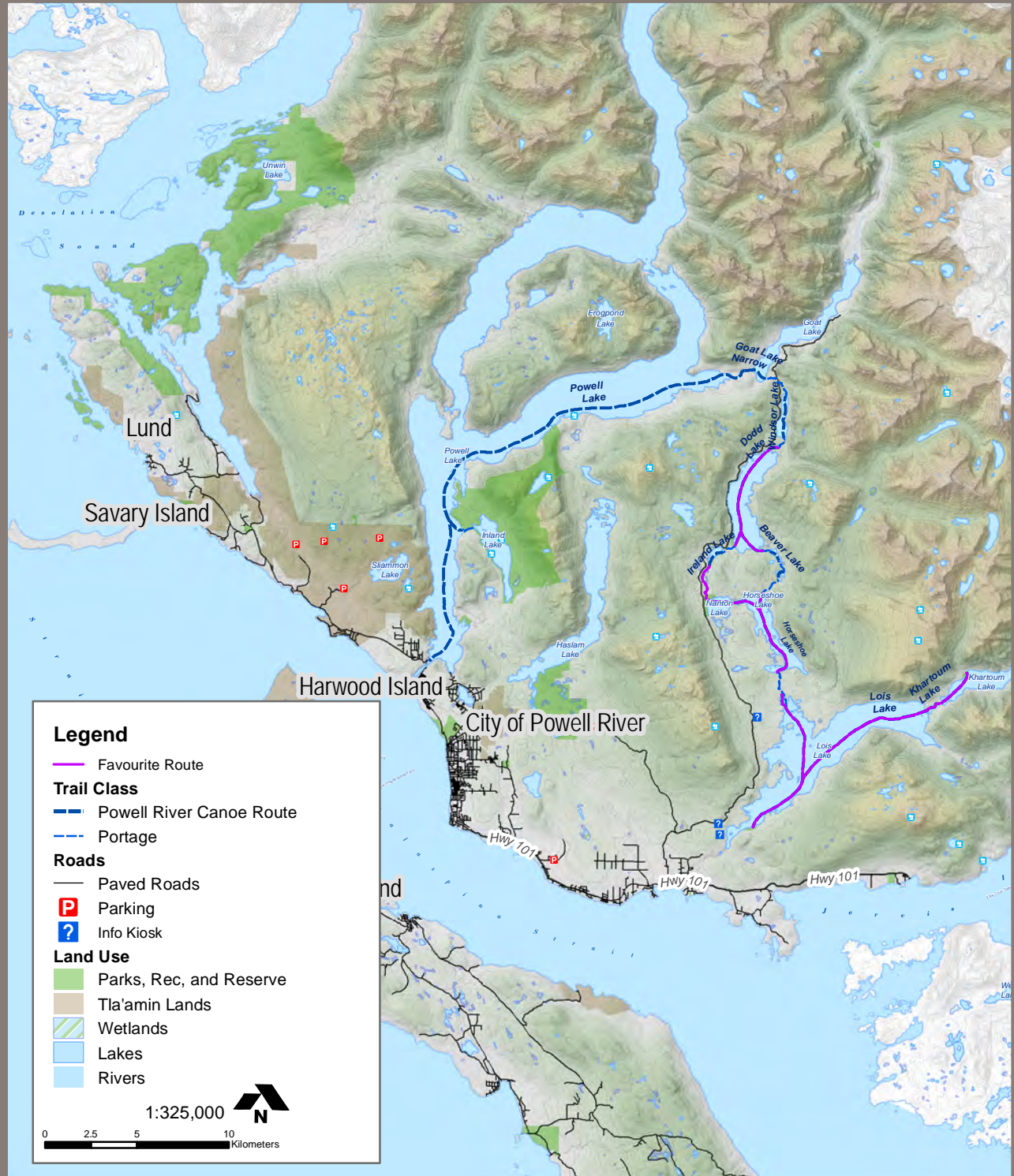
Priorities

Interpretive signage and a connection to First Nations culture, land, and trail traditional use was identified as a priority during the Tla'amin community meeting. In addition, a desire was expressed to develop a downhill mountain biking trail to attract more trail users. As with the other trail areas, improved signage and wayfinding is needed.



Sunshine Coast Trail views
Photo: Sara Rickenbacher

Water and Portage Routes



POWELL RIVER
REGIONAL DISTRICT



Figure 22: Water and Portage Routes

Water & Portage Routes

Character

The Powell River Regional District features exceptional lake, river, and ocean paddling opportunities. The most well known paddling experience is the Powell Forest Canoe Route, which is one of the finest canoe journeys in the province.

The Powell Forest Canoe Route is a 57 km, 8 lake, 5 portage journey that takes roughly 5 days. Portages range from 0.7 km – 2.8 km, and paddling stretches from 1 km – 28.5 km. This canoe route has established infrastructure including picnic tables, outhouses, and firepits. Portage paths have been designed to include frequent rest stops, but are not designed to be wide enough to use boat carts.

Management and Maintenance

Section 56 Establishment/Section 57 Authorization:

- Trail 131 – Powell River Canoe Route (Portage) (Section 56)
- Trail 73 - Nanton Lake (Portage) (Favourite Route) (Section 56)
- Trail 74, 166 - Little Horseshoe (Portage) (Section 56)
- Trail 75 - Horseshoe River (Portage) (Section 56)
- Trail 76 - Windsor Lake (Portage) (Section 56)
- Trail 77 - Goat Lake (Portage) (Section 56)
- Trail 170 - Beaver Lake (Portage) (Section 56)
- Trail 171 - Ireland Lake (Canoe/Kayak/Paddle) (Section 56)
- Trail 174 - Horseshoe Lake (Canoe/Kayak/Paddle; Favourite Route) (Section 56)
- Trail 175 - Unnamed (Portage) (Section 56)
- Trail 176 - Unnamed (Portage) (Section 56)
- Trail 199 - Beaver Lake (Canoe/Kayak/Paddle) (Section 56)

Favourite Water & Portage Routes

Lois Lake (Canoe/Kayak/Paddle)

Horseshoe Lake (Canoe/Kayak/Paddle)

Khartoum Lake (Canoe/Kayak/Paddle)

Dodd Lake (Canoe/Kayak/Paddle)

Nanton Lake (Portage - Powell Forest Canoe Route)

Stakeholder Quote

"I outrigger paddle on Powell Lake at least once a week. I kayak on Powell, Horseshoe, and Lois during the summer."



Opportunities and Constraints

The Powell Forest Canoe Route is accessible by logging road only, and the logging roads are only open to the public on weekends or after 6pm. In addition, there are conflicts in situations where existing portage routes overlap with logging roads.

Portage routes are largely narrow, which doesn't allow paddlers to use boat carts. In addition, the portage routes are not currently wheelchair accessible.

There is an opportunity to improve access to ocean paddling by creating more launch sites.

Priorities

Work with stakeholders to improve water access and existing portage routes. This includes the cleanup of logging debris in lakes where needed.

Install effective signage to address the safety issue where portage routes are also active logging roads. Where possible, support efforts to re-route portages so that these two uses are not in conflict with one another.

Examine the feasibility of creating accessible portage trails, as well as creating more oceanfront launch sites.



Portaging in Powell River
Photo: <http://offtracktravel.ca/>

Willingdon Trails

Area Character

Located in close proximity to the downtown core of the City of Powell River, this trail area features a high density of popular trails. Many of these trails are located in Millennium Park, and are therefore protected. In addition, this trail complex contains the oceanfront Willingdon Beach Trail.

There are developed facilities at Willingdon Beach Park, including washrooms and a picnic area. In addition, there is a municipally-run campground on Willingdon Beach.

This area is popular with trail runners, walkers, and dog walkers.

Management and Maintenance

Many of the trails in the Willingdon trail area are located within Millennium and Willingdon Beach Municipal Parks, others are on private land.

Trails on Park Rec and Reserve Lands:

- Portion of Trail 471 – Cut Connector Trail
- Trail 344 – McFall Creek Loop Trail
- Trail 345 – McFall Creek Trail
- Trail 475 – McFall Creek Bridge
- Trail 320 – Kingfisher Trail
- Trail 400 – Triple Bypass Loop Trail
- Trail 319 – Kingfisher Loop Trail
- Portion of Trail 419 – White Pine Spur Road
- Trail 348a – McGuffie Trail
- Trail 309 – Heron Trail
- Trail 347 – McGuffie Creek Trail
- Trail 138 – Foot Bridge
- Trail 251 – Complex
- Trail 352 – Millennium DH

Favourite Trails

Willingdon Beach Trail

McFall Creek Trail

Kingfisher Trail

Kingfisher Loop Trail

McGuffie Creek Trail

Stakeholder Quotes

"I like to use this area, especially with visitors."

"I use these trails more in the summer. I love the updated trails between the beach and the complex. Willingdon Beach Trail is always great. I like to ride my bike to work on them as it is safer than the road from Townsite to town."



- Trail 403 – Unaymit Trail
- Trail 139 – Connector
- Trail 356 – Museum Trail
- Trail 421 – Willingdon Beach Trail
- Trail 422 – Willingdon Campground Trail
- Trail 472 – Wys Crossing

Opportunities and Constraints

The Willingdon trails are well positioned to become part of a commuter route, promoting green transportation.

Due to the relatively gentle terrain in this area, and close proximity to downtown Powell River, the opportunity to create an accessible loop trail here should be considered.

Priorities

Work with the City of Powell River to address the following priorities:

- Dog waste bags are provided at trailheads, as well as garbage cans;
- Signage and wayfinding is improved, including maps at trailheads and signs at key trail intersections;
- Desired linkages to Cranberry neighbourhood, Mowatt Bay, and the Sunshine Coast Trail.

5.3 EXISTING TRAILS FOR LEGITIMIZATION

The following table of 33 existing trails (and water/portage routes) represents the trails that were given high priority through the community consultation process. The trails below have been filtered to show only those trails which are unauthorized trails on Crown land, and could be considered for legitimization through Section 56 and 57 of the *Forest Range and Practices Act*.

At the current time, only 13 trails on Crown Land have been legitimized through the Section 57 Authorization process.

In order to determine which of these trails could be supported for legitimization, ground truthing could identify ongoing maintenance and repair needs. Only trails that fall into one of the following categories can have applications submitted:

- Trail rules need to be established (Section 56)
- A partnership needs to be entered into (Section 56)
- Substantial maintenance needs to be undertaken, and government funds are required (Section 56)
- Major repairs or maintenance to structures needs to be undertaken (Section 57)

Only in these cases should an application for a Section 56 Establishment or 57 Authorization (as applicable) be applied for. It is critical to note that establishment or authorization does not equate to protection. Commercial activity may still receive approval from the Provincial Agency responsible.

In addition, consideration should be given to legitimizing trails that cater to a variety of user groups and ability levels. This should align with the identified trail priorities in Section 5.1.



FAVOURITE TRAILS ON CROWN LAND WITHOUT LEGITIMIZATION

DUCK LAKE TRAIL AREA	GALLAGHER HILL TRAIL AREA
Trail 181 - Blackwater Trail 245 - Cable	Trail 189 - Tower Loop Trail 284 - Ev's Peak Trail 282 - Ev's Lean Trail 281 - Ev's In
HAMMIL LAKE TRAIL AREA	MALASPINA TRAIL AREA
Trail 418 - West Lake Trail Trail 288 - Fred's Trail 280 - Enchanted Forest Trail 220 - 13 Slurpees	Trail 211 - Access to Spire (Segment not on private land)
PENTICTON MAZE TRAIL AREA	SOUTH POWELL DIVIDE
Trail 219 - Wandering Wizard (Segment not on private land) Trail 424 - XC Run (Segment not on private land) Trail 333 - Log Ride Trail 329 - Leta's Laugh Trail 272 - Dune's Way	Trail 130 - Emma Lake All Sections - South Powell Divide Trail 71 - Freda Mountain Trail 72 - Freda Mountain I Trail 70 - Triple Peaks Trail
SUNCOAST TRAIL AREA	TEXADA ISLAND TRAILS
Trail 302 - Happy Face Trail 232 - Bedframe Trail 373 - Rene's Canadian Trail 387 - Technical Jungle Trail 262 - Dilemma	Trail 516 - Pocahontas Lookout Trail 536 - School Trail (Segment not on private land) Trail 505 - Mt. Davies
WATER AND PORTAGE ROUTES	WILLINGDON TRAILS
Trail 168 - Lois Lake Trail 437 - Khartoum Lake Trail 164 - Dodd Lake	Trail 347 - McGuffie Creek Trail (Segment not on private land)



Tin Hat Hut
Photo: Julia Dykstra



6.0 MANAGEMENT OF THE TRAIL NETWORK

The regional trail network is extensive, and managing it going forward will require a coordinated effort between different levels of government, the existing volunteer groups, and the public. In order to support coordination, it is recommended that the Powell River Regional District (PRRD) appoint a standing committee with representatives from various community groups. This committee could coordinate the following tasks:

- Trail/staging area maintenance;
- Marketing;
- Trail development;
- Additional tasks as needed.

6.1 TRAIL MAINTENANCE

Ongoing inspection and maintenance of the trail network needs to be carried out in order to ensure that the trail network is functioning sustainably. Real time data can be collected from trail users through the use of QR codes and/or an online trail information hub. This will help with the coordination of inspection and maintenance efforts. For any additional trail development, it is important that ongoing maintenance costs and needs be considered. Small repairs should be completed in a timely manner to mitigate expensive repairs down the road.

As new trails are developed and the transportation network evolves, it is critical to consider the system wide impacts. For example, changing the drainage patterns of an area may create the needs for additional maintenance in other trail areas that are at a lower elevation.

From a safety standpoint, and an effective marketing standpoint, it is important that the trail network is well maintained. Trails that meet or exceed user expectations will help to grow the trails network and highlight it as a desirable destination.

Existing volunteer groups should be engaged by the committee to contribute to the ongoing maintenance of the trail network, as they have been doing for many years. In order to support this, insurance should be put in place to release trail volunteers from liability. In addition, all trail volunteers will need to sign waivers, and a record of any work done will need to be kept.

6.2 USER CONFLICT ON MULTI-USE TRAILS

Many different trail users can be found on the trails in a given day. Some areas where mountain bikers, trail runners, dog walkers, and equestrians are all using the same trails represent a particular challenge. It is important to have strategies in place to address user conflict as the trail network gains in popularity.

Advance planning, well thought out trail design, and an open dialogue between various user groups will help to minimize conflict. The existing trail network represents a specific challenge as there is a large network of trails that support multi-use. Rather than retroactively re-designating the trails for specific user groups, it is recommended that a select number of primary use trails be developed or designated and that the majority of trails remain multi-use. These primary use trails will be designed and developed with a specific user group in mind, but will be open to all non-motorized user groups.

Effective educational and etiquette signage is important to minimize trail conflicts. In addition, design alterations to existing trails should be considered where possible. For example, adequate trail width should be provided where different trail users need to pass one another.

The exception to this is motorized trail use. Specially designed trails could be explored for motorized use in order to reduce motorized/non-motorized conflicts.

Definitions

Primary Use

A primary use trail will be designed and developed with a specific user group in mind, but will not be exclusive to that user group.



6.3 DESIGN GUIDELINES AND CLASSIFICATION SYSTEM

A formalized trail classification system is a necessary component of creating an effective and safe trail network for all user groups. A formalized system allows users to select trails that meet their skill level, abilities, and desired trail experience. In addition, a consistent formal system enables stakeholders to better understand the requirements when planning, building, and maintaining a trail.

Ideally, a trail system or network will include trails that engage different skill levels and user groups, and are a range of widths and trail types.

Trail Classification and Standards

The Ministry of Forests Trail Standards Draft from Spring of 2013 provides a strong basis for developing a set of trail standards for the Powell River Regional District. A newer version of this document with some updates will be released in 2017.

For a full breakdown of classifications and standards, please see Appendix E. Signage standards can be found in Appendix F.

Environmental Considerations

When designing new trails or additions to the existing trail network, it is important to employ a systems-based approach. In other words, a change at one place in the system can have significant downstream effects.

Ecosystem elements that need to be taken into consideration when adding to or altering the trail network include:

- Watercourses and associated wetlands and riparian areas
- Wildlife dens, nests, and wildlife habitat trees
- Old growth forests

Watercourses, Wetlands, and Riparian Areas

All riparian setbacks should be respected when designing trails. These riparian setbacks are typically 30m from watercourses. These setbacks must be taken into account for any additional infrastructure such as outhouses or hut buildings.

In general, it is good practice to avoid watercourses and wetlands. However, there will be cases where crossings are necessary. Freespan bridges should be used to minimize the impact to the watercourse. Culverts should only be used in cases where streams are not fish bearing, or they are ephemeral.

Wildlife Dens, Nests, and Habitat Trees

These elements should be identified and avoided at the design level of the project. In some cases, trails may need to temporarily closed to minimize impacts on local wildlife.

Old Growth Forests

In general, minimal new trail development should occur in areas of old growth forest. These ecosystems are highly sensitive to changes in their environment and do not respond well to soil or groundwater disturbance.

Old growth management areas identify areas of old growth forest in BC. These areas are important not only for supporting a wide variety of wildlife, but also represent an important pillar for recreation and tourism. These areas cannot be found anywhere else on this continent and represent natural flora and fauna that have existed for hundreds to thousands of years, untouched by natural events such as forest fires. These areas also provide numerous food sources for different aquatic and terrestrial species. Certain species as well may only be found in these old growth areas and will not thrive in second cut or younger forests.





6.4 COMMUNITY OUTREACH AND EDUCATION STRATEGIES

Trails have the capacity to play a critical role in community outreach. In addition, they have the potential to play a key role in education surrounding issues of environmental conservation, natural history, cultural history, and stewardship. As well, trails can be used as a setting for experimental education initiatives.

Local residents and visitors alike benefit from the trails in the Powell River Regional District (PRRD), which provide access to recreation for everyone. The trails are a welcoming space. Awareness, education, and advocacy are key components of building an effective, well-managed, and well-maintained trail network for years to come.

Interactive Trail Inventory

One of the key points that was raised through the stakeholder engagement process was that there is a lack of readily available mapping and trail information. An online inventory of trails that can be added to and continually updated, and is publicly available, would be an excellent tool for the PRRD to employ. A great example of this is the interactive trail inventory that is managed by the Sunshine Coast Trail Society (SCTS).

In addition to providing a trail inventory, it is possible to use this type of living document to gather real time information about trail issues from trail users.

Public Volunteer Events

The trail network already benefits from many different volunteer groups. However, while some individuals may not want to join one of the existing groups, they may be interested in volunteering at specific events such as a trail clean up day or trail building day. Ideally, these events should be coordinated by the Trail Network Standing Committee if one has been put in place. Otherwise, they can be coordinated by existing volunteer groups with the support of the PRRD, or organized directly by the PRRD.

Trail volunteer events are a great way to bring different user groups together, providing a forum for discussing and working to resolve trail issues.

To have productive trail maintenance days and hopefully keep volunteers coming back:

- Be organized with tools, a location, and the day's objectives and strategies ready to go;
- Set reasonable goals for the day;
- Engage local businesses to provide thank-you items for the volunteers;
- Be prepared for different sizes of turnout by having a few different work plans prepared;
- Be safe - make sure all volunteers know how to use the tools effectively and are given tasks for which they are physically prepared;
- Make the event fun! Provide encouragement, refreshments, and snacks;
- Ensure that any crew leaders have prior experience in trail construction or maintenance;
- Keep records of the number of volunteers, before/after photos, and amount of volunteer time invested.

Another way to encourage increased volunteerism is to implement an Adopt-A-Trail program. Local businesses, community organizations, schools, families, or individuals can all become adopters of specific trails. This is an effective way to tackle maintenance of trails that are not already maintained by a specific volunteer group. The Adopt-A-Trail program can be managed by the PRRD.

Sponsored Events

There are a number of existing trails-based sponsored events that are held in the Powell River Regional District. These include the BC Bike Race and the Marathon Shuffle. Additional events can be encouraged to come to the PRRD.





The BC Bike Race is a world class race that started in 2006. It is held in British Columbia, where it celebrates the spectacular terrain and phenomenal riding on the west coast. With 600 participants from over 36 different countries, it is a major event drawing cyclists, spectators, and tourists.

The race is comprised of a series of stages that last a week. Each day the competitors travel to a new significant biking region in the province to race a course particular unique to that area. The City of Powell River is the host of the Day 2 of the Race. The course race covers 52 kilometres of some of the best, most popular trails of PRRD trail network.

Marketing Initiatives

Successfully marketing a trail network is a combination of a number of different factors. Some of the most effective marketing tools are simply word of mouth. By ensuring that visitors have their trail expectations met by their experiences, you have a ready source of on the ground marketers. Don't limit your marketing to existing trail users - promoting the existence and extent of the trail system, and the ease of accessing the trails can help to encourage non-users to become new users.

Key considerations:

- Engage local businesses and community leaders; make sure everyone is aware of the positive economic impact that an effective trail network can have;
- Make sure local business are well-positioned and informed so that they can answer visitor's questions;
- Support the development of local business (restaurants and lodging) that cater specifically to trail users;
- Develop a strong online presence;
- Effective signage and mapping ensures that trail users do not get lost, and goes a long way toward encouraging repeat visits;
- Hire professional photographers to capture the trail experience - strong imagery will compel visitors to come to your destination;

- Get the media involved - the more coverage of your area the better.

The Sunshine Coast Trail is a great example of an iconic trail that has been well-marketed. As other iconic routes such as the South Powell Divide are legitimized or developed, these can become a great marketing tool and tourist draw.

Trail Etiquette Education

Public education is a critical component of an effective and successful trail network. The Outdoor Recreation Council's Trail Code of Ethics is an excellent resource for multi-use trails. According to this code, there are "3 C's" that trail users should apply: common sense, communication, and courtesy. At a fundamental level, the code is about minimizing the impact on both the trail and other trail users. This document may provide a strong basis for developing a unique Powell River Regional District Trail Code of Ethics.

An effective public education strategy informs users of the harm that is caused by activities such as illegal dumping or walking dogs off leash in areas that are not designated as off leash. Trail users can also be educated in responsible trail use, sustainable trail management practices, and regional natural and cultural history.

Information on trail etiquette should be displayed throughout the trail network. Where possible and appropriate, keep trail etiquette signage friendly and light with humorous messaging and language.

Outreach can take the form of signage, print campaigns, or online campaigns depending on the preferred audience for the messaging. The following are suggested as outreach strategies for trail etiquette education.

- Cover trail basics for new trail users and prepares them for their first trail experience;
- Point to the health benefits of trail-based activities;
- Communicate the negative impacts of off-trail activity and off-leash pets on the understory of the forest;
- Create a trail code of conduct/etiquette;





- Communicate the existing governance and legislative framework of trails on Crown land to the public;
- Cover the negative impacts of illegal dumping of garbage and other waste material in forest areas;
- Share information about invasive species, sensitive species, water quality, and important habitat areas.

Educated trail users are more likely to encourage better trail practices, including a strong sense of environmental stewardship and mitigate conflicts between user groups.

A TRAIL USER'S CODE OF ETHICS



Hikers, mountain bikers and horse riders are increasingly sharing the trails they travel. They also have concern for minimizing their impact on the backcountry.

Some dangers exist when different users share the same trails. However, all recreationists who are aware of others and practise "treading lightly" will help reduce conflicts and environmental damage, making everyone's trip outdoors more enjoyable.

TRAIL ETIQUETTE



Certain etiquette practised by all trail users is easy to do and contributes to a better outdoor experience for everyone. A simple way to adopt the essential habits is to remember the "3 C's": Common Sense, Communication and Courtesy.

1. Common Sense - Common Sense begins with planning your trip and continues to your encounters with others on the trail. Although trail travellers' protocol calls for the most mobile to yield the right of way, assess the situation and use common sense to determine who can get out of the



way most easily. In ideal cases, cyclists yield to everyone and hikers yield to horses. A loaded string of horses going uphill always has the right of way, and a cyclist climbing a steep pitch will appreciate the same consideration.

2. Communication - A friendly word of greeting reassures horses and lets others know of your presence. Communicate with other trail users to warn them of dangers or adverse trail conditions, but also to share with them an exceptional view stop or picnic area that you found. It is a good idea to tell other travellers how many people are in your group, so they can prepare to pass them on the trail.



Learn how to minimize damage to trails through proper riding techniques. Develop your cycling skills so that you are able to ride and not slide when on the trails. Contact Cycling BC for information on riding clinics.

Practice erosion-free cycling or soft cycling. Bicycle on designated trails - meadows are easily damaged by bicycle tires. Stay off trails during wet and muddy conditions as tire ruts will become pathways for water erosion. Remember that south-facing trails dry out fastest.

HORSE RIDERS



A steady, well-trained horse is essential to a good trail ride. Encounters with other trail users will be smoother if your horse is an experienced mount.

When passing other recreationists, steady your horse and give the hiker or cyclist clear instruction on how you would like them to stand clear. For example, ask them to stand on the low side of the trail, and to continue chatting.

Yield to a loaded pack string, is the general rule. In steep rough country, downhill traffic yields the right of way to uphill travellers. But use common sense - whoever can pull off the trail easiest should do so.

Warn others of danger on the trail. Wire, potholes and boggy areas can be a hazard to hikers and cyclists too.

Reduce damage to trails by using a minimum number of pack animals and avoid riding on trails when they are soft and muddy. Reschedule your trip for when the trail has dried out.

TRAIL COURTESY AND ETHICS FOR EVERYONE



Remembering the "3 C's", Common Sense, Communication and Courtesy, as well as a few guidelines for trail use will ensure your impact on the environment is minimal and encounters with other recreationists are enjoyable.

Check with local land managers for trail conditions and closures. Respect trail closures and use restrictions because sensitive environmental conditions or safety concerns may be the cause.



Look after the trails you travel on.

Peer group policing is everyone's responsibility - if you see someone acting irresponsibly in the backcountry, warn him or her about the potential dangers.

3. Courtesy - Treat other trail users with courtesy. User conflicts can lead to trail closures - an unnecessary measure if people cooperate and practice the "3 C's".



HIKERS



It is essential for everyone to be aware of the fragility of backcountry areas, and to treat them with care. "Take nothing but photos, leave nothing but footprints" is the backpackers motto which can be adopted by other trail users as well.

Upon encountering horse riders, a group of hikers should all step off to the same side of the trail, the lower side if possible. Horses can be frightened by backpack equipment, so allow two to three metres for them to pass. A friendly exchange of greeting between hiker and horse rider will help calm the horses.

Use existing trails as much as possible. But if you are not on an established trail, avoid marking trees or building rock piles to point out your path, and dismantle makeshift bridges required to cross streams. When walking through brush, bend rather than break branches.

Respect private property and "no trespassing" signs, and leave gates as you find them.

Protect yourself from unnecessary slips and falls by staying on existing paths. A successful trip is one without injury. You will also be helping to maintain your favourite trails by not short-cutting switchbacks and corners. It may be messy, but march or ride through a muddy spot and scramble over or under fallen trees to avoid causing multiple paths created by travelling on the edge of the trail.

Look after the trails you travel on. They are easily damaged and hard to maintain. When you encounter a trail maintenance problem, fix it if you can, if not, report it to the appropriate managing agency. The Outdoor Recreation Council of BC can assist you in determining who to contact.

To order more copies of this and other brochures:

♦ Outdoor Recreation Council of BC
Phone: (604) 737-3058 Fax: (604) 737-3666
Email: orc@intergate.bc.ca
www.orcbc.bc.ca

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Photography: Andy Mons



Groups should spread out so as not to create a trail, especially in vulnerable tundra or meadow areas. For off-trail travel limit groups at four to six hikers to minimize damaging vegetation.

Above the treeline, walk on rocks and snow as much as possible. Alpine vegetation is delicate and takes a long time to re-grow at high elevations.

MOUNTAIN BIKERS



Mountain biking is a relatively new way to enjoy the outdoors and is increasing in popularity. For the safety both of you as a rider and of others on the trail, certain aspects of bicycle travel require special attention.

Be aware of other trail users. Always anticipate a horse or hiker around a blind curve and slow down. Prevent the sudden and unexpected encounters made possible by a bike's quick and silent approach by using your bell and a friendly greeting to let others know of your presence.

Yield to hikers and equestrians. Get off your bike and move to the lower side of the trail to let horses pass because they are less easily spooked by an object lower than themselves. A clearance of two to three metres is recommended between you and the horse, depending on the terrain. In any case, follow passing directions given by the horse rider.



Minimizing your impact on the trails and other trail users

A safety and education brochure published by:



Outdoor Recreation Council
of British Columbia

Trail User's Code of Ethics
Source: Outdoor Recreation Council of British
Columbia



6.0 IMPLEMENTATION PLAN

It is critical that the Trails Plan functions as an actionable document, with clear priorities for where to begin.

The following implementation plan works to guide the development and management of a sustainable trail network that supports, expands, and diversifies the regional economy.

6.1 NEXT STEPS

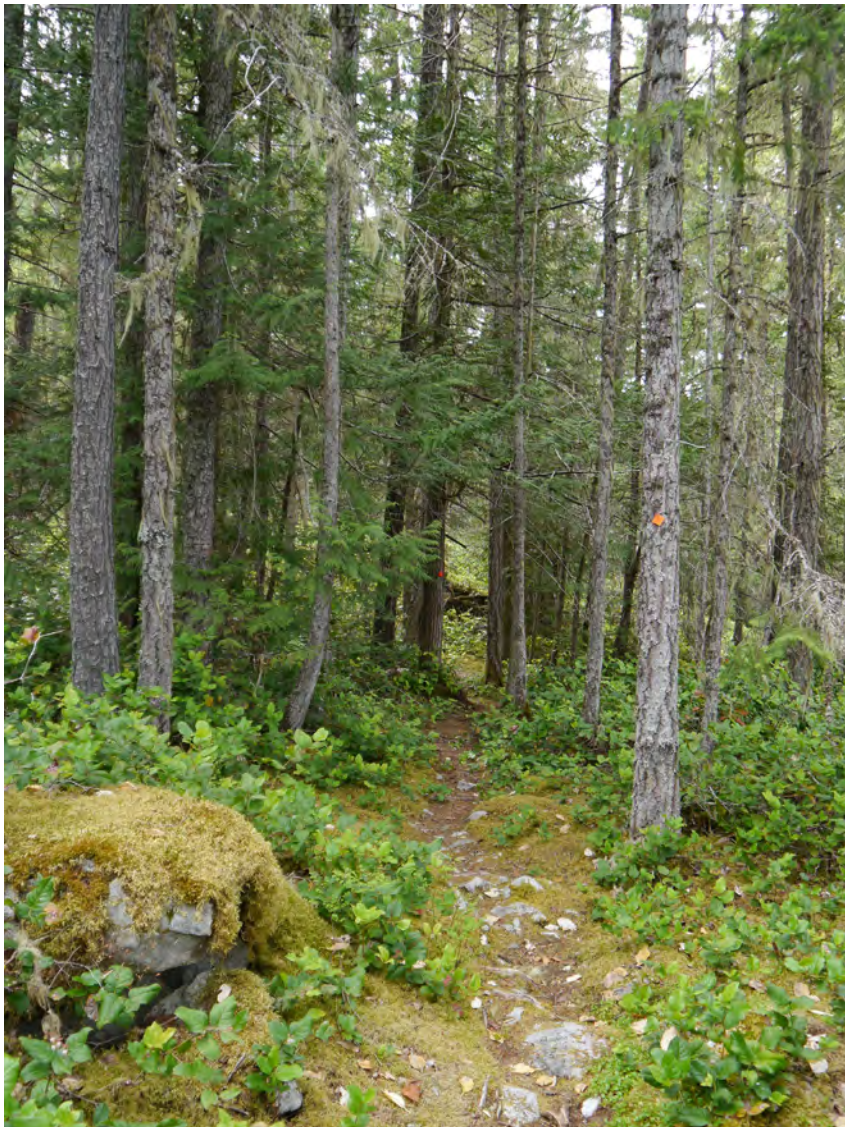
The Regional Trails Plan has established a framework for the development and management of the Powell River Regional District (PRRD) trails network. This should be thought of as a working document, and can be amended as needed to reflect future changes while remaining a relevant resource. It is recommended that these updates be carried out every 3-5 years.

For future trail projects, detailed master planning and site analysis should be required for technical projects, such as the construction of new bridges or trails in sensitive habitats.

The following recommendations should be considered priorities and carried out within the next three years:

- Establish a PRRD Regional Trails Network Standing Committee to coordinate all trail-related initiatives;
- Recruit and retain a Regional Parks and Trails Coordinator to work with all levels of government and volunteer trail user groups;
- Secure liability insurance to indemnify trail volunteers;
- Finalize the list of existing priority trails for legitimization based on a comprehensive survey of trail maintenance and regulation needs (starting with the list in Section 5.3);
- Create a funding plan for trail upgrades and maintenance;
- Apply for the legitimization of existing, priority trails;
- Planning of proposed priority trails and trail elements as outlined in Section 5.1;

- Establish an online trail information hub where real-time data can be gathered from trail users and trail conditions can be shared;
- Create and implement a comprehensive and consistent signage and wayfinding program for all managed trails.



Sunshine Coast Trail
Image: Sara Rickenbacher



FUTURE EXPANSION AND DEVELOPMENT: RECOMMENDATIONS

INITIATIVE	TRAIL AND ELECTORAL AREA	LED BY	OTHER AGENCY INVOLVEMENT	TIME FRAME
1. Finalize the list of existing priority trails for legitimization based on a comprehensive survey of trail maintenance and regulation needs	All Trail and Electoral Areas within Project Boundary	PRRD	Engage existing volunteer groups and potentially an external consultant	Very short term (12 months)
2. Apply for legitimization of existing, priority trails	Identified priority trails (with a considered distribution throughout Project Boundary)	PRRD	BC Rec Sites and Trails	Short term (1-3 years)
3. Finalize the list of priority trail service hubs based on a comprehensive survey of trail needs (ground truthing is needed)	All Trail and Electoral Areas within Project Boundary	PRRD	Engage existing volunteer groups and potentially an external consultant	Very short term (12 months)
4. Design and construct more effective trailhead service hubs and facilities to service increasing numbers of trail users	Identified priority locations throughout the trail network	PRRD	Engage an external consultant	Short term (1-3 years)
5. Design and construct priority trails (long-distance connections, iconic trail elements, accessible loops, motorized primary, equestrian primary, and full spectrum of mountain bike trails)	Identified priority locations throughout the trail network	PRRD	Engage an external consultant	Medium term (3-7 years)

FUTURE EXPANSION AND DEVELOPMENT: RECOMMENDATIONS

INITIATIVE	TRAIL AND ELECTORAL AREA	LED BY	OTHER AGENCY INVOLVEMENT	TIME FRAME
6. Secure an insurance policy that indemnifies trail volunteers and releases them from any liability	All Trail and Electoral Areas within Project Boundary	PRRD	Use SCR D as a precedent	Very short term (12 months)

DESIGN GUIDELINES AND CLASSIFICATION SYSTEM: RECOMMENDATIONS

INITIATIVE	TRAIL AND ELECTORAL AREA	LED BY	OTHER AGENCY INVOLVEMENT	TIME FRAME
1. Adopt the Ministry of Forests Trail Standards Draft (to be updated in 2017). If necessary, consider creating a PRRD specific set of standards.	All Trail and Electoral Areas within Project Boundary	PRRD	BC Rec Sites and Trails	Very short term (12 months)

SIGNAGE STANDARDS: RECOMMENDATIONS

INITIATIVE	TRAIL AND ELECTORAL AREA	LED BY	OTHER AGENCY INVOLVEMENT	TIME FRAME
1. Create a comprehensive, visually appealing, and approachable signage and wayfinding program to be implemented throughout the entire Regional District. Follow the Recreation Sites and Trails BC signage and wayfinding guidelines and standards.	All Trail and Electoral Areas within Project Boundary	PRRD	Engage existing volunteer groups, other local stakeholders, and potentially an external consultant	Very short term (12 months)
2. Create educational and interpretive signage on natural and cultural history, and provide trail maps at key trailheads	Identified priority locations throughout the trail network	PRRD	Tla'amin Nation	Short term (1-3 years)

COMMUNITY OUTREACH AND EDUCATION: RECOMMENDATIONS

INITIATIVE	TRAIL AND ELECTORAL AREA	LED BY	OTHER AGENCY INVOLVEMENT	TIME FRAME
1. Create an online trail information hub that will become a way to communicate real time trail information and gather information from trail users	All Trail and Electoral Areas within Project Boundary	PRRD		Very short term (12 months)
2. Use public outreach marketing to target new trail users for both local residents and tourists	All Trail and Electoral Areas within Project Boundary	PRRD	BC Rec Sites and Trails	Short term (1-3 years)
3. Use public outreach marketing to target new trail users (both local residents and tourists)	All Trail and Electoral Areas within Project Boundary	PRRD	Tourism Powell River, local businesses	Short term (1-3 years)
4. Use the Outdoor Recreation Council's Code of Ethics as the basis for developing a PRRD relevant 'Code of Conduct'	All Trail and Electoral Areas within Project Boundary	PRRD	Stakeholder working group	Short term (1-3 years)
5. Encourage businesses that cater to trail users, and groups to undertake education based events on the trails and participate in trail promotion	All Trail and Electoral Areas within Project Boundary	PRRD	Powell River Chamber of Commerce, local businesses	Short term (1-3 years)



Sunshine Coast Trail views
Photo: Sara Rickenbacher

APPENDIX A: BACKGROUND REPORTS AND STUDIES

Enhancing recreational opportunities has been an integral part of provincial and regional planning for the PRRD for many years. Various studies and plans have provided valuable background information during the development of the Powell River Regional District Trails Plan.

On the following pages is a summary of the relevant portions of documents that help to inform and provide key direction for the Regional Trails Plan.

Electoral Area A Official Community Plan (2015)

Key recommendations/findings related to trails:

- The population of the PRRD is aging at a faster rate than the rest of Canada. Planning for the future needs of an aging population and providing services such as public transit, health and wellness, care facilities and changing recreational needs is critical.
- One of the main community goals is to retain public access to natural areas, including forest trails.
- Promote the dedication of land for public walking/cycling paths linking residential areas with community amenities.
- Support long term protection of Sunshine Coast Trail that traverses provincial Crown lands and Tla'amin lands.
- Support completion of a Regional Trails Plan that identifies high priority recreational trails and long term implementation plans for trail protection, maintenance and signage.
- Encourage continued public access to Hurtado Point Trail, Atrevida Loop Trail and Dinner Rock Recreation Site on Tla'amin lands.

Electoral Area B Official Community Plan (2012)

Key recommendations/findings related to trails:

- On November 25, 2010 the Regional Board accepted the Regional District Park and Greenspace Plan which provides strategic direction for parks and greenspace planning that will address the long term needs and interests of the region as a whole. The plan contains a number of recommendations directly applicable to Area "B" including:
 - Developing a Regional Trails Plan and expanding the region's existing trail network;
 - Protecting public access to marine foreshore;
 - Developing a strategy for use of the forest service road network to
 - Facilitating public access to the backcountry; and
 - Supporting maintenance and improvement of the Sunshine Coast Trail.

Electoral Area C Official Community Plan (2012)

Key recommendations/findings related to trails:

- On November 25, 2010 the Regional Board accepted the Regional District Parks and Greenspace Plan which provides strategic direction for parks and greenspace planning that will address the long term needs and interests of the region as a whole. The plan contains a number of recommendations directly applicable to Area “C” including:
 - Developing a parks and greenspace acquisition strategy for Stillwater Bluffs and Eagle River;
 - Developing a regional trails plan;
 - Protecting public access to marine foreshore;
 - Developing a strategy for use of the forest service road network to
 - Facilitating public access to the backcountry; and
 - Supporting maintenance and improvement of the Sunshine Coast Trail.

Regional District Parks & Greenspace Plan (2010)

Key recommendations/findings related to trails:

- Specifically recommends the development of a Regional Trails Plan with the following objectives:
 - Increase the number and variety of trails in the region for walking, cycling, hiking, and other recreational activities.
 - Provide options for safe, active and green transportation, contributing to healthy communities and reducing GHG emissions.
 - Increase regional connectivity by creating a trail from the northern to the southern end of the regional district.
 - Increase resident and visitor access to clear, accurate information on both regional and community trails.
- The Sunshine Coast Trail requires long-term protection and enhancement
- Increase public knowledge of and access to the waterfront at ocean, lake, and river recreation sites in the region.
- Maintain public access to backcountry recreation areas.
- Achieve a cost-effective and balanced approach to the maintenance of backcountry access roads. Developing a strategy for the use of the forest road network to allow public access to the backcountry.
- Accommodate a wide variety of recreational opportunities in the region.

Tla'amin Land Use Plan (2010)

Key recommendations/findings related to trails:

- There are a number of existing trails passing through our lands. We will continue to expand this network of trails, and develop a waterfront 'Seawalk' to emphasize and attract our members to this key feature of our community.

A Sustainability Charter for the Powell River Region (2009)

Key recommendations/findings related to trails:

- To support economic growth, maintain trail networks for tourism.
- Create spaces for outdoor activities such as parks, connected through trails that bring people together.
- People want more interconnectedness in the community, with green space that promotes health.

Sliammon First Nation Comprehensive Community Plan (2007)

Key recommendations/findings related to trails:

- Protect recreational opportunities (trails and campsites) within Sliammon forest lands:
 - Review Sliammon Commercial Tourism Management Plan (2005) to identify sites and areas of interest when identifying future forest harvesting areas.
 - Map historical trails and recreational trails that may not be contained in the Sliammon Commercial Tourism Management Plan.
 - Meet or beat provincial standards for recreation and tourism values such as visual quality objectives and buffers to protect designated trails like the Sunshine Coast Trail.

Savary Island Official Community Plan (2006)

Key recommendations/findings related to trails:

- To encourage a system of transportation which meets but does not exceed the Island's needs and maintains and complements the Island's rural character
- The construction of roads and trails for beach access in areas of eroding cliffs is not supported. Instead, public beach access should be limited to existing points of beach access and/or sections of shoreline that are low profile.
- It is recommended that the Savary Island Land Trust Society, Powell River Regional District, and the provincial government place high priority on securing greenspace for biological

diversity, natural state greenbelt, wilderness reserves and recreational use. Emphasis should be placed on dedicating sites for Island Open Space which provide good access to the area's coastal shoreline and encompasses existing nature trails, significant natural landmarks and scenic upland viewpoints.

- Development of a dedicated pedestrian and bicycle trail running the length of the Island is a high priority for Island residents.
- It is desirable to use undeveloped road rights of way for bicycle and pedestrian access, provided doing so does not create an environmentally hazardous situation.
- Public access in shoreline areas should be limited to designated trails so as not to unnecessarily promote an increase in soil erosion. Beach access trails should be limited to public accesses where slopes display active erosion.

Lasqueti Island Official Community Plan (2006)

Key recommendations/findings related to trails:

- To support the creation of a public trail network throughout the Island.
- Access to or along significant sources of fresh water should be by trail only, except as may be required for purposes of fire fighting.
- Trails and unused roads on Crown land should remain as foot trails where they are compatible with conservation and community values.
- The development of cycling and walking trails to permit non-automobile based forms of travel is strongly encouraged, separated from the road grade where possible.

Texada Island Official Community Plan (2005)

Key recommendations/findings related to trails:

- Preserve for public enjoyment, areas of particular biological, recreational, scenic or historical significance.
- Ensure the provision of sufficient and suitable recreational land and facilities to meet the present and future recreational needs of Island residents and the visiting public.
- Establish a safe, efficient and economical transportation network to meet but not exceed the future needs of Island residents and resource users.
- Permit lands designated "Resource" to be used for forestry operations, including harvesting, silviculture, and other forest management practices; agriculture; gravel extraction and processing; mining and quarrying; and outdoor recreation uses, including campgrounds, hiking trails, wilderness lodges, etc., Compatible with the resource operations.
- Encourage, through the Texada Recreation Commission, the protection and maintenance of established public recreation facilities including regional parks, public trails, heritage sites and other community buildings, facilities and properties.

- Priorities for parkland acquisition include the dedication of statutory rights-of-way for walkways and trails to link neighbourhoods and ensure public access to foreshore and/or recreation areas.
- Encourage the appropriate agencies to upgrade road and trail access to provincial park lands, UREPs and the small pocket beaches fronting the adjacent Provincial Forest land.
- Work in co-operation with the Ministry of Forests and Range to develop recreational sites on Provincial Forest lands including a system of hiking trails and campsites.

Haslam Lake and Lang Creek Integrated Watershed Management Plan (1999)

Key recommendations/findings related to trails:

- Existing trails and facilities will be assessed for conformance with the Community Watershed Guidebook and should be relocated/up-graded if considered a hazard to water quality.
- New trail locations must conform to the Community Watershed Guidebook.
- Proper trail building practices in riparian areas should be followed (refer to Access Near Aquatic Areas: A Guide to Sensitive Planning, Design and Management. Stewardship Series: DFO & MELP).
- Trails will be adequately posted showing the type of use allowed.
- Signs should be posted at the main entrance points to the watershed indicating community watershed status and information guiding public use.
- An important component of managing and guiding appropriate public use is education and awareness. Signs posted at road and trail access points provide the best opportunity to inform the public of appropriate use. A signage committee will be established to direct the development and placement of signs in the watershed.
- Establish Giovanni Lake (outside of the watershed) as the main destination point for hikers using the Sunshine Coast Trail.
- No new trail development can occur within a 100m management area of the Lang Creek mainstem.

APPENDIX B: COMMUNITY MEETINGS SUMMARY

The public was engaged through a series of six community workshops, hosted in May 2016. Workshops were held at Northside Community Recreation Centre; Tla'amin Salish Centre; Powell River Recreation Complex; Texada Community Hall; and Lang Bay Hall. In addition, local students from Brooks High School were given an opportunity to provide feedback in a special workshop held at the school for students in the Coast Mountain Academy Program and the Brooks Mountain Bike Club.

In total, over 230 people attended the community workshops.

During the workshops, the public participated in a “Dotmocracy,” a SWOT analysis, and a series of visioning exercises. The dotmocracy involved placing a series of coloured stickers on large mapsheets to identify the following: favourite trails, most frequently used trails, and important trailhead staging points. The SWOT analysis encouraged attendees to identify strengths, weaknesses, opportunities, and threats to trails in the region.

The group visioning exercise consisted of gathering together attendees by self identified trail user type. Each group reviewed and discussed the following questions in order to create broad visions for each group's trail use:

1. What types of trails do you prefer?
2. What are your iconic trails?
3. What issues have you experienced with the existing trail network?
4. What improvements would you like to see?
5. What are trail priorities?

On the following pages is a detailed summary of the findings that emerged from these community meetings.

Note that for meetings where there were a sufficient number of attendees, the participants were broken into different user groups for the breakout questions portion of the meeting. The following meetings have breakout question responses broken down by user group:

- Powell River
- Lang Bay
- Texada Island

Lund Meeting

On May 16th 2016, PRRD staff and the BHA team held a meeting at the Lund Community Centre. As the first meeting of this week-long workshop, approximately one dozen people attended. Present in the group were dog walkers, walkers and hikers, as well as horseback riders, skiers and mountain bikers.



Key Findings for the Lund Meeting:

- Wilderness experience of the area is unique;
- Trailheads need better facilities;
- Need better communication between all stakeholders;
- Sunshine Coast Trail needs point to point transportation options;
- Need better mapping;
- Need ski areas to be developed;
- Need better education with regard to fire hazards, trail etiquette, and ecosystems.

The Lund meeting SWOT Analysis summary and breakout question summary can be found on the following pages.

Swot Analysis - Lund
Monday, May 16, 2016

Strengths:

Volunteers - user built and maintained
Varied terrain of trails, great variety for different users
New collaboration opportunities
Extensive trail network already exists
Logging road access to certain areas
Logging has opened up views
Year round recreation opportunities
Sea to backcountry availability
A lot of level and easy terrain for retired people
Support from PRRD
Low density of users on existing trails
Sunshine Coast Trail - put Powell River on the map, world renowned, draws visitors to area

Weaknesses:

Overlapping jurisdictions with different priorities ie. Provincial, regional district, private, Tla'amin Nation
Signage/wayfinding
Sunshine Coast Trail - lack of facilities, lack of transportation to staging points, is not a loop
Trail markings - SCT has many local trail connections, people get lost
Mapping (nice to have all trails and logging roads on one map)
Local trails and users on private lands, need right of way access
Backcountry access limited due to decommissioned logging roads
Lack of winter recreation (lots of skiing if there is access)
Very little parking access
No enforcement

Swot Analysis - Lund

Monday, May 16, 2016

Opportunities

Communications with Govt and forest industry

Trails plan is a communication tool

Kayaking rentals

Logging is opening up views

Better communication between PPRD and city/village

Decommissioned logging roads could become trails

Have alpine terrain for backcountry skiing/touring

Access to backcountry on logging roads

Sunshine Coast Trail loop options - to the start, to town, to waterfront

Opportunity to define different trail experiences ie. backcountry vs frontcountry, wilderness vs busyness

Full spectrum of seasons

Easier terrain provides good opportunity for beginners/easy trail/longer trail

Right of way access

People come for the Sunshine Coast Trail, already have an interested trail users

Threats

Logging companies based in Victoria, need for cooperation

Communication

Logging areas - value of timber vs trails

Trails located on private or Crown lands can be shut down

Access to backcountry is affected by deactivation of logging roads

Newcomers to town don't know how to access xc skiing so go elsewhere, no obvious access to xc skiing terrain

Logging vs trail experience; tree/forest cover not maintained

Visitors park anywhere (on private properties), poor communication, enforcement

Vandalism to xc ski cabins/backcountry huts - no law enforcement or patrols

Poor education re: trail etiquette

Forest fires caused by poor user knowledge and practices (no education)

A lot of trails on private land

Breakout Questions – Lund
Monday May 16, 2016

Question 1 - What type of trails do you prefer?

Wild, remote, untouched
Not overly manicured
Forest trails
Good accessibility, not too far from home

Question 2 - What are your iconic trails?

Appleton Creek Trail - old growth, don't miss
Hurtado Point - don't miss
Stillwater Bluffs - spectacular, don't miss
Suicide Creek - don't miss
Marathon - don't miss
Toquénatch - don't miss
Manzanita Bluffs - views of Savary Island, don't miss
Emma Lake/ South Powell Divide - epic
Sara Point (Sunshine Coast Trail) - epic
Inland Lake - family
Brown Creek trails - family
Willingdon Beach trails - family
Campcreek trail - family

Question 3 - What issues have you experienced on the existing trail network?

Access - sometimes double edged sword
Vandals - cabins, signage
Distinction between usage
Environmentally sensitive trails
Motorized use – quads/atv (mostly local) are mostly problematic

- ATV's don't know where to go so they go everywhere
- don't want to be restricted
- signs vandalism; they remove or/and vandalized them
- focus towards appropriate trail networks
- need to be restricted, use blocked/ limited access
- ATV trails get logged so ATV's go on other trails; hiking trails, etc..

-ATV (not Trial motorbike or dirt bike) are mostly problematic; they don't like to be restricted; they can physically go anywhere and they will go anywhere. Missing specific trails for them; they don't know where to go exactly.
Hiking and biking in steep terrain are conflicts – biking destroys trails in steep terrain
Signage – Sunshine Coast Trail (SCT) has lots of feeder trails

- junction signage needed ie. Difficulty classification, trail names, length, kms to next junction
- secondary trails signage
- “You are here” signage needed
- keep people off private property

**Breakout Questions – Lund
Monday May 16, 2016**

- consistent mapping/wayfinding
- Need designated trail head parking, toilets
- There is no jurisdiction for signage
- Circulation on forestry roads – so many parked cars that logging trucks can't get by safely

Question 4 - What improvements would you like to see?

- Designated trail head parking
- Better coordination between City/ Regional District/ Forest companies/ user groups
- Need to provide more facilities as trail use increases
- Point to point trails need transportation options to get back to starting point
- Waterfront access/views
- Better mapping needed
- Better trail markings for access trails, names of trails and lakes

Question 5 - What are trail priorities?

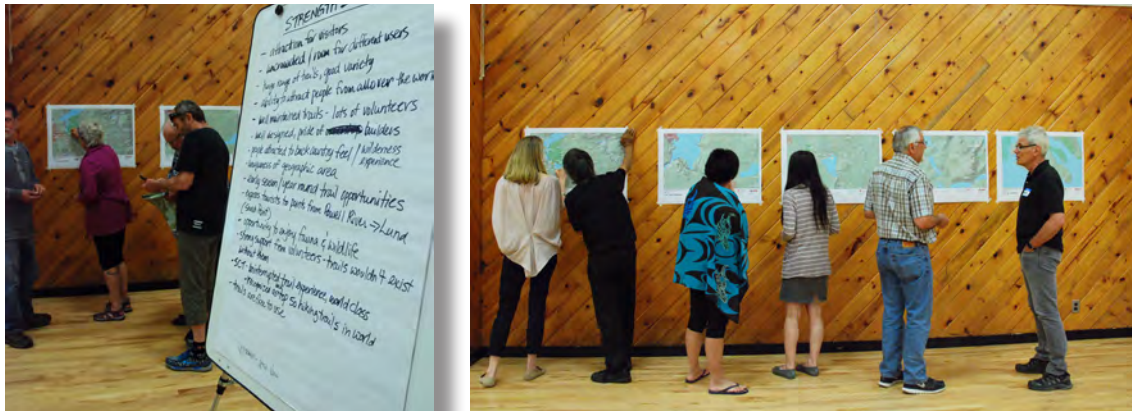
- South Powell Divide – used by mtn bikers, backcountry skiers, hikers
- Sunshine Coast Trail
 - Increased use and popularity; facilities needed
 - need of transportation
 - needs a loop back from Sarah Point (by the water?)
 - Point to point trail; need transportation options to get back
- Savary Island – lots of sensitive trails and trail erosion
- Emma Lake –wilderness experience for local families; how to get there?
- Trail connections
 - Tla'amin to Shingle Mill :Teesquatch Trail (Switchback trails @ Wildwood Hill)
 - Penticton trails to Hammil/ Westlake trails
 - Gibson Beach back to the highway
 - Waterfront access
 - Waterfront views
 - Sunshine coast trail loop back to town
- Better mapping needed with:
 - Access trail well marked
 - Trails names and well marked (named trail if no names!)
 - Lakes names

- Need development in Mountain Bike area
- Need development in Skiers Area

Don't develop South Powell divide; people that really want to go gets there; wilderness experience.
Don't develop Savary; no options, lots of sensitive areas, erosion problems, beautiful but will not support alot of people.

Tla'amin Meeting

On May 17th 2016, PRRD staff and the BHA team held a meeting at the Tla'amin Salish Centre. Representatives of the Tla'amin First Nation as well as from the Trail Plan Working Group and many community members were present. In total around 15 people attended the meeting.



Key Findings for the Tla'amin Meeting:

- Tourism development is key for keeping youth in community;
- Need for education on First Nations culture, land and trail traditional use;
- Need to consider liability issues for trails on private land; trails need to be authorized;
- Trail need to respect sensitive lands including those with spiritual value, archeological value, and ecosystem value;
- Need responsible body for funding and trail maintenance management;
- There is an increase in use, and therefore a need to plan for increased cost/maintenance;
- Need to develop downhill and destination trail for mountain biking to attract more people;
- There exists an opportunity to develop a unique First Nations trail experience/product.

The Tla'amin meeting SWOT Analysis summary and breakout question summary can be found on the following pages.

Swot Analysis - Tla'amin
Tuesday May 17, 2016

Strengths:

Attraction for visitors
Uncrowded, room for different users
Huge range of trails, good variety
Ability to attract people from all over the world
Well maintained trails – lots of volunteers
Well designed, pride of builders
People attracted to backcountry feel/wilderness experience
Uniqueness of geographic area
Early season/year round trail opportunities
Exposes tourists to points from Powell River to Lund (Sarah Point)
Opportunities to enjoy/study fauna and wildlife
Strong support from volunteers – trails wouldn't exist without them
Sunshine Coast Trail - uninterrupted trail experience, world class, recognized as one of the top 50 hiking trails in the world
Trails are free to use

Weaknesses:

Rely on volunteers for maintenance and design - affects private and Nation lands
- liability, lifetime of trails management?
- economic needs

Archaeological site disturbances
Uncertainty about liability
Transportation/access facilities
Cost to maintain
Competing economic vs tourism/recreation uses

Swot Analysis - Tla'amin
Tuesday May 17, 2016

Opportunities:

Unique opportunity for Tla'amin education for others as they pass through Nation lands

Once in a lifetime experience

Additional area where trails could be developed – Alpine (Busters?)

Ability to attract people through events eg. BC Bike Race

A lot of volunteers building and maintaining trails

Community education/communication through signage, interpretive walks on First Nation lands

Low population allows for 'wilderness experience' on trails

Logging roads provide access to backcountry

Year round mtn biking and hiking available due to lower elevations and mild climate

Opportunity for calmness and experiencing wildlife

Unique trail experience along Sunshine Coast Trail (SCT) – longest hut to hut trail in Canada?

Wide range of trail types and experiences

Attracting tourists and residents provides economic spinoffs and business opportunities eg. Guiding, transportation, tourism jobs, other entrepreneurial activities and services

Regional coordination of all trail networks

Develop a trail pass - an approach used in many other communities
 - membership fee of \$10 - \$15 per year
 - fees go to trail maintenance

Working forest – relationship building to balance interests

work opportunity for young people; keeping young people in the community; guiding /transportation/etc jobs.

Trail membership \$ to support funding.

Swot Analysis - Tla'amin
Tuesday May 17, 2016

Threats:

Trails criss-crossing on land without permission – no planning, no structure or authorization process

Trails vs forestry/logging

Conflicted land uses – value of logging vs recreation

Not having volunteers to continue trails

Trails built on sensitive lands eg. Spiritual and archaeological sites

Lack of transportation to/from start and pickup points

Public is not educated about the land ie archaeological, spiritual uses and sensitive areas

People don't know which land they are on - what it means ; community value/spiritual value/respect

Lack of communication ; run by volunteers; no long term vision/strategy/ trail maintenance plan.

Funding – no one in charge. no process for getting grants

Trail structures are not engineered – liability issues

Maintenance relies on volunteers – knowledge that trails won't last if others don't step up

General liability issues for trail uses

Deactivated roads – jeopardize trail access

knowledge about the trails (traditional uses); need to be passed on

Access roads not maintained

Risk of becoming overcrowded

More intensive use; increase cost of trail maintenance. Lesser quality of the trails. Diminished wilderness experience. Lost of belonging/ownership/responsability feeling from the community.

Trails are not showcasing their true value ecologically, spiritually, archaeologically, generally.

**Breakout Questions – Tla'amin
Tuesday May 17, 2016**

Sunshine Coast Trail – keep as footpath, single use

Wayfinding - trail signage

Motorized use - increase motorized uses increase needs for armoring,
- increase maintenance needs/cost.

Staging point - parking, hikers, bikers, car = no room for circulation
- need washroom.
- location of staging points; people need to know what land they are on.
- need signage; logo or symbol; smaller signs.
- who's responsible of the staging area; who is picking up the garbage/maintenance.

Question 4 - What improvements would you like to see?

Better parking areas for better access/egress

Trail access (how to get to the trail/trail network); logging roads need to be maintained and kept open

Designated parking areas although parking lots take away land from other uses, need to follow process before building/increasing on Tla'amin land

Access to get injured/lost people out by ambulance, Search and Rescue; need logging road maintenance

Heli-landing sites for evacuation at high traffic areas

Move people away from culturally sensitive sites

Question - Where development shouldn't happen ?

Cultural sites. Burial sites. Spiritual sites. Caves. Sensitive areas.

Question 5 - What are trail priorities?

Keep tabs on opportunities to keep youth in area, raise families here

Attract new people- young people to live here; bike trails

Signature trail opportunities – bike; new gravity fed trail in Powell River; sized and designed for the demand/trends

Development of downhill bike trails; missing a DH network - young people demand

Loop trail linked with canoe trail.

Coordination with First Nations

Marketing

Keep easy access trails for older demographic; a lot of accessible terrain around

Retreat center/connections to trails for wellness journeys

Transportation to trail heads – *Sunshine Coast shuttle

Loop trails

Get/keep people healthy; easy access to forest/nature/trails/activities

Health program; for older people; for locals and as an attraction.

Accessible trails; shuttled, beautiful nature, active lifestyle experience, native experience

Spiritual experience; reconnect with nature, native experience

Powell River Meeting

On the evening of May 17 2016, PRRD staff and the BHA team held a meeting at the Powell River Recreation Complex. This meeting was the most successful in term of community member participation with approximately 80 attendees. Present in the group were dog walkers, walkers, hikers, climbers as well as horseback riders, motorized users and mountain bikers.



Key Findings for the Powell River Meeting:

- There is a need for better communication, cooperation and education between user groups;
- Logging Roads are key for trail access, alpine and backcountry access;
- Illegal dumping at trailhead is an issue - in particular, road kill, hunter's carcasses, garbage;
- There is a need to involve youth in volunteer groups;
- Need to protect and develop trail access and right-of-way to waterfront;
- Need better parking and staging facilities at trailheads;
- Need to develop more wheelchair accessible trails.

The Powell River meeting SWOT Analysis summary and breakout question summary can be found on the following pages.

SWOT Analysis - Powell River

Strengths	Weaknesses	Opportunities	Threats
<p>Volunteer trail builders and maintainers</p> <p>Variety and diversity of trails</p> <p>Ease of access/accessibility</p> <p>Multi-use</p> <p>Scenery, big views of ocean</p> <p>Wilderness feeling</p> <p>Proximity to residential areas, water, creeks and lakes</p> <p>Uncrowded</p> <p>Attraction for drawing people to the area</p> <p>Shelters and cabins available</p> <p>Cooperation and collaboration among users</p> <p>Free use of trails</p> <p>Encourages environmental appreciation</p> <p>Uniqueness of area</p> <p>Multi-linked trails so can travel on them for long distances</p> <p>Interconnectivity of trails between neighbourhoods</p> <p>Safer alternative routes to using hwy/roads without sidewalks</p> <p>Wheelchair accessible/ barrier-free trails being created</p> <p>Four season access to trails</p> <p>Night time and day time experience</p>	<p>Lack of signage</p> <p>Rely on volunteers for maintenance, can't keep up</p> <p>Trespassing on lands – private/Crown lands overlap</p> <p>Conflicting interests</p> <p>Poor information distribution on what's available</p> <p>Lack of access</p> <p>Logging on trails</p> <p>Unprotected trails</p> <p>Some perceived trails are forestry roads</p> <p>Hard for emergency services, Search & Rescue to find people who need help – need sign in at trail heads</p> <p>Lack of communication with natural resource agencies, MFLINRO, MoE, BC Parks</p>	<p>Volunteers</p> <p>Orientation center</p> <ul style="list-style-type: none"> - signage for trail etiquette - identification and protection of trails <p>Safety & security</p> <ul style="list-style-type: none"> - communication with logging companies on importance of trails - recognition of recreation uses - collaborative relationships between user groups <p>Attraction to area is an opportunity for tourism and new residents</p> <p>Options for a wide range of trail experiences</p> <p>Transportation options for horseback riders</p> <p>Interconnectivity between residential neighbourhoods and recreation/services</p> <p>Opportunity to formalize trails through subdivisions and development of vacant lands</p> <p>Inclusion of barrier-free trails eg. Wheelchair access</p> <p>Tie Trails Plan to OCP's and Land Use plans</p> <p>Education on trails to promote awareness of history, users, etiquette</p> <p>Seasonality of trail experiences and time of day</p>	<p>Reliance on volunteers - what happens when there is a lack of them?</p> <p>Conflicting interests, incompatibility between users</p> <p>Lack of communication between users</p> <p>Logging over trails</p> <p>Trails not protected</p> <p>Attracting people and the right kind of development</p> <p>Fragmentation of the land between subdivisions/private lands</p> <p>Future development and expansion of logging and urban uses</p> <p>Sustainability of the trail system - cost to build and maintain trails</p> <p>Water access of trails is not protected, loss of right of ways to waterfront</p> <p>Maintenance of safety and rescue services</p> <p>Vandalism of trails, facilities and signage</p> <p>Fire hazards</p>

Breakout Questions - Powell River

Breakout Questions	Hikers/Equestrian Users/Climbers	Walkers/Dog Walkers	Mtn Bikers	Motorized
<p>Question 1 - What type of trails do you prefer?</p>	<p>Soft footing Undisturbed forest floor Classification of skill/trails based on type of activity Single use pedestrian Native material Access to trailheads Multi -use</p>	<p>Natural trails Soft forest floor Shaded areas Not gravel - gravel can mean more accessible Solitude, quiet trails Happy with protecting trails as is Variety of trails Sharing trails with trail etiquette Local trails that are accessible to residential areas</p>	<p>Diversity, all levels of trails (easy to hard) Well signed and maintained Protected/authorized Trails with viewpoints, interesting vantage points Wild factor- wow! Limited motorized access to minimize conflicts Trails with structures, jumps and technical features Technical and flowy trails Alpine/heli-biking Downhill opportunities Georeferenced trails Sustainable trails Trail head signage with map, distances, level of difficulty Interconnected front and backcountry Community pride and ownership, recognition of trail builders</p>	<p>Wide track trails Access routes to trails to be kept open (logging roads) Rough, rocky, variable Quads with tracks for winter/snow use</p>
<p>Question 2 - What are your iconic trails?</p>	<p>Hamill Mill trails - do not miss - all Knucklehead area - hikers South Powell Divide - hikers/climbers Mt Freda - hikers Willingdon - hikers Happy Face trail - equestrian Suncoast trail - equestrian Duck Lake trails - all users Mt. Diadem (if accessible) - hikers/climbers Elfin Lake - hikers Emma Lake - hikers Mt. Elfred - hikers Center Lake - hikers Manzanita - hikers Sunshine Coast Trail - hikers Stillwater Bluffs - hikers/climbers Penticton trails - all users Inland Lake - all users Millenium Park - family day use Confederation Lake - family day use Appleton Canyon - family day use</p>	<p>Whole of Sunshine Coast trail Stillwater Bluffs Willingdon Beach trails Townsite connector - Lot 450 Hurtado Point Millenium trails Penticton trails (the maze) Old train route - through old golf course, connects to West Beach Bottom and top of Valentine Mountain (part of SCT along river) Inland Lake Manzanita Bluffs (hut) Seawalk</p>	<p>Aloha Marathon McFall Creek Bob's Your Uncle Game Network Cream Soda Myrtle Springs Wizard's Way Sweetwater Death Rattle Blackwater BC Bike Race route Civil Disobedience Appleton Canyon Toquanatch Branch 41 Cougar Alley - Texada Time Warp - Texada Mahoney Downhill Valentine</p>	<p>C8 trail - connector Conchee to 8 Mile on Goat - used by Club to keep away from logging roads & trucks Duck Lake Bridge to Duck Branch 1 & 2 - used as access to fun stuff Snowmobilers use A branch and E Branch for 4-5 months a year</p>

Breakout Questions - Powell River

Breakout Questions	Hikers/Equestrian Users/Climbers	Walkers/Dog Walkers	Mtn Bikers	Motorized
<p>Question 3 - What issues have you experienced on the existing trail network?</p>	<p>User conflicts</p> <ul style="list-style-type: none"> - communication on the trails - motorbike users that destroy trails/ modify trails and are noisy <p>Trails are mostly unauthorized and unprotected - whose responsibility?</p> <p>Trail maintenance</p> <ul style="list-style-type: none"> - drainage - consistency of trail standards <p>Trail head proximity to town</p> <ul style="list-style-type: none"> - the closer ones are getting abused <p>Illegal dumping at trail heads</p> <p>Lack of public access</p> <p>Traffic at trail heads</p> <p>Visitors are unaware of trails</p> <ul style="list-style-type: none"> - no communication/advertising 	<p>Dog poop and bags, need education on cleaning up after your pet</p> <p>Dumping</p> <ul style="list-style-type: none"> - garbage, dead animals <p>Lack of protection of trails</p> <p>Dirtbike conflicts</p> <p>Lack of signage</p> <p>Clear cutting on Lot 450</p> <p>Nootka/Penticton Maze garbage issues from non-trail users eg. dumping, animal parts, condoms, drug paraphernalia</p>	<p>Lack of young volunteers</p> <p>Widening of single track</p> <p>Use of sections of Sunshine Coast Trail for bikes</p> <ul style="list-style-type: none"> - Section 41 - Confederation to Walt to Lois Lake - Appleton to Prior Road <p>Motorized users damaging the trails</p> <p>Motorized trail etiquette</p> <p>Uncontrolled/dangerous dogs</p> <p>Unclear access for visitors</p> <p>Parking at Savinnet Crossing, Blackwater, Suicide, Penticton</p> <p>Access to backcountry</p> <p>Decommissioned roads</p> <ul style="list-style-type: none"> - Khartoum, Goat 2 - need alternative access <p>Logging activity conflicts</p> <ul style="list-style-type: none"> - access, safety <p>Funding for access roads</p> <p>Vandalism of signs</p>	<p>Deactivation ditches</p> <p>Getting info on quad trails available is difficult</p> <ul style="list-style-type: none"> - needs coordination of info for quad trail availability - not well known outside of Powell River <p>Very few of trails registered/ losses to logging</p> <p>Excessive cross ditching (every 70 ft) that causes injuries/accidents</p> <p>Blocking accessibility</p> <p>Logging equipment and service vehicles on access logging roads and spurs</p> <p>Communication agreements on logging spurs/roads are important for safety (radios a must)</p> <p>Out of towners need to be aware of logging - stay off roads or have guides</p> <p>Staging areas</p> <ul style="list-style-type: none"> - top of Haslam Street - Edgehill School - Tinhat Junction on Goat Main - upper Southview Road - Canoe Road main - end of Sutherland Street <p>Quads have ability to bring in chainsaws and other tools for trail maintenance</p> <p>Need respect between groups</p> <p>Part of Sunshine Coast trail is on old roads, keep open old road sections</p>

Breakout Questions - Powell River

Breakout Questions				
Question 4 - What improvements would you like to see?				
Hikers/Equestrian Users/Climbers	Walkers/Dog Walkers	Mtn Bikers	Motorized	
<p>Comprehensive linkages A plan - with resources associated with the size and quality of the plan Development should be inclusive of all groups Need maps that are updated regularly Multi-use access to the ocean, lakes and alpine areas Four season access/use Comprehensive plan for tourism, communication, local events Stillwater logging road - links to Tinhat hut - widen the road Standardized signage for classification of trails, uses and length What should not be developed - sensitive areas/watershed - high alpine - selected old growth area (to be protected) - keep some areas pristine - road to Squamish (third crossing)</p>	<p>Signage Benches Staging/trailheads need improving Human toilets Poop bag dispensers Potable water for dogs and people Not too developed - don't want a million other people on the trails Protect existing trails 'Adopt a trail' program for maintenance by local community groups Advertising/signage/education</p>	<p>Connecting trail areas - lower Land Creek to High Voltage - Duck Lake Bridge to Suicide - Civil Disobedience to Haslam and Bob's Your Uncle Skill features Signs at trail heads Standardized signs - too many kinds right now Georeferenced maps & promotion on Trail Forks Community education Info at Tourism Information Centers Trail access from schools for running/biking activities Connectivity between Brooks - Complex - Townsite through Lot 450 Connection between Willingdon and Brooks Dedicated areas for kids/skills building Fee for wood cutting permits to provide funds for trail maintenance</p>	<p>Less cross ditching or improved cross ditch style/grading More freedom to make trails without increased scrutiny Increased accessibility Increased recognition Being able to drive on public roads to access staging areas would decrease use of trucks/trailers Standardized regulations for riding quads on public road for access (speed limits) Contact info/ accessible info for people to be able to find</p>	
Question 5 - What are trail priorities?				
<p>Connect all the pieces together, linkages for hiking Trail maintenance - succession planning for volunteers - maintain what already exists - hand clipping (self maintenance) Multi-use/single-use discussions Consistent trail head access</p>	<p>Staging areas with parking No other people - quiet area Swimming for people and dogs Clean Expect safe and clean trails, especially with kids along Trees/natural forest/wilderness Off leash area for dogs on long walks Signage for tourism Protection of trails</p>	<p>Funding certainty would support volunteer efforts Building more alpine downhill trails - will attract more tourists Signage Promotion of trails in area</p>	<p>Register/legitimize trails Communication with forestry companies Increased cooperation between user groups</p>	

Texada Island Meeting

On May 18th 2016, PRRD staff and the BHA team held a meeting at the Texada Community Hall. This meeting was well-attended with approximately 30 participants. Present in the group were dog walkers, walkers, hikers, climbers as well as horseback riders, motorized users and mountain bikers.



Key Findings for the Texada Island Meeting:

- Need better mapping and signage;
- A need was expressed for developing Texada waterfront access;
- Need communication, dialogue and negotiation for trails on private land;
- Need trail protection and trail access authorization;
- Need a standard trail classification;
- Develop trails and tourism opportunity on Texada.

The Texada Island meeting SWOT Analysis summary and breakout question summary can be found on the following pages.

SWOT Analysis - Texada Island

Strengths	Weaknesses	Opportunities	Threats
<p>Volunteers</p> <p>Getting away from it all feeling, pristine, removed from urban environment</p> <p>Word of mouth recognition</p> <p>Variety of forest trails, provides cool environment for recreating</p> <p>Lack of large wildlife – safe</p> <p>Good trail network – not easy to find though</p> <p>Good signage in certain area</p> <p>Terrain, views/capes</p> <p>World class potential/linkages</p> <p>Properties adjacent to trails can offer commercial services</p> <p>BC Marine trails</p> <ul style="list-style-type: none"> - Salish Sea Marine Sanctuary & Coastal Trail - North America's 1st Bioregional Marine sanctuary - system already in place, have maps with trails 	<p>Lack of wayfinding/maps – most people find trails by word of mouth</p> <p>FSR's are dusty to walk in summer</p> <p>Penticton Maze is poorly marked</p> <p>Trails on private property – liability issues, signage not wanted</p> <p>Hikers in hunting areas</p> <p>Heisholt Lake</p> <ul style="list-style-type: none"> - privately owned land - special place as a community destination - safety and amenities not there to service people <p>No protected areas strategy</p> <p>No convenient linkages to SCT from Texada – ferry service/water taxi</p>	<p>Region gaining recognition and reputation is growing</p> <p>Variety of forests and waterways for trails</p> <p>World class opportunity on Texada for trail development</p> <p>Link Texada to SCT with ferry/water taxi service</p> <p>Mapping of trails will be product available to locals and tourists</p> <p>Opportunity to design community specific signs for trails (after trails are authorized)</p> <p>Opportunity to erase trails that aren't wanted and authorize trails that are wanted</p> <p>Opportunity to tie trails into Marine Trail System (Salish Sea Bioregional Marine Sanctuary & coastal trails)</p> <p>Mt Shepard and Shelter Point Park are protected for recreation and have protected trails</p> <p>Crown land (public access) opportunity for Section 56 & 57 applications</p> <p>Trails Plan will provide ability to communicate with Province and licensees</p> <p>Negotiation with forestry companies for non-cutting buffer areas around trails</p>	<p>Wayfinding markings might open up trails to non-preferred user groups</p> <p>No landmarks/hard to orient</p> <p>Forestry roads are too dusty in summer for users</p> <p>No accurate mapping available</p> <p>Trails are not accessible/hard to find</p> <p>Trails cross all types of land use - land ownership/private property issues/liability issues</p> <p>Need communication and agreements for use on private lands</p> <p>Need maps of trails that identify ones through private property</p> <p>Trails are not identified for users – people don't know what to expect</p> <p>Some shooting happening around trail areas – dangerous</p> <p>Some illegal trails are not designed properly – unsafe</p> <p>No proper staging for trail heads</p> <p>Texada Island doesn't have any protected Crown land</p> <p>No planning in place</p> <p>Don't know what land the trails are on</p>

Breakout Questions - Texada Island

Breakout Questions	Hikers	Walkers/Dog Walkers	Mtn Bikers
Question 1 - What type of trails do you prefer?	<p>Non-invasive footprint</p> <p>Varied terrain and settings – forest, lakes</p> <p>Ocean views</p>	<p>Well marked</p> <p>Good variety, knowing where to go</p> <p>Loop/circular trails</p> <p>Going to a destination eg. beach, lake, waterfall</p> <p>Barrier free</p>	<p>Technical trails</p> <p>Flow trails</p> <p>Gravity, 'downhill' trails</p> <p>Trails with lookouts, views</p> <p>Different ecosystems</p> <p>The 'experience'</p> <p>Well drained & dry vs roots & mud</p> <p>Accessible - close to home, don't want to drive to trails</p> <p>Riding distance</p> <p>Looping trails</p> <p>Interconnected trails</p>
Question 2 - What are your iconic trails?	<p>Shelter Point nature trail</p> <p>Pocahontas Lookout/Bay</p> <p>Mt Dane</p> <p>Mt Shepherd</p> <p>Northeast Point</p> <p>Sand Bank</p> <p>Turtle Lake</p> <p>Sanderson</p>	<p>Pocahontas Lookout</p> <p>Shelter Point Park - nature trail</p> <p>Blubber Bay - opposite side of ferry terminal (BC Cement area)</p> <p>Heisholt Lake</p> <p>Turtle Lake (Emily Lake) trails</p> <p>Shingle Beach to Joe and Molly's cabin</p> <p>- easy walk on beach</p> <p>Pocahontas Bay to Terrace Bay</p>	<p>Time Warp - iconic expert trail</p> <p>Lower Bowl (Time Warp)</p> <p>Jungle Room</p> <p>Pocahontas Lookout - hiking trail with great lookout</p> <p>Turtle Lake- pretty walking trail</p>
Question 3 - What issues have you experienced on the existing trail network?	<p>Trail maintenance – tree blow downs</p> <p>Private property</p> <p>Clearcut logging</p> <p>Motorized users - climbing destroy trails</p> <p>- ATV's on steep terrain and sensitive wetlands</p> <p>Hunters - need education</p> <p>- beer cans everywhere during hunting season</p> <p>Ticks</p> <p>Missing volunteers to maintain trails</p> <p>Need education on trail sensitivity</p> <p>No physical signage (GPS is the future)</p>	<p>Deadfall, trail maintenance issues</p> <p>Wayfinding issues</p> <p>Lack of signage and maps</p> <p>Anderson Bay- getting lost</p> <p>- picnic benches need replacing</p> <p>Access issues - many popular walks are located on private property</p>	<p>Trail maintenance</p> <p>- lack of volunteers, resources, funds</p> <p>Motorbikes chewing up trails</p> <p>User conflicts on downhill trails</p> <p>- bikers vs hikers</p> <p>Lack of directional signage</p> <p>Lack of mapping for visitors</p> <p>Trail etiquette</p> <p>Private land - big issue</p> <p>- need access through private land to Crown land trails</p> <p>- limits ability to map or promote use to wider public</p> <p>- liability/insurance issues</p>

Breakout Questions - Texada Island

Breakout Questions	Hikers	Walkers/Dog Walkers	Mtn Bikers
Question 4 - What improvements would you like to see?	<p>Beach front access</p> <p>Trail all around Texada Island - backpack, camping loop</p> <p>Loop trails</p> <p>Shelter Point Nature trail to extend to Mouat Bay</p> <p>Protect wetlands and ecologically sensitive areas</p>	<p>Mapping & signage!</p> <p>Organized group of volunteers for trail maintenance</p> <p>Keep natural feel to trails</p> <p>Trail signage with difficulty rating (easy, moderate, hard) and length & time estimate to complete</p>	<p>Communication and reaching agreements for access through private land</p> <p>Connections in and out of Crown land trails</p>
Question 5 - What are trail priorities?	<p>Choose the most important trails on Texada to be protected</p> <p>Target multi-use, easy access trails</p> <p>A plan on how to develop trails</p> <p>How to access resources to develop and maintain trails</p>	<p>Overall description of trails</p> <p>Dedication of trails - legality and rights of way</p> <p>Mapping/signage</p> <p>Heisholt Lake (private land) - keeping trails open</p> <p>Cox Lagoon - private, very pretty, oceanfront</p> <p>BC Cement trail - easy grade, old road</p> <p>Sandbanks - leads to a beach, more challenging/athletic, connect to Gillies Bay</p> <p>Trail to Kiddle Point - beach glass there</p> <p>Marshall Point</p> <p>Pocahontas Lookout/Bay - historical interest</p>	<p>Access to Crown land trails</p> <p>Promotion for tourism</p> <p>- varied terrain and ecosystems are some of best in BC</p> <p>Keep maintained</p>

Lang Bay Meeting

On May 19th 2016, PRRD staff and the BHA team held a meeting at the Lang Bay Hall. Approximately 50 people attended. Present in the group were dog walkers, walkers, trail runners and hikers, as well as horseback riders, motorized users and mountain bikers.



Key Findings for the Lang Bay Meeting:

- This community has strong volunteer groups;
- There is a need for trail etiquette education;
- Forestry industry threat poses a threat to the trail network in terms of access and authorization;
- There is a lack of wayfinding;
- There is a need for an approach that respects and protects wildlife and important ecosystems;
- There is a desire to keep trails accessible for all users;
- An online hub is needed for all trail users to communicate important information regarding trail status, closures, maintenance, and more.

The Lang Bay meeting SWOT Analysis summary and breakout question summary can be found on the following pages.

SWOT Analysis - Lang Bay

Strengths	Weaknesses	Opportunities	Threats
<p>Volunteers – BOMB Squad (Bloody Old Men's Brigade), Chain Gang, PAWS</p> <p>Natural beauty</p> <p>Multi-use</p> <p>Good grades of trails</p> <p>Mostly free</p> <p>Accessible</p> <p>Created/access through logging roads</p> <p>Cooperation among user groups</p> <p>Collaboration between user groups</p> <ul style="list-style-type: none"> - ATV Group - ORUG (Outdoor Regional Users Group) - all users collaborating - Eagle Walz instrumental in setting up <p>International recognition ie. SCT trail, BC Bike Race</p> <p>Ecological protection awareness</p> <p>Wildlife experiences</p> <p>Uncrowded, abundant trails</p> <p>Provides access to year round participation</p>	<p>Forest industry (safety)</p> <p>Different users on same trails and not everyone knows 'best practices'</p> <p>Need better plans for private/Regional District/Crown land distinctions</p> <p>Private lands - don't know boundaries</p> <ul style="list-style-type: none"> - active logging at trail locations <p>User volume - hard to maintain low use trails</p> <p>No easy way to find trails</p> <p>Access areas used as dumping grounds</p> <ul style="list-style-type: none"> - Highways Dept uses to dump road kill from Hwy 101 - hunters dump animal carcasses <p>Public is reluctant to provide trail locations for fear of reduced access</p>	<p>Access through forest service roads to backcountry</p> <p>Cooperation between user groups</p> <p>Education among user groups</p> <p>Tourism opportunities with Sunshine Coast Trail</p> <p>Real asset that Trails Plan can be used to develop & manage trails</p> <p>Ecological protection</p> <p>Opportunity to work with forest licensees and logging companies to educate public about forest sector and ecosystems</p> <p>Communication mechanism</p> <p>Wildlife education and appreciation/respect for plants & animals</p> <p>Interpretive signage in front country trail systems</p> <p>Trails provide access to snow sports in alpine and backcountry</p> <p>Trail etiquette signage - education on fire safety</p> <ul style="list-style-type: none"> - education on cleaning up after yourself ie. 'pack out what you pack in' <p>Opportunity to map and create signage and trail markers if groups collaborate</p> <p>Create online hub with information on trails eg. What trails are open, kid friendly trails, distances, times, etc.</p>	<p>Forest industry - safety</p> <ul style="list-style-type: none"> - logging over trails - lack of dialogue <p>Multiple types of users</p> <p>Lack of education between trail users</p> <p>No planning/communication</p> <p>Need logging buffers around trails</p> <p>Difficulty in identifying land boundaries/ownership/land use areas</p> <p>Loss of backcountry access - gates</p> <ul style="list-style-type: none"> - decommissioning of roads <p>No education on wildlife encounters for users/visitors</p> <p>Trail use volume vs volunteer maintenance capacity</p> <p>Party zones - safety, forest fire hazard</p> <p>Hard to find trails, don't know how to access</p> <p>Road kill/ hunters dumping carcasses at trail heads</p> <p>No trail standards</p> <p>Trails that go nowhere or into clearcuts</p> <p>Rogue trail building</p>

Breakout Questions - Lang Bay

Breakout Questions	Hikers/Trail Runners	Walkers/Dog Walkers	Equestrian	Mtn Bikers	Motorized
Question 1 - What type of trails do you prefer?	<p>Rough, scenic, wilderness feel</p> <p>Access to alpine, backcountry</p> <p>Trails with elevation</p> <p>Single track and pedestrian only</p> <p>Final destination point of interest</p> <ul style="list-style-type: none"> - lakes, waterfall, peaks, climbing points <p>Linkages between areas</p> <p>Looping trails</p> <p>Protected trails and access</p> <p>Variety of trails for:</p> <ul style="list-style-type: none"> - age, ability, interest, skill level, length - mobility ie. wheelchair accessible <p>Well marked</p>	<p>Wooded, big trees</p> <p>Not near traffic</p> <p>Near water - streams and lakes</p> <p>Safe</p> <p>Single track, narrow, rough</p> <p>Variety and mix of trail types</p> <p>Unpaved</p> <p>Maintained, travelled on</p> <p>Fallen trees cleared</p>	<p>Soft footing</p> <p>Scenic</p> <p>Safe</p> <ul style="list-style-type: none"> - strong, multi-use wide bridges - if no bridge, need alternate route - no low branches <p>Accessibility</p> <ul style="list-style-type: none"> - like having multi-use trails nearby - need trails close to town <p>Ok with motorized and bike users on trails as long as there is good communication</p> <p>Horse group 100% supports all uses on all trails</p>	<p>Less groomed</p> <p>Single track</p> <p>Steep</p> <p>Forested</p> <p>Varied terrain</p> <p>Destination trails</p> <p>Loop trails</p> <p>Mix of close to home and remote trails</p> <p>Variety of trails</p> <p>Difficult downhill shuttle runs</p> <p>Easy climbs</p>	<p>Loop trails</p> <ul style="list-style-type: none"> - away from other trails - connections to distant areas <p>Dedicated multi-use trails - can share with other users</p>
Question 2 - What are your iconic trails?	<p>South Powell Divide/Emma Lake</p> <p>Sunshine Coast Trail</p> <p>Duck Lake trails</p> <p>Stillwater Bluff loop</p> <p>Millenium trails</p> <p>Frieda Mtn</p> <p>Valentine Mtn trails</p>	<p>Seawalk</p> <p>Willingdon Beach</p> <p>McFall Creek</p> <p>Cable</p> <p>Canoe Trail</p> <p>Inland Lake</p> <p>Fairview Bay</p> <p>Mermaid Cove</p> <p>Valentine Mtn</p> <p>Scout Mtn</p> <p>Escalator in Saltery Bay</p> <p>- (section of SCT)</p> <p>Stillwater Bluffs</p> <p>Suicide Creek to Mud Lake</p> <p>Blue Trail</p> <p>East Lake</p> <p>Haslam Lake</p>	<p>Blue Trail</p> <p>Entire Duck Lake trail system</p> <p>Happy Face trails</p> <p>Tia'amin Lake</p> <p>Polka Dot</p> <p>Hammil Lake trails</p> <p>From Powell River Equestrian Club</p> <p>trail rider barn to Lang Bay</p> <p>Paradise Valley</p> <p>Palm Beach</p>	<p>Duck Lake system - do not miss</p> <p>Willingdon Beach</p> <p>BC Bike race loop - epic</p> <p>Walt Ridge - epic</p> <p>Need more epic/adventure trails!</p> <p>Inland Lake - family/day use</p> <p>Millennium Park trails - family/day use</p> <p>Penticton trails - family/day use</p>	<p>Walt's Slab</p> <p>Elk Lake – ATV</p> <p>BRT</p>

Breakout Questions - Lang Bay

Breakout Questions	Hikers/Trail Runners	Walkers/Dog Walkers	Equestrian	Mtn Bikers	Motorized
Question 3 - What issues have you experienced on the existing trail network?	<p>Access, inability to get to trail heads</p> <p>Roads not maintained or decommissioned (Goat 2)</p> <p>Vandalism at trail heads/dumping</p> <p>Communication with logging companies for use of roads</p> <ul style="list-style-type: none"> - when can we go? - when is it safe? - need radios <p>Signage - finding access</p> <ul style="list-style-type: none"> - non-existent or deteriorating on older trails <p>Protection of scenic route</p> <p>Re-routing due to logging activity, don't want to have to continually do</p> <p>Adequate buffer zones between trails and logging/ powerlines/ hydro</p>	<p>Hunting and trails should not intersect</p> <p>Logging - sometimes a lack of signage</p> <p>User conflicts</p> <ul style="list-style-type: none"> - horse vs bikes or dogs - don't know etiquette - lack of signs & maps - not knowing where to go <p>Aggression - angry people</p> <p>Pot growers</p> <ul style="list-style-type: none"> - territorial - 'get off my property attitude' <p>Mushroom pickers</p> <p>Private land</p> <p>Garbage dumping</p> <p>Carcasses from hunters, road kill, farmers/livestock</p> <p>Vandalism of parked cars</p>	<p>Unleashed dogs can sometimes be an issue</p> <p>Want to see education about trail etiquette</p> <p>Don't have much conflict because there aren't as many users as other popular places</p> <p>Don't be overly prescriptive on use</p> <p>Want to work together with other users</p>	<p>Getting kicked off by 'people'</p> <p>Getting lost because of unreadable signage</p> <p>Lack of maps at trail heads</p> <p>Duck Lake parking</p> <p>Lack of community news/trail updates</p>	<p>Staging areas</p> <p>Negative reactions from other trail users - up to the operator to show respect</p> <p>Motorized works well with the equestrian users as long as each other is aware of the other</p> <p>Mud Lake - need to avoid the watershed, but not well signed</p> <p>Need to get the message out that we are legitimate trail users</p> <p>No need to exclude motorized users as long as there is strong communication</p> <p>Quads (fixed rear axle) can be a problem</p> <p>Quads need wide trails and can wreck the single track trails</p> <p>Education issues - quad riders group are great at trail building, education is key</p> <p>Lack of organized groups/clubs</p> <p>Staging - function of and impacted by ORV</p> <p>Lack of truck parking at staging areas</p> <p>Dirt bikes - will rip up the trails</p> <p>Lack of signage</p> <p>Trail etiquette should be posted on the ferries so outside motorized visitors are informed as to the rules</p> <p>Common staging areas with etiquette signage as the mechanism to educate</p> <p>Maps – are critical, define where I can go</p>

Breakout Questions - Lang Bay

Breakout Questions	Hikers/Trail Runners	Walkers/Dog Walkers	Equestrian	Mtn Bikers	Motorized
Question 4 - What improvements would you like to see?	Well located pubs at trails end More backcountry/alpine access More advertising for trails Formalizing a plan for ongoing maintenance Hiking trail guide encompassing all trails Georeferenced digital maps	Maps Garbage bins Signage at trail heads Online information Forest rangers Signs to promote ownership of trails - community stewardship Need long term planning - 70 years ahead Areas not to develop - ecologically sensitive areas - riparian areas - wildlife corridors (at certain times of the year) eg. bird nesting areas Portage routes need wider buffers of trees so blowdowns don't block trails	Improve bridges - want all bridges to be multi-use Safer footing on shot rock	From Lang Bay to townsite More downhill Waterfront access please! Phase out single use trails	Create more long distance trail opportunities for motorized users - can penetrate a long way and get to distant areas If user conflict (perceived or real) - separate through design More mountain single track for trials bikes with the small stub tires More double track trails for quads
Question 5 - What are trail priorities?	Sunshine Coast Trail Duck Lack Access to South Powell Divide Single track, pedestrian use Trail etiquette Stillwater Bluffs - high risk Knuckleheads/Beta Lake area	Protection of trails Education - website to access information on hunting areas & seasons, fire safety, etc. - protocols and etiquette ie. give way to horses, respect other users, control your dogs Signage and maps Rating system with difficulty level	A bridge across Lang Creek - this is all we really want!	Funding generated for establishing & maintaining trails Diversify the volunteer base for trail maintenance/development Up to date mapping Better signage - wayfinding and maps at trail heads Section 56 priorities - Death Rattle - Hinogo - Civil Disobedience - W8 (could already be a park at Duck Lake) - Sweetwater - Suicide Creek trail - Blackwater	Maintain multi-purpose trails Maintain divide between single track and double track trails

Brooks High School Meeting

On Thursday May 26th, 2016, PRRD staff held two meetings at Brooks High School. One was with 25 grade 12 students from Coast Mountain Academy, and the second was an after-school drop-in session with the Mt. Bike Club with approximately 6 students, ranging from grade 8 to 12.

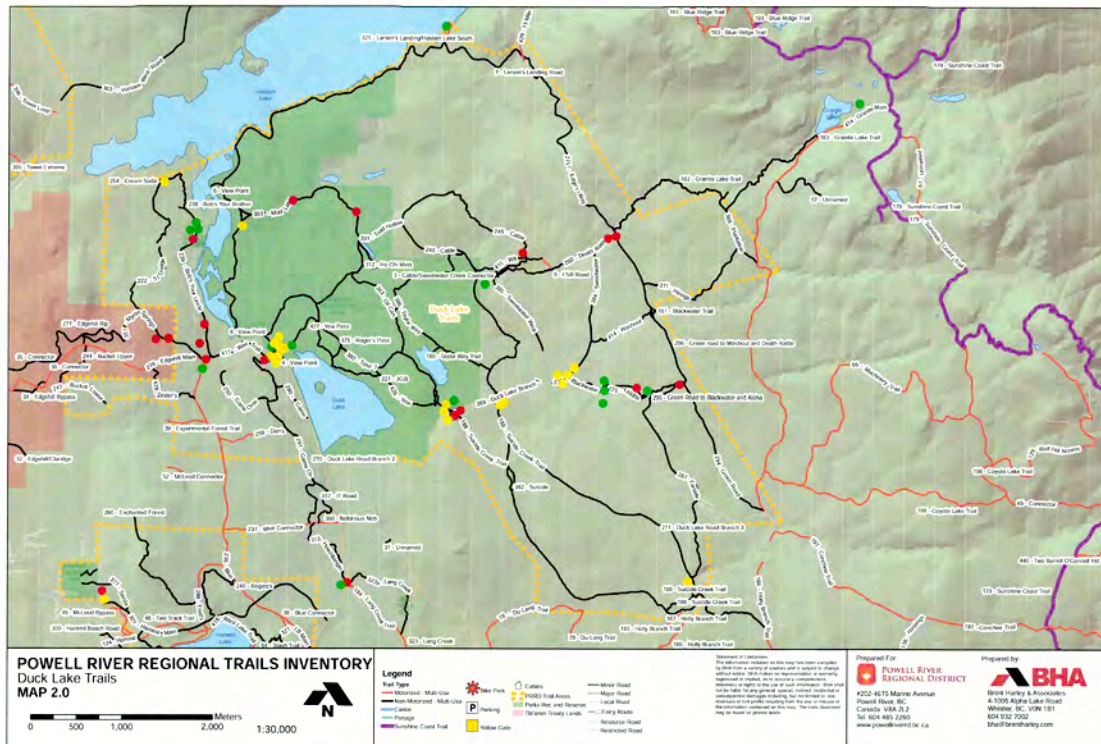


Key Findings for the Brooks High School Meetings:

- Track Road to Cut Connector is used by high school students to get to and from school;
- All user groups need to be educated on trail etiquette;
- Youth need to be involved in trail building, trail sign fabrication and maintenance;
- There is a need for a trail building standard and classification standard;
- There is a need for better wayfinding;
- Trails need to fit the landscape, highlight the scenery, and use native materials.

Dotmocracy Summary Notes

The following summary represents the dotmocracy results from all 5 community meetings (Lund, Tla'amin, Powell River, Texada, and Lang Bay). For this exercise, participants were given coloured stickers and asked to place them on large mapsheets to identify the following: favourite trails (green dots), most frequently used trails (red dots), and important trailhead staging points (yellow dots).



Completed dotmocracy map from Powell River Community Meeting

Favourite Trails:

- Appleton Canyon
- Emma Lake
- Inland Lake
- SCT – Malaspina/ Time Warp & Rusty Bucket – Texada Island (tied)
- Beta Lake Trail/ McFall Creek/ South Powell Divide (tied)
- Stillwater Bluffs/ Aloha/ Willingdon Beach Trail (tied)
- Bob's Your Uncle/ Goat Lake Main to Eldred Valley/ Mt Troubridge/ Suicide Creek/West Lake Trail (tied)

Most Frequently Used Trails

- Willingdon Beach Trail
- Hurtado Point Loop
- Stillwater Bluffs/ McFall Creek (tied)
- Wandering Wizard/ Lang Creek (tied)
- Suicide Creek/ Turtle Lake – Texada Island (tied)
- Bob's Your Uncle/ Death Rattle/ Mud Lake/ Time Warp & Rusty Bucket – Texada Island (tied)
- Appleton Canyon/ Blue Trail/ Happy Face (tied)

Important Trailhead Staging Points

- Duck Lake – Squirrel Crossing
- Willingdon Beach/ Farmers Market- Paradise Exhibition Park – access to Hammil trails (tied)
- Duck Lake Branch 3 @ Blackwater/ Nassichuck Spur – access to Suncoast Trails (tied)
- Goat Lake Main to Eldred Valley/ Penticton Street – access to Penticton Maze trails (tied)
- Suicide – Mud Parking/ Duck Lake Branch 1 Parking (tied)
- Goat 2/ Old Duck Lake Road/ Emma Lake Cabin/ Tomkinson Road – access to Appleton Canyon

APPENDIX C: COMMUNITY SURVEY SUMMARY

In addition to the in-person consultation process, stakeholders were invited to submit feedback through an online survey hosted on SurveyMonkey over a three week period from May 16th to June 3rd, 2016. 237 responses were received.

Key findings from the survey include:

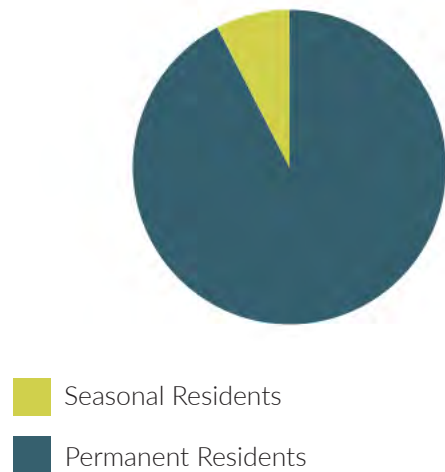
- The number one trail issue identified by respondents was “Poor signage and wayfinding.” This was followed by “Trail damage from motorized users,” and “Conflicting land use.”
- In addition to poor signage, a number of respondents cited difficulty wayfinding due to lack of a current trail map.
- Many respondents expressed a need for improved parking and staging areas, with a particular focus on creating spaces for trailers.
- Logging/forestry activity was identified as the number one conflict in need of attention, closely followed by motorized (ATV’ing, motor biking) vs. non-motorized users.
- Respondents identified the condition of the trails they use most frequently as “Good.”
- 91% of respondents expressed a preference for single track trails with a natural surface.
- 92% of respondents expressed that they would support encouraging more trail-based events to be held in the PRRD.
- 75% of survey respondents expressed that they would embrace or encourage the development of commercial or guided practices on PRRD trails, such as a shuttle service or guided bike tours - many respondents expressed a preference for the development of a shuttle service.
- The Inland Lake Trail was identified as being a key component of the barrier-free trail network, but in need of maintenance.

Survey Results Summary
 PRRD Trails Plan Stakeholder Survey - May 16th, 2016 -June 3rd, 2016

Part 1: Trail Use

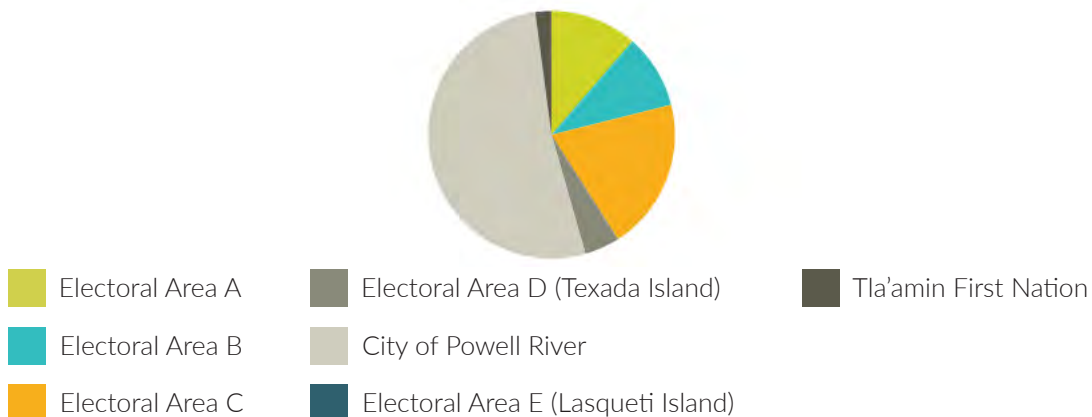
Question 1 (n=237): Which of the following best describes your residency in the Powell River Regional District (PRRD)?

- 92.41% of survey respondents described themselves as permanent residents of the PRRD
- 7.59% of respondents described themselves as seasonal residents of the PRRD



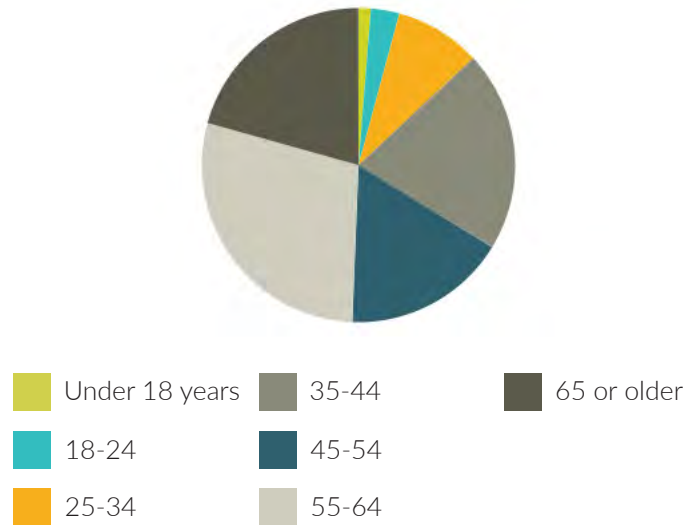
Question 2 (n=237): Where do you reside?

- Electoral Area A - 11.39%
- Electoral Area B - 9.70%
- Electoral Area C - 19.83%
- Electoral Area D (Texada Island) - 4.64%
- Electoral Area E (Lasqueti Island) - 0.00%
- City of Powell River - 52.32%
- Tla'amin First Nation - 2.11%



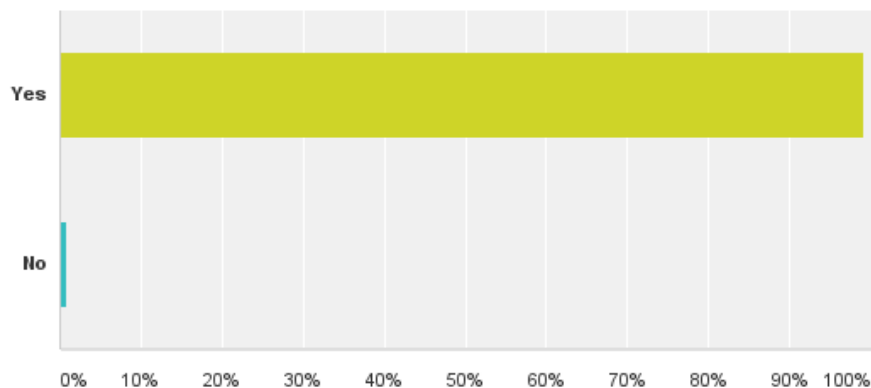
Question 3 (n=237): How old are you?

- Under 18 years - 1.27%
- 18-24 - 2.95%
- 25-34 - 8.86%
- 35-44 - 20.68%
- 45-54 - 16.88%
- 55-64 - 28.69%
- 65 or older - 20.68%



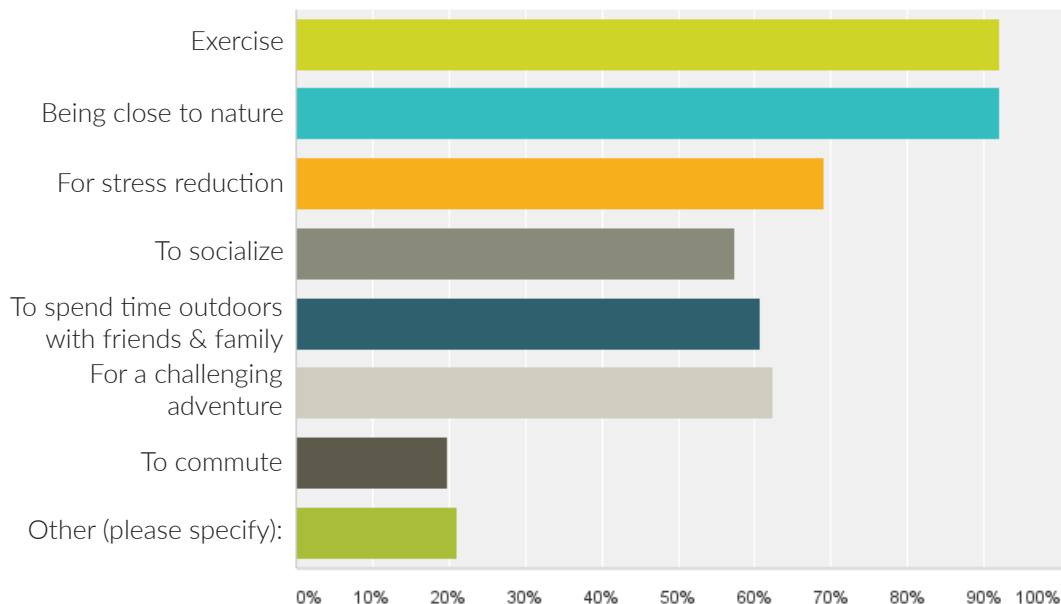
Question 4 (n=237): Do you currently use the trails in the PRRD?

- Yes - 99.16%
- No - 0.84%
- Reasons cited for a "no" response include: a lack of time, that as a hunter the individual had been made to feel like an outcast by hikers, bikers, and trail builders, and a concern about getting lost.



Question 5 (n=237): Why do you use the trails in the PRRD? Please select all that apply.

- Exercise, being close to nature, and stress reduction were cited as the most frequent reasons for using the trails.
- Other frequently cited reasons include: dog walking, involvement in trail building and other volunteer efforts, horseback riding, access to skiing and rock climbing areas, and foraging.



Question 6 (n=237): How do you primarily use the trails in the PRRD? Please select only one.

- Trail running - 8.86%
- Walking - 13.50%
- Dog walking - 10.13%
- Day hiking - 24.89%
- Day snowshoeing - 0.42%
- Backpacking - 2.11%
- Overnight snowshoe trips - 0.42%
- Mountain biking - XC - 13.50%
- Mountain biking - downhill - 2.53%
- Cycling (on gravel and paved pathways) - 1.27%
- Backcountry skiing/mountaineering - 1.69%
- XC skiing/nordic - 0.00%
- Horseback riding - 7.17%
- ATV'ing - 3.80%
- Motor biking - 3.38%
- Snowmobiling/Timbersledding - 0.00%

- Other uses mentioned include: hunting and fishing, mountain biking - all mountain, and multi-day hiking excursions like the Eldred River Valley, and commuting to work.

Question 7 (n=237): In what other ways do you use the trails? Please select all that apply.

- Trail running - 25.32%
 - Walking - 63.71%
 - Dog walking - 37.97%
 - Day hiking - 63.71%
 - Day snowshoeing - 19.83%
 - Backpacking - 35.44%
 - Overnight snowshoe trips - 13.92%
 - Mountain biking - XC - 29.11%
 - Mountain biking - downhill - 10.97%
 - Cycling (on gravel and paved pathways) - 32.49%
 - Backcountry skiing/mountaineering - 11.81%
 - XC skiing/nordic - 3.38%
 - Horseback riding - 6.75%
 - ATV'ing - 11.81%
 - Motor biking - 6.75%
 - Snowmobiling/Timbersledding - 1.27%
- Other uses mentioned include: to connect between trails, organized group trail rides, trail events (Backcountry Horsemen of B.C. Poker Ride), rock climbing, foraging, showing guests around, access to fly fishing, access to hunting, wildlife observation, and walking with strollers.

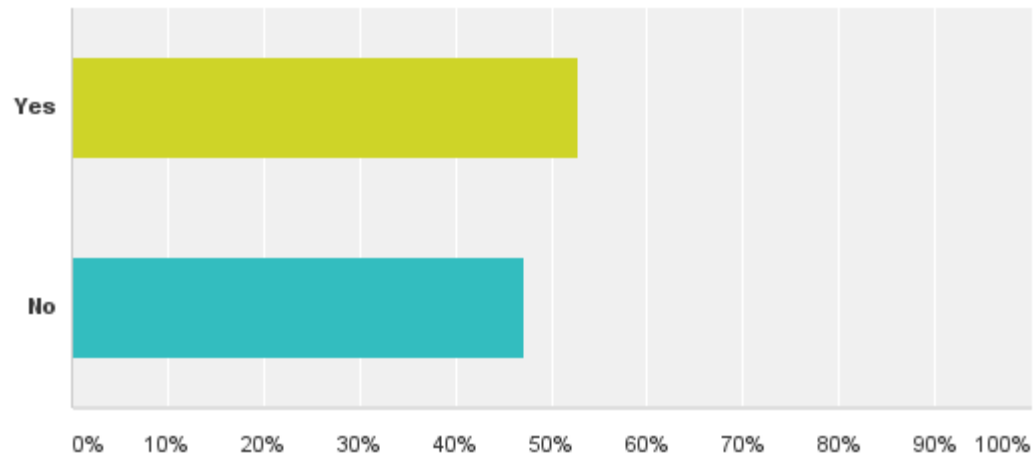
Trail Use Section Summary:

Based on the responses given to the questions in this section, the trails in the existing PRRD network support a wide variety of uses. The most common uses of the trails mentioned were: day hiking, walking, and dog walking.

Part 2: Trail Conflicts

Question 8 (n=231): Do you feel that there are conflicts between trail user groups?

- Yes - 52.81%
- No - 47.19%



Question 9 (n=231): Which of the following user groups have you experienced conflicts with?

1. Motorized use (ATV'ing, snowmobiling, Timbersledding, motor biking)
2. Horseback riding
3. Cycling (on paved/gravel pathways)
4. Mountain biking (XC/downhill)
5. Dog walking
6. Nordic/backcountry skiing
7. Walking/hiking/backpacking/snowshoeing
8. Trail running

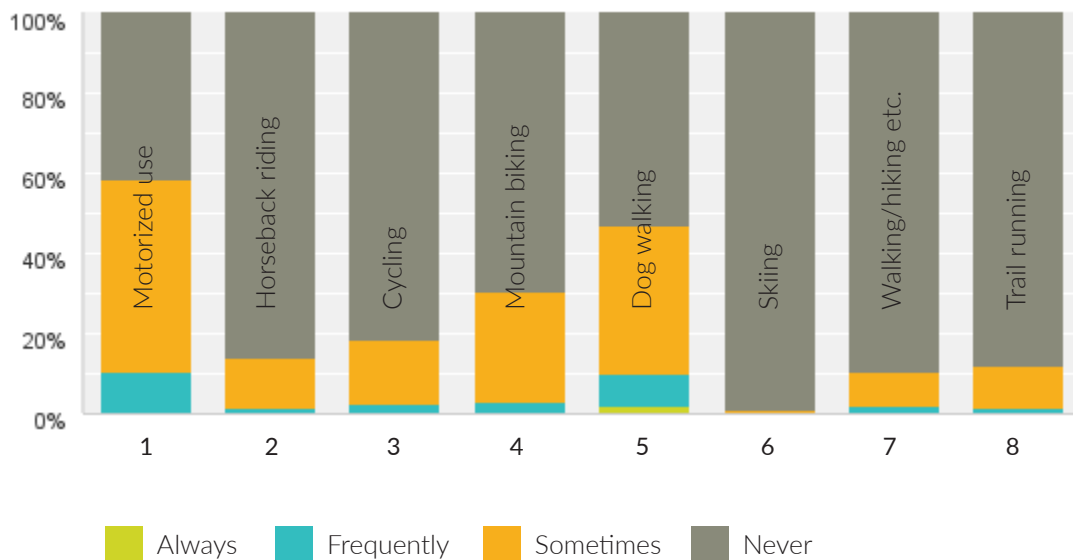
- Other comments included: forestry activities, overnight campers partying, commercial dog walkers.
- The most commonly cited user groups that conflicts were experienced with are as follows: motorized users, dog walkers, and mountain bikers.

Notably, many people expressed that in spite of conflicts a resolution is usually very achievable:

"Have had a couple of issues over the years, but people are mostly really good once you talk to them and explain how we can have a good experience all around."

"Even though I don't use an ATV, I'm frequently surprised by their courtesy...I like the fact that pretty much everyone gets along in the backcountry."

"Motorized vehicles sometimes going too fast/can't see or hear ahead...I've almost been run into on my horse. Also almost hit by a bike when a rider was wearing ear buds and going too fast around a corner. Should be a rule for all users (horseback riders included): no going fast if you can't see more than 6 feet ahead! Bikes/runners running up behind and horse things he is being chased. Solution: slow down & talk to each other."

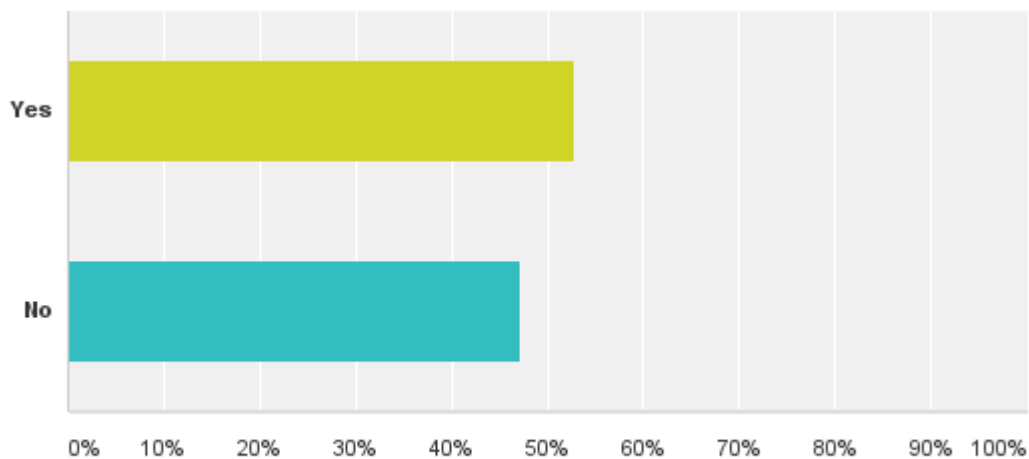


Question 10 (n=231): Would you like to see trails dedicated to specific uses? (e.g. motorized trails, mountain biking trails, equestrian trails)

- Yes - 52.81%
- No - 47.19%

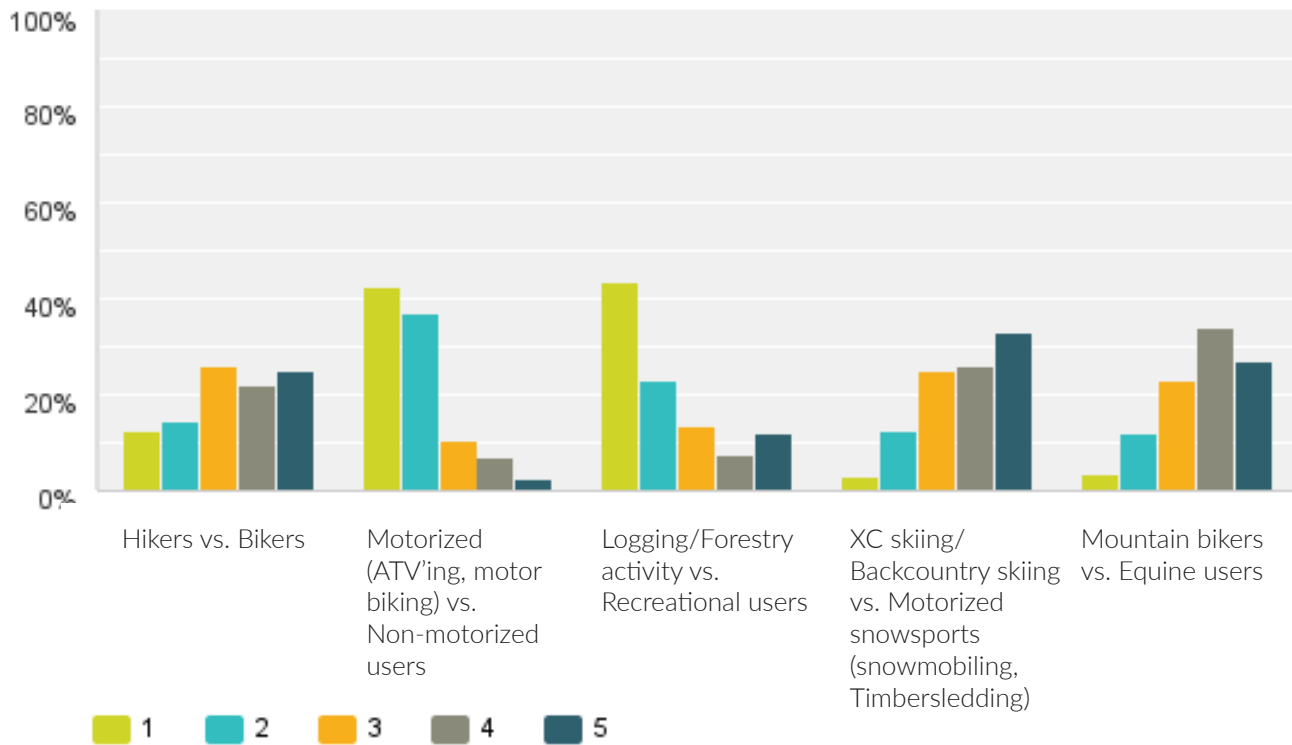
If “yes,” please explain yielded the following responses:

- Several respondents pointed to the potential of better signage and trail etiquette education as a way to minimize potential conflicts at crossover areas, and to create effective multi-use trails.
- Several respondents pointed to the need to separate out motorized users and create dedicated motorized paths.
- Several respondents pointed to a desire to see the Sunshine Coast Trail be designated for hiking or walking only.



Question 11 (n=214): Please rank the following list of potential conflicts in the order that they should be addressed.

- Based on the responses, the top three potential conflicts that should be addressed are as follows (in order): logging/forestry activity vs. recreational users, motorized (ATV'ing/motor biking) vs. non-motorized users, and hikers vs. bikers

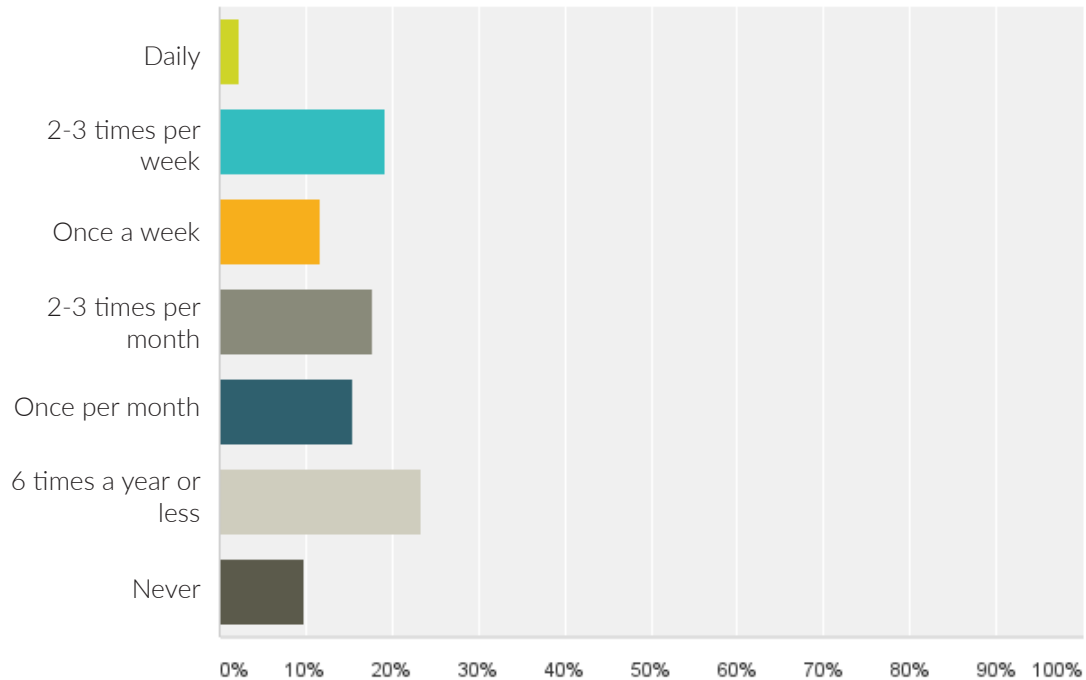


Trail Conflicts Section Summary:

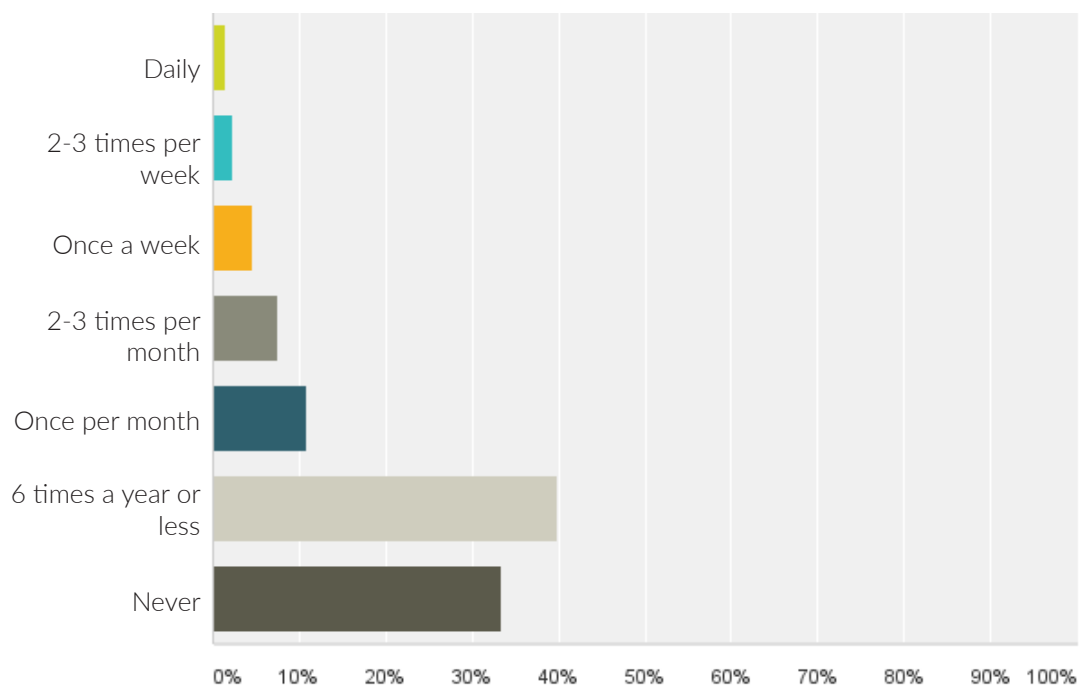
Based on the responses given to the questions in this section, the groups that trail users experienced the highest level of conflict with were motorized users and dog walkers. Most survey respondents expressed that the first conflict that ought to be addressed is that which exists between logging/forestry activity and recreational users.

Part 3: Trail Areas

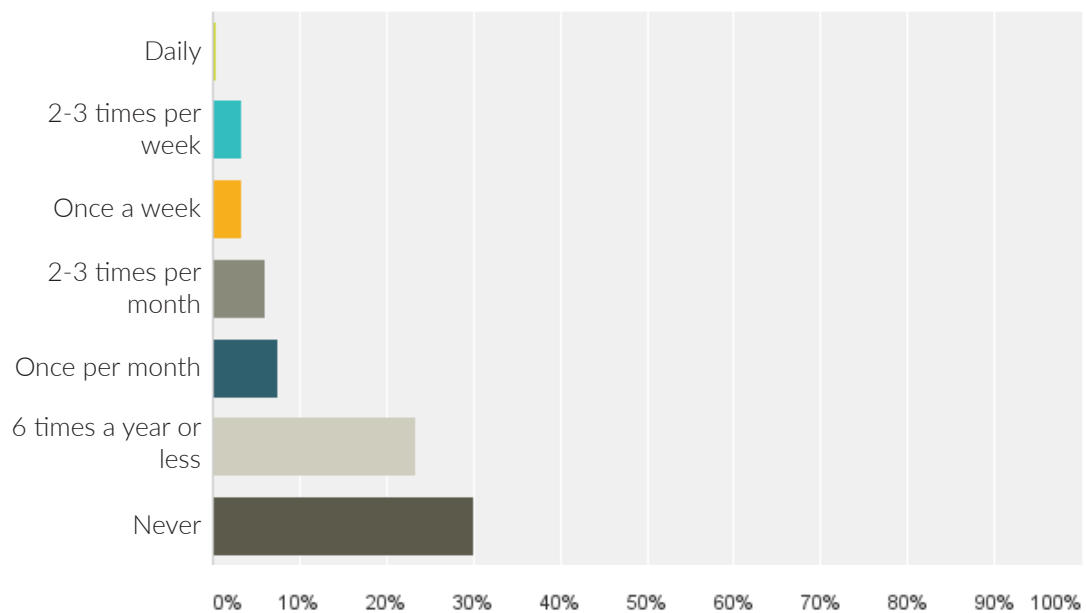
Question 12 (n=213): How frequently do you use the Duck Lake trails?



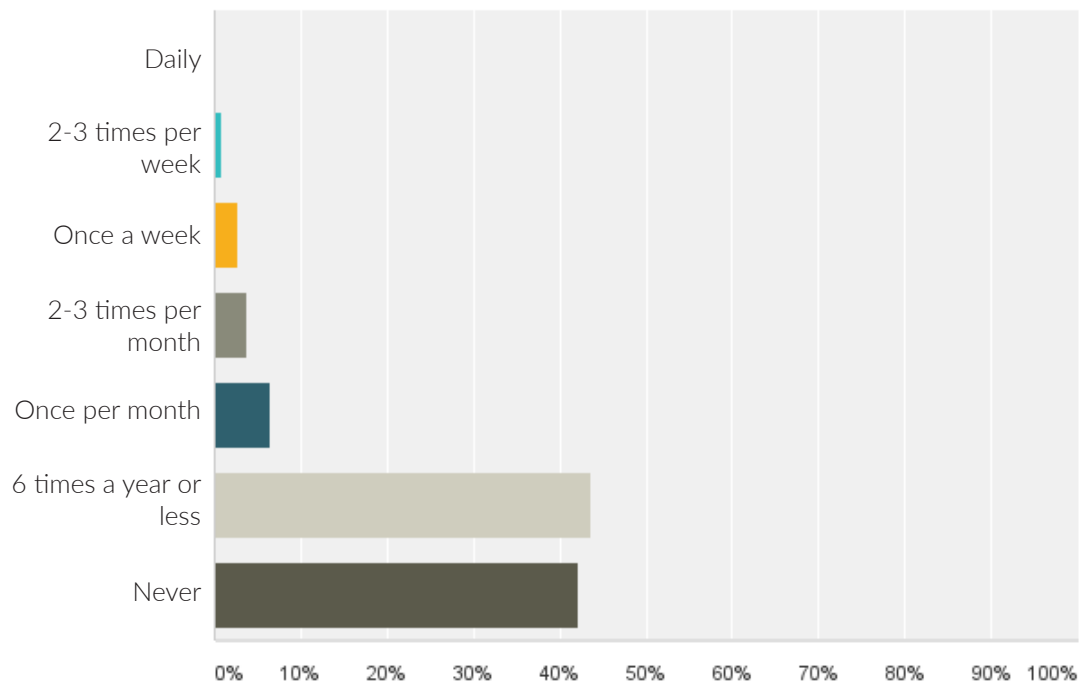
Question 13 (n=213): How frequently do you use the Gallagher Hill trails?



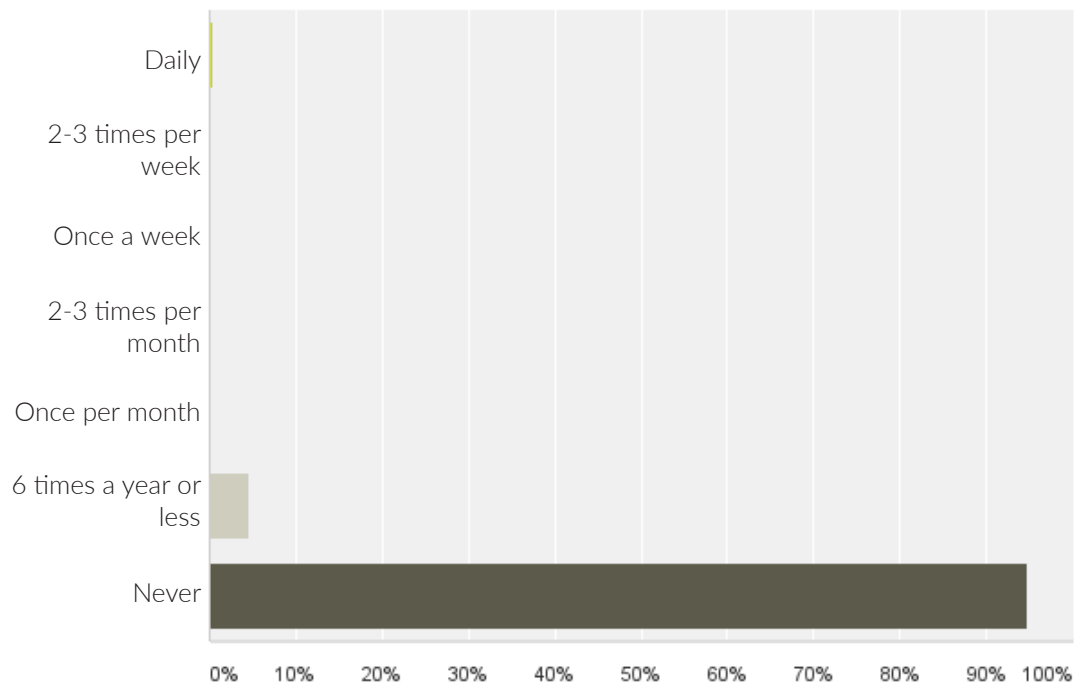
Question 14 (n=213): How frequently do you use the Hammil Lake trails?



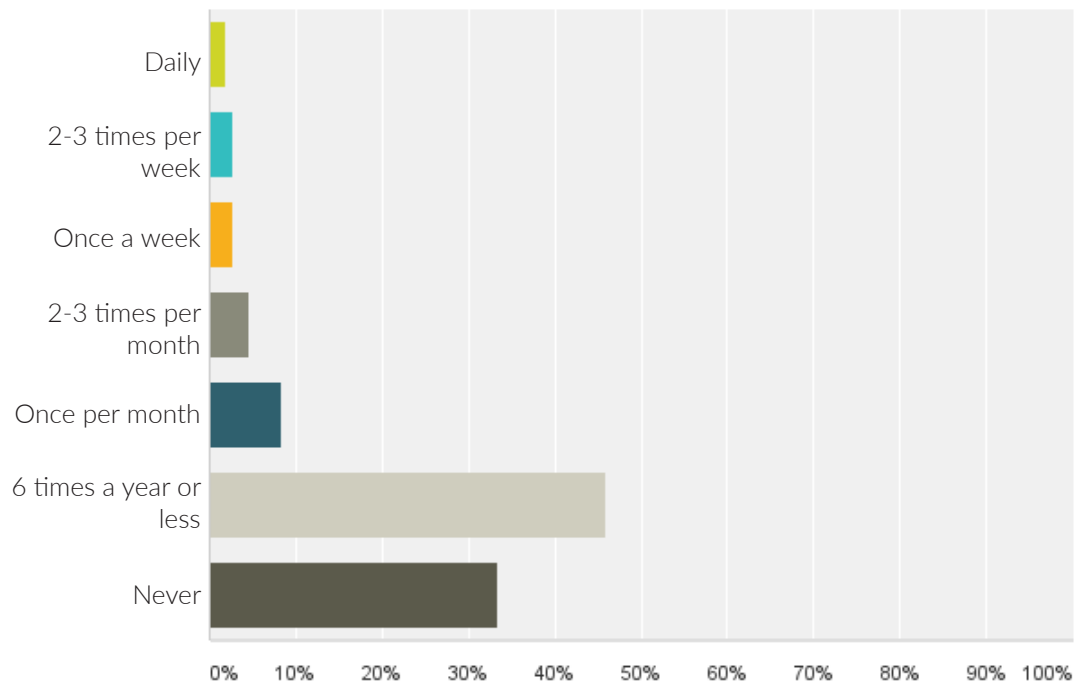
Question 15 (n=213): How frequently do you use the Knuckleheads trails?



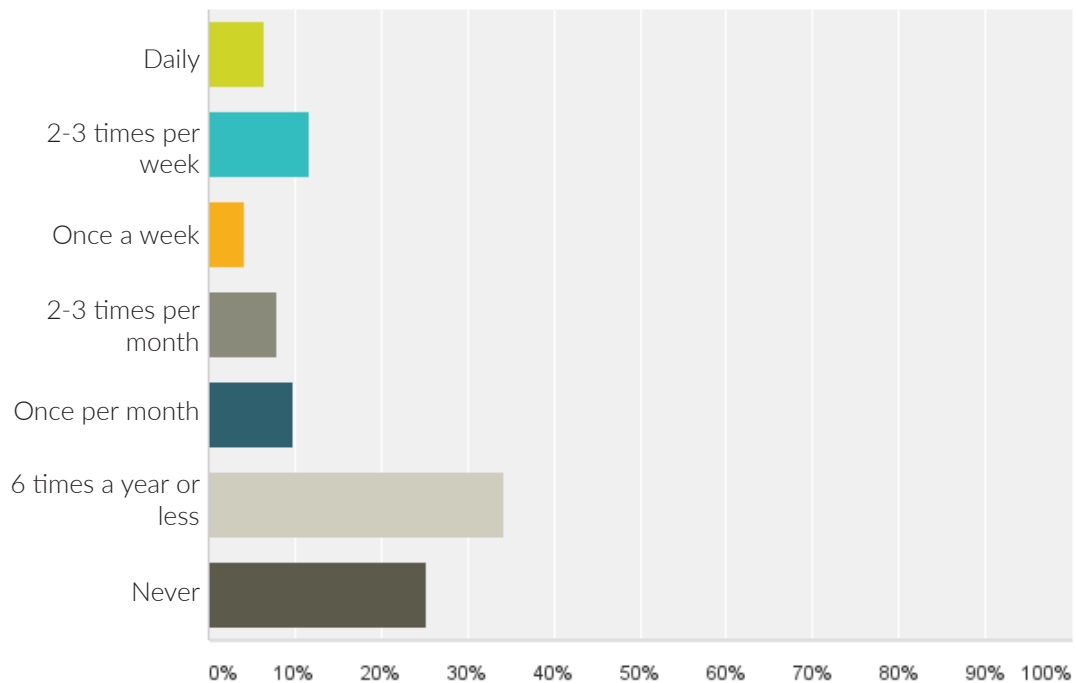
Question 16 (n=213): How frequently do you use the Lasqueti Island trails?



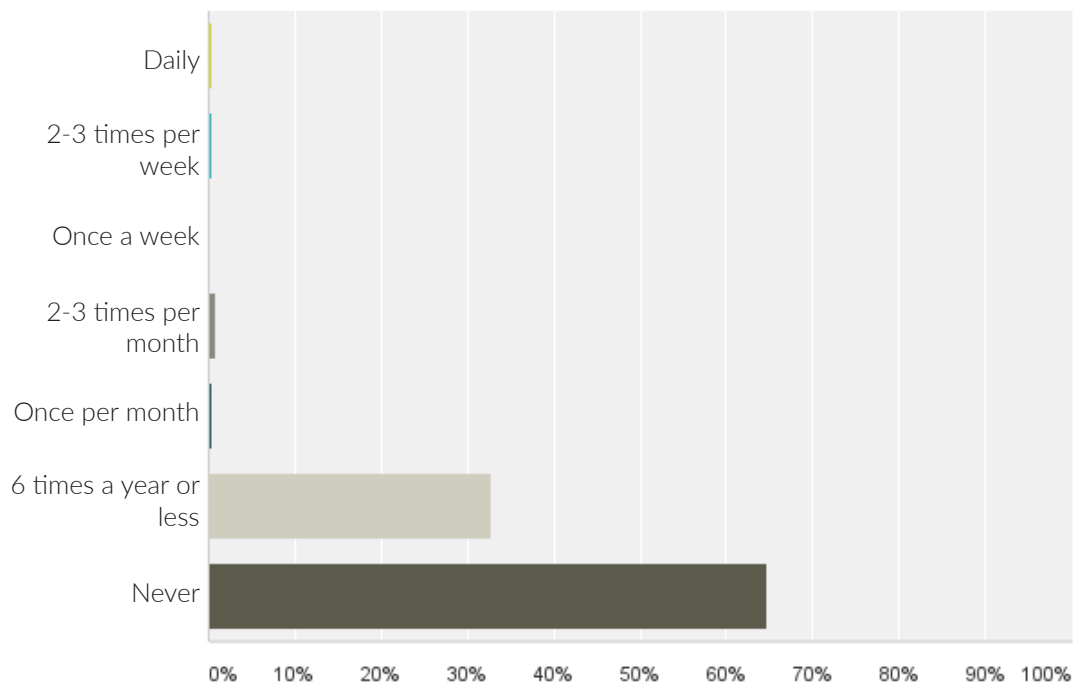
Question 17 (n=213): How frequently do you use the Malaspina trails?



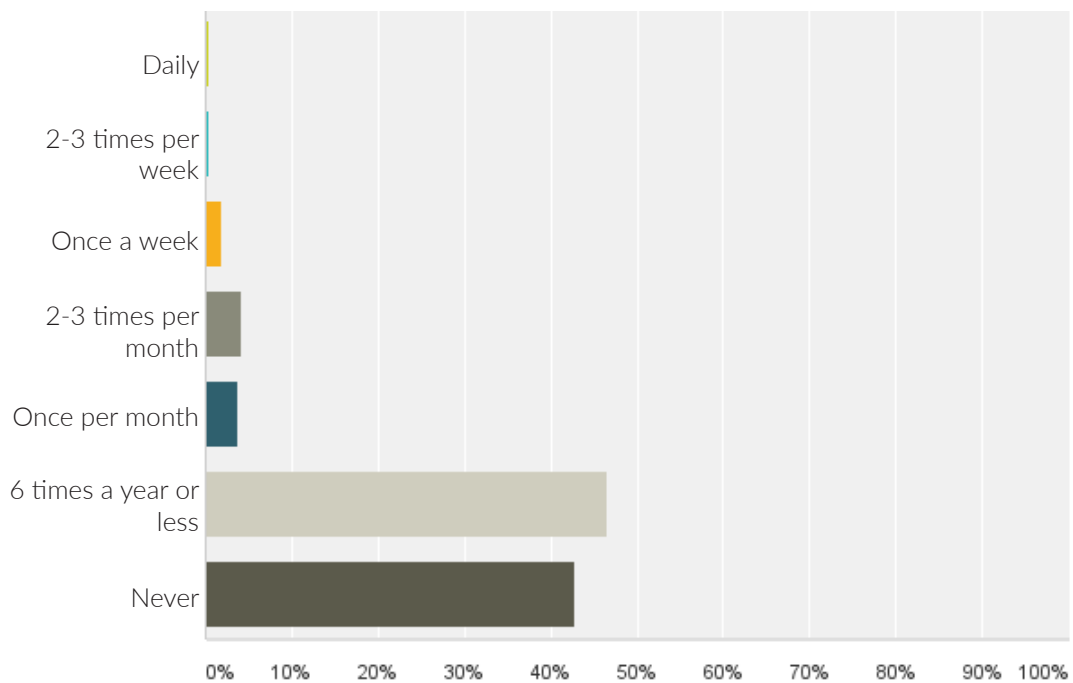
Question 18 (n=213): How frequently do you use the Penticton Maze trails?



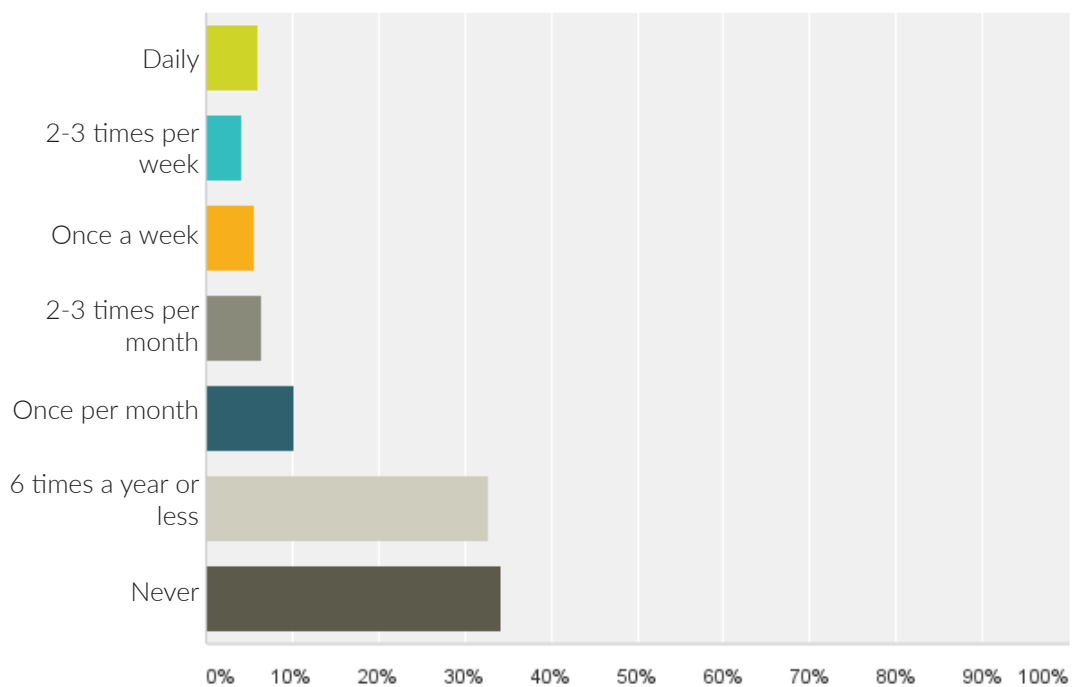
Question 19 (n=213): How frequently do you use the Savary Island trails?



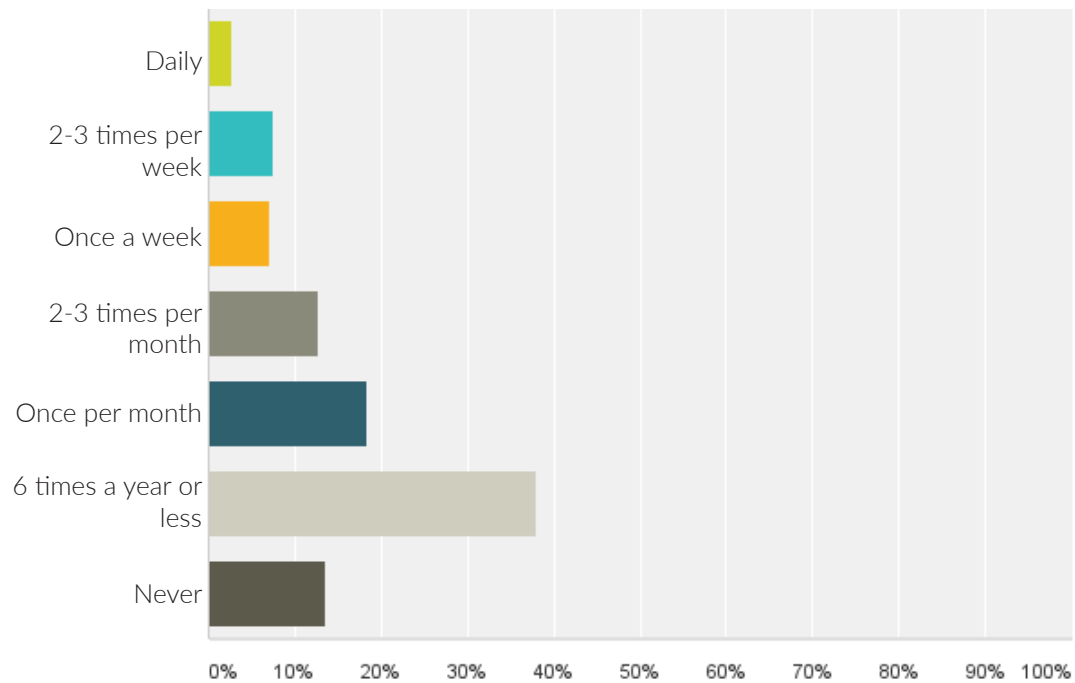
Question 20 (n=213): How frequently do you use the South Powell Divide trails?



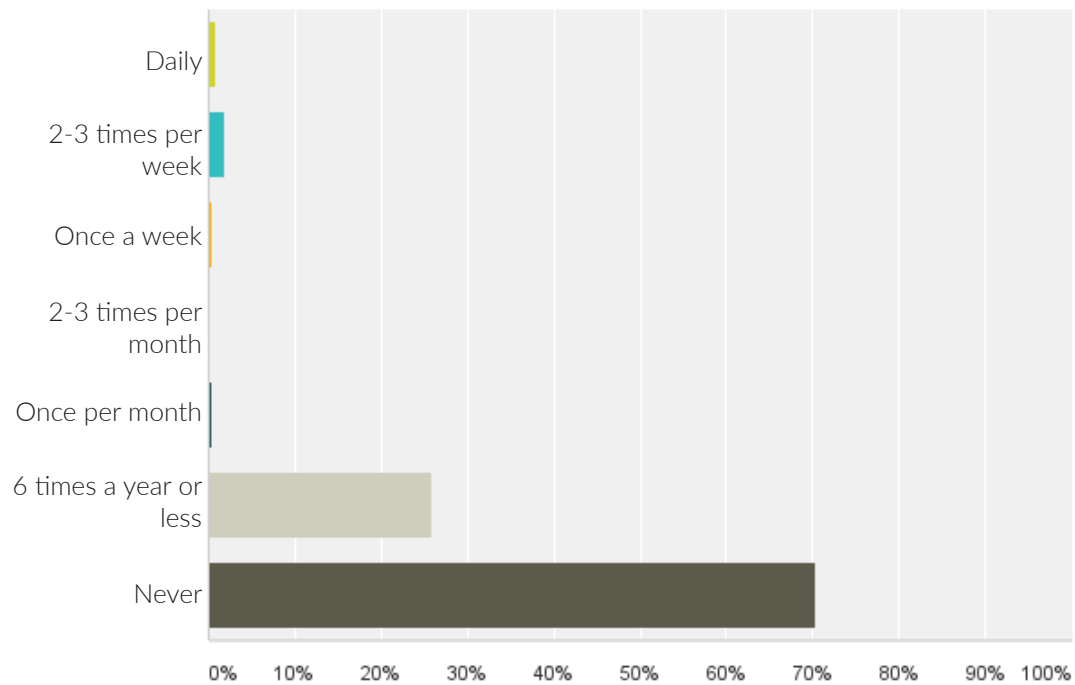
Question 21 (n=213): How frequently do you use the Suncoast trails?



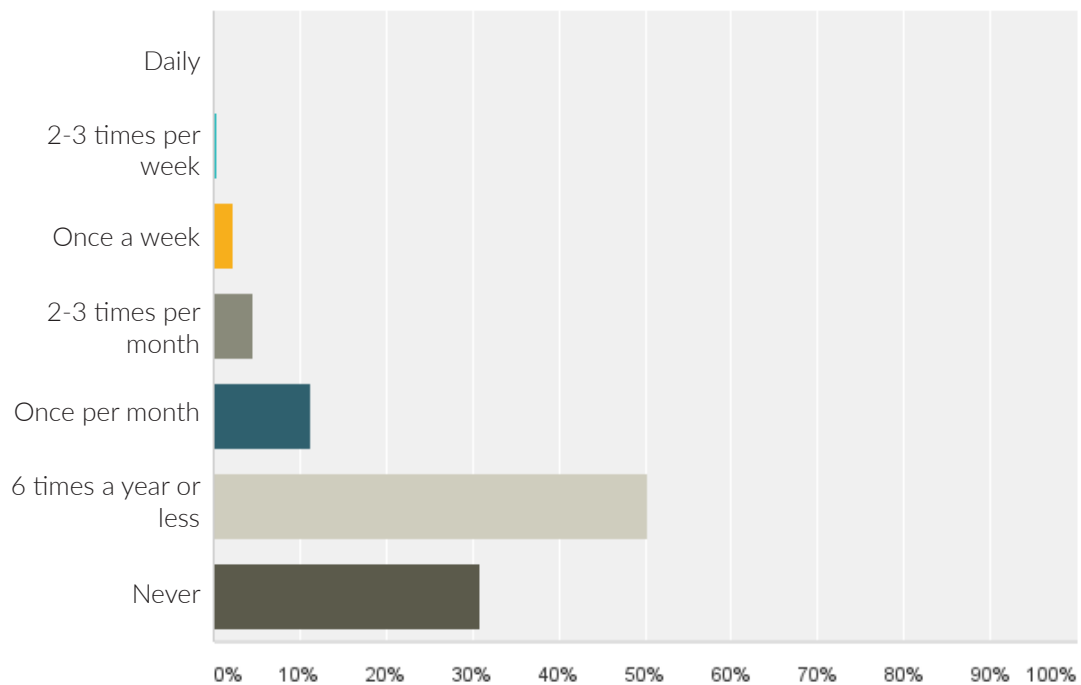
Question 22 (n=213): How frequently do you use the Sunshine Coast Trail (SCT)?



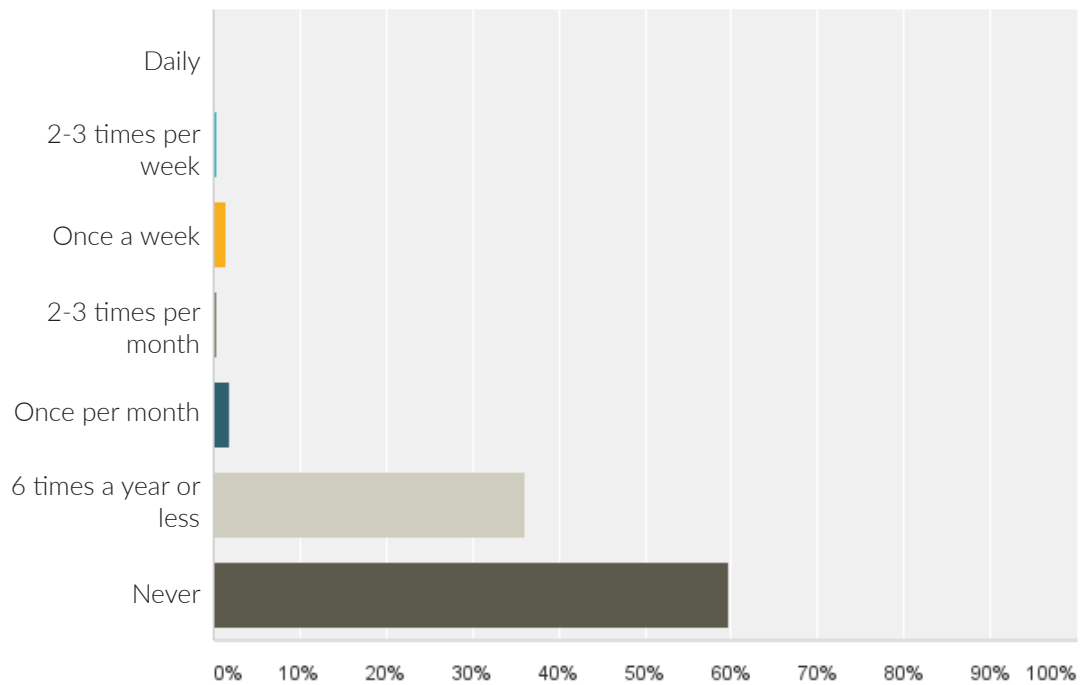
Question 23 (n=213): How frequently do you use the Texada Island trails?



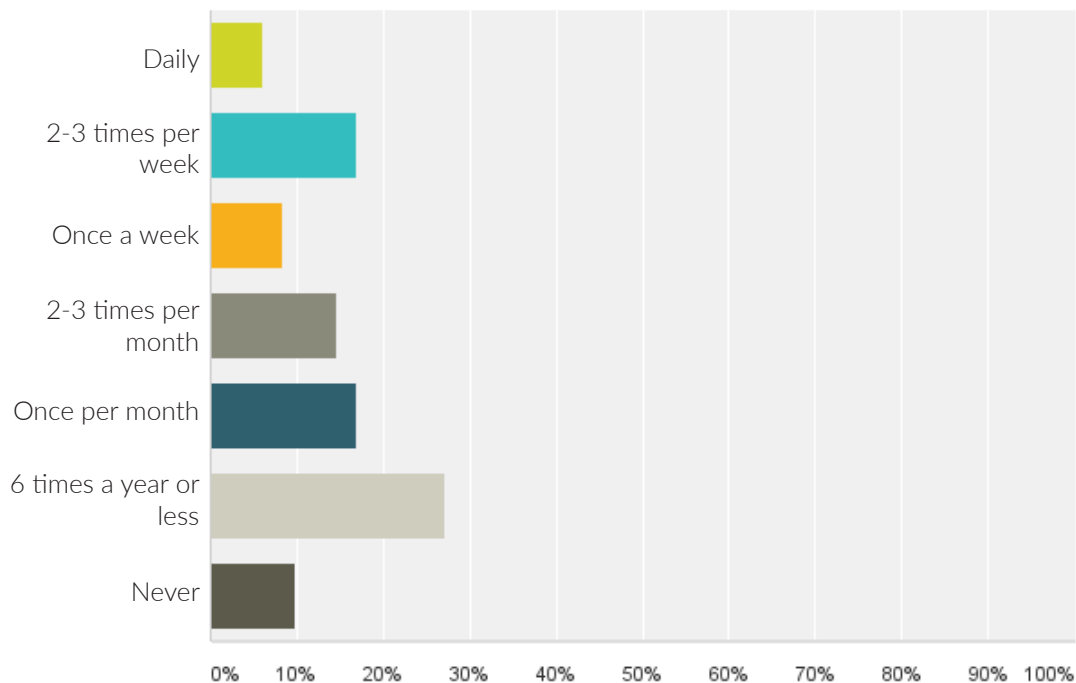
Question 24 (n=213): How frequently do you use the Tla'amin trails?



Question 25 (n=213): How frequently do you use the water and portage routes?



Question 26 (n=213): How frequently do you use the Willingdon trails?



Question 27 (n=51): If the trails or routes you use were not mentioned in the preceding questions, please let us know which trails you use and how often.

Key responses:

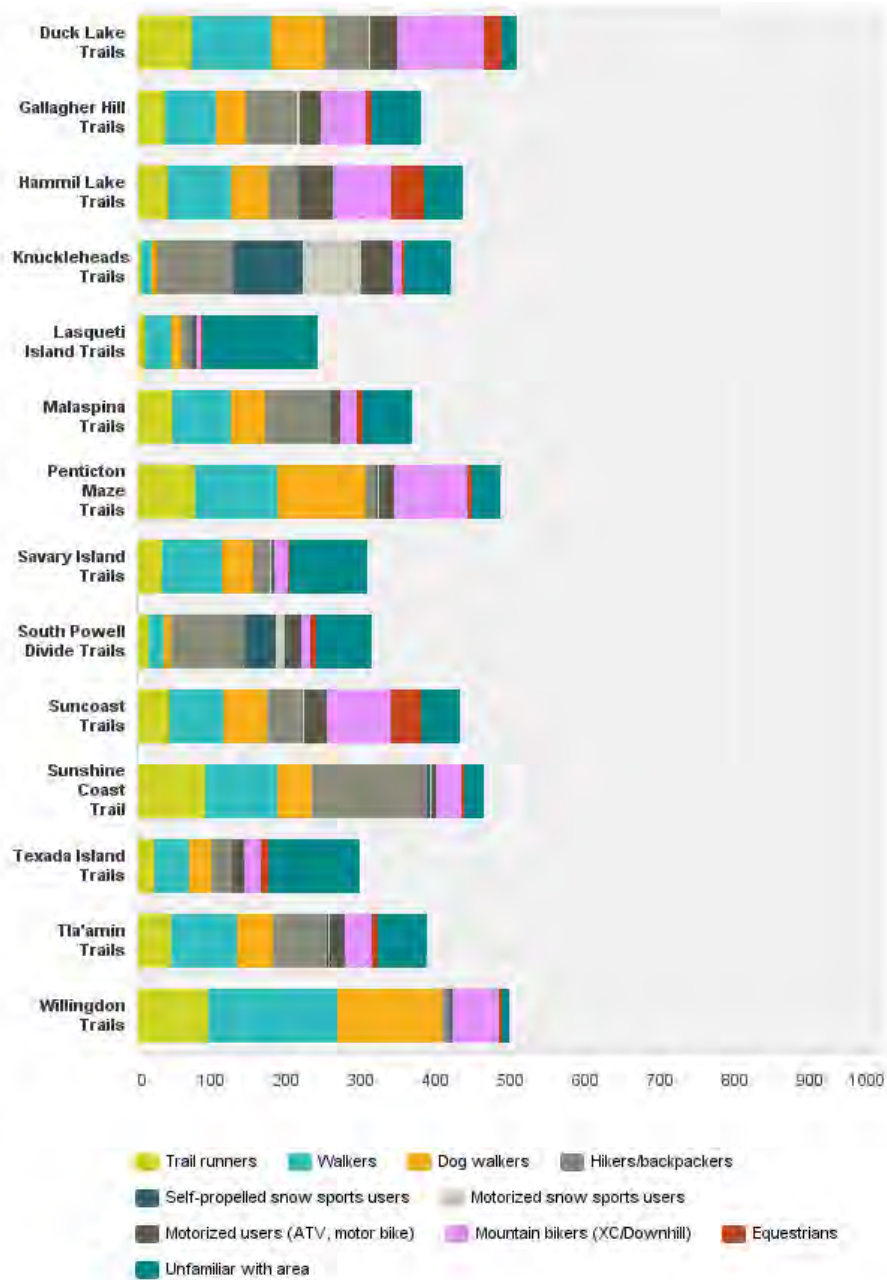
- “North Powell Divide. Twice in the last 4 years. It’s a world class 12 day hike. Helicopter in, hike out. This is the BIG time home run for Powell River - don’t miss it. It ranks with the Wapta, the Ptarmigan Traverse, the Haute Route, John Muir.”
- “There are many trails in the Eldred Valley around the Climber’s Camp that are not on here and vital for the access of world class climbing in the Eldred area. My wife and I use these trails a couple times a month in the summer.”
- “Rock climbing access trails. Lake Bluffs Trail, Psyche Slab Trail, Carag Dur Trail, West Main Buttress Trail, Amon Rude trail.”

Trail Use Section Summary:

Based on the responses given to the questions in this section, the trail areas that currently see the heaviest use are as follows: the Duck Lake trails, the Penticton Maze trails, the Sunshine Coast Trail, the Suncoast trails, and the Willingdon trails.

Part 4: Trail User Groups

Question 28 (n=200): What are the primary user groups at each core area? Please select up to 3.



Based on these responses, the top 3 trail areas by user group are:

Trail Runners

1. Willingdon Trails
2. Sunshine Coast Trail (SCT)
3. Penticton Maze Trails

Walkers

1. Willingdon Trails
2. Penticton Maze Trails
3. Duck Lake Trails

Dog Walkers

1. Willingdon Trails
2. Penticton Maze Trails
3. Duck Lake Trails

Hikers/Backpackers

1. Sunshine Coast Trail (SCT)
2. Knuckleheads Trails
3. South Powell Divide

Self-Propelled Snowsports Users

1. Knuckleheads Trails
2. South Powell Divide Trails
3. Sunshine Coast Trail

Motorized Snowsports Users

1. Knuckleheads Trails
2. South Powell Divide Trails
3. -

Mountain Bikers (XC/Downhill)

1. Duck Lake Trails
2. Penticton Maze Trails
3. Suncoast Trails

Equestrians

1. Hammil Lake Trails
2. Suncoast Trails
3. Duck Lake Trails

Question 29 (n=186): Which three (3) trails do you use most frequently and how do you use them?

Top Responses:

1. a) Sunshine Coast Trail (SCT) - Hiking, running, dog walking, snowshoeing
b) Penticton Maze Trails - Walking, dog walking, mountain biking (XC), running
c) Willingdon Trails - Commuting, walking, dog walking, running, mountain biking (XC)
2. a) Duck Lake Trails - Motorized use, dog walking, horseback riding, hiking, running, walking
b) Sunshine Coast Trail (SCT) - Hiking, running, dog walking, snowshoeing
c) Willingdon Trails - Commuting, walking, dog walking, running, mountain biking (XC)
3. a) Duck Lake Trails- Motorized use, dog walking, horseback riding, hiking, running, walking
b) Sunshine Coast Trail (SCT) - Hiking, running, dog walking, snowshoeing
c) Willingdon Trails - Commuting, walking, dog walking, running, mountain biking (XC)

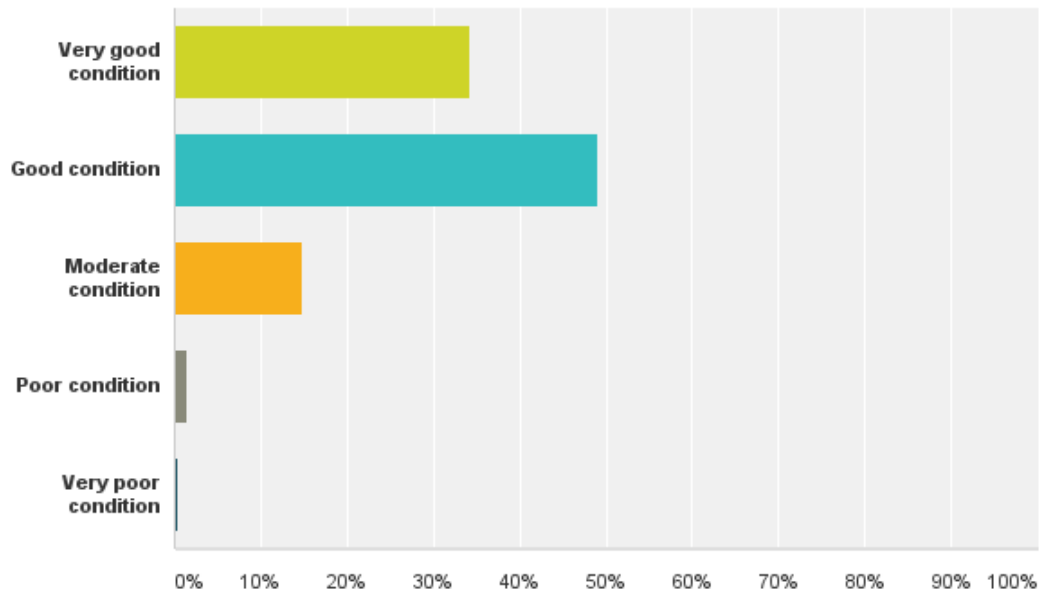
Trail User Groups Section Summary:

Based on the responses given to the questions in this section, several patterns have emerged. The Duck Lake Trails, Willingdon Trails, and Penticton Maze Trails clearly see heavy use by many different user groups. This in part due to their close proximity to the City of Powell River.

Part 5: Trail Conditions

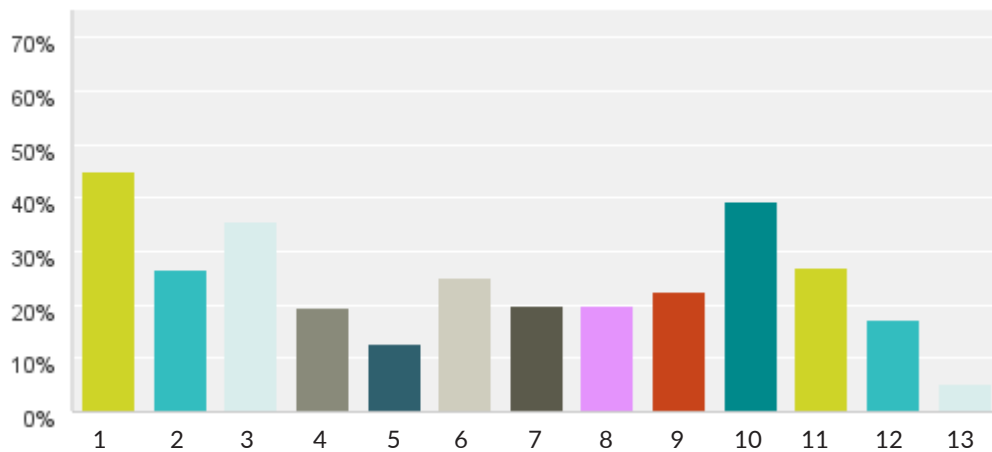
Question 30 (n=196): How would you rate the condition of the trails you use most frequently?

- Very good condition - 34.18%
- Good condition - 48.98%
- Moderate condition - 14.80%
- Poor condition - 1.53%
- Very poor condition - 0.51%



Question 31 (n=196): What would you consider the main trail issues? Please select top 5.

1. Poor signage and wayfinding - 44.90%
2. Poor (or no) facilities provided at trailheads and staging areas - 26.53%
3. Conflicting land use - 35.71%
4. A lack of trail maintenance - 19.39%
5. Erosion - 12.76%
6. Garbage - 25.00%
7. Vandalism - 19.90%
8. Compromised access due to flooding/mud - 19.90%
9. Compromised access due to blowdown - 22.45%
10. Trail damage from motorized users - 39.29%
11. Poor access to certain trails or areas - 27.04%
12. Poor connections between trails - 17.35%
13. Damaged/trampled vegetation - 5.10%



Based on this, the 5 main trail issues in the PRRD are (in order): poor signage and wayfinding, trail damage from motorized users, conflicting land use, poor access to certain trails or areas, and garbage.

Other trail issues cited include:

- A lack of dog control
- Dumping of dead animals
- Confusing access due to new logging roads being built
- A lack of trail etiquette education
- A lack of road maintenance
- Poor parking facilities/lack of turnaround space for those pulling trailers
- A lack of access to alpine areas
- A lack of readily available maps that provide sufficient levels of detail

Question 32 (n=119): Which specific trails or trail areas would you consider most in need of attention?

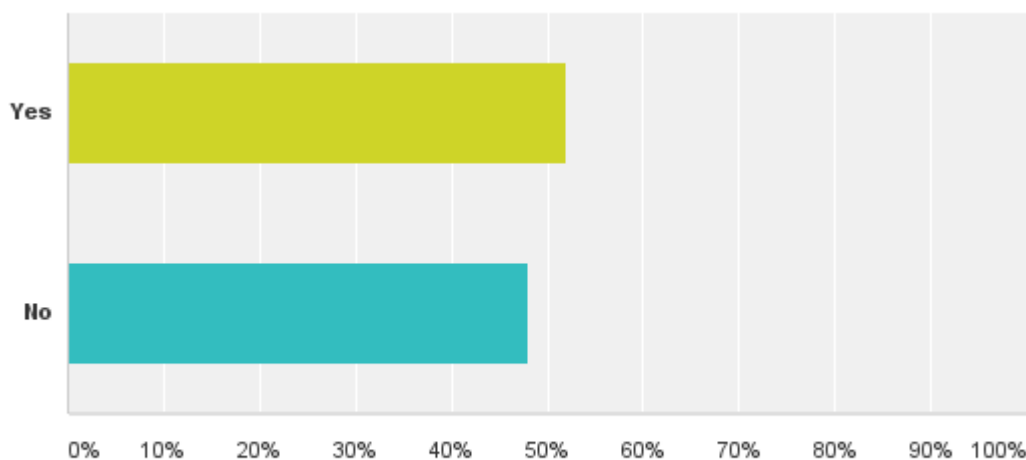
- Several respondents expressed that it is easy to become lost in the Penticton Maze Trails and signage is needed.
- Several respondents pointed to issues with dumping, particularly of road kill, that attracts predators to the same areas as trail users (specifically the areas off of Duck Lake and Deighton Roads, as well as West Lake).
- Better mapping is needed around Emma Lake in the Powell River Divide - many respondents felt that these backcountry areas need improvements to the access roads and trailhead maps.
- Several respondents expressed the need for a better network of commuter trails that connect all areas of Powell River.
- In general, better disposal and trash facilities at all trailheads are needed to keep trails clean for all users.

Question 33 (n=196): Do you think that there are sufficient trailhead or staging facilities throughout the PRRD trail networks?

- Yes - 52.04%
- No - 47.96%

Respondents indicated that the following issues exist:

- There is a lack of trail marking and access to backcountry areas
- There is generally a lack of quality, free maps of trail areas
- More signage is needed, particularly trail use designations and difficulty of terrain
- There is a need for clearly marked parking areas and better staging areas



Question 34 (n=196): What types of trails do you prefer?

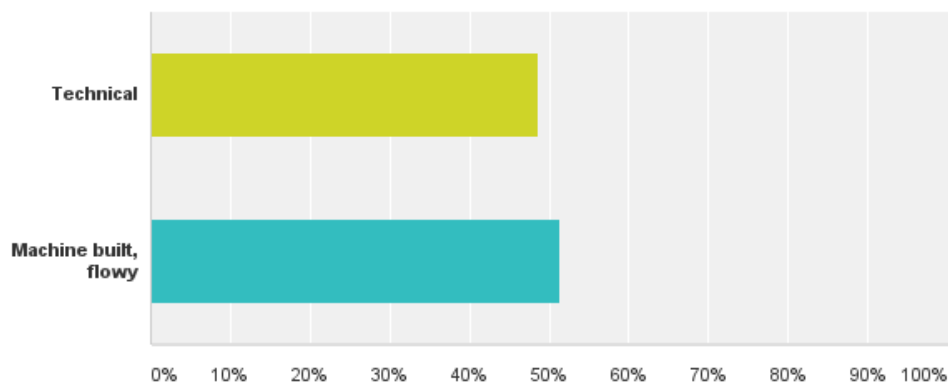
- Two-way (wide) paved trails - 2.04%
- Two-way (wide) gravel trails - 5.10%
- Single track gravel trails - 1.53%
- Single track trails with a natural surface - 91.33%



Question 35 (n=107): If you are a mountain biker, which type of bike trails do you prefer?

- Technical - 48.60%
- Machine built, flowy - 51.40%

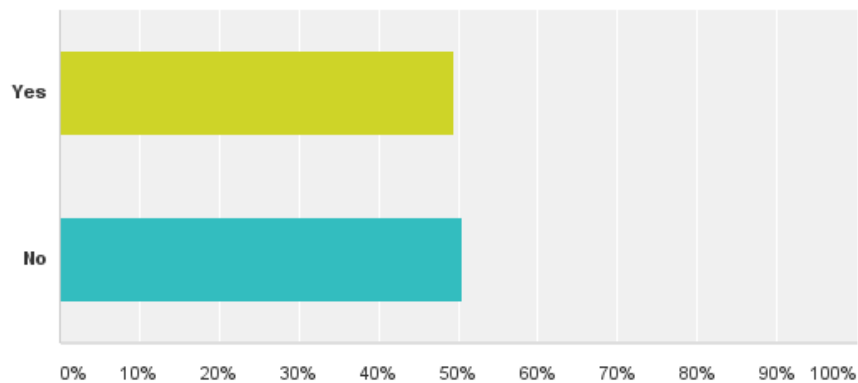
Comments pointed to the fact that both types of trails are enjoyed equally, and a balance should be struck.



Question 36 (n=196): Do you feel that there are currently a sufficient number of barrier free/ wheelchair accessible trails?

- Yes - 49.49%
- No - 50.51%

Survey respondents indicated that while the Inland Lake trail is considered barrier free, improvements are needed to make it truly usable for those in wheelchairs.



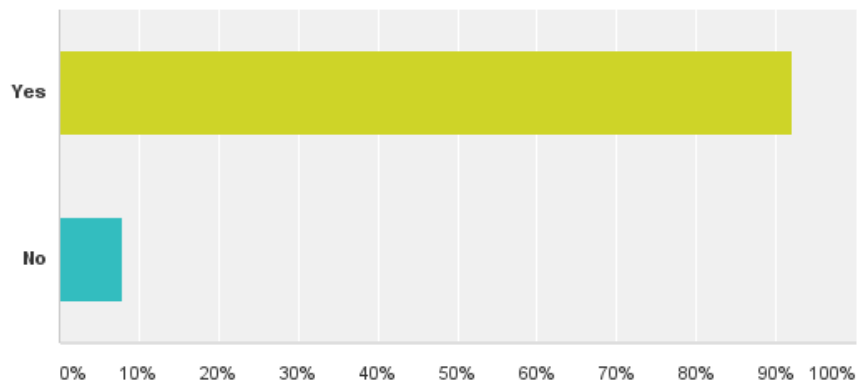
Trail Conditions Section Summary:

Based on the responses given to the questions in this section, the most pressing issue facing the trails in the PRRD is signage and wayfinding. Overall, the condition of trails was considered to be good by trail users.

Part 6: Trail Development and Improvement

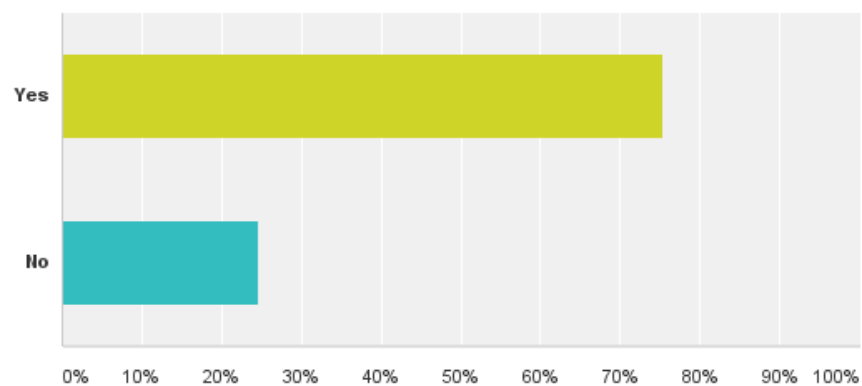
Question 37 (n=190): Events such as the Marathon Shuffle and the BC Bike Race form a key tourism and economic driver in the region. Do you support encouraging more trail-based events to be held in the Powell River Regional District?

- Yes - 92.11%
- No - 7.89%



Question 38 (n=190): Would you embrace or encourage the development of commercial or guided practices on PRRD trails, such as a shuttle service or guided bike tours?

- Yes - 75.26%
- No - 24.74%



Question 39 (n=146): What do you think is needed to make the PRRD an iconic trails destination?

- Improved marketing.
- Nurturing the naturalness and accessibility of trails.
- Reliable trail access for important trails like the SCT and the mountain trails in the South Powell Divide.
- Improved backcountry access and alpine trails.
- More attention paid to the visual aesthetic.
- A gravity park/mountain bike park similar to what is happening on the southern part of the Sunshine Coast.
- Improved signage, mapping, and wayfinding.
- Better maintenance and reduced vandalism.
- Supportive retail and business - including overnight accommodation and restaurants.
- Better connections between trails.
- Support and encourage continued volunteerism.

Question 40 (n=100): Where are trail head or staging facilities needed in the following areas? These may include washroom facilities, parking, staging areas for motorized vehicles, water fountains, picnic areas, and trash receptacles. Please note what facilities are needed.

Duck Lake Trails:

Parking and washrooms, picnic areas, and trash receptacles. Doggie bags as well as this is a popular dog walking location.

Gallagher Hill Trails:

Signage is needed, particularly at the Powell Lake area. Parking is needed at Haslam Lake, and the Inland Lake Road. In addition, maps at trailheads are needed to help guide trail users. This area sees relatively heavy use, so washroom facilities (outhouses) could be built. In addition, trash cans should be installed in certain locations. Parking could be located at Ev's Trailhead.

Hammil Lake Trails:

Parking works quite well as it currently exists. Better signage and trash receptacles are absolutely needed. Washroom facilities could improve the visitor experience.

Knuckleheads Trails:

Improvements to the roads and access are needed. Signage, a trailhead map, and washroom facilities are also needed. This signage needs to take into account heavy winter use and should include trail use and danger designations, as well as information about backcountry travel and avalanche risk in the winter. Better parking and pullouts, including winter parking.

Lasqueti Island Trails:

Nothing mentioned

Malaspina Trails:

Better trailhead parking and signage is needed in this trail area. In addition, washroom facilities could be added.

Penticton Maze Trails:

Improved signage, picnic areas, parking, and trash receptacles.

Savary Island Trails:

Nothing mentioned

South Powell Divide Trails:

Improved road access is critical.

Suncoast Trails:

Designated parking and trailhead maps are needed. Washrooms and trash receptacles would also help to improve the visitor experience.

Sunshine Coast Trail:

Well maintained, nothing needed.

Texada Island Trails:

The only needed improvement that was expressed at the present time is better trail maps and wayfinding.

Tla'amin Trails:

Interpretive signage, better signage would be helpful. Decisions regarding this trail network will need to be made by the Tla'amin.

Water and Portage Routes:

A launch site at Haslam (Muddy Lake), more ocean launch sites (Myrtle Rocks, Arte Vida, Kelly Creek - Lang Bay, Dinner Rock). Improvements needed to Frolander. All portages should be wheelable for kayaks. The corners are too sharp in some cases and have to be widened and made more gentle without obstacles on the sides. Better signage for the canoe route access, and information kiosks.

Willingdon Trails:

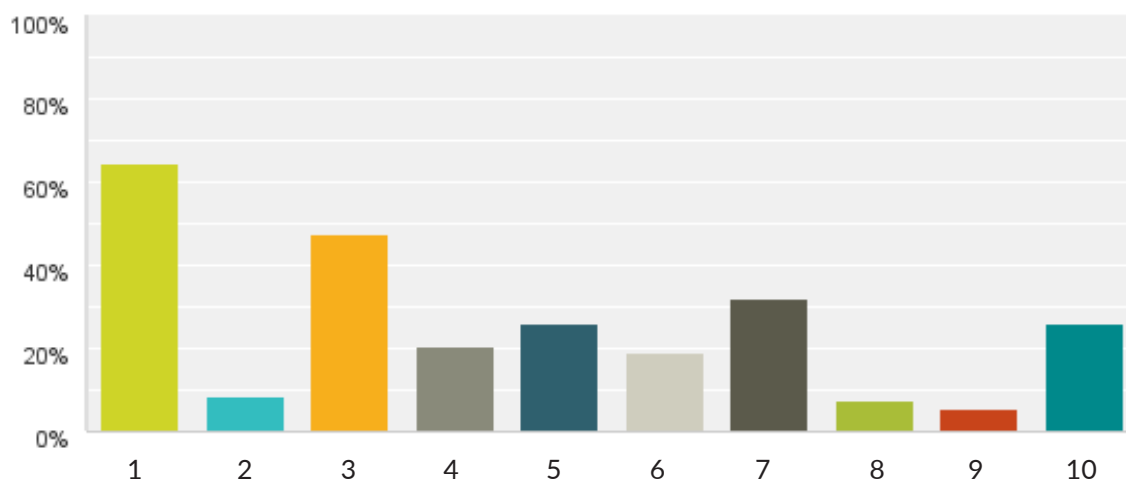
Better maps, trash receptacles, and doggie bags at trailheads to keep trails clean.

Other:

Generally improve access to alpine areas, provide parking and washroom facilities at all areas.

Question 41 (n=190): What would you consider the main priorities for trail development and improvement? Please select top 3.

1. Install trailhead maps and signage - 64.74%*
2. Install interpretive signage - 8.42%
3. Install signage at trail intersections - 47.37%*
4. Improve trail etiquette - 20.53%
5. Improve links between trails, connect more trails - 25.79%
6. Add new trails - 18.95%
7. Repair and restore trails or reroute trails - 32.11%*
8. The development of trail head service hubs - 7.37%
9. Close eroded or damaged trails as needed - 5.26%
10. Other - 25.97% - Improving access to backcountry trails; working together with logging companies to create parking and pullouts, as well as to improve trail surfacing after blasting rock; maps you can carry



Question 42 (n=80): Please note where the improvements are needed:

- Many of the designated trail areas lack proper connectors, and this is something that should be addressed.
- Re-open the D Branch road to allow access to the north end of the South Powell Divide, B-Branch - fix major washout and clear more space for parking for Emma Lake and Goat 2. This is an important mid-route access/egress to the Divide and is in horrible shape. There are missing bridges and numerous cross ditches. E-Branch, which provides access to the KWRA Kharthoum Valley needs attention, as does the road access to Walt Ridge.
- All equestrian trails need maps and signage, including what to do when meeting a horse and a rider and trail etiquette with regard to horses.

Question 43 (n=100): What would you like to see developed? (e.g. more equestrian trails)

The following were mentioned repeatedly:

- Improved trail connections
- Different levels of difficulty, including more downhill biking
- More active transportation corridors and commuter trails to make commuting safer
- Improved beach access areas and viewpoints

Question 44 (n=69): Are there specific trails or trail areas that you would like to see linked?

Key responses:

- *"Yes, I would like to see all the Townsite trails that feed into Willingdon Park linked, protected, and maintained and trail mapped as legitimate byways to the Westview side of Powell River, which would support eco-friendly transit."*
- *"Willingdon-Gallagher-Duck-Hammil-Suncoast-Penticton-Willingdon. All these areas can be connected. Doesn't need to be a greenway, but can form a reliable and safe corridor. Consider an expanded seawalk to connect Willingdon to Penticton Maze."*
- *"South Powell Divide and North Powell Divide. Bear caches near camping areas and water sources."*

Question 45 (n=76): Are there any areas where you would like to see future trail development?

The following were mentioned:

- A green corridor linking Lund to Powell River (SCT focused on hikers, this would serve bikers and equestrians)
- Any new development that would support the preservation of old growth forest
- Backcountry hikes and trails, particularly in the South Powell Divide
- More trails in the Eldred and Theodosia watersheds, with protection given as parks or conservancies

Question 46 (n=59): Are there any areas that you feel should be preserved, or are not suitable for trail development?

The following were mentioned:

- Respondents indicated the need for a comprehensive survey to determine ecologically sensitive areas and areas that have the potential to impact upon local wildlife (such as nesting sites).
- Development in watershed areas should be minimal or avoided altogether.
- It was also noted that trail development can be a useful preservation tool, if it is done in a way that is sensitive to the surrounding environment. It also becomes a tool to teach the public about old growth forest and encourage preservation efforts.

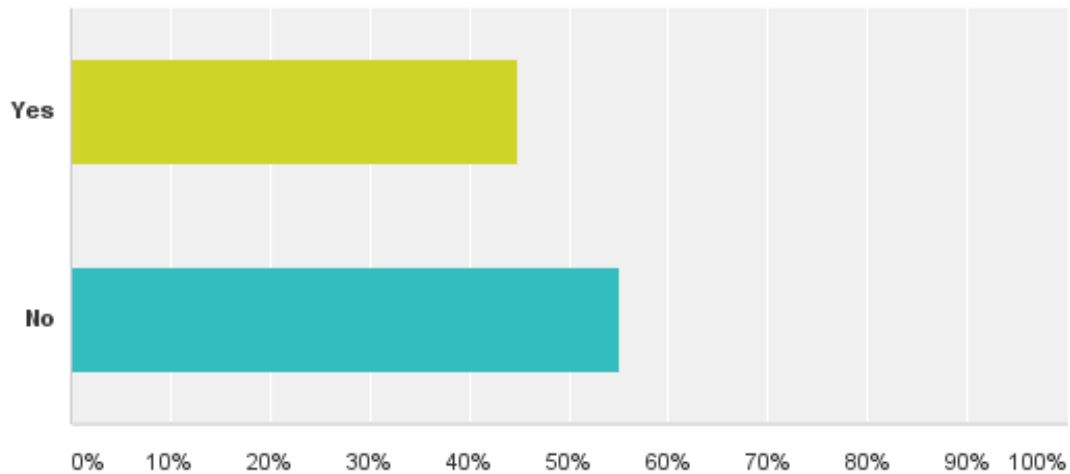
Trail Development and Improvement Section Summary:

Based on the responses given to the questions in this section, installing signage and the restoration of damaged existing trails should be given priority. A clear desire for better commuter infrastructure was expressed, as well as the need for better access to backcountry areas.

Part 7: Community Involvement

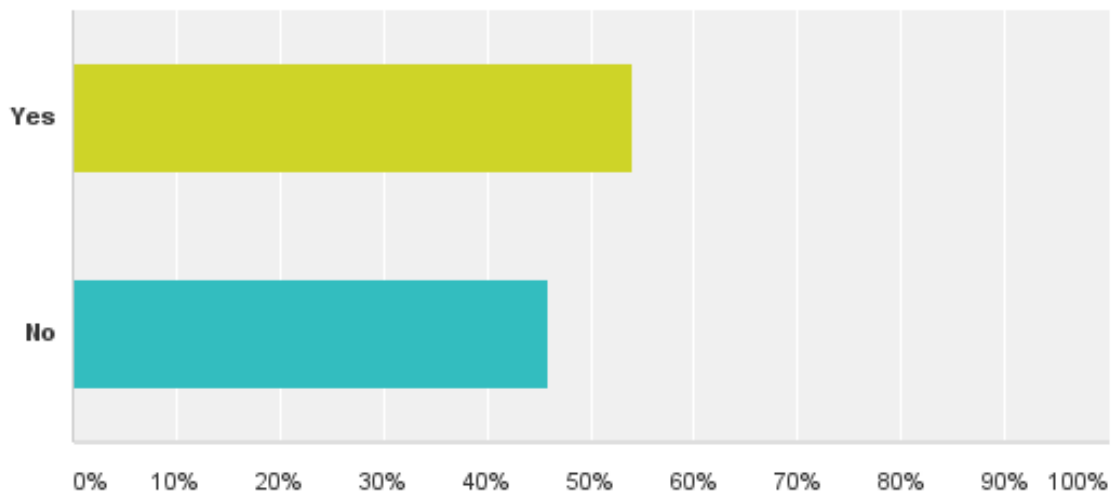
Question 47 (n=189): Are you currently a member of a club or group that contributes to the maintenance of local trails?

- Yes - 44.97%
- No - 55.03%



Question 48 (n=189): If you are not currently a member of one of these groups, would you be interested in joining a volunteer group that maintains or builds trails in the PRRD?

- Yes - 53.97%
- No - 46.03%



Question 49 (n=189): Would you be interested in volunteering your time in other ways? For example, to contribute to trail etiquette education?

- Yes - 35.63%
- No - 64.37%

If yes, explain what type of volunteer contribution you would be interested in making yielded the following key responses:

- Maintenance, clean up and garbage removal, signage installation.
- Upon retirement I would be interested in physically aiding cleanup or a similar activity.
- Guiding (trail runs), trail planning.
- Trail etiquette and education.
- I would be happy to be involved in an initiative that focused on highlighting the alpine trails of Powell River, especially the North Powell, South Powell, Mt. Alfred and Emma Lake.
- Development of linking overnight tourist facilities to trails.
- Putting a stop to logging and industrialization in our backcountry.
- Making public art on the trails - connecting ecology and culture to trail use.
- Tour guide, or skills introduction.
- As an educator/librarian I'd be willing to research print and web resources that would be useful in educating the public about trail use and then work on a plan to connect potential user groups to that information. I could do an audit of what's available online and what's missing in terms of local trail information.
- Promoting events.
- I help with the planting of the Willingdon Creek rhododendron and natural plant revitalization.
- Explaining what to do when meeting horses on the trail.
- A willingness to make a financial contribution.

Question 50 (n=62): Please submit any other comments or questions you may have.

Key responses:

- Mapping is crucial - getting lost is scary. At times it is not clear where trails go when you arrive at a junction.
- The alpine trail potential for tourism is far bigger than recognition is given to. The North Powell (and probably others) are undiscovered gems that need to be promoted.
- Trails and outdoor tourism do a lot more for our community than logging and power projects do. Protect our wilderness areas from logging and development.
- Make protection and maintenance of commuter trails a priority. It will make Powell River a greener, healthier, more accessible town for current and future residents and be a draw for tourists who want to experience the natural beauty of our community without going deep into the backcountry. This will encourage non-vehicle tourists to visit more frequently from Courtenay, for instance, and better maintain non-vehicle connections between our neighborhoods as they grow and change in the future.
- Community engagement is key - if citizens understood it was fellow citizens volunteering their

time and resources to make trail markers (and benches, etc.) perhaps they would not remove them from trails.

- We have a goldmine in this community - the SCT and the fact that the BC Bike Race returns every year are a testament to that - so I believe we need much stronger protection of our trail systems from the invasive logging practices.
- Support for volunteers is needed, as people may have time, but would like to borrow tools etc.
- Texada has a lot of great trails, it's just a shame that they're not accessible to everyone, and are known about by just a few. Initially trails should be chosen for development, and agreements come to with private landowners and potential clearcutters, followed by proper signage and publicizing the areas on maps made widely available. It would be a great tourism stimulus for our island!
- Another wheelchair/stroller access type trail would be excellent.
- Establishing a code of conduct for all trail users is very important.
- I feel we need to avoid setting a precedent by making any trails hikers only.
- There needs to be a lot of communication between user groups. Clearing up how the trails overlap and just where the trails are.
- I think that we need to market our trails - bring tourists and ecotourists to town!

Community Involvement Section Summary:

Based on the responses given to the questions in this section, the PRRD benefits from an active and engaged local community that contributes many volunteer hours to the existing trail network. More than half of those not currently volunteering would be interested in contributing their time and energy. This is a tremendous asset to the PRRD trail network.

APPENDIX D: IMBA TRAIL DIFFICULTY RATING SYSTEM

The IMBA Trail Difficulty Rating System is a basic method used to categorize the relative technical difficulty of recreation trails. The IMBA Trail Difficulty Rating System can:

- Help trail users make informed decisions
- Encourage visitors to use trails that match their skill level
- Manage risk and minimize injuries
- Improve the outdoor experience for a wide variety of visitors
- Aid in the planning of trails and trail systems

This system was adapted from the International Trail Marking System used at ski areas throughout the world. Many trail networks use this type of system, most notably resort-based mountain biking trail networks. The system best applies to mountain bikers, but is also applicable to other visitors such as hikers and equestrians. These criteria should be combined with personal judgment and trail-user input to reach the final rating.

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" or more	36" or more	24" or more	12" or more	6" 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" tall or less Avoidable obstacles may be present Unavoidable bridges 36" or wider	Unavoidable obstacles 8" tall or less Avoidable obstacles may be present Unavoidable bridges 24" or wider TTF's 2' high or less, width of deck is greater than 1/2 the height	Unavoidable obstacles 15" tall or less Avoidable obstacles may be present May include loose rocks Unavoidable bridges 24" or wider TTF's 4' high or less, width of deck is less than 1/2 the height Short sections may exceed criteria	Unavoidable obstacles 15" tall or greater Avoidable obstacles may be present May include loose rocks Unavoidable bridges 24" or narrower TTF's 4' high or greater, width of deck is unpredictable Many sections may exceed criteria

APPENDIX E: TRAIL CLASSIFICATIONS AND STANDARDS

A formalized trail classification system is a necessary component of creating an effective and safe trail network for all user groups. A formalized system allows users to select trails that meet their skill level, abilities, and desired trail experience. In addition, a consistent formal system enables stakeholders to better understand the requirements when planning, building, and maintaining a trail.

Ideally, a trail system or network will include trails that engage different skill levels and user groups, and are a range of widths and trail types.

The Ministry of Forests Trail Standards Draft from Spring of 2013 forms the basis for this Appendix. A newer version of this document with some updates will be released in 2017.

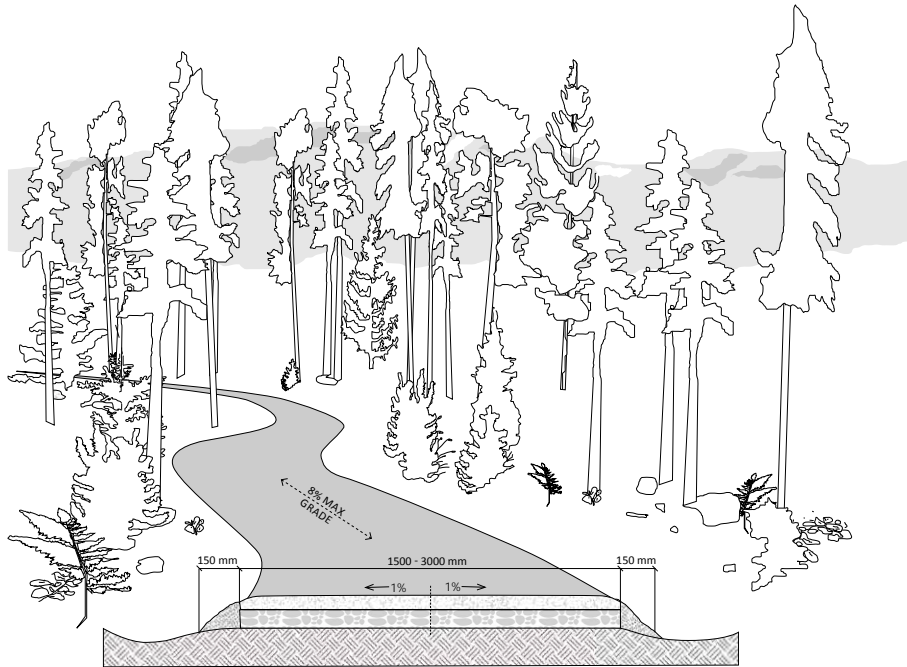
The trail types in the Powell River Regional District can be classified according to the chart on the following page. A mix of these different trail types is desirable, with a focus on narrower trails with a natural mineral soil surface.

	Type I	Type II	Type III	Type IV	Abandoned Resource Road
Trail Surface (typical)	Asphalt or crushed aggregate	Crush aggregate or natural mineral soil surface	Natural mineral soil surface	Natural surface, loose surface	Hardened road surface, road base and aggregates
Typical Average Width	1.5m to 3m	1.0 to 2.0m	0.3m to 1.2m	0.3m -0.5m	>3m
Average Grade	0%-4%	5%-8%	8%-10%	8%-12%	NA
Maximum Grade	7%	12%	10%	15%	20%
Typical Uses	Hiking , Cycling, XC Skiing, Equestrian, Snowshoe	Hiking , Cycling, XC Skiing, OHV, Equestrian, Snowshoe,	Hiking , Cycling, XC Skiing, OHV, Equestrian, Snowshoe,	Hiking, backcountry skiing, limited cycling (usually not appropriate)	All
Typical Setting	Developed and urban areas, community connector	Semi-developed, front country, forested	Front country, backcountry, wilderness	Alpine, wilderness, remote	Forested, resource areas, wilderness, backcountry
Descriptor	Pathway	Double Track	Single or Double Track	Route	



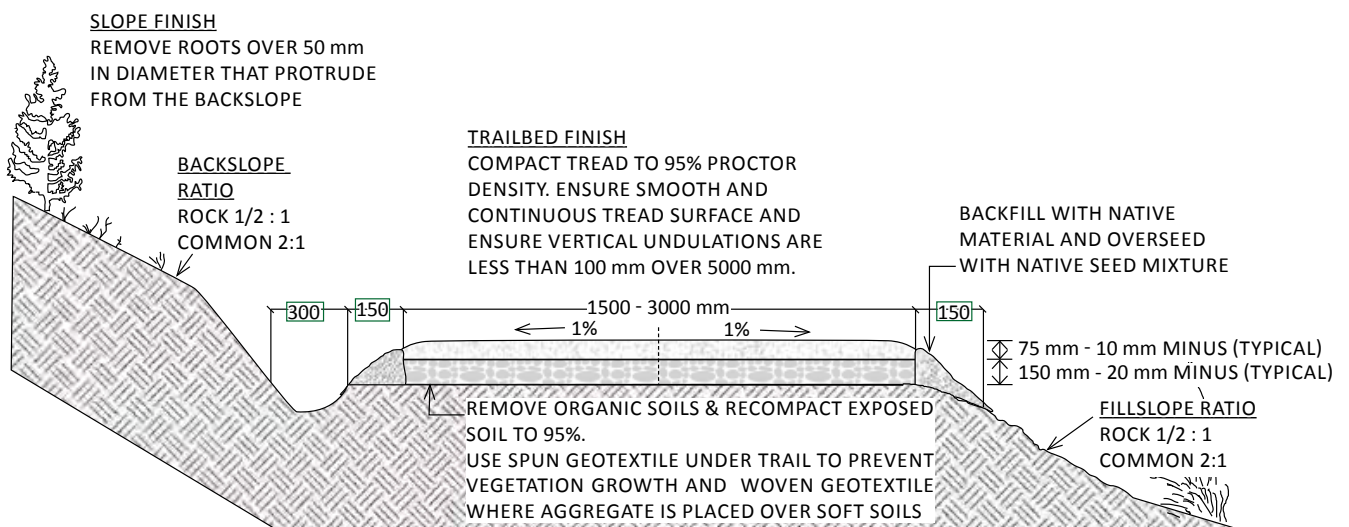
Top (left to right): Type I, Type II, Type III
Bottom (left to right): Type IV, Abandoned Resource Road

Trail Type I - Pathway Typical Details



Trail Type I - Pathway

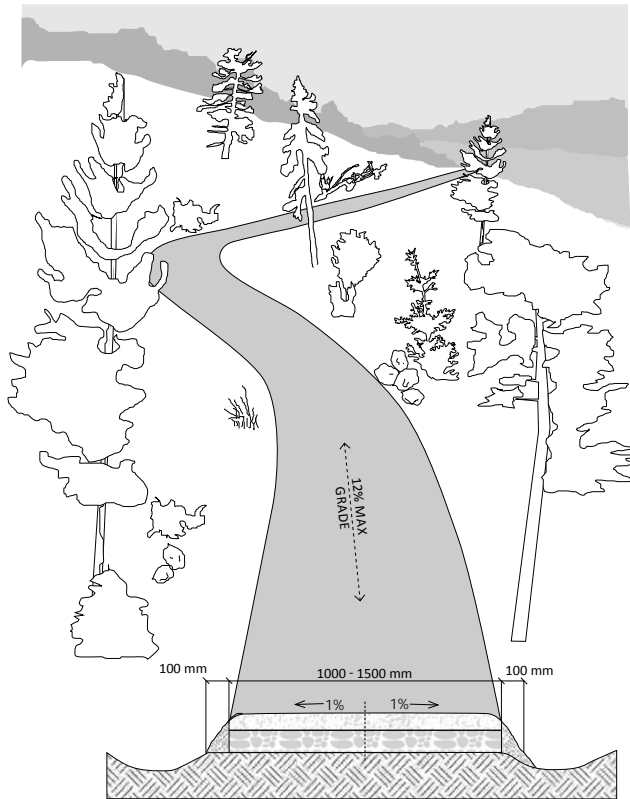
Source: Ministry of Forests - Trail Standards Draft, Spring 2013, pg. 4



Trail Type I - Pathway - Typical cross section

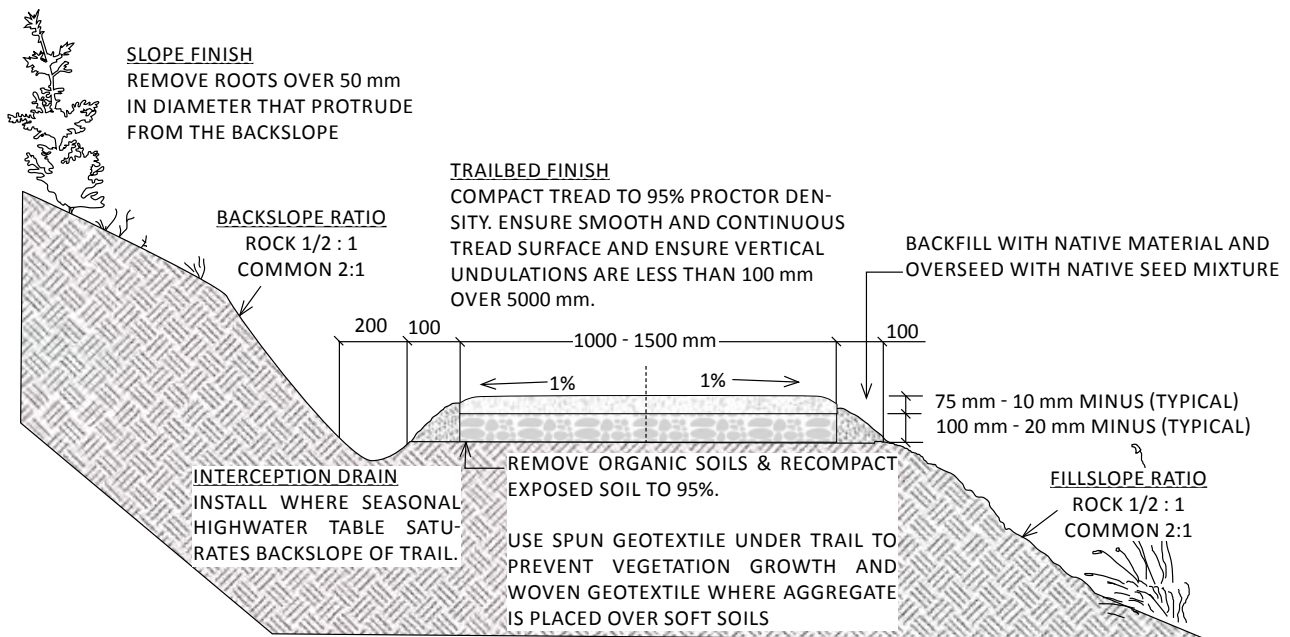
Source: Ministry of Forests - Trail Standards Draft, Spring 2013, pg. 5

Trail Type II - Double Track Typical Details



Trail Type II - Double Track

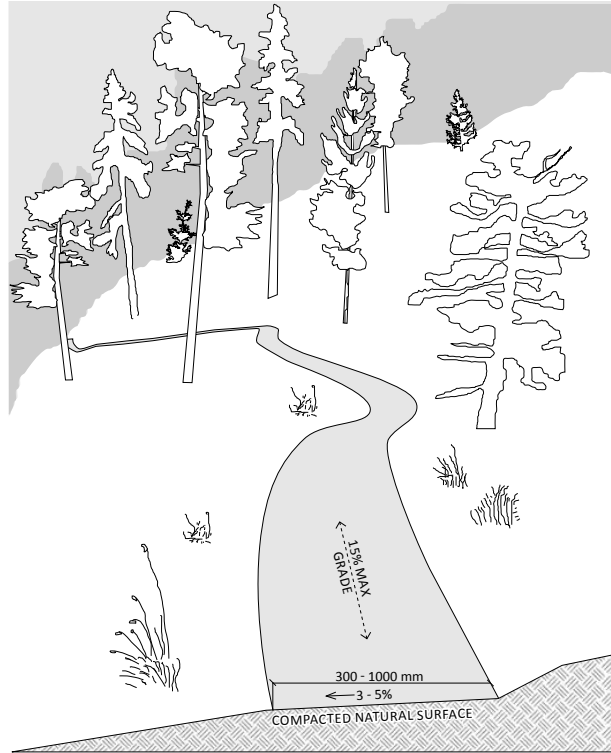
Source: Ministry of Forests - Trail Standards Draft, Spring 2013, pg. 7



Trail Type II - Double Track - Typical cross section

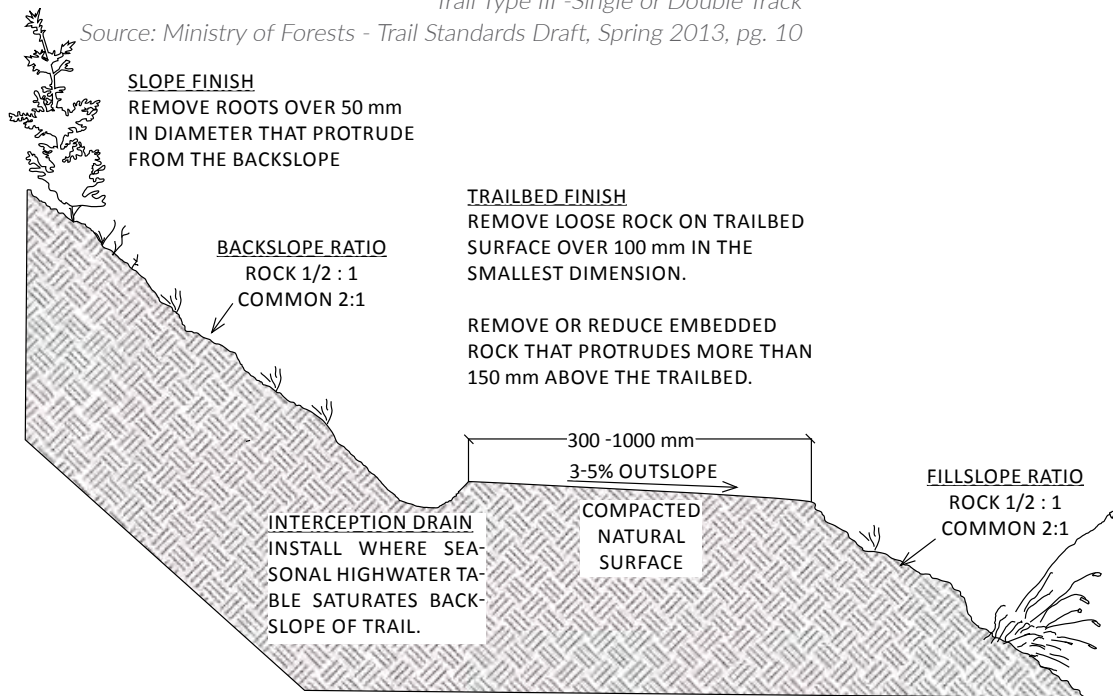
Source: Ministry of Forests - Trail Standards Draft, Spring 2013, pg. 8

Trail Type III - Single or Double Track Typical Details



Trail Type III - Single or Double Track

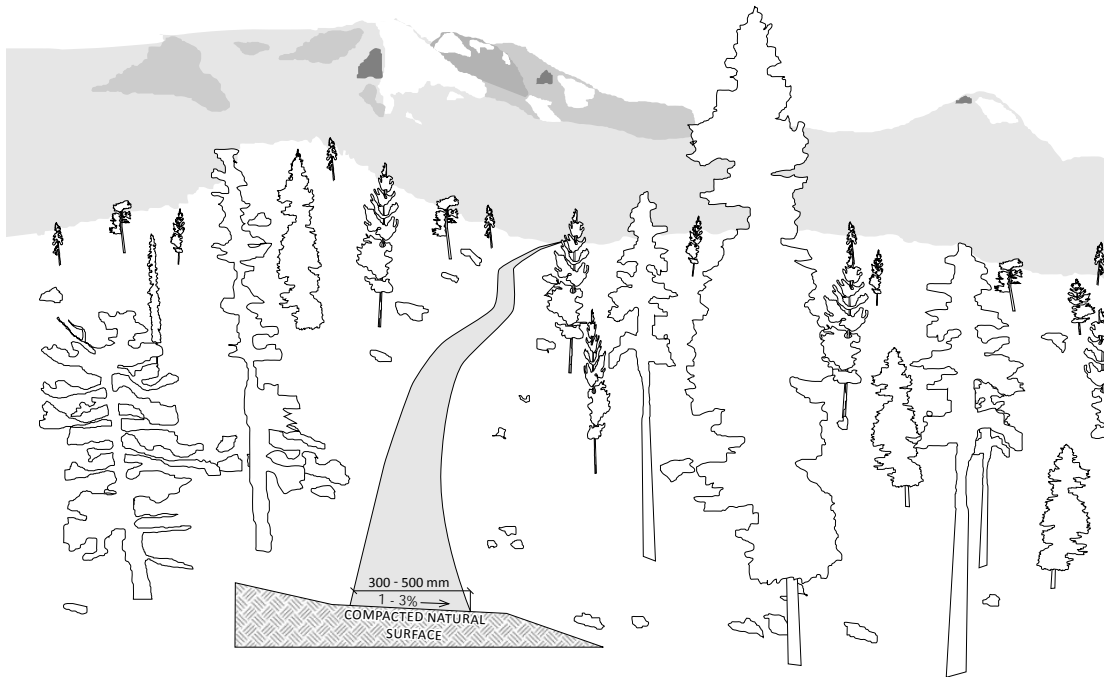
Source: Ministry of Forests - Trail Standards Draft, Spring 2013, pg. 10



Trail Type III - Single or Double Track - Typical cross section

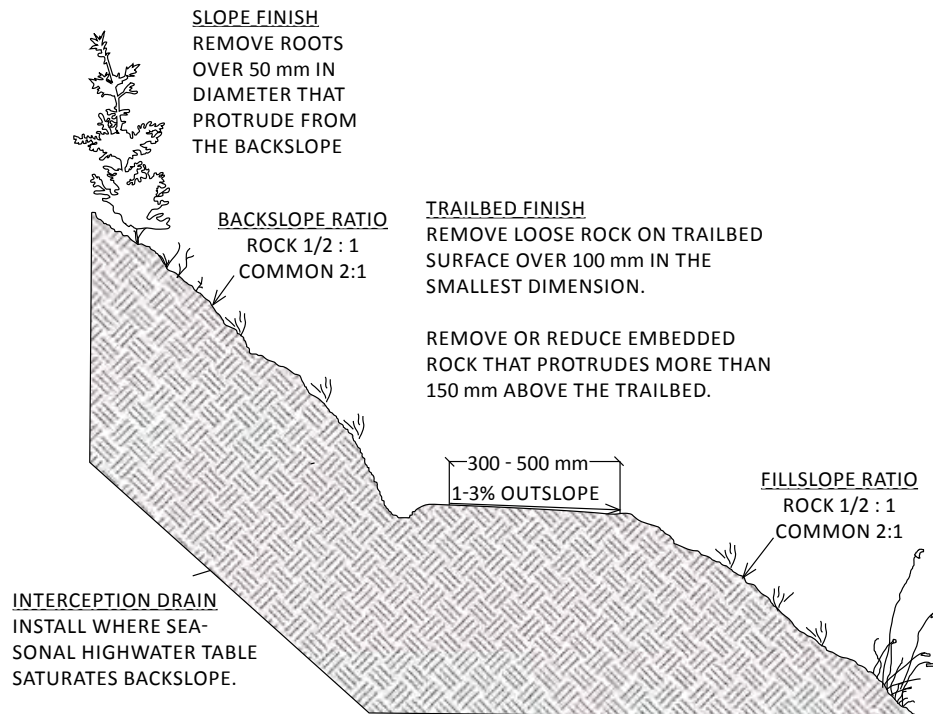
Source: Ministry of Forests - Trail Standards Draft, Spring 2013, pg. 11

Trail Type IV - Route Typical Details



Trail Type IV -Route

Source: Ministry of Forests - Trail Standards Draft, Spring 2013, pg. 13



Trail Type IV - Route - Typical cross section

Source: Ministry of Forests - Trail Standards Draft, Spring 2013, pg. 14

APPENDIX F: SIGNAGE STANDARDS

This appendix covers relevant material for coming up with a unique set of signage standards for the Powell River Regional District. The sections are as follows:

- Signage and Wayfinding
- Signage and Trail Etiquette
- Trailhead Signage
- Classification Signage
- Interpretive and Educational Signage
- Signage as Placemaker

Signage Standards

Proper signage is critical for making a trail network user friendly, helping to ensure that trail users are able to effectively navigate through the trail system. This signage should include signs that enable clear wayfinding, both at trailheads and at trail junctions; trailhead signage that covers trail etiquette as well as maps; classification signage that makes it clear what skill levels and user groups trails are appropriate for; and educational signage that allows trail users to engage with their surroundings in a deeper way.

Signage is a crucial aspect of an effective trail network. It provides the following:

- A base level of information for new users or novice participants in sports such as mountain biking
- A means for communicating the rules and etiquette of a trail
- A way to manage risk
- A way to add to the enjoyment of trail users
- A potential opportunity for deepening understanding of the natural environment and ecology

Effective signage is signage that is consistent across the trail network, with a consistent aesthetic and messaging. Things to consider when implementing a consistent signage program include costs and maintenance. A well designed signage program can help to foster local pride in the trail system and encourage trail users to contribute to the

Effective signage can also work to aid in marketing trails to tourists, as well as making trails more welcoming to new residents, and new trail users.

In general, to avoid signage pollution, signage should be kept to a minimum while enhancing the trail experience.

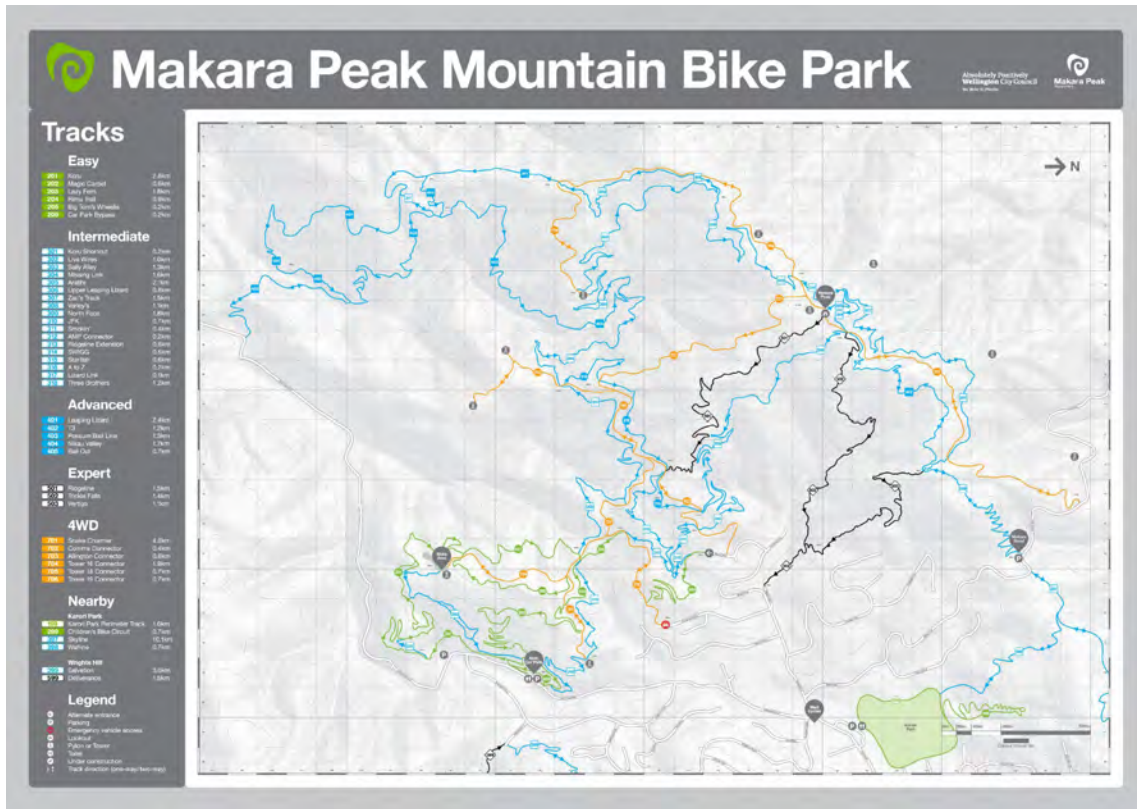
Signage and Wayfinding

An overall need for more effective wayfinding and trailhead maps in the PRRD trail network was expressed during the community meetings and through the online survey. Several respondents indicated that they were fearful of using the trail network on their own as they had become lost in the past, particularly at trail junctions.

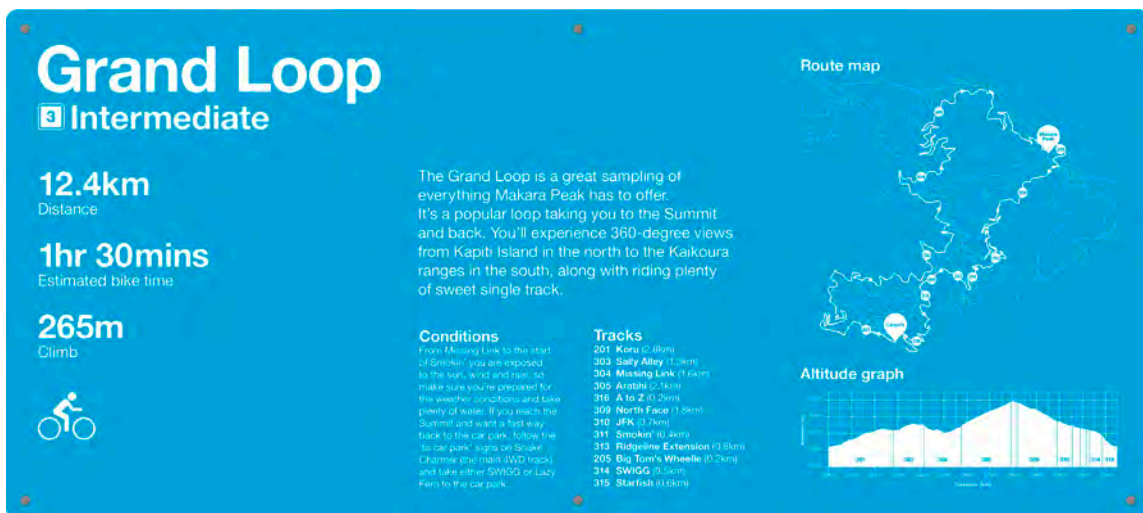
Consistent wayfinding signage should be used throughout the trail network, particularly at trailheads and trail junctions. Where appropriate, distance markers can also be incorporated into the trail network.

MAKARA PEAK MOUNTAIN BIKE PARK

An excellent example of a consistent aesthetic, these modern signs for a bike park in New Zealand have won several design and communication awards. With a simple graphic identity, the individual signs convey a wealth of information including distance, time, difficulty, trail user groups, and directionality.



Overall trailhead map, clearly breaking trails down by difficulty level and showing location of staging points



Individual trailhead sign, providing a wealth of trail information



Signage and Trail Etiquette

Proper signage can go a long way toward encouraging better trail etiquette and mitigating any potential conflict between trail user groups. In general, trail etiquette signs should focus on the positive, or things that can be done, as opposed to a list of rules that focus on negative behaviours that won't be tolerated.



Above: Signage promoting good trail etiquette on a multi-use trail in Chilliwack, BC

Right: An overly negative approach to encouraging good trail etiquette



Trailhead Signage

Trailheads function as a staging point. Trailhead signage should include area maps, pertinent safety information, and information on trail use and difficulty levels, as well as trail etiquette. These signs should be incorporated at all major access points to managed trails. Their primary function is to orient users.

There are two main types of trailhead signage: individual signs, and trailhead kiosks. Trailhead kiosks are also a good opportunity to convey information regarding the natural and cultural history of an area. In addition, notice boards can be incorporated into trailhead kiosks to facilitate the communication of up to date information.



Trailhead kiosk

Key elements to be included in trailhead signage:

- Contact information and addresses for emergencies
- A code of conduct
- Applicable by-laws
- Orientation maps
- QR codes linked to more in-depth mapping information

All trailhead signage should:

- Include simple, direct, and clear language
- Reflect the language(s) of the neighbourhood
- Have high visual contrast with the background, and use a font that is easy to read
- Be the only sign on the post where possible

Classification Signage

Classification signage is used to communicate trail difficulty or to express which user groups trails are meant for. A formalized trail difficulty system should be implemented across all trails, with the same symbols used. The International Mountain Bicycling Association (IMBA) has put together a Difficulty Rating System that is specifically designed to:

- Help trail users make informed decisions
- Encourage visitors to use trails that match their skill level
- Manage risk and minimize injuries



Classification signage based on the IMBA system in Whistler, BC

- Improve the outdoor experience for a wide variety of visitors
- Aid in the planning of trails and trail systems

This rating system was adapted from the International Trail Marking System used at ski areas globally, and while it is primarily applicable to mountain bikers, it can be applied to all user groups. It is recommended that the PRRD use this method for establishing classification signage through its trail network. For a full breakdown of the IMBA Difficulty Rating System, please see Appendix D.

Interpretive and Educational Signage

Interpretive and educational signage can be used to enhance the experience of the trail user, particularly those who are new to the area. This signage can be used to communicate narratives about the natural and cultural history of the area.



Above: Interpretive and wayfinding signs with QR codes incorporated
Below: Example of an integrated approach to interpretive signage and wayfinding



Ideally, it should be incorporated at trailheads, along with wayfinding signage, or at certain key vantage points. One way to minimize the overall number and size of signs is to develop Smartphone Apps or utilize QR codes to enable trail users with smartphones to connect with more in-depth content. This can also be a great way to collect real time information on any trail issues such as a need for maintenance or illegal dumping.

Signage as Placemaker

While there is a need for official signage, it is worth mentioning that certain types of signage can help to define what is special about a specific place. Hand carved wood signs on bike trails, or other unique signage elements can be left in place and augmented by the more official types of signage mentioned above.



Unique signs that evoke a sense of place - at left, in Yosemite National Park, at right - in Powell River, BC

APPENDIX G: TRAIL NETWORK SUMMARY

For the purposes of this report and accompanying mapping, the existing trails in the Powell River Regional District network were divided into a series of twelve core trail areas. The individual trail areas sections in the main report detailed which trails were protected, authorized, or established within each trail area. In addition, these sections covered which trails were located on Tla'amin Nation Land, as well as Private land.

Some trails in the existing network fall outside of these core trail areas. Data on land ownership, as well as protected, authorized, and established trails is a key planning tool. On the following pages is a summary of the trails that fall into each of these categories and are located outside of the core areas.

Trails on Tla'amin Nation Lands Outside Tla'amin Trails Area:

- Trail 143, 444, 445, 446 – Okeover Trail
- Trail 144 – Connector
- Trail 145 – Connector
- Trail 217 – Lens Loop
- Trail 216 – Three Mile Bay Trail
- Trail 276 – Edgehill Main
- Trail 32 – Edgehill/Claridge
- Trail 33 – Unnamed
- Trail 34 – Edgehill Bypass
- Portion of Trail 94 – Dinner Rock Trail (Favourite Trail)
- Trail 95 – Connector
- Trail 128 – Jay's Trail
- Trail 208 – Browne Creek Trail
- Trail 243 – Bucket Lower
- Trail 244 – Bucket Upper
- Trail 277 – Edgehill Rip
- Trail 357 – Myrtle Springs

Trails on Private Land Outside Trail Areas:

- Trail 12 – Poki's Trail
- Portion of Trail 18 – Fiddlehead Trail
- Portion of Trail 43 – Meadow Trail
- Portion of Trail 46 – Connector
- Small portion of Trail 80 – East Lake Connector (Section 56 Trail)
- Portion of Trail 134 – Old Duck Lake Road
- Portion of Trail 425 – Yaroshuk
- Portion of Trail 430 – 9 Mile Short Cut
- Portion of Trail 433 – Dave's Corner
- Portion of Trail 40 – Unnamed
- Trail 44 – Spawning Channel

- Small Portion of Trail 95 – Connector
- Trail 117 – Stillwater Bluff Trail-Rock Access
- Trail 118 – Stillwater Bluff Trail-to rock
- Small portion of Trail 208 – Browne Creek Trail
- Portion of Trail 209 – Hurtado Point Loop
- Trail 212 – Stillwater Bluff Trail
- Trail 517 – Sand Banks
- Trail 75 – Horseshoe River (This trail sits on Private Land owned by Island Timberlands Ltd, and is also a Section 56 (according to Data sent to BHA by Rec Sites and Trails BC). This trail connects Lois Lake with Horseshoe Lake)

Section 56/57 Trails Outside Trail Areas:

- Trail 75 – Horseshoe River (Section 56)
- Trail 184, 323 – Lang Creek (Section 56)
- Trail 2 – East Lake Trail (Section 56)
- Trail 80 – East Lake Connector
- Trail 77 – Goat Lake (Section 56)
- Trail 1 – March Lake Trail (Section 56)

APPENDIX H: SOCP SCHEDULE H OFF ROAD TRAILS

The following map details existing and proposed pedestrian and cycling trails within the City of Powell River.



