

Trails Master Plan

District of Clearwater



February 2016

Project No. 345-441

ENGINEERING ■ PLANNING ■ URBAN DESIGN

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1.0 Introduction

1.1 Background

Trails are an important aspect of community life in Clearwater. Local residents use the trail system daily for activities ranging from a family stroll in their neighbourhood, a commute to work, school and services, to trail activity-based recreation. Visitors also use the area's trails to participate in a wide range of activities from walking and hiking to cycle touring and horseback riding. The importance of trails to the area's social, economic, and cultural fabric cannot be overstated. The need for a Trails Master Plan was recognized in the Official Community Plan (OCP), particularly in the following statement:



As the community grows, a Parks and Recreation Open Space and Trails Master Plan should be prepared to refine recommendations for parkland acquisition and the development of existing sites and trails to meet leisure, recreational, and open space requirements. Clearwater OCP, 2012: p. 59.

The OCP envisions a Trails Master Plan that provides a comprehensive strategy to develop safe, connected and functional trails for the purpose of moving people throughout the community in a safe, enjoyable setting. Trails are to support recreational values, assist in the protection of environmental corridors, foster awareness of natural areas, and when coordinated with an urban transportation strategy, contribute to a reduction in motor vehicle use and therefore a reduction in greenhouse gas emissions.

An important feature of the Clearwater trail system is that it contains a diverse mix of trail types. The trail network includes wide, multi-use trails on asphalt surfaces that are designed to easily connect Clearwater's three dispersed commercial areas and schools and to accommodate high volume, all-season use. The trail network plan also includes narrow, challenging single track trails on native soils with access to natural features (streams, rivers, viewpoints). The Trails Master Plan provides direction and resources to realize a vision for a trail network that will serve the community over the long term.

1.2 Vision Statement and Goals

In 2014, the Clearwater Council approved the establishment of a Trails Task Force to address the need to advocate and promote multiple trail uses with the Clearwater municipal boundaries. The Trails Task Force serves as an advisory body to Council with approved Terms of Reference that establish the following goals:

- To develop safe, connected and functionally consistent multi-use trails for both recreation and commuting routes.
- To prioritize areas for development and direct pre-planning (shelf ready plans) for top priority areas. Pre-planning gives a strategic framework for financial and human resource allocation toward trail projects.
- To link major destination points within the municipality with safe pathways. Priority will be given to trails that:
 - Link the three “downtown” commercial locations
 - Link Community parks
 - Link schools
 - Link North Thompson and Wells Gray Provincial Park trail head destinations immediate to District boundaries
- To involve, inform and seek feedback from the community on alternative traffic modes (cycling, walking, running, horses, scooter use) including actual and perceived safety.

Overall, the work of the Trails Task Force will lead to the development of locally-valued and world-renowned trails that provide exceptional opportunities for recreation, community linkage, health and wellness, environmental stewardship and economic benefits for a diverse and sustainable community. The resulting comprehensive trail system will replace and reduce vehicle trips and allow for non-vehicular commuting to school, work and for errands.

1.3 Plan Process and Consultation

Figure 1.1 illustrates the timing and steps in the planning process. The Trails Task Force met regularly throughout the planning process and meetings were open to the public. Over the course of the planning process several Clearwater residents and relevant agencies attended meetings to provide input on various aspects of the plan. Consultation events were also hosted during the planning process.

The Trails Task Force members started the planning process by conducting a detailed review and inventory of trails in the community. Trails were hiked, biked, or run to collect information on trail use, condition, safety, challenges and connectivity. Their work is summarized in Appendix B. Members also worked on mapping trails. As new information and feedback was received, this information has been updated.

A community Open House was held in June 2015 to solicit feedback on the trail network research and priority setting framework. Over 49 people signed in at the June event. In August the Trails Task Force members attended the Farmers’ Market to share and collect information on the plan. Throughout the process plan materials were posted on the District’s website and members of the public had the opportunity to attend Trail Task Force meetings and Council meetings where the plan was discussed.

FIGURE 1.1: PLANNING PROCESS



Public input received from the questionnaires returned at the June workshop is summarized in Appendix A. Overall, this consultation process identified the following:

- Those completing a feedback form assigned a high rating to the completeness of the trail network research and background inventory conducted for the plan.
- There was general agreement regarding the trail standards and the priority setting process.
- Community feedback re-enforced the importance of developing trails to connect the three (3) Town Centres.
- Although only 11 residents responded to the question about establishing a budget for the development of trails, 7 residents supported an annual trail budget and five (5) of these respondents indicated a willingness to pay for trail development through increased taxation.
- Several respondents indicated a willingness to volunteer time to help build trails.

Two members of the Trails Task Force Committee attended the Clearwater Farmers Market on August 22, 2015. They handed out 10 packages to members of the community and explained the purpose of the Trails Task Force and the Trails Master Plan to 20 members of the community.



1.4 Policy Context

The OCP is the key policy document setting a planning framework for the development of a Trails Master Plan. The subject of trails is raised throughout the OCP. In the retail/commercial section the OCP includes a policy to “ensure transportation services and connecting community trails are encouraged between the three commercial cores”. The growth management section includes policies to “promote development that creates a reduced ecological footprint by connecting the community through infill and trails” and to “ensure developments and redevelopments provide amenities, trails and/or parkland that is complimentary to existing recreational infrastructure”. In the transportation section, trails are recognized for their value in providing alternative transportation options. There is also recognition that local road right-of-ways can support trail development. The OCP also supports the formal dedication of trails during the subdivision process. Trails are not supported in environmentally sensitive areas but there is recognition that trails can occur when environmental issues are addressed.

Finally, the OCP sees that the municipality has a role “in identifying trails on Crown, private, and park land and navigating the legal responsibilities and maintenance challenges of these trails”. The importance of trails is also recognized in other broad policy documents such as various regional tourism strategies. Clearwater branding and marketing has a strong outdoor recreation focus and trails are the conduit for tourists to access the great natural resource experiences that are available. Trails are extensively available in Wells Gray Provincial Park and there is also a role for local trails to serve the tourists staying in the Clearwater area or connecting to provincial parks (North Thomson River Provincial Park or the Clearwater River Trail).

Clearwater continues to implement trail policy direction through its regulatory bylaws such as the District of Clearwater Subdivision and Development (Highway Standards) Bylaw 111, 2013. Bylaw 111 identifies existing and future opportunities and design standards for many of the trails listed in this plan that are within road right-of-ways or required with future road connections.

1.5 Economic Development

The Trails Strategy for British Columbia (2012) notes that trails are increasingly being recognized as drivers of economic development and tourism. 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 the community, social development, education of citizens and the environment. It is also becoming apparent that economic benefits can increase even more if trails are designed and managed as a network of interlinked connections between communities and a range of attractions.

(http://www.sitesandtrailsbc.ca/documents/Trail-Strategy-for-BC_V6_Nov2012.pdf; p: 9)

In the Clearwater and Wells Gray Country Tourism Plan 2008 – 2013 (2007) the Clearwater area is noted as having a range of trails that offer visitors the opportunity to connect with a wide variety

of experiences. Trails are regarded as key assets that are integral to much of the tourism product that is associated with the area. The tourism plan identified the need for preparation of the Clearwater Trail Master Plan to guide efforts to improve and expand local trail infrastructure, thereby enhancing the competitiveness of the destination and the sustainability of the range of product offerings.



2.0 Trail Standards

2.1 Trail Network Plan and Inventory

The overall Trail Network Plan is presented on Map 1. Maps 2 through 8 provide detailed maps of trails in specific Clearwater neighbourhoods. Each trail is assigned a two digit number. The first number references the neighbourhood while the second digit (letter) references the trail.

The OCP includes a trail network map that served as a starting point for the mapping and inventory work conducted by the Trails Task Force. New trails were added to the OCP trail network map that addressed the following criteria:

- pedestrian corridors that were identified as part of local road network planning (Opus Consulting “*Clearwater Road Network Classification*”, 2013).
- trails within local parks
- recreation and commuter corridors known to be used and valued by the community
- opportunities for future trail connections through potential development properties
- regionally or provincially significant trail connections with a tourism focus

The Trails Task Force used their collective experience to identify trails meeting these criteria and to conduct research on each trail. Appendix B summarizes the information collected for each trail. The data collected by the Trails Task Force has been valuable throughout the planning process, particularly when developing trail standards (Section 2.2) and for the setting of trail priorities (Section 3.0). Trail research is included in Appendix B as useful background information for trail planning and development over the long term.

The Overall Trail Network Plan (Map 1) presents the ideal trail network for Clearwater. This is a network that may take years to create and during that time many factors will influence when and how new trails are developed. Some of the factors that will influence the unfolding of trail development include: economic growth rates; grant availability; and subdivision and development patterns. The Trails Master Plan is necessary to guide future land use and development decisions, and while it sets priorities, it does not commit local government to any specific course of action or timing. It should also be noted that the trail locations shown on all maps are conceptual, and intended to show planned linkages rather than definitive alignments. As trail plans are advanced and more detailed design and survey work is completed these alignments may be adjusted.

The trail inventory map series shows many trails over private land. This mapping is intended to help direct future trail alignments and is not intended to invite, authorize or approve public trespass upon or across private land, nor does it commit the District to the purchase of these lands.

Trails Master Plan

Map 1 - Trail Network Plan

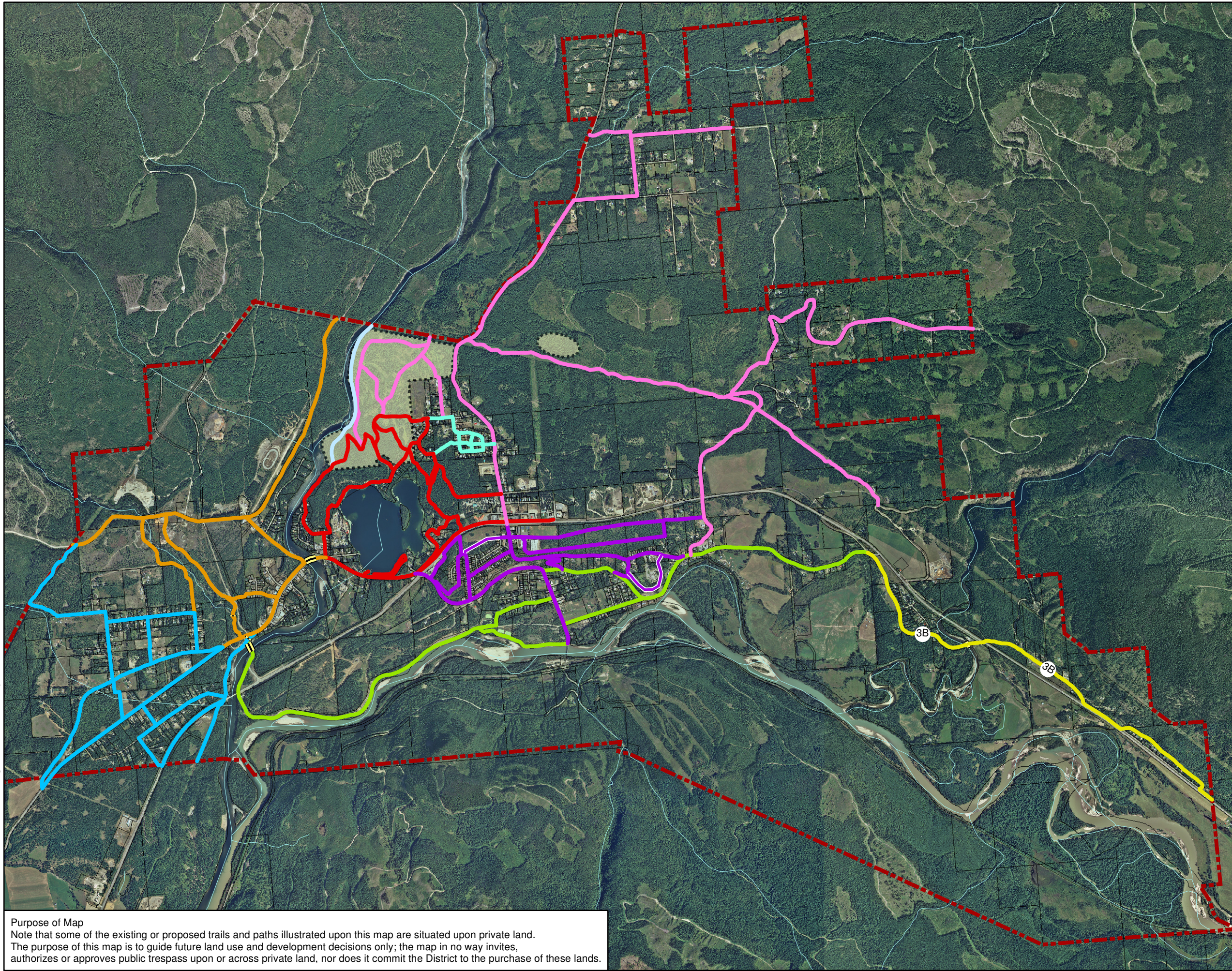
Legend

Area

- Dutch Lake (Map 2)
- Riverside, Camp 2 & Brookfield (Map 3)
- North Thompson River Trail to Raft River (Map 4)
- Wyndhaven (Map 5)
- Sunshine Valley & Kershaw (Map 6)
- Hospital Trail, Park Drive & Weyerhauser Subdivision, Flats (Map 7)
- Candle Creek & Greer (Map 8)
- Raft River to Miller Road (Map 1)
- Clearwater River Trail (Map 1)
- Bridge
- Watercourse
- OCP Designated Trail Area
- District of Clearwater
- Recently Constructed



SCALE 1:36,500



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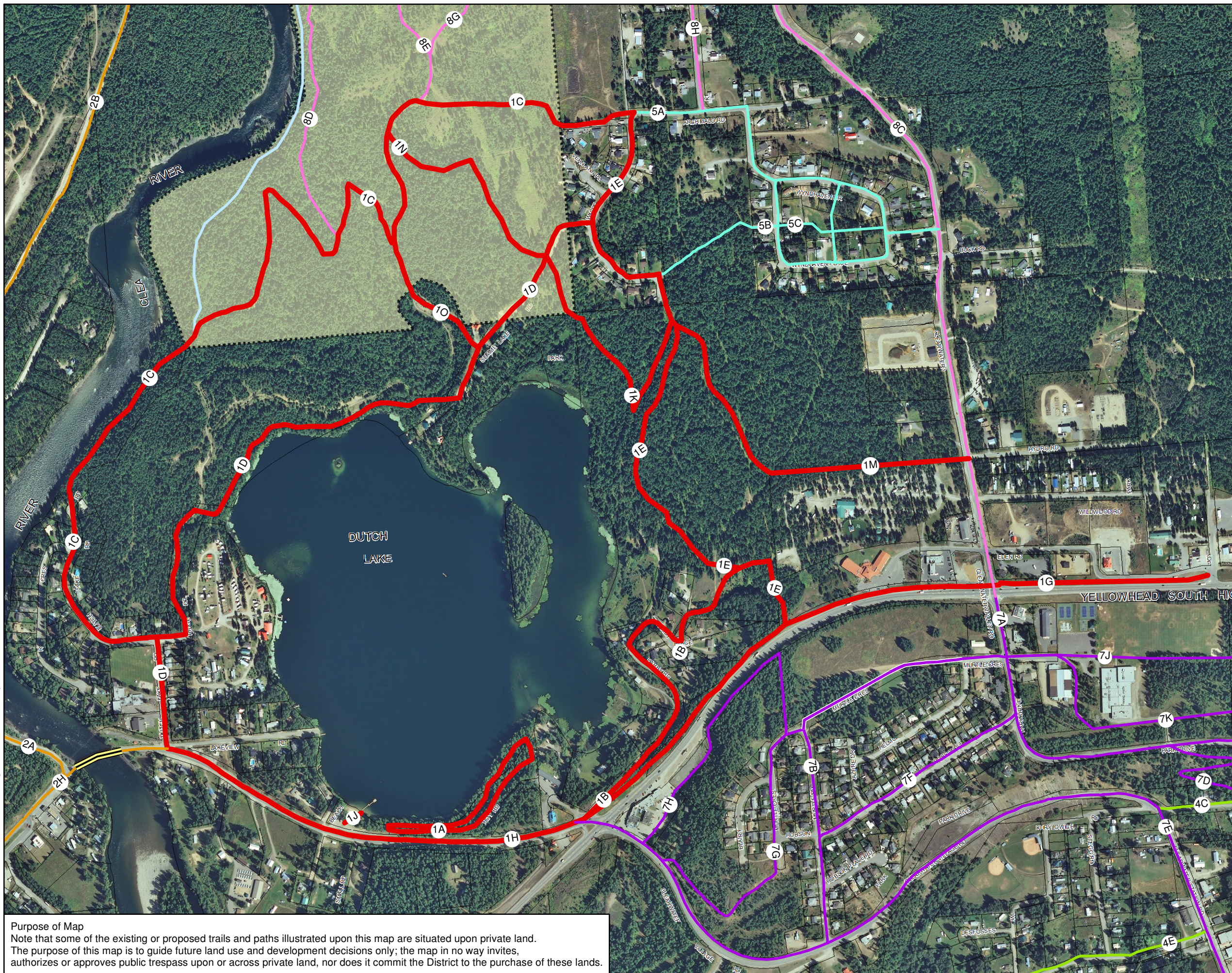
Purpose of Map
 Note that some of the existing or proposed trails and paths illustrated upon this map are situated upon private land. The purpose of this map is to guide future land use and development decisions only; the map in no way invites, authorizes or approves public trespass upon or across private land, nor does it commit the District to the purchase of these lands.

Trails Master Plan

Map 2 - Dutch Lake

Legend

- Area**
- Dutch Lake
 - Riverside, Camp 2 & Brookfield
 - North Thompson River Trail to Raft River
 - Wyndhaven
 - Hospital Trail, Park Drive & Weyerhauser Subdivision, Flats
 - Candle Creek & Greer
 - Clearwater River Trail
 - Bridge
 - OCP Designated Trail Area
 - District of Clearwater















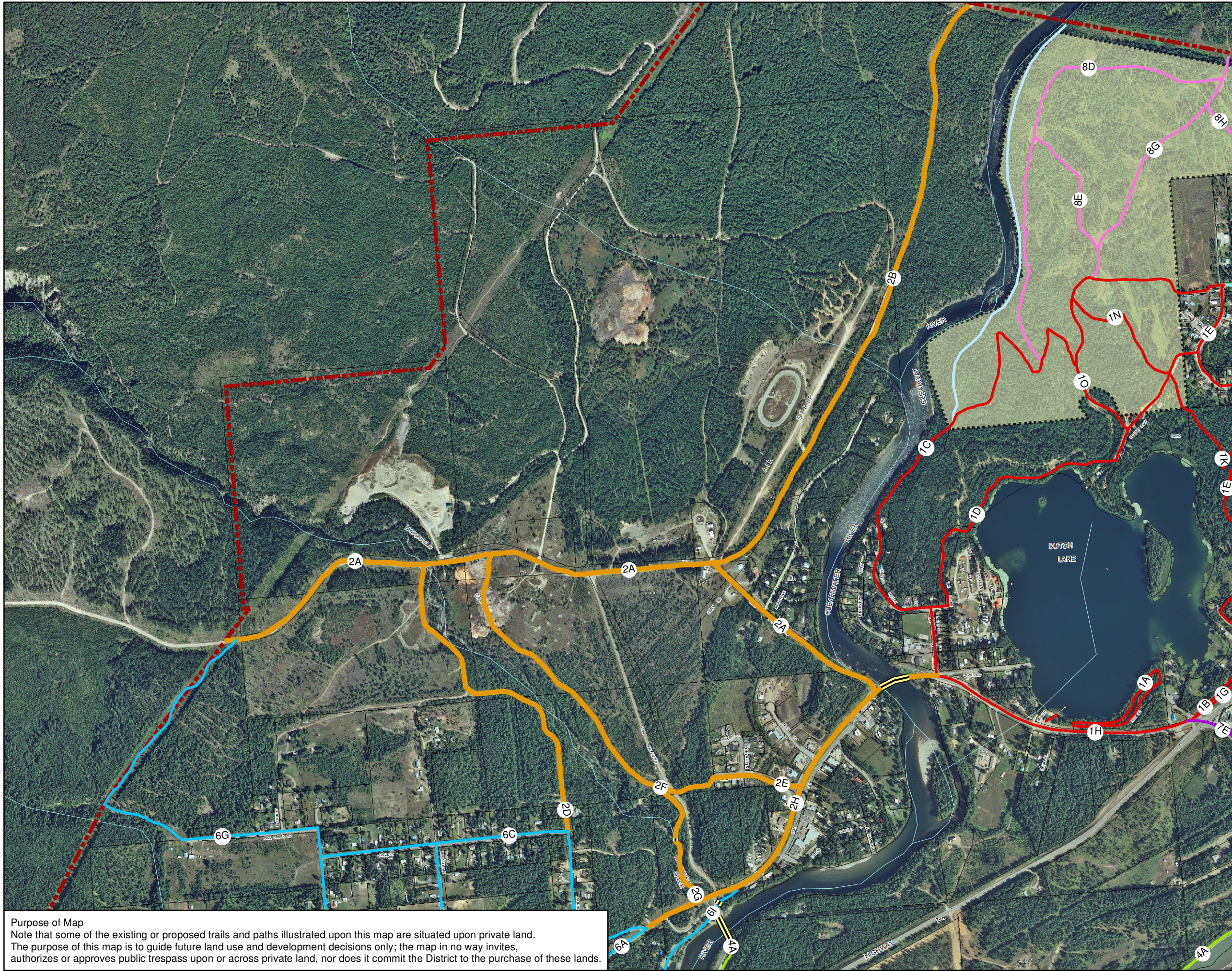
Trails Master Plan

Map 3 - Riverside, Camp 2 & Brookfield

Legend

Area

-  Riverside, Camp 2 & Brookfield
-  Dutch Lake
-  North Thompson River Trail to Raft River
-  Wyndhaven
-  Sunshine Valley & Kershaw
-  Hospital Trail, Park Drive & Weyerhauser Subdivision, Flats
-  Candle Creek & Greer
-  Clearwater River Trail
-  Bridge
-  Watercourse
-  OCP Designated Trail Area
-  District of Clearwater



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Trails Master Plan

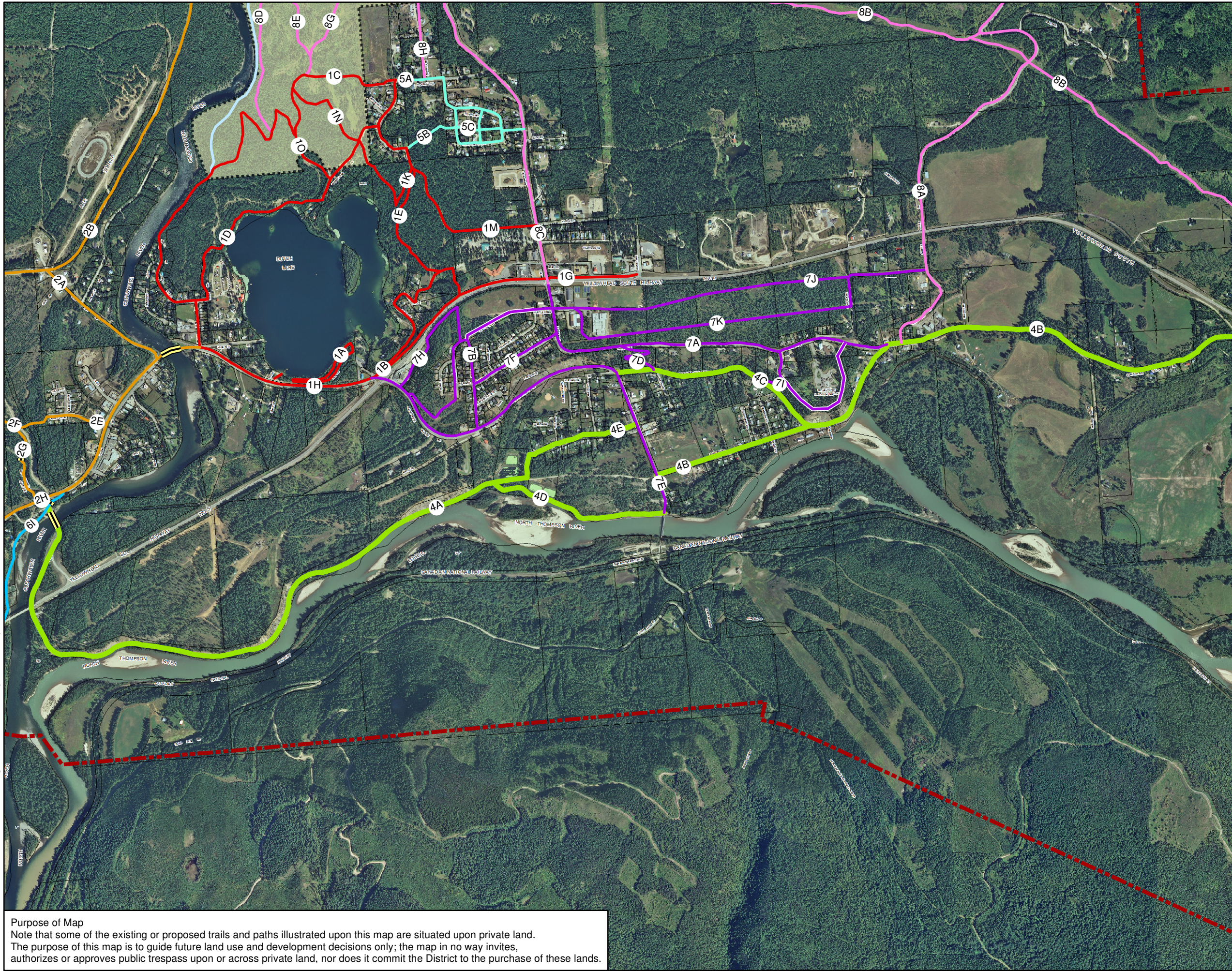
Map 4 - North Thompson River Trail to Raft River

Legend

- Area**
- North Thompson River Trail to Raft River
 - Dutch Lake
 - Riverside, Camp 2 & Brookfield
 - Wyndhaven
 - Sunshine Valley & Kershaw
 - Hospital Trail, Park Drive & Weyerhauser Subdivision, Flats
 - Candle Creek & Greer
 - Clearwater River Trail
 - Bridge
 - OCP Designated Trail Area
 - District of Clearwater



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Purpose of Map
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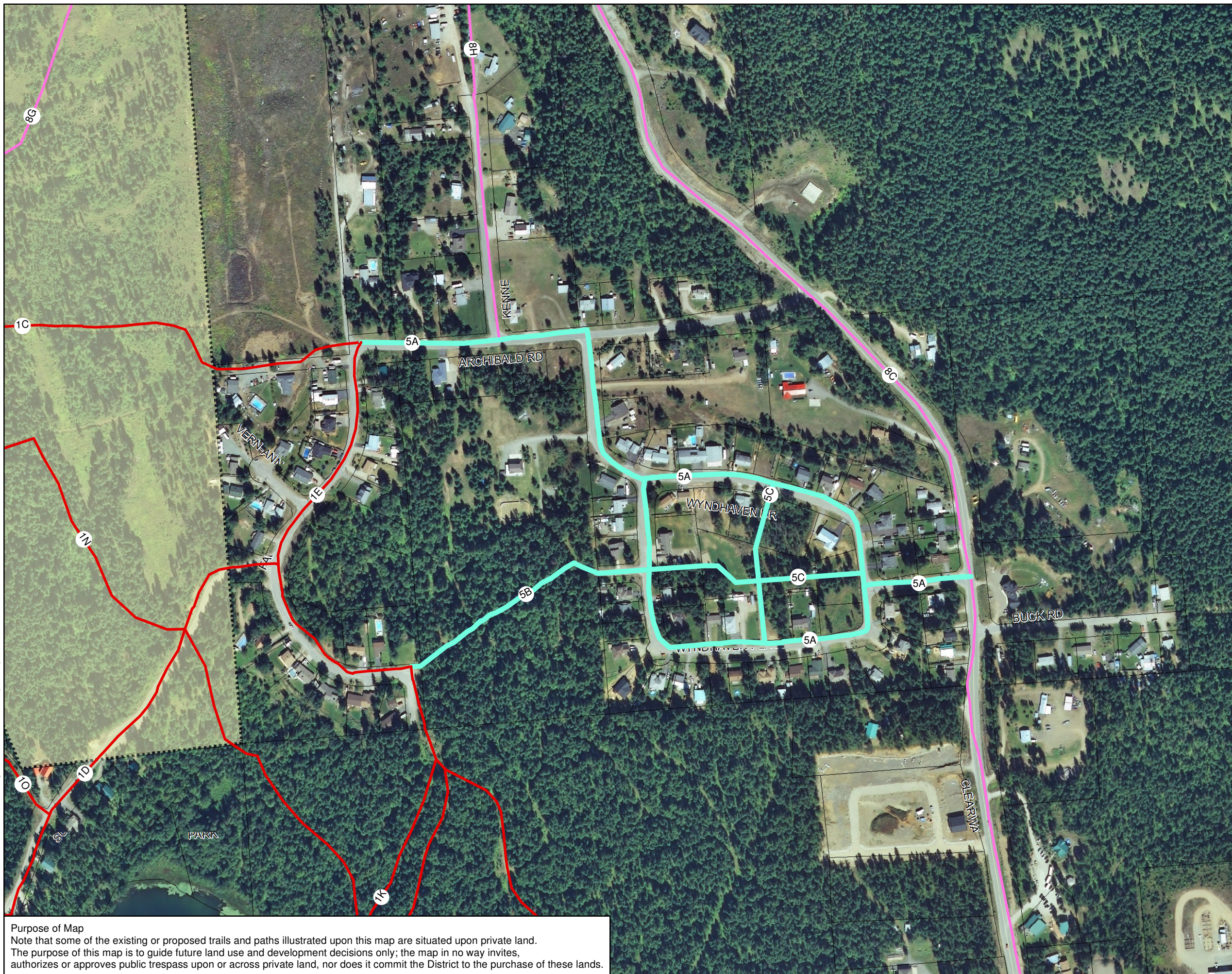
Trails Master Plan

Map 5 - Wyndhaven

Legend

Area

- Wyndhaven
- Dutch Lake
- Candle Creek & Greer
- OCP Designated Trail Area
- District of Clearwater



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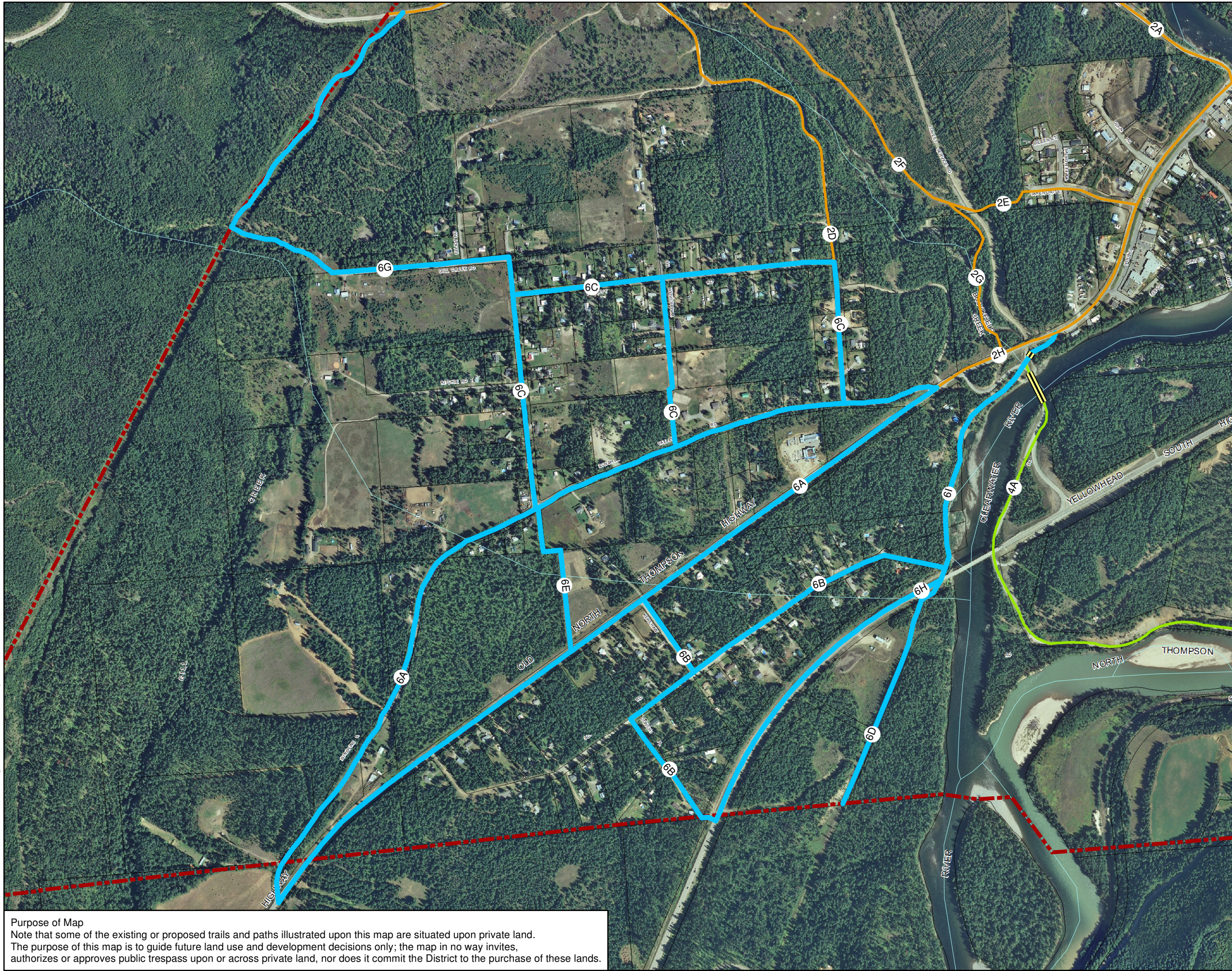
Trails Master Plan

Map 6 - Sunshine Valley & Kershaw

Legend

Area

- Sunshine Valley & Kershaw
- Riverside, Camp 2 & Brookfield
- North Thompson River Trail to Raft River
- Bridge
- Watercourse
- District of Clearwater



Purpose of Map
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SCALE 1:10,000

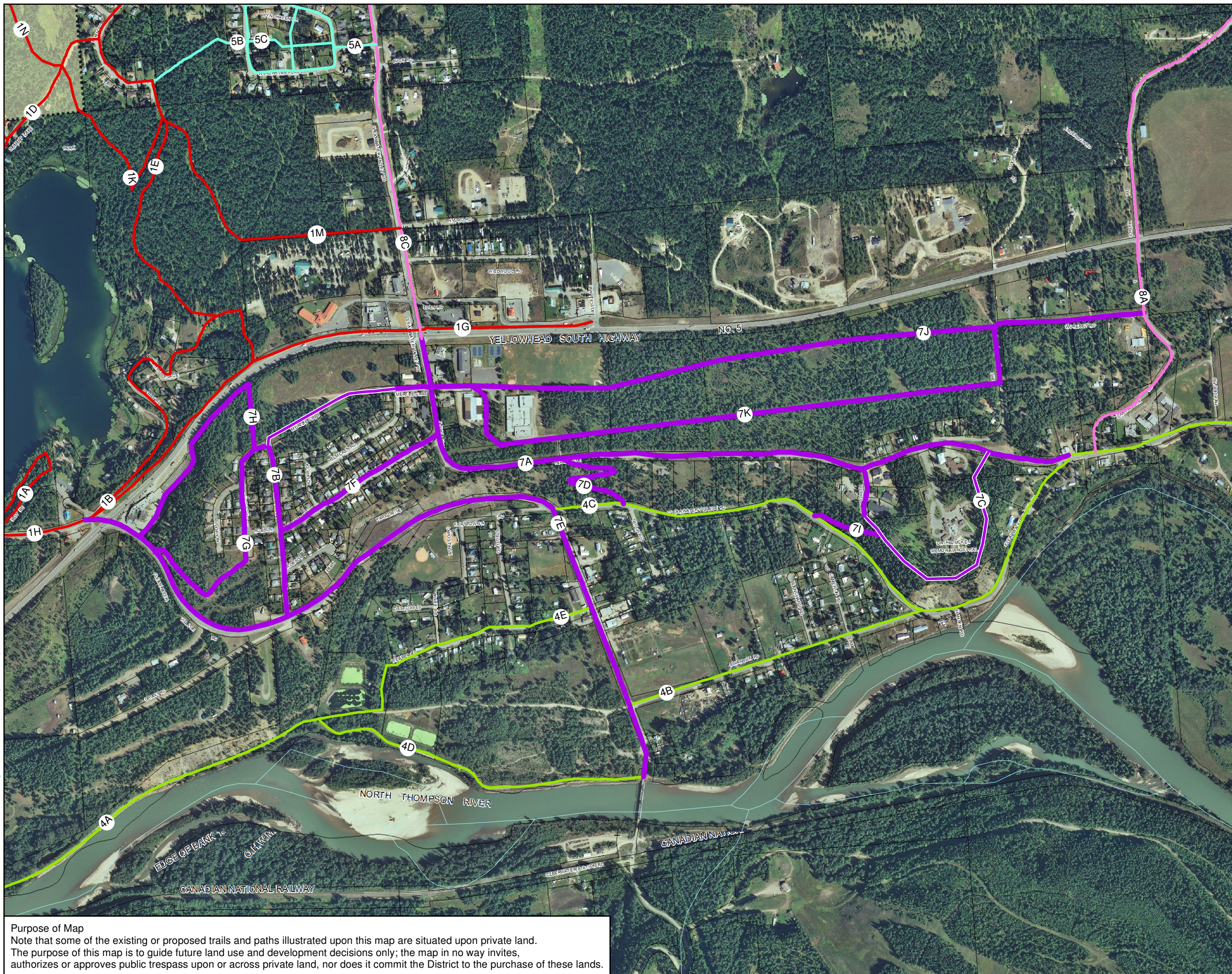
Trails Master Plan

Map 7 - Hospital Trail, Park Drive & Weyerhaeuser Subdivision, Flats

Legend

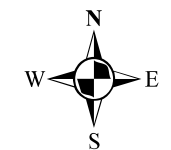
Area

- Hospital Trail, Park Drive & Weyerhaeuser Subdivision, Flats
- Dutch Lake
- North Thompson River Trail to Raft River
- Wyndhaven
- Candle Creek & Greer
- Watercourse
- OCP Designated Trail Area
- District of Clearwater
- Recently Constructed



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Purpose of Map
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Trails Master Plan

Map 8 - Candle Creek & Greer

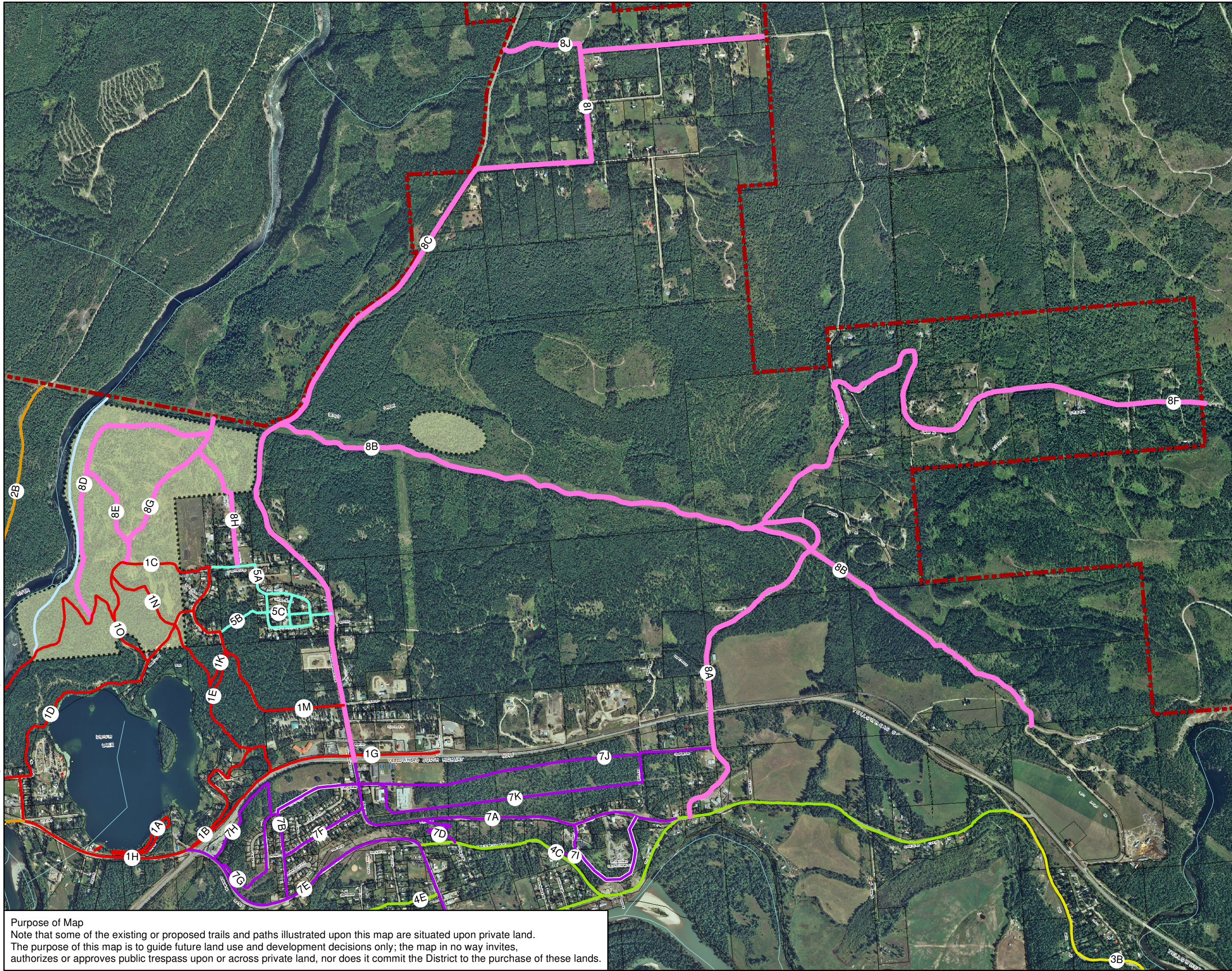
Legend

Area

- Candle Creek & Greer
- Dutch Lake
- Riverside, Camp 2 & Brookfield
- North Thompson River Trail to Raft
- Wyndhaven
- Hospital Trail, Park Drive & Weyerhaeuser Subdivision, Flats
- Raft River to Miller Road
- Clearwater River Trail
- Bridge
- Watercourse
- OCP Designated Trail Area
- District of Clearwater



SCALE 1:20,000



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Purpose of Map
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2.2 Trail Classification Standards

The trail network planning process included the development of a classification system that was used to group trails according to specific design criteria. The trail classification standards developed for Clearwater are summarized in Figure 2.1. This framework was derived from provincial trail guidelines and focused on three main considerations:

- **Tread Width:** Tread width is calculated in metres as the average width of the active tread or “beaten path” of the trail.
- **Trail Grade (Maximum and Average):** Maximum trail grade is defined as the steepest grade of the trail (generally longer than 10 m) Average grade is the steepness of the grade over the entire length of the trail. Average trail grade, as opposed to maximum trail grade, is generally used to apply ranking of trail grades. However, if there are significant fluctuations in grades along the trail, then this can affect how the trail type is designated.
- **Trail Tread Surface:** The stability and material of the trail tread surface will determine the level of difficulty on travel of the trail. Generally in Clearwater the hardened surface trails (concrete or asphalt) are in the more settled/populated and high traffic areas of the community. A hardened surface can improve the potential for four season use of the trails and supports a broader range of user groups.

FIGURE 2-1: TRAIL CLASSIFICATION STANDARD

	Sub-type	Trail Tread Surface	Difficulty Level	Average Tread Width	Average Trail Grade	Maximum Trail Grade	Description
Type 1	1.1	Hardened Surface	Easiest	3.0 m	<=5%	8%	• Physically separated from traffic
	1.2	Hardened Surface	Easiest	1.5 – 3.0 m	<=5%	8%	• Sidewalk (concrete)
	1.3	Hardened Surface	Easiest	2.0 m	<=5%	8%	• Expansion of shoulder for pathway
	1.4	Hardened Surface	Easiest	N/A	<=5%	8%	• Pedestrians share roadway
	1.5	Hardened Surface	Easiest	2.0 m	<=5%	8%	• Hard surfaced pathway not in road ROW
Type 2	2.1	Prepared Surface	Easy	2.0 m	5 – 8%	10%	• Physically separated from traffic (gravel)
	2.2	Prepared Surface	Easy	2.0 m	5 – 8%	10%	• Expansion of gravel shoulder for pathway
	2.3	Prepared Surface	Easy	2.0 m	5 – 8%	10%	• Gravel pathway not in road ROW
Type 3		Natural Substrate	Moderate	<1.0 m	Max 8%	15%	• Can be in road ROW or independent
Type 4		Natural Substrate	Very Difficult	0.5 m	As required	Includes > 15%	• Usually in undeveloped natural area

While all three variables factor into the classification of the trails, trail grade and surface have the most importance. For example, all of the Type 1 trails have relatively low grades (easiest) and they all have a hardened surface. These trails vary significantly in terms of tread width but they are all finished with either asphalt or concrete.

The assignment of trail classification standards to each trail was done collectively by the Trails Task Force members as a facilitated, consensus based process. The mapping and inventory work provided useful background information for this exercise. Since many of the proposed trails will be located within road right-of-ways, the classification process may have been improved with access to information on existing road layouts and right-of-way sizes. Since this information was not readily available, it will need to be researched during the next planning and design stages to confirm that the proposed standard is a suitable fit. In the interim, trail classification standards must be viewed as a preliminary planning tool. Ultimately, further design, research and common sense will dictate the application of specific standards when developing trails.

Map 9 shows the geographic distribution of the trails according to their assigned standard. Generally, the easiest trails, with a hardened prepared surface, are in the developed urban area, while the more difficult trails on natural substrates are in the more sparsely settled, rural areas.

2.3 Trail Design

Figure 2.2 provides a series of illustrations and photographs to show how trails will be designed to meet the trail classification standards. These drawings are presented as conceptual images. For detailed design standards, refer to the standard drawings associated with the Subdivision Servicing Bylaw.

Cost estimates are included for each of the trail design standards. Construction cost estimates are based on:

- cost to construct and finish the trail surface (grading, base and surfacing materials)
- infrastructure required to ensure the safety of pedestrians (bollards, fencing)
- cost to construct or alter existing infrastructure in trail alignment (drainage, water, sewer, hydro, signage)








Cost estimates are provided for preliminary budget planning and grant applications. Final design and construction costs may vary as every trail represents a unique situation, requiring a specialized design and construction strategy. For example Trail Type 1.3 and Type 2.2 include the cost for pedestrian barriers at \$120/m for the full length of the trail. If it is possible to design a safe pathway with protective barriers on only a portion of the pathway, there will be significant cost savings to the project.

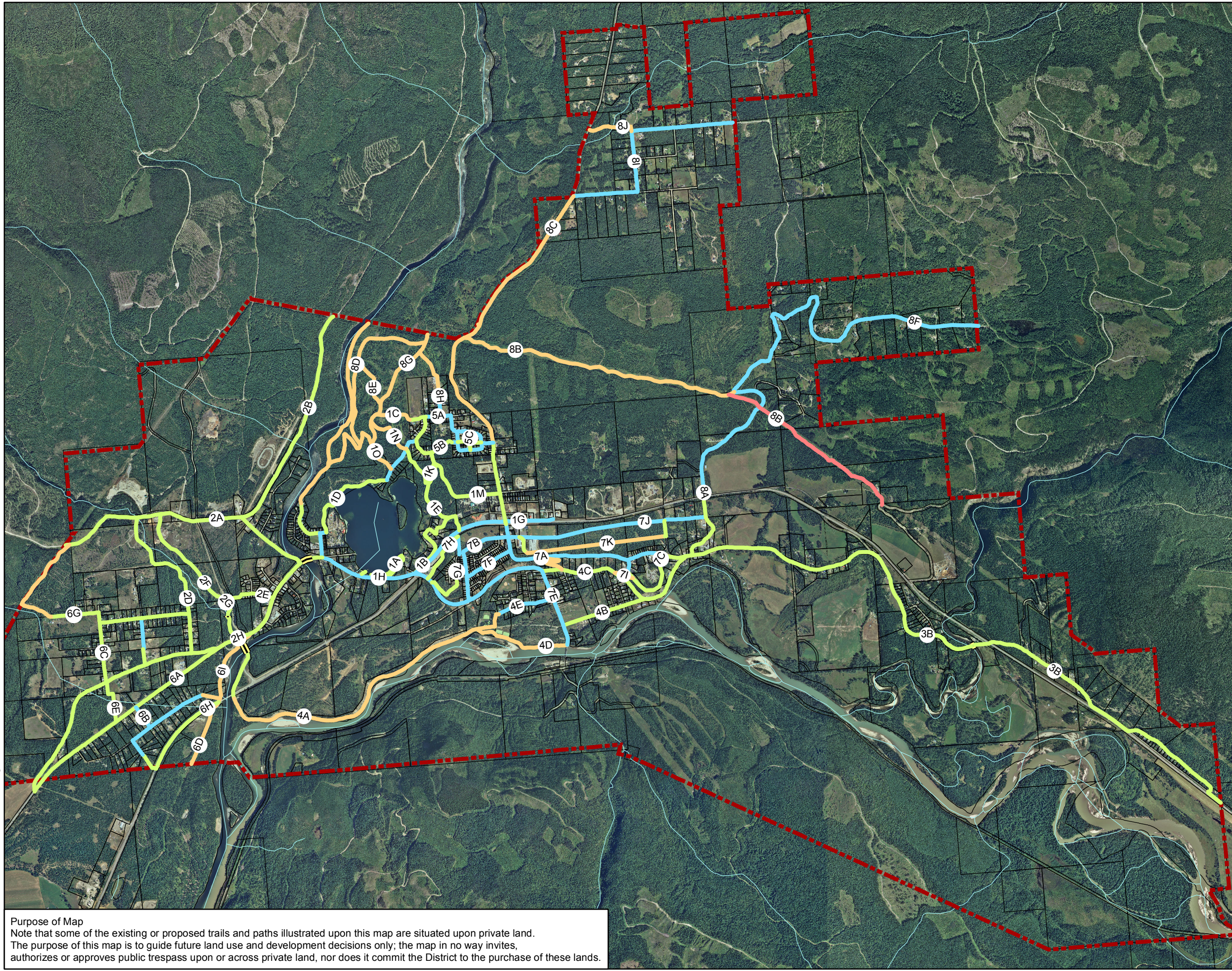
Trails Master Plan

Map 9 - Trail Network Classification

Legend

Classification

-  Type I: Easiest, Hardened Surface
-  Type II: Easy, Prepared Surface
-  Type III: Moderate, Natural Substrate
-  Type IV: Difficult, Natural Substrate
-  Bridge
-  Watercourse
-  District of Clearwater



SCALE 1:36,000

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Purpose of Map
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FIGURE 2-2: TRAIL DESIGN STANDARD

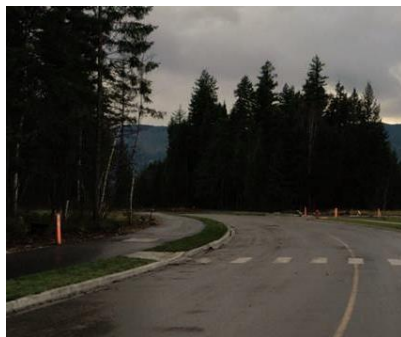
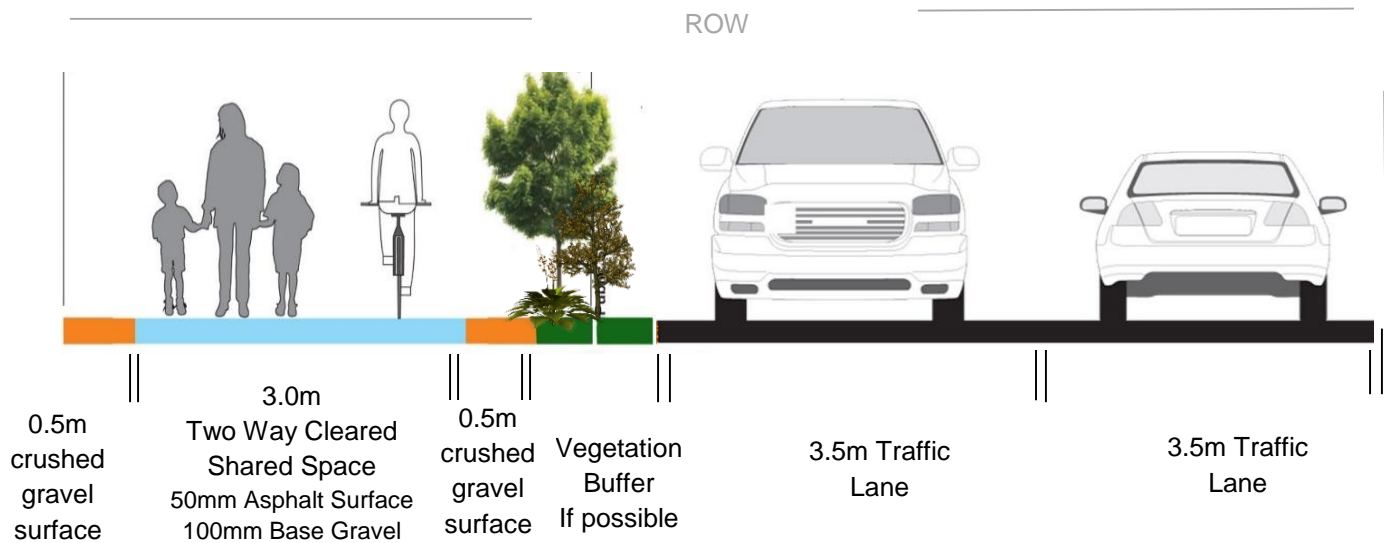
Trail Type 1.1 - Multi-Use Pathway (3m) – Physically Separated from Traffic

Application:

- Use on Highways and Urban Collector Roads with high traffic volumes. Detailed standard drawings are available in the Subdivision Servicing Bylaw.
- Requires wide ROW for pathway to be physically separated.
- Asphalt surface.

Cost Estimate:

- | | |
|-----------------------------|----------------|
| ▪ clear and grub | \$5/m |
| ▪ asphalt with base gravels | \$150/m |
| ▪ sawcutting | \$8/m |
| ▪ shouldering | \$5/m |
| ▪ swale regrading | <u>\$10/m</u> |
| | \$178/m |



This asphalt pathway provides a raised connection to the adjoining travel lane with an underground stormwater collection system. This pathway could also be constructed level with the road and separated by either landscaping or a drainage swale to accommodate stormwater.

FIGURE 2-2: TRAIL DESIGN STANDARD (CONTINUED)

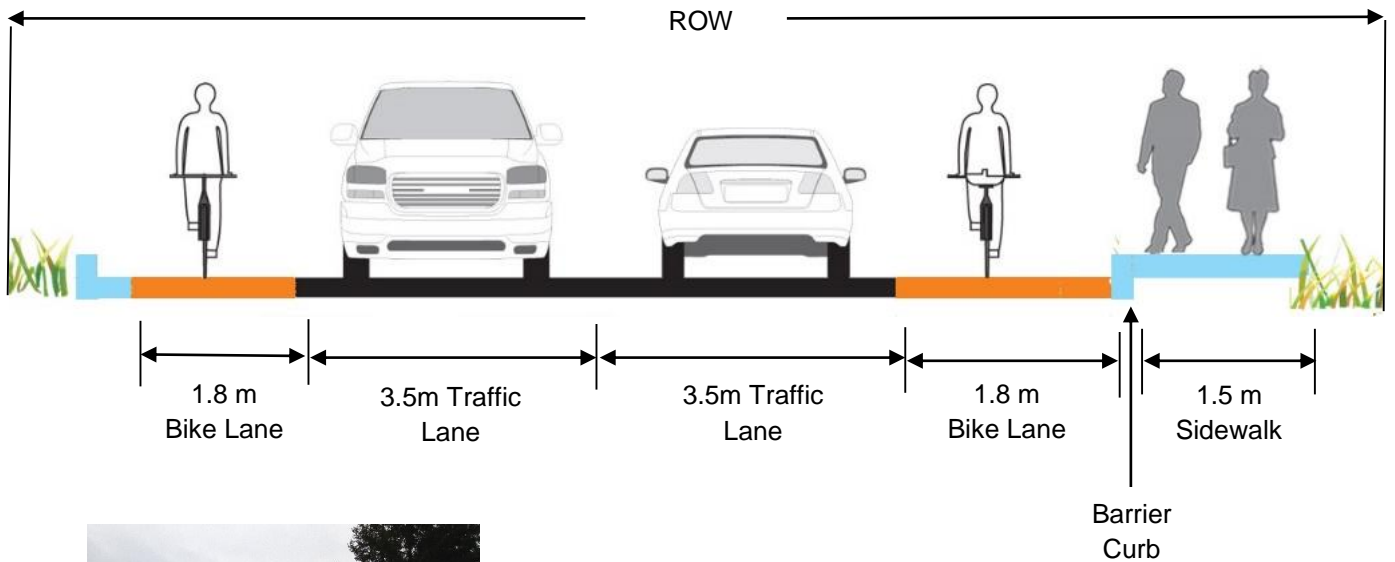
Trail Type 1.2 - Pedestrian Walkway on Urban Collector Roads

Application:

- Road network areas developed to full urban standards (with curb, gutters and sidewalks).

Cost Estimate:

- clear and grub \$5/m
 - curb/gutter with gravels \$80/m
 - concrete sidewalk with gravels \$120/m
 - shouldering \$5/m
 - sawcutting/asphalt infills \$30/m
- \$240/m**



Sidewalks can be constructed adjacent to the curb or, if space is available, landscaping can be used to provide a setback from the travel lanes.

FIGURE 2-2: TRAIL DESIGN STANDARD (CONTINUED)

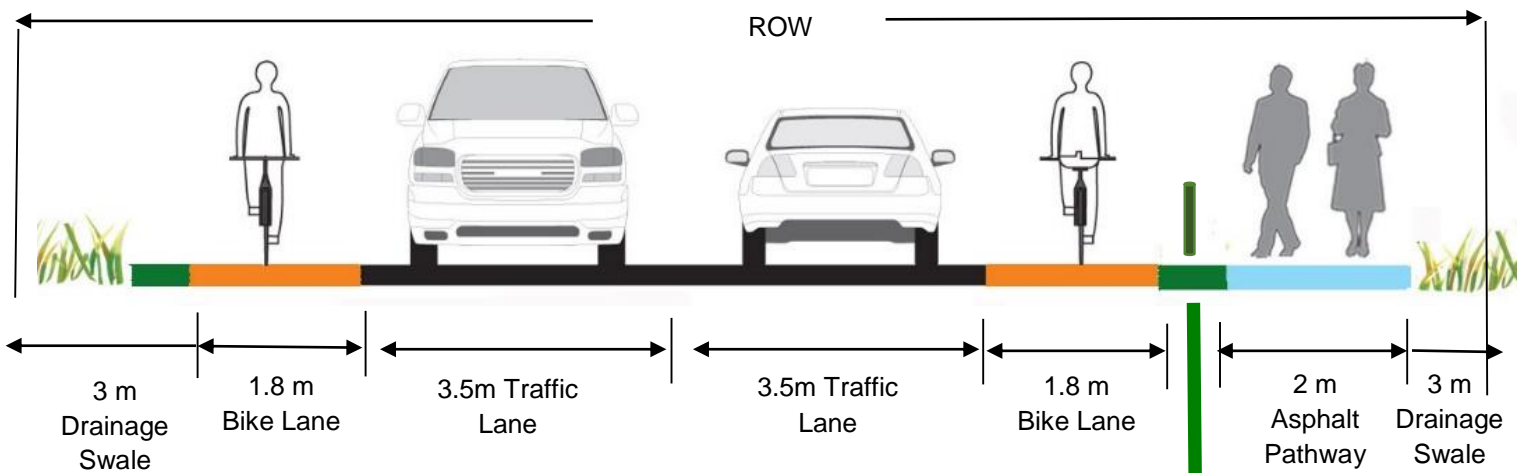
Trail Type 1.3 - Pedestrian Pathway on Rural Road

Application:

- Expansion of shoulder into hardened surface (asphalt) with open ditch drainage.
- Protective barriers may be required on curves or in areas with high travel speeds, restricted visibility or steep grades.

Cost Estimate:

- | | |
|-----------------------------|----------------|
| ▪ clear and grub | \$5/m |
| ▪ asphalt with base gravels | \$90/m |
| ▪ sawcutting | \$8/m |
| ▪ shouldering | \$5/m |
| ▪ pedestrian barriers | \$120/m |
| ▪ swale regrading | <u>\$10/m</u> |
| | \$238/m |



Bollards or other protective barriers provide safety for pedestrians

FIGURE 2-2: TRAIL DESIGN STANDARD (CONTINUED)

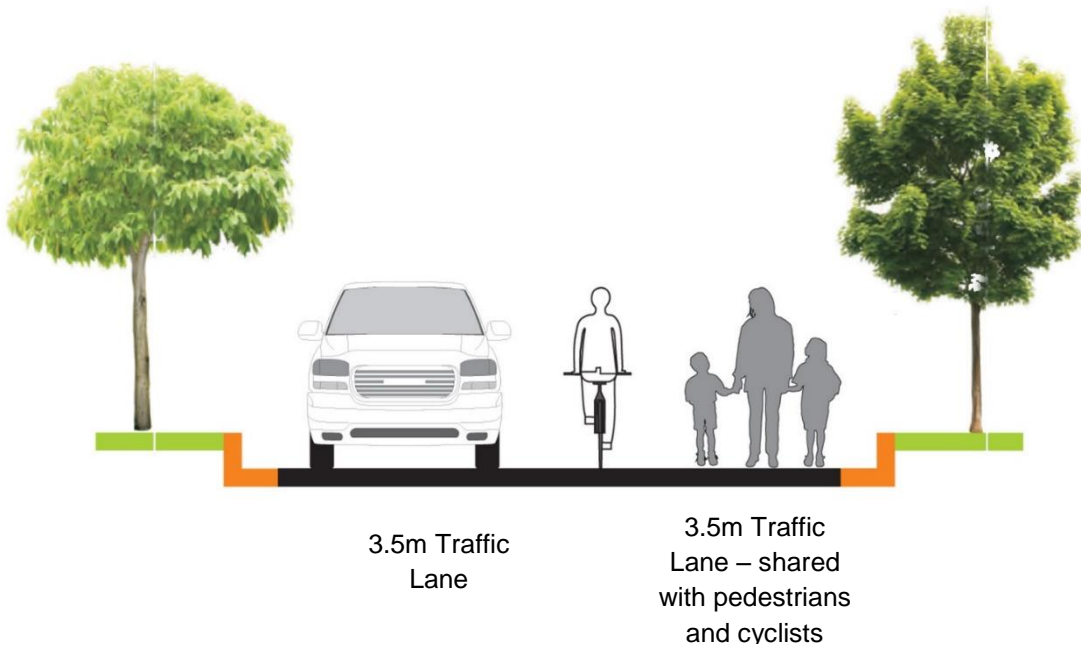
Trail Type 1.4 - Pedestrian Travel on Local Road

Application:

- Pedestrians share road in low traffic volume areas.

Cost Estimate:

- \$0/m or \$5/m for pavement marking



Neighbourhood roads in Sunshine Valley and Kershaw, for example, may have lower traffic volumes and opportunity for “share the road” designs.

FIGURE 2-2: TRAIL DESIGN STANDARD (CONTINUED)

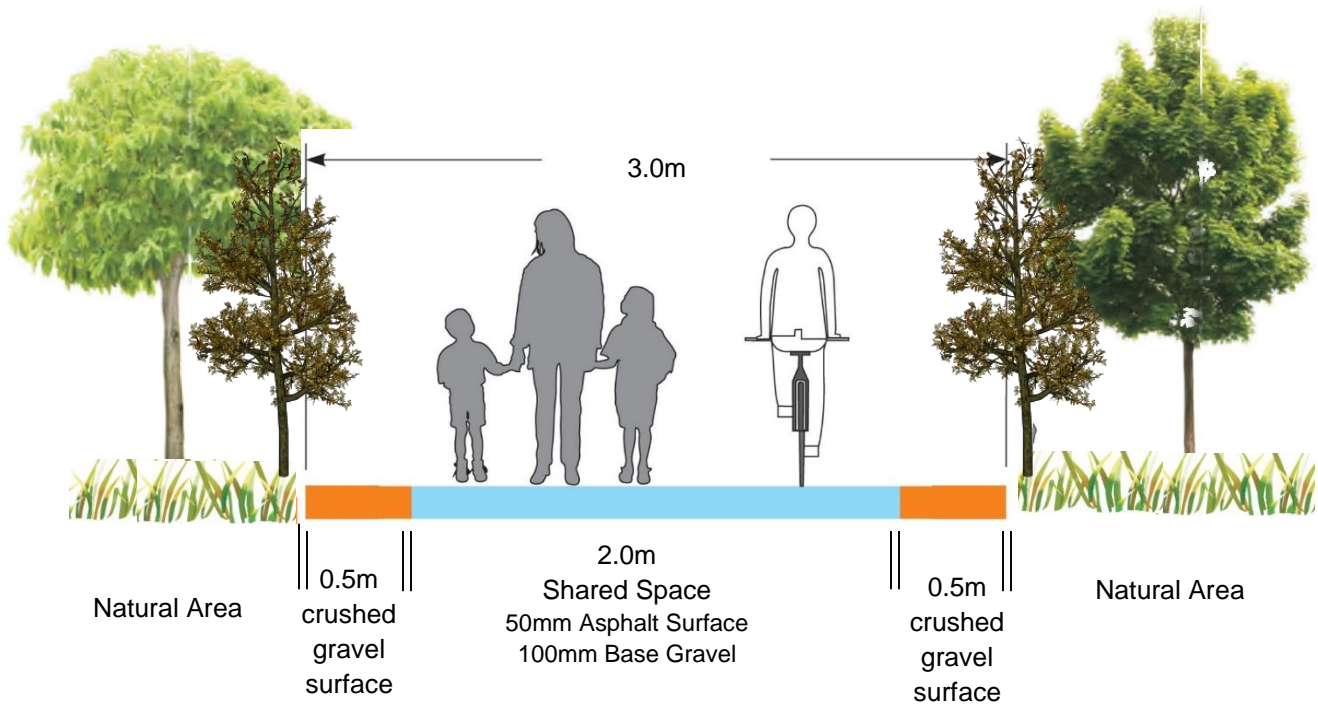
Trail Type 1.5 - Multi-Use Hard Surfaced Pathway (2m)

Application:

- Hard Surfaced pathway – not on road network
- 2.0m width

Cost Estimate:

- | | |
|--|--------------|
| ▪ clear and grub | \$5/m |
| ▪ base gravel, preparation and asphalt | \$100/m |
| ▪ shouldering | <u>\$5/m</u> |
| | \$110/m |



Hard surfaced pathways that are not in the road right-of-way may have attractive natural landscapes on either side of the pathway.

FIGURE 2-2: TRAIL DESIGN STANDARD (CONTINUED)

Type 2.1 Multi-Use Gravel Pathway (2m)

Application:

- Use on Highways and Urban Collector Roads with high traffic volumes
- 2.0m width for use in narrow ROW

Cost Estimate:

- | | |
|--------------------------------------|---------------|
| ▪ clear and grub | \$5/m |
| ▪ base gravels with base preparation | \$65/m |
| ▪ shouldering | \$5/m |
| ▪ swale regrading | <u>\$85/m</u> |
| | \$85/m |

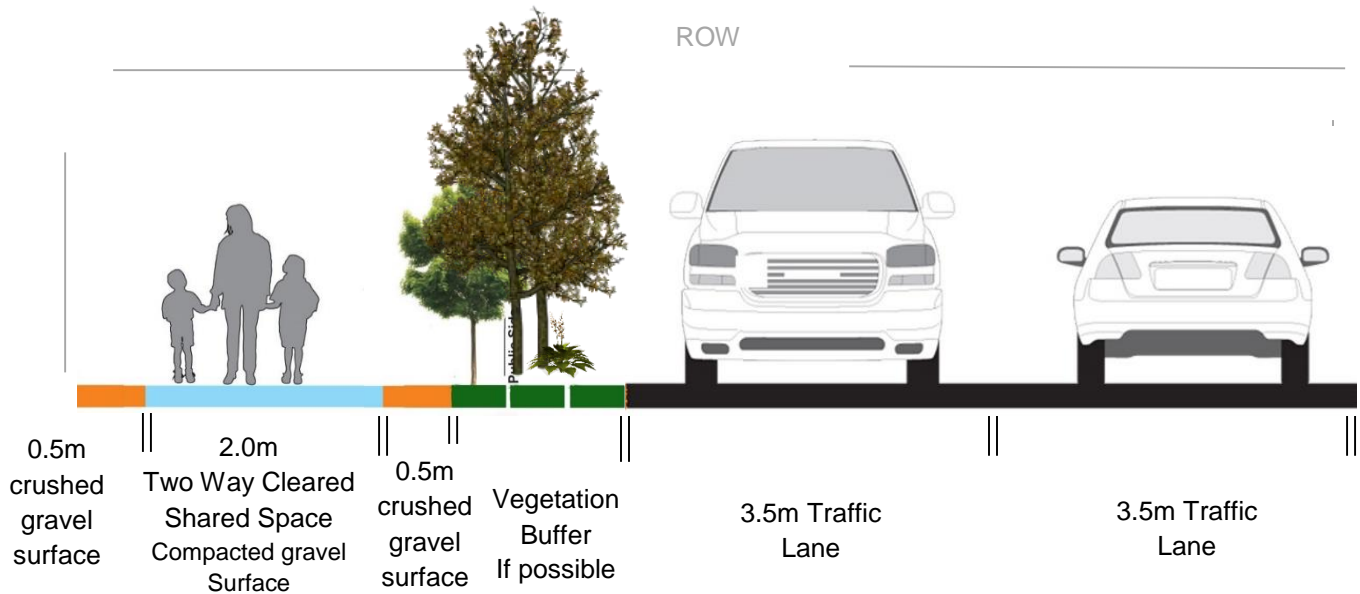


FIGURE 2-2: TRAIL DESIGN STANDARD (CONTINUED)

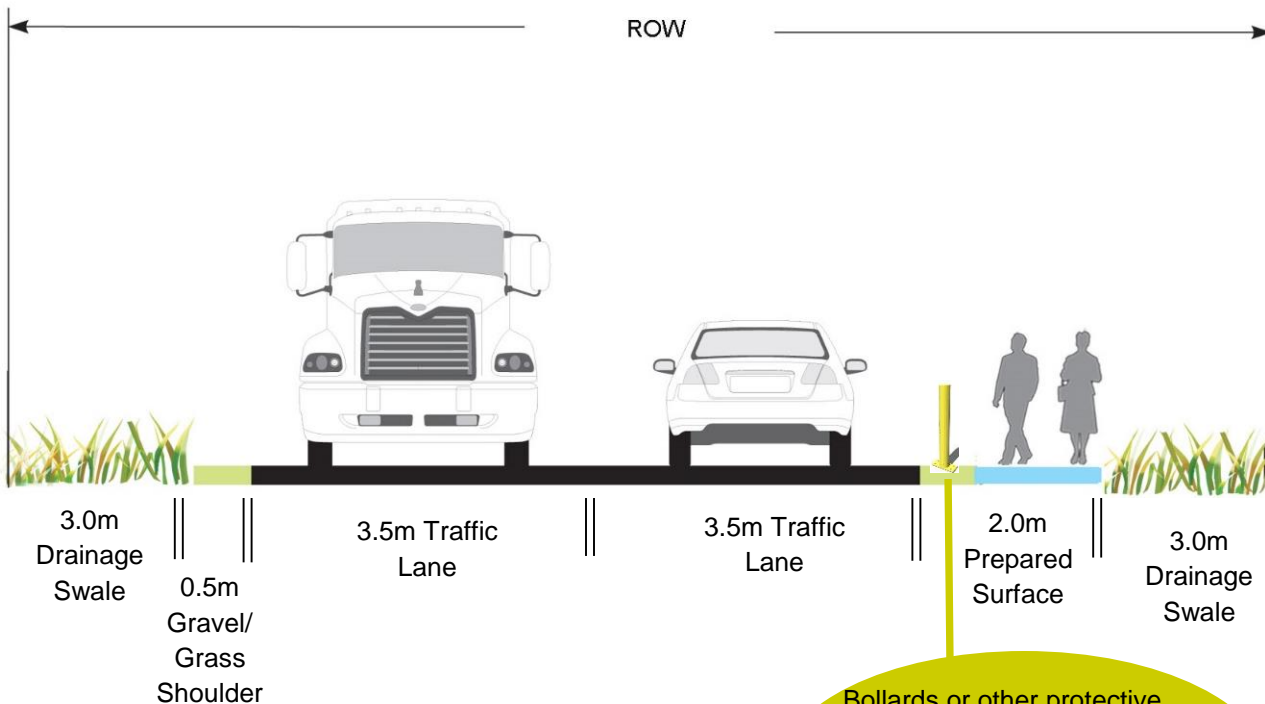
Trail Type 2.2 - Designated Pedestrian Area Adjoining Road

Application:

- Expansion of existing gravel shoulder into prepared hard surface for pedestrians.
- Protective barriers may be required on curves, or in areas with high travel speeds, restricted visibility, or steep grades.

Cost Estimate:

- clear and grub \$5/m
 - base gravels with base preparation \$65/m
 - shouldering \$5/m
 - pedestrian barriers \$120/m
 - swale regrading \$10/m
- \$205/m**



Bollards or other protective barriers installed to pedestrians on corners with limited visibility or roads with high speeds and high traffic volumes

The existing shoulder is expanded and developed into a 2.0m pathway with a prepared (gravel) surface.

FIGURE 2-2: TRAIL DESIGN STANDARD (CONTINUED)

Trail Type 2.3 - Neighbourhood Pathway – 2.0m Gravel

Application:

- Use for walking trails in non-ROW locations

Cost:

- clear and grub \$5/m
- base gravel with base preparation \$65/m
\$70/m

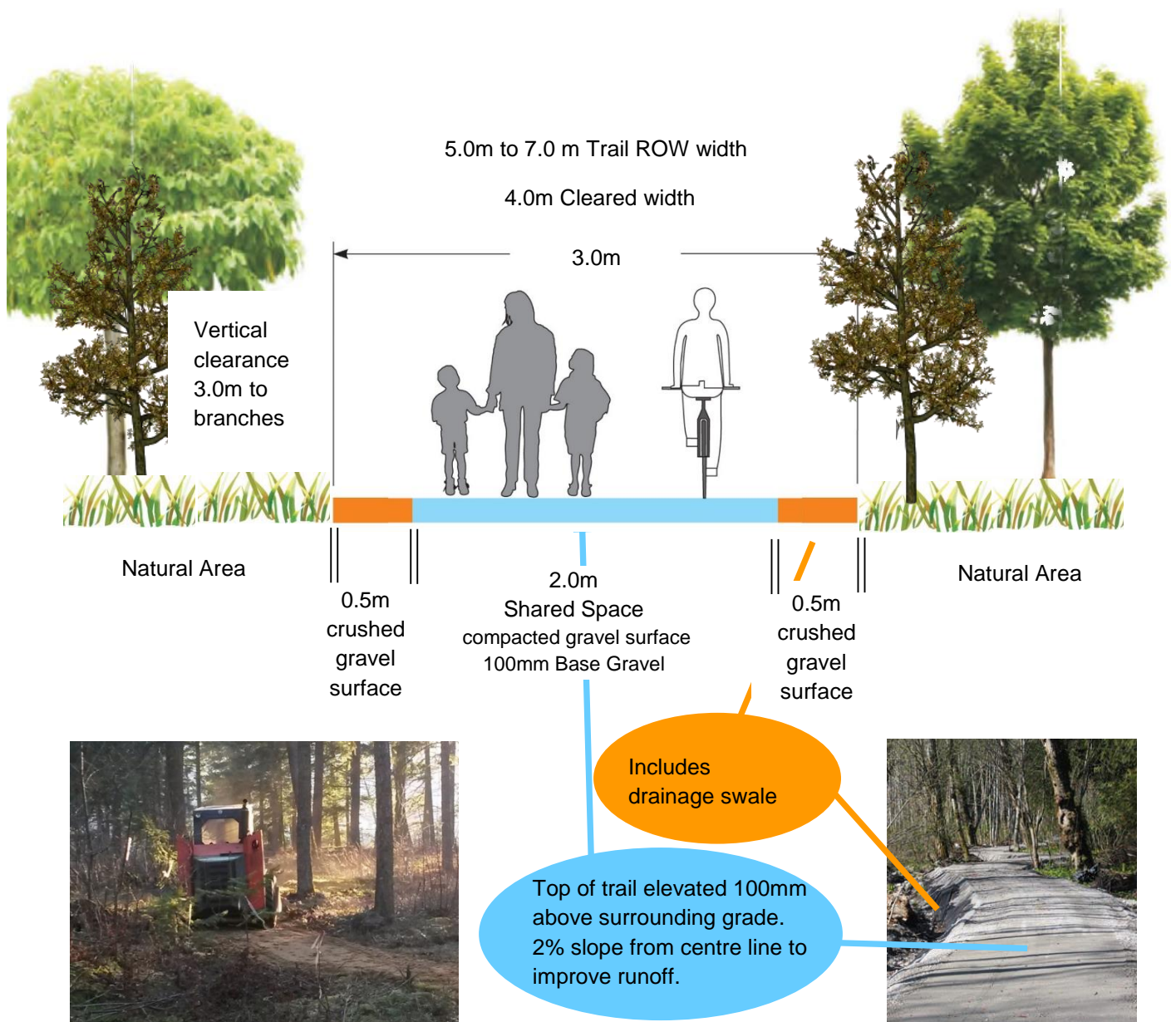


FIGURE 2-2: TRAIL CLASSIFICATION STANDARD (CONTINUED)

Trail Type 3 - Pathway - Natural Surface, Easy/Moderate Difficulty

Application:

- Natural substrate
- <15% grade
- Average tread width < 1.0m
- Max 8% sustained climb
- Can be used within Road ROW or as independent trail alignment

Cost:

- clear and grub \$10/m



Trail Type 4 – Pathway - Natural Surface, Moderate/Difficult

Application:

- Natural substrate
- Includes > 15% grade
- Average tread width 0.5m

Cost:

- clear and grub \$10/m



2.4 Amenity Elements

Trail amenities (e.g. signage, parking, washrooms, benches) increase the use and enjoyment of the trail network and should be considered in all long term planning. Trail priority ranking (Section 3) assigned bonus points for trails with access to existing amenities, recognizing that these trails may service a more diverse range of user groups.

Trail access points are the ideal spot to locate most amenities. An access point is a primary entry point to any trail in the network and may often become a staging area for trail users to meet. Trail access points are ideal locations for trail maps and other interpretive signage. Signage is also important for small local neighbourhood trails to signify that the trail is part of an overall network. The trail can be identified by a small but prominent sign with a standardized format that the public will recognize and associate with an overall trail network that is available for public access.

Trails serving regional or provincial user groups may require more prominent signage and adjacent parking and should adhere to the standardized format. Trails that are drawing users from larger market areas should also consider the provision of such amenities as: trail garbage receptacles, dog bag dispensers, water and toilet facilities. The North Thompson River Trail (4a) and the Clearwater River Trail are examples of destination trails that would benefit from the construction of access point amenity facilities. The following list provides cost estimates for standard trail amenities. Amenity costs were not included in the cost estimates presented in Figure 2.2.

FIGURE 2-3: TRAIL ACCESS POINT AMENITIES

	Cost
Walkway Bench	\$2,800
Metal Gates	\$1,500
Split Rail Barrier	\$300
Splint Rail Fence	\$60/m
Chain Link Fence (1.2m)	\$80/m
Bike Rack	\$800 - \$3000
Trail Marker Post	\$200
Kiosk Signage (single face)	\$1,500
Picnic Table	\$1,500
Dog Bag Dispenser	\$300
Bear-proof Receptacle	\$1,400
Water Standpipe (to municipal water system)	\$2,000

Existing Trail
Marker Standard



2.5 Equestrian Trail Standards

Clearwater offers an attractive natural setting for equestrian activities and it contains several neighbourhoods with large rural properties that support an equestrian lifestyle. Horseback riders enjoy access to local neighbourhood trails and may be members of horseback rider groups (e.g. Wells Gray Riding Association) that are involved in trail maintenance and development. The Trails Master Plan supports working with organized horseback rider groups to ensure that the interests of riders and horses are recognized in the process of trail planning and development. Equestrian use was raised during the planning process but was not a primary focus of discussion. In the future equestrian user groups may wish to be engaged in specific trail development projects. The following points are suggested as a template for the identification of trails to support equestrian use.

- Trails will have a significant level of equestrian use (>20%).
- Trail is recognized as a destination equestrian experience, drawing users from outside the immediate neighbourhood and has supportive equestrian facilities (e.g. pens).
- Connected to or easily accessed from neighbourhoods that are zoned to support equestrian activities (e.g. Sunshine Valley, Kershaw, Candle Creek, Greer).
- Trail design is for a prepared or natural surface. Equestrian use is not encouraged on Type 1 trails or trails with soft surfaces (e.g. bark mulch or loose gravel).

2.6 Accessibility Trail Standards

Clearwater supports the development of a trail network system that can accommodate persons with special mobility needs to the greatest extent possible. To improve accessibility (e.g. for use by scooters and wheelchairs) trails should limit grade; maximize width and be hard surfaced. Type 1 trails, for example are considered to be fully accessible and are generally in areas where there is a high density of urban activity and the trails offer a high level of connectivity.

3.0 Trail Priorities

3.1 Priority Evaluation Framework

Once the Trails Task Force completed the trail inventory, mapping and the setting of trail standards, they prioritized each link of the trail using the criteria described in Figure 3.1. Figure 3.2 organizes all trails into high, medium or low priority categories. Figure 3.2 also notes trails with related sections that appear in Figure 3.2 more than once. Trails with multiple listings are trails that will have more than one trail design standard. For example, the Park Drive trail (7a) is listed once from the old hospital to the roundabout where it is proposed for Type 1.1 standard and again from the hospital to Clearwater Village Road where it is proposed as a Type 2.3 standard. This distinction has been made for the purpose of calculating cost estimates. As the Trails Network Plan is implemented, trail developers should consider all the component sections of a particular trail, despite how they are ranked.

Trail ranking is provided to guide future investment in the trail network. While it is recommended that high priority trails be tackled first, medium and low priority trail development can be triggered by such factors as: specialized grants (e.g. accessibility or age-friendly initiatives), community sponsored involvement, land development initiatives; or advancement of a related section of the trail. For example, if private land development issues are successfully navigated a trail may be assigned a higher priority level as points for practicality would increase from 2 to 5.

Generally, the high priorities for implementation include:

- providing developed trail connections between Clearwater's commercial centres (e.g. Park Drive Trails (7a), Old North Thompson Highway by Dutch Lake (1h) and from Clearwater River to Sunshine Valley (2h); Wyndhaven to Roundabout (8c); Robson St (7f); Park Drive to Raft River (4b); Flats to High School (7d))
- supporting trails between neighbourhoods and schools (e.g. Murtle Road and Murtle Crescent (7b))
- destination trails, loop trails (e.g. Dutch Lake Perimeter Trail) or trails that develop connections to destination trails (e.g. Clearwater River Trail (1e))
- connecting trails to developed recreational resources (e.g. Dutch Lake Park (1j))
- supporting trails servicing residents commuting to work (e.g. Highway 5 between Roundabout and Old North Thompson Highway (1g))

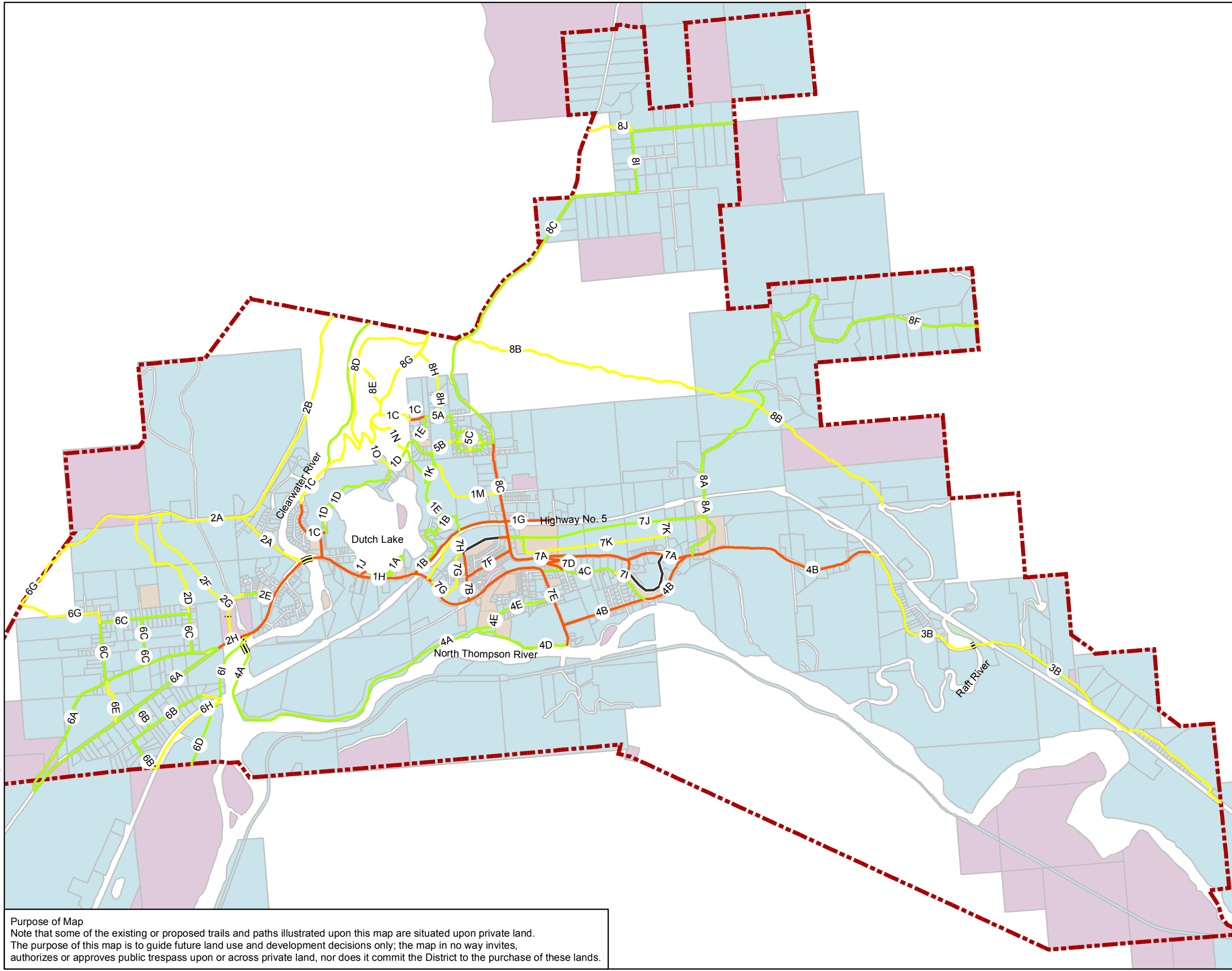
Map 10 illustrates the geographic distribution of trail network priorities.

Trails Master Plan

Map 10 - Trail Network Priorities

Legend

- Low Priority
 - Medium Priority
 - High Priority
 - Recently Constructed
 - Bridges
- Ownership**
- Federal
 - Municipal
 - Provincial
 - Private
 - District of Clearwater



SCALE 1:36,000

Purpose of Map
 Note that some of the existing or proposed trails and paths illustrated upon this map are situated upon private land. The purpose of this map is to guide future land use and development decisions only; the map in no way invites, authorizes or approves public trespass upon or across private land, nor does it commit the District to the purchase of these lands.

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FIGURE 3-1: TRAIL NETWORK RANKING CRITERIA

Network Contribution

Ranking	Priority	Description
5	high	Provide connectivity between 3 Town Centres and/or Schools
4		Provide major link for neighbourhood to Town Centre or School
3	med	Provide link to trails/routes outside of District (e.g. Clearwater River Trail)
2		Neighbourhood trail
1	low	Isolated trail

Practicality

Ranking	Priority	Description
5	high	Easy to implement – within District R/W or District owned land and not requiring detailed design
4		Within District R/W or District owned land but requiring more detailed design
3	med	Needs consultation with agencies & stakeholders e.g. Woodlot, Hydro, MoTI
2		Private property R/W and/or minor structures required (stairs, retaining walls, small bridge)
1	low	Private property and/or major infrastructure or significant stabilization work required

Accessibility

Ranking	Priority	Description
5	high	Accessible by scooters, small-wheel strollers, wheelchair
4		Use by 4 of: pedestrian, bikes, large wheel strollers, horses, winter users (x-country ski/snowshoe/4 season pedestrian)
3	med	Use by 3 of the above
2		Use by 2 of the above
1	low	Use by 1 of the above (e.g. use limited by stairs)

Recreational Appeal

Ranking	Priority	Description
5	high	Destination trail or loop attracting use by tourists as well as users from throughout the District & region
4		Destination trail or loop attracting use throughout the District & region OR recreational/fitness use by schools
3	med	Trail or loop attracting users from other neighbourhoods
2		Primarily local neighbourhood use and part of loop
1	low	Primarily local neighbourhood use

Environmental Impact

Bonus	Description
2	Trails that have a positive environmental impact

Site Amenities

Bonus	Description
2	Existing facilities will support trail use (washrooms, parks, recreational equipment, parking area, viewpoints, interpretive areas, benches, etc.)

FIGURE 3-2: TRAIL PRIORITY RANKING

		Trail Number and Name	Has Related Trail Section	Standard	Length m	Cost Est.	Priority Ranking Score
High Priority Trails	1h	Dutch Lake Perimeter Trail - Old North Thompson Hwy by Dutch Lake	No	1.1	947	\$168,600	22
	7a	Park Drive from Old Hospital to Roundabout	Yes	1.1	1845	\$328,500	22
	1d	Dutch Lake Perimeter Trail - Dutch Lake Rd by DLCC	Yes	1.2	303	\$72,700	21
	7b	Murtle Road & Murtle Crescent	No	1.1	568	\$101,100	21
	7a	Park Drive Hospital to Clearwater Village Road	Yes	2.3	224	\$15,700	19
	8c	Wyndhaven to Roundabout on Clearwater Valley Road	Yes	2.1	815	\$69,300	19
	7f	Robson Street	No	1.1	508	\$90,500	19
	1g	North side HWY 5 from Old North Thompson HWY to Dairy Queen	No	1.1	1554	\$276,600	18
	1j	Dutch Lake Park Accessibility Ramps	No	1.5	120	\$13,200	18
	7c	Hospital Rim Trail Loop	Yes	1.4	136	\$700	18
	7c	Hospital Rim Trail Loop	Yes	2.3	712	\$49,900	18
	4b	Swanson Road to Raft River Road	No	2.1	3428	\$291,400	17.5
	1c	Dutch Lake road & Fawn Rd to woodlot connector	Yes	2.1	612	\$52,000	17
	2h	Old North Thompson Hwy from Clearwater River to Sunshine Valley	No	2.1	1350	\$114,800	17
	7d	Flats to High School Trail	No	3	448	\$4,500	17
	7e	Clearwater Village Rd from Hwy 5 to Station Rd to Lagoon Loop	No	1.1	2299	\$409,300	17

FIGURE 3-3: TRAIL PRIORITY RANKING (CONTINUED)

		Trail Number and Name	Has Related Trail Section	Standard	Length m	Cost Est.	Priority Ranking Score
Medium Priority Trails	1d	Dutch Lake Perimeter Trail – right of way behind campground	Yes	2.1	294	\$25,000	16
	1d	Dutch Lake Perimeter Trail - Lake Summit Road	Yes	1.4	514	\$2,600	16
	6a	OLD NT Hwy - Sunshine Valley Rd loop	No	2.1	4819	\$409,600	16
	8a	Raft River School to Hwy 5	No	2.2	720	\$147,600	16
	1b	Dutch Lake Perimeter Trail - Harby Road right of way	Yes	2.2	676	\$138,600	15
	4a	Connector to North Thompson River trail under Hwy 5 bridge	Yes	2.1	482	\$41,000	15
	8a	Candle Creek Rd	Yes	1.3	2547	\$606,300	15
	8f	Barber Road	No	1.4	2717	\$13,600	15
	8h	Kennedy Road	Yes	1.4	261	\$1,400	15
	5a	Wyndhaven to Fawn	No	1.4	1326	\$6,700	15
	River Trail	Clearwater River	No	3	1563	\$15,700	15
	7k	Opus Plan (7j) to Pipeline Connectors	Yes	2.1	324	\$27,600	15
	1k	Dutch Lake Perimeter Trail - 1e to Lake Summit Drive	No	2.3	623	\$43,600	15
	1a	Bampton Recreation Area Loop	No	2.1	839	\$71,300	14
	2e	Brookfield Creek connector to Tarin Drive right of way	Yes	2.1	299	\$25,500	14
	2g	Brookfield Creek connector to Road 2 beside Brookfield Creek - Crown land	No	2.3	475	\$33,300	14
	7j	OPUS Plan Park Dr. to Norfolk Road	No	1.1	1964	\$349,700	14
	4a	North Thompson River Trail (Canfor)	Yes	3	3097	\$31,000	14
	4c	Clearwater Village Road from Station Rd to Temple	No	2.1	1135	\$96,600	14
	4d	North Thompson River Trail (Dyke)	No	3	951	\$9,600	14

FIGURE 3-4: TRAIL PRIORITY RANKING (CONTINUED)

		Trail Number and Name	Has Related Trail Section	Standard	Length m	Cost Est.	Priority Ranking Score
Medium Priority Trails	6b	Kershaw Road , Schmidt Rd, Donchi Place	Yes	1.4	1243	\$6,300	14
	6c	Wadlegger Road	Yes	1.4	313	\$1,600	14
	6d	pipeline to North Thompson Park	No	3	675	\$6,800	14
	7h	Murtle Crescent to south side Hwy 5	Yes	1.5	179	\$19,700	14
	8i	Birch, Mountainview and Greer Roads	No	1.4	2235	\$11,200	14
	8c	Park Road from Greer to Wyndhaven	Yes	3	3029	\$30,300	14
	5b	Wyndhaven Court	Yes	1.4	59	\$300	14
	1b	Dutch Lake Perimeter Trail - Harby Road to top of break	Yes	2.3	225	\$15,800	13
	1d	Dutch Lake Perimeter Trail - Lake Summit Road to Dutch Lake Resort	Yes	2.3	705	\$49,400	13
	4e	Weber Rd	Yes	1.4	560	\$2,900	13
	4e	Weber Rd to North Thompson River trail	Yes	3	151	\$1,600	13
	6i	North Thompson Park Connector River Trail	No	3	781	\$7,900	13
	6c	Sunshine Valley Brookfield/Ogden/Dunlevy	Yes	2.1	1860	\$158,100	13
	1e	Dutch Lake Perimeter Trail - Hwy 5 to Fawn Road	Yes	2.3	934	\$65,400	13
	1e	Fawn Road	Yes	2.1	558	\$47,500	13
	2a	Camp 2 Road to Road 2	No	2.1	2614	\$222,300	12
	7k	Pipeline - school to Norfolk Rd	Yes	3	1401	\$14,100	12

FIGURE 3-5: TRAIL PRIORITY RANKING (CONTINUED)

	Trail Number and Name	Has Related Trail Section	Standard	Length m	Cost Est.	Priority Ranking Score	
Low Priority Trails	6g	Gill Creek Road	Yes	2.3	575	\$40,300	12
	6g	Gill Creek Road to Road 2	Yes	3	1095	\$11,000	12
	6h	Hwy 5 Kershaw	No	2.1	925	\$78,700	12
	7h	South side Hwy 5 from Buy Low to Wells Gray Inn	Yes	2.3	531	\$37,200	12
	8b	Hydro Line - west of Candle Creek Rd	Yes	3	2803	\$28,100	12
	5c	Connector paths to Wyndhaven Park	No	2.3	418	\$29,300	12
	1c	Fawn Road to Dutch Lake Road through Woodlot	Yes	3	2124	\$21,300	12
	1n	Lake Summit Road to 1c thru woodlot	No	3	502	\$5,100	12
	3b	Raft River Road to old Raft River bridge	Yes	2.1	1564	\$133,000	12
	3b	Old Raft River bridge to Miller Road	Yes	2.1	3068	\$260,800	11
	2b	River Road	No	2.1	2259	\$192,000	11
	2e	Brookfield Creek connector to Tarin Drive - prvt land	Yes	2.3	168	\$11,800	11
	7g	Murtle Crescent to Clearwater Village Rd	Yes	2.3	382	\$26,800	11
	7i	Link between Hospital Rim Trail and Clearwater Village Road	No	3	191	\$2,000	11
	8d	Sands Creek Ldg thru Lower Ldg to Trail 1c	Yes	3	1787	\$17,900	11
	8e	Lower Ldg to Archibald Ldg	No	3	609	\$6,100	11
	8g	Sands Creek Ldg to Archibald Ldg	No	3	780	\$7,800	11
	1m	Fawn Road to Clearwater Valley Rd	No	2.3	837	\$58,700	11
	1o	Lake Summit Road to 1c - prvt land	No	3	309	\$3,100	11
	2d	Ogden to Camp 2	No	2.1	1245	\$105,900	10

FIGURE 3-6: TRAIL PRIORITY RANKING (CONTINUED)

		Trail Number and Name	Has Related Trail Section	Standard	Length m	Cost Est.	Priority Ranking Score
Low Priority Trails	2f	Brookfield Creek connector to Road 2 beside Brookfield Creek - private land	No	2.3	1174	\$82,200	10
	6b	Donchi Place Link	Yes	2.3	202	\$14,200	10
	6b	Schmidt Rd hydro line link	Yes	3	170	\$1,800	10
	6c	Wadlegger Road to Sunshine Valley Road connector	Yes	2.3	146	\$10,300	10
	6e	Brookfield Road to Old NT Hwy Link	No	2.3	446	\$31,300	10
	8b	Hydro Line - east of Candle Creek Rd	Yes	4	1946	\$19,500	10
	8h	Kennedy Road to Sands Creek Ldg	No	3	453	\$4,600	10
	8j	Birch Drive to Triple Decker Falls	No	3	462	\$4,700	10
	5b	Wyndhaven Court to Fawn Road	Yes	2.3	239	\$16,800	10

4.0 Action Plan

4.1 Implementation

The Trails Master Plan, as adopted by Council, will reflect municipal policy direction for the effective delivery of a municipal trail network. Local, regional and provincial governments have interests in these trails together with community user groups and other stakeholders. Implementation of the plan will be directed by the Trails Task Force who will assist Council in their decision making, and will require ongoing involvement of all parties who participated in this planning process.

The Trails Task Force can involve (non-voting) participants to contribute specialized information on the trail planning, design and development process such as Ministry of the Environment (BC Parks); Ministry of Forests, Lands and Natural Resource Operations (wood lot tenures, crown land access); Ministry of Jobs, Tourism and Skills Training (BC jobs and services); Ministry of Transportation and Infrastructure (highway planning and design); land owners and developers; local user groups and other community members.

4.2 Communications

It is important that the community and other organizations continue to be informed about local trail initiatives and a communications plan is needed to educate and build awareness, using effective opportunities for engagement.

1. The Trails Task Force will develop and regularly review a communication strategy addressing:
 - a. Messaging – the purpose of the Trails Master Plan as reflected in the Vision and Objectives.
 - b. Trail Programs – highlight the Trails Master Plan priorities. Specify opportunities for community involvement in ongoing maintenance of trails and network expansion.
 - c. Information – take steps to increase awareness of the trail network (e.g. may produce a trail map).
2. The District and the Trails Task Force will take advantage of opportunities to point out the overwhelming public benefits associated with greater, rather than restricted, public use of various linear corridors for walking and cycling.
3. The District and the Trails Task Force will encourage student research in any of several aspects associated with trail data collection and analysis that could be of assistance in planning for trail development and applying for funding. Data

collection could include information on: usage rates, suitability analysis, mapping user characteristics and behaviours, etc.

4.3 Funding

Plan implementation will need to continually consider ways to secure funding for both ongoing maintenance of trails and for network expansion.

1. The Trails Task Force should develop a strategic plan for funding and fundraising. Considerations may include:
 - a. Assisting with grant and funding applications as available.
 - b. Sponsorship from businesses that either directly or indirectly benefit from the presence of the trail network (e.g. asset that can be marketed to tourists), accommodation or other businesses (e.g. retail stores connected to pedestrian markets).
 - c. Reviewing connections with not-for-profit organizations which hold charitable registration with Revenue Canada and are eligible for charitable grants for specific elements of the trail network (e.g. improving accessibility in staging areas).
 - d. Connecting Committee and local trail interest groups to coordinate fundraising events.
 - e. Seek out new grants and funds provided by other agencies and levels of Government. Funding opportunities for trail development will continue to evolve. At the time this plan was developed, the Trails Task Force identified the wide range of potential sources listed in Appendix C.

2. District considerations for funding and fundraising may include:
 - a. Host discussions with the TNRD regarding the regional focus of local trails and consider the potential for a regional Service Area By-law that would set a small assessed amount for trail development, whereby regional users would contribute financially to the development and maintenance of Clearwater trails.
 - b. Monitor and update, as required, the Development Cost Charge Bylaw relating to parks, transportation and trail development.
 - c. The public consultation program indicated some support for establishing an annual budget for trail network development. The District may consider this opportunity with the annual budget process.
 - d. Develop guidelines for, and actively move forward with sponsorship and donation programs for trails (“buy-a-metre”, or “trail gift program”) and for furnishings and enhancements.
 - e. Involve the public in trail enhancement and maintenance programs through a Trail Partners Program.

4.4 Risk Management

There is some risk to the municipality regarding the identification of trails for public use.

1. Clearwater has access to trail insurance under provincial programs (Municipal Insurance Association) and will ensure ongoing coverage.
2. Trail insurance coverage can also be available through partnerships (e.g. trails on crown land) or through user group associations. When entering into new trail agreements, exposure to liability should be considered.
 - a. Trail planning should include the identification of the preferred agency (agencies) to assume liability for trail use on public lands.
 - b. Trail network planning should strive to minimize injury to offset any possible liability issues through proactively avoiding or mitigating potential hazardous trail conditions (e.g. unstable slopes, flooding) including the provision of information to trail users and ensuring that appropriate protocol and resources are in place to manage emergency situations.

4.5 Trail Design and Use Management

The Clearwater trail network is extensive and accessible to a wide range of user groups. It is important to plan for this range of users and to mitigate potential conflicts between user groups. Trail users should find convenient and safe access to trails. The District and the Trails Task Force may:

1. Develop a wayfinding signage program that helps users find components of the trail network and use it with confidence.
2. Create a pocket sized map of the trail network for the convenience of all users.
3. Encourage the development of a Trail Design Standard Handbook that outlines the design standards for a variety of trail types and associated amenity features.
4. Consider prioritizing and developing trail staging areas in the three Town Centres with design features that create a 'special place' for the community. 'Special place' features could include: seating areas; interpretive signage; community gardens; public art, picnic tables, water features or other amenities.
5. Design trails to draw attention to the area's natural beauty by providing opportunities for users to celebrate views and enjoy natural corridors.
6. Inform trail users of potential conflicts between trail use and the protection of the natural environment.

7. Publicize a trail network 'Code of Behaviour' and inform trail users of all potential users and appropriate trail etiquette (i.e. yielding/behaviour).
8. Education, trail 'gates' or signage are the preferred course of action in addressing potential trail user conflicts.
9. Consider the incorporation of centre-line markings at high-use trail network segments.
10. Incorporate safety structures to separate vehicle and pedestrian traffic where traffic speeds and sight lines could create conflicts.
11. Apply CPTED (Crime Prevention through Environmental Design) principles to the location, design and ongoing maintenance of trail network components, including:
 - Managing encroaching vegetation
 - Considering sight lines for users
 - Adding security lighting at key locations, where appropriate;
 - Incorporate prospect and refuge considerations (visibility of others, visibility by others, choice and control, site awareness, and solitude without isolation)
 - Recognize that trails within the road right-of-way add 'eyes from the street'.

4.6 Land Use

For the trail system to be successful, trail planning should be carefully integrated with strategic land use planning.

1. When engaged with strategic land use planning the District of Clearwater may:
 - a. Through the development review process for subdivision, rezoning and OCP amendment applications, seek opportunities to formalize trail connections and corridors to public land and through private land.
 - b. Ensure that pedestrian circulation systems within developments are effectively connected to the trail network.
 - c. Trail corridors acquired through the development approval process are often acquired on a piecemeal basis, from one parcel at a time. The District will monitor the success of the trail corridor acquisition process and may explore opportunities to complete the corridor acquisition process for priority networks. Land acquisition for trails is an expensive process and the District is not generally in a position to buy land for the completion of trail networks. The District may use tools such as the Development Cost Charge Bylaw to assist with expenditures included in the Trails Master Plan.

- d. Consider the needs of all users, including children, seniors and people with disabilities when planning and designing trails.
 - e. Construct trails around municipal sites as a standard component of facility design and construction to maximize access to amenities for trail users.
 - f. Continue to monitor trail connections to understand the location of missing sections that are needed to complete trail connections and community linkages.
 - g. Examine the feasibility of and explore opportunities related to the joint use of some of the BC Hydro Right-of-way corridors that traverse the community as potential “towers and trails” joint use corridors.
 - h. Work with the Regional District and BC Parks on regional trail programs that connect to the District network.
2. The District supports land owners wishing to gift land or to provide a statutory right-of-way to the community for key trail connections (e.g. Dutch Lake) in advance of development plans.
 3. The District may regularly review and update the Trail Network Plan (Map 1) as new opportunities emerge for improved routing options and connectivity.
 4. Ensure that local infrastructure projects consider opportunities to incorporate trail network development into the overall project.
 5. Continue to work with external agencies to plan and construct trail crossings of major physical barriers, such as rivers, ravines and highways

4.7 Ongoing Maintenance

Clearwater currently has limited capacity to maintain a trail network. The maintenance responsibility and the standard of maintenance must be assigned as trails are developed.

1. The District will encourage trail development where there is assurance that there is capacity for ongoing maintenance and protection of the amenities.
2. The District will develop trail maintenance policies, including strategies to ensure that inspections are part of the ongoing maintenance program and that new trail responsibilities can be managed by the District.
3. The District will explore opportunities to partner with the private sector for the development and/or maintenance of trails (‘adopt-a-trail’), particularly where there are clear user groups.

4. The District will remain open to strategies that can creatively provide maintenance in a manner that enhances trail use (e.g. setting cross-country ski tracks instead of clearing snow).



APPENDIX A

Community Feedback



June Workshop Feedback Summary

Twelve surveys were returned at the June 2015 trail planning workshop. The following represents a summary of the survey responses.

Responses regarding the trail research.

	Please Circle One	Exceptional	Very Good	Good	Fair	Poor
1.	How would you rate the completeness of the trail network?	2	7			
2.	How would you rate the trail standards?	3	4	3		
4.	How would you rate the trail priority setting?	1	4	3	1	
5.	Additional comments:					
	<ul style="list-style-type: none"> I am thankful that you respected the First Nations cultural sites. If these are ever “identified” to be developed, this shows me that you’ll work with Simpcw – thanks. 					
	<ul style="list-style-type: none"> Vegetation in R/W – privacy issue. Would just really like to see trail on other side of road (Park Drive?). Snow removal from trail – where would it go. If had to be on south side, narrower trail would allow for more buffer on private side. 					
	<ul style="list-style-type: none"> Hospital Trail. More accesses/exits for shorter walks. Exit to old Hospital parking lot and or beside old hospital to meet up with trail to Evergreen Acres. Ask Rotary for more benches. Volunteer labour as much as possible to build on the excellent trail currently in place. 					
	<ul style="list-style-type: none"> I really hope to see all recreational activities considered in all areas. This community is very diverse and this is what makes it so wonderful. 					
	<ul style="list-style-type: none"> Would like to see Canfor trail as a no access for vehicles. See map, there is a potential link between 8B and 8H on an old BC Hydro R/W that is not in use. This could connect through to woodlot trails without going through private property. The existing bridge over Raft River (3B) is dangerous for horses. 					
	<ul style="list-style-type: none"> Work with private landowners, especially where the trail runs through existing and/or new R/W. Make sure trails are multi-use, available for all, especially horses. Must be wide enough. Where trails can be replaced by sidewalks or roadside trails instead of private property – please consider landowner and safety of late night walkers. Road trails with buffers are often safer. 					
	<ul style="list-style-type: none"> Support 1C as a high priority trail. This is a great spot for a parking area. Need Co-ordinated signage program for recreational trails (e.g. River Trail). Trails are an important economic driver for tourism market but can’t market trails on private property. Parking at staging areas to trails is important (Dutch Lake, Northern Dutch Lake, Clearwater River Trail) 					
	<ul style="list-style-type: none"> Good job, I like the priorities, they make sense. I would like to see maps available for local and visitor use ASAP. 					
	<ul style="list-style-type: none"> The trail description is well done. I agree with the ranking system. 					

		Trail Ranking				
6.	Please rate the importance of the following trail functions:	Most			Least	
		Important			Important	
	a. Trails connecting 3 Town Centres	7	1	4		
	b. Trails connecting to schools	4	1	5		
	c. Trails connecting a neighbourhood to a Town Centre	2		6	1	1
	d. Trails connecting to other trails outside the District (e.g. Clearwater River Trail)	2	3	3	1	
	e. Neighbourhood trails	3	3	1	1	1
	f. Recreation trails (e.g. North Thompson River Trail)	4		4	1	

Questions about the respondents.

7. Where do you live?

Flats, Clearwater(2), Sunshine Valley (2), Grant Road, Lake Summit Road, Greer, Wyndhaven, Raft River Road (2)

8a. If you are a resident of Clearwater, would you support the District of Clearwater establishing an annual budget for the development of trails?

Yes	7	No		Maybe	4
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8b. If yes, what percentage of the annual budget should be set aside for trail development?

1	0.75%
---	-------

Or, what would you be willing to pay in additional annual taxes for trails.

2	\$0
1	\$5 to 10
2	\$100
1	\$25.

9a. Trail development has relied heavily on the work of volunteers in our community. Would you be interested in volunteering to work on trails in the future?

Yes	8	No	1	Maybe	2
-----	---	----	---	-------	---

9b. If Yes, what type of work would interest you?

	Whatever I have time to do. Varnish signs?
	A couple of hours of work but not heavy lifting.
	Light duty labour
	Trimming trees
	Building trails, public relations
	Anything
	Harby Legacy Trail – Let's do it! No physical work, bad back.
	Manual Labour

9c. If Yes, how can we contact you?

- Cheryl 674-3260
- Kay Knox 674-2790 kkjknnox@hotmail.com
- Cwest018@gmail.com
- brad@wellsgray.ca
- Samwillan57@gmail.com or 674-3754
- bbates@telus.net
- Wells Gray Riding Association

10. If there are new dedicated pedestrian/biking paths in Clearwater, how would you rate your likelihood of using these trails for:

- a. Active transportation (e.g. biking or walking to/from work)?
- b. Recreation
- c. Other horseback riding, visitor attraction

Highly Likely		Unlikely		
5		2		2
8	2			1
4	1			1

Final Comments

- Great job. I can't imagine how much work has been put into all of this. Thank you each and every one.
- Thank you for wonderful work done by members of this committee/task force.
- Great job so far.

APPENDIX B

Trail Inventory

No.	1a	1b	1b
Area	Dutch Lake	Dutch Lake	Dutch Lake
Name	Bampton Recreation Area Loop	Dutch Lake Perimeter Trail - Harby Road R/W	Dutch Lake Perimeter Trail - Harby Road to top of break
Standard	2.1	2.2	2.3
Length m	839	676	225
Cost Est.	\$71,300	\$138,600	\$15,800
Activity	walking	walking, biking, horses?, scooter?	Walking, biking, horses?, cross country skiing
Season of Use	Spring, summer, fall	all seasons	all seasons
Users	All users of Dutch Lake beach	Currently mainly local residents. Could open to all demographics as part of link to Buy-Low area and as part of Dutch Lake Loop	Currently mainly local residents
Quality	First portion of trail from beach is level and nicely graveled - portion within Bampton Rec Area is along old roads which have been fire-fuel treated and many 1-2" dia "stubbies"	Currently narrow paved road with no shoulder	old dirt road
Safety	1-2" dia 'stubbies' are tripping hazard	Poor - blind corner, areas of road are very narrow.	
Challenges	Steep climb between lower trail and upper trail would require some stairs. Forest type in Bampton Rec Area has very limited undergrowth consider thinning stems to allow more light in. Also includes road access to lake (approx. 220 m).	Requires development of trail in existing Harby Road ROW. May have to move road into cut side with retaining wall to accomodate width for pathway OR single lane traffic? Maybe mirrors on corner to improve visibility	requires access over private property
Connectivity	Low connectivity, but mod to high recreational for users of Dutch Lake beach facilities	High connectivity to Dutch Lake Perimeter trail and other neighbourhood trails with completed loop.	High connectivity to Dutch Lake Perimeter trail and other neighbourhood trails with completed loop.
Rec. Standard & Use	Would be nice short loop trail from Dutch Lake Beach - although stairs may limit use by seniors.	Gravel shoulder pathway on lake side of road	natural substrate path
Effort Req'd	Machinery required to rip 'stubbies' out	May be considerable in constricted spots	Minimal - existing old road
Current Surface	trail	paved road	trail

No.	1c	1c	1d
Area	Dutch Lake	Dutch Lake	Dutch Lake
Name	Dutch Lake Road to woodlot connector	Woodlot Connector to Dutch Lake Road	Dutch Lake Perimeter Trail on Dutch Lake Rd by DLCC
Standard	2.1	3	1.2
Length m	612	2124	303
Cost Est.	\$52,000	\$21,300	\$72,700
Activity	Walking, biking, cross-country skiing, horses	Walking, biking, cross-country skiing, horses	Walking, biking
Season of Use	all seasons	all seasons	Mainly 3 season
Users	All	All	Current use is likely limited to local residents
Quality	Currently narrow paved road with no shoulder	Existing trails can be rocky and steep in sections	Currently poor - likely only used by youth
Safety		Isolation allows connection to nature	
Challenges	Crown land with woodlot tenure and mandate for public recreation. Work with Ministry of Forests through Woodlot Licensing process to recognize trails. Land adjacent to Clearwater River is crown. DL 3857 has no PID, north is woodlot.	Crown land with woodlot tenure and mandate for public recreation. Work with Ministry of Forests through Woodlot Licensing process to recognize trails. Land adjacent to Clearwater River is crown. DL 3857 has no PID, north is woodlot.	Requires dedication of trail in existing Dutch Lake Road ROW.
Connectivity	Low connectivity for area to area, but moderate connectivity as part of a larger loop circuit around the lake and connecting to River Trail.	Low connectivity for area to area, but moderate connectivity as part of a larger loop circuit around the lake and connecting to River Trail.	High connectivity to Dutch Lake Perimeter trail and other neighbourhood trails with completed loop.
Rec. Standard & Use	Recommend BC parks style trail using existing materials for surfacing.	Recommend BC parks style trail using existing materials for surfacing.	gravel
Effort Req'd	Machinery for removal of rocks? Some re-routing work req'd and could possibly shorten route.	Machinery for removal of rocks? Some re-routing work req'd and could possibly shorten route.	Hand tools in Small Park area - need better connection to School property - surfacing for trail
Current Surface	paved road	trail	paved road

No.	1d	1d	1d
Area	Dutch Lake	Dutch Lake	Dutch Lake
Name	Dutch Lake Perimeter Trail - r/w behind campground - Ridge Dr.	Dutch Lake Perimeter Trail on Lake Summit Road	Dutch Lake Perimeter Trail - Lake Summit Road to Dutch Lake Resort
Standard	2.1	1.4	2.3
Length m	294	514	705
Cost Est.	\$25,000	\$2,600	\$49,400
Activity	Walking, biking	walking, biking, cross-country skiing, snowshoe, horses	Walking, biking, horses
Season of Use	Mainly 3 season	All	Mainly 3 season
Users	Current use is likely limited to local residents	All	All ages - for pleasure & recreation and to link Wyndhaven with Brookfield area
Quality	Currently poor - likely only used by youth	existing paved road with gravel shoulder	Good - old road and wider single track along lake
Safety		dead end road = low traffic	
Challenges	Requires dedication of trail in existing Dutch Lake Road ROW.	none	Private land - Request for connectivity at subdivision stage. In meantime explore potential agreement with landowner.
Connectivity	High connectivity to Dutch Lake Perimeter trail and other neighbourhood trails with completed loop.	High connectivity to Dutch Lake Perimeter trail and local neighbourhood	High connectivity between areas, as part of a loop around Dutch Lake
Rec. Standard & Use	gravel	gravel shoulder beside road	Recommend BC parks style trail
Effort Req'd	Hand tools in Small Park area - need better connection to School property - surfacing for trail	Minimal - may need to widen existing gravel shoulder in some places	Hand tools
Current Surface	gravel road	paved road	trail

No.	1e	1e	1g
Area	Dutch Lake	Dutch Lake	Dutch Lake
Name	Dutch Lake Perimeter Trail - Hwy 5 to Fawn Road	Fawn Road to Archibald	North side HWY 5 from Old NT HWY to Dairy Queen
Standard	2.3	2.1	1.1
Length m	934	558	1554
Cost Est.	\$65,400	\$47,500	\$276,600
Activity	Walking, biking, horses		Walking, running, biking, horses, skiing
Season of Use	Mainly 3 season - winter use for snowshoe	All	All
Users	All ages - mainly for pleasure and recreation	All users, adjoining road ROW Local neighbourhood use. Connects to other trails.	All users
Quality	Sections of old roads could be linked to create continuous trail		Hard packed gravel, narrow
Safety	Isolation allows connection to nature	Review Safety conditions.	Need an agreement with Canfor on private land
Challenges	Private property. In long term request pathway dedication at subdivision and consider sloped land near lake to be dedicated as greenspace. In interim explore agreement with landowner for public access.		Some of trail is on private property. Remainder is in MoTI ROW.
Connectivity	High connectivity with larger perimeter lake trail and connection of on-road ROW trail system.	High connectivity with larger perimeter lake trail and connection of on-road ROW trail system.	High Connectivity of commercial areas. Good loop for community in the flats to use for recreation
Rec. Standard & Use	Recommend a BC parks style trail - mostly constructed with hand tools		4 season usage for all activities listed above
Effort Req'd			
Current Surface	trail	paved Road	gravel road

No.	1h	1j	1k
Area	Dutch Lake	Dutch Lake	Dutch Lake
Name	Dutch Lake Perimeter Trail - Old NT Hwy by Dutch Lake	Dutch Lake Park Accessibility	Dutch Lake Perimeter Trail - 1e to Lake Summit Drive
Standard	1.1	1.5	2.3
Length m	947	120	623
Cost Est.	\$168,600	\$13,200	\$43,600
Activity	All uses, (horseback riding - low).	All users, designed for wheelchairs	Walking, biking, horses
Season of Use	All	3 Seasons	Mainly 3 season - winter use for snowshoe
Users	All	All	All ages - mainly for pleasure and recreation
Quality	Paved shoulder, brush cleared back on the south side more than on the north side	High tourism and local recreation value.	Sections of old roads could be linked to create continuous trail
Safety	Begins with a 3 way intersection at Greffard's, ends with a major intersection at Medical Centre	Designed to be safe and accessible for all users.	Isolation allows connection to nature
Challenges	Most of the property on the south side is developed; i.e. Evergreen Acres, YCS, 5 homes, designated park area that is fenced, Development on the south side appears to be more of a known; stretch of road and landowners	Added costs to deal with reducing grades and creating hard surfaced viewing areas and staging areas.	Private property. In long term request pathway dedication at subdivision and consider sloped land near lake to be dedicated as greenspace. In interim explore agreement with landowner for public access.
Connectivity	High connectivity to other trails & commercial areas. Shopping Centre, Info Centre, Library, Medical, Sportsplex, high school, Rotary Park, etc.		High connectivity with larger perimeter lake trail and connection of on-road ROW trail system.
Rec. Standard & Use	4 season usage for all activities listed above		Recommend a BC parks style trail - mostly constructed with hand tools
Effort Req'd	Designated road right-of-way, could be upgraded with some machinery (maybe donated by locals), paving, marking of lines to designate trail usage		
Current Surface	paved road	hard surfaced trail	trail

No.	1m	1n	1o
Area	Dutch Lake	Dutch Lake	Dutch Lake
Name	Fawn Road to Clearwater Valley Rd	Lake Summit Road to 1c thru woodlot	Lake Summit Road to 1c - prvt land
Standard	2.3	3	3
Length m	837	502	309
Cost Est.	\$58,700	\$5,100	\$3,100
Activity	Walking, biking, horses	Walking, biking, cross-country skiing, horses	Walking, biking, cross-country skiing, horses
Season of Use	Mainly 3 season - winter use for snowshoe	All	All
Users	All ages - mainly for pleasure and recreation	All	All
Quality	Sections of old roads could be linked to create continuous trail	Existing trails can be rocky and steep in sections	Existing trails can be rocky and steep in sections
Safety	Isolation allows connection to nature	Isolation allows connection to nature	Isolation allows connection to nature
Challenges	Private property. In long term request pathway dedication at subdivision and consider sloped land near lake to be dedicated as greenspace. In interim explore agreement with landowner for public access.	Crown land with woodlot tenure - woodlot has mandate for public recreation. Work with Ministry of Forests through Woodlot Licensing process to recognize trails.	Crown land with woodlot tenure - woodlot has mandate for public recreation. Work with Ministry of Forests through Woodlot Licensing process to recognize trails.
Connectivity	High connectivity with larger perimeter lake trail and connection of on-road ROW trail system.	Low connectivity for area to area, but moderate connectivity as part of a larger loop circuit around the lake and connecting to River Trail.	Low connectivity for area to area, but moderate connectivity as part of a larger loop circuit around the lake and connecting to River Trail.
Rec. Standard & Use	Recommend a BC parks style trail - mostly constructed with hand tools	Recommend BC parks style trail using existing materials for surfacing.	Recommend BC parks style trail using existing materials for surfacing.
Effort Req'd		Machinery for removal of rocks? Would require work to ensure reasonable bike route from upper trail paralleling River Trail down to Dutch Lake Road. Some re-routing work could possibly shorten route.	
Current Surface	trail	paved road	trail

No.	2a	2b	2d
Area	Riverside, Camp 2 and Brookfield	Riverside, Camp 2 and Brookfield	Riverside, Camp 2 and Brookfield
Name	Camp 2 Road to Road 2	River Road	Ogden to Road 2 - Private Land
Standard	2.1	2.1	2.1
Length m	2614	2259	1245
Cost Est.	\$222,300	\$192,000	\$105,900
Activity	walking, biking, hiking, horses, ATV	Pedestrian activity on existing road ROW.	Private Property - Landowner does not grant public access
Season of Use	Spring, summer, fall		
Users	All	All	
Quality	Primarily used for recreation.	Rural Road with trail use along existing Road ROW.	
Safety	Easy road has industrial uses logging trucks, industrial equipment, radio controlled road	Easy road has industrial uses logging trucks, industrial equipment, radio controlled road	
Challenges	Need to address safety of trail users from large vehicles.	Camp 2 Road is developed to rural standard, narrow and without a shoulder.	
Connectivity	Low connectivity as primarily recreational use.	High future connectivity into overall trail network. Great links into existing recreational trails (e.g. Clearwater River trail network).	
Rec. Standard & Use	As is		
Effort Req'd			
Current Surface	gravel road	gravel road	gravel road

No.	2e	2e	2f
Area	Riverside, Camp 2 and Brookfield	Riverside, Camp 2 and Brookfield	Riverside, Camp 2 and Brookfield
Name	Brookfield Creek connector to Tarin Drive r/w	Brookfield Creek connector to Tarin Drive - Private land	Brookfield Creek connector to Road 2 beside Brookfield Creek - private land
Standard	2.1	2.3	2.3
Length m	299	168	1174
Cost Est.	\$25,500	\$11,800	\$82,200
Activity	Walking, biking, horses, motor bikes, ATV in public ROW but connects to private property and owner of private property does not grant access	Private Property - Landowner does not grant public access	Private Property - Landowner does not grant public access
Season of Use	3 season		
Users			
Quality			
Safety			
Challenges	Long term plan, requires considerable road dedication and development to realize ultimate alignment. Requires issue of trespass through Private Property to be addressed.		
Connectivity	Low good circle route for small amount of residents		
Rec. Standard & Use			
Effort Req'd			
Current Surface	paved road	trail	trail

No.	2g	2h	3b
Area	Riverside, Camp 2 and Brookfield	Riverside, Camp 2 and Brookfield	Raft River to Miller Road
Name	Brookfield Creek connector to Road 2 beside Brookfield Creek - Crown land	Old NT Hwy from Clearwater River to Sunshine Valley	Raft River Road to old Raft River bridge
Standard	2.3	2.1	2.1
Length m	475	1350	1564
Cost Est.	\$33,300	\$114,800	\$133,000
Activity		Designated trail along existing roads	Walking, biking, running, horses, scooters
Season of Use			All
Users			All users
Quality			side of hwy, pavement easy to use
Safety			side of road narrow shoulders, heavy traffic
Challenges			no bridge over Raft River
Connectivity	Low (nice to walk beside the creek)	High connectivity to other trails & commercial areas. Shopping Centre, Info Centre, Library, Medical, Sportsplex, high school, Rotary Park, etc.	
Rec. Standard & Use			
Effort Req'd			
Current Surface	trail	paved road	paved road

No.	3b	3b	4a
Area	Raft River to Miller Road	Raft River to Miller Road	North Thompson River Trail to Raft River
Name	Old Raft River bridge to Miller Road	Miller Road to Birch Island connector	Connector to North Thompson River trail under Hwy 5 bridge
Standard	2.1	0	2.1
Length m	3068	834	482
Cost Est.	\$260,800	\$0	\$41,000
Activity	Walking, biking, running, horses,		walking, running biking, horses, skiing
Season of Use	All	All	All
Users	Most for all users, part of trail for fit users		All
Quality			easy to use but needs to be graded with some hard pack gravel on top
Safety	side of road narrow shoulders, heavy traffic, parts of this trail are gravel path, difficult biking		Very easy, as it has been used as a road
Challenges	Bain Rd narrow and path from end of Bain Rd to Miller Subdivision would need to be upgraded		Trail is owned by Canadian Forests Products. Consider strategies to have the town of Clearwater take over, as Canfor no longer wants it (liability issues). Possible donation of land?
Connectivity			HIGH - connects well to flats from Brookfield
Rec. Standard & Use			4 season usage. Great to groom in winter for classic & skate skiing? Possible alternative to Candle Creek trails for dogs.
Effort Req'd			Canfor has said it would grade it & add gates @ either end. Would be nice to add trees along roadside beside the lagoon so it is not visible.
Current Surface	trail	bridge?	gravel road

No.	4a	4b	4c
Area	North Thompson River Trail to Raft River	North Thompson River Trail to Raft River	North Thompson River Trail to Raft River
Name	NT River Trail (Canfor)	Swanson Road to Raft River Road	Clearwater Village Road from Station Rd to Temple
Standard	3	2.1	2.1
Length m	3097	3428	1135
Cost Est.	\$31,000	\$291,400	\$96,600
Activity	walking, running biking, horses, skiing	Walking, running, biking, horses, skiing	Walking, running, scooter, bicycle riding, basically all uses, (horseback riding - low). Posted at 50 klm an hour but most vehicles appear to be prepared to go much slower due to the number of walkers, bicycle riders and scooters.
Season of Use	All	All	All
Users	All	All	All
Quality	easy to use but needs to be graded with some hard pack gravel on top	Generally on road ROWs	Paved shoulder, brush cleared back on the south side more than on the north side
Safety	Very easy, as it has been used as a road	Gravel path on some areas on shoulder. High motor vehicle interface and generally poor shoulder infrastructure.	Begins with a 3 way intersection at Station Rd, ends at intersection at Clearwater Village Road and temple
Challenges	Trail is owned by Canadian Forests Products. Consider strategies to have the town of Clearwater take over, as Canfor no longer wants it (liability issues). Possible donation of land?	Need to upgrade shoulder and designate trail travel area. Also deal with some visibility issues.	all within DoC R/W
Connectivity	HIGH - connects well to flats from Brookfield	High Connectivity with other trail networks and destination areas.	
Rec. Standard & Use	4 season usage. Great to groom in winter for classic & skate skiing? Possible alternative to Candle Creek trails for dogs.		4 season usage for all activities listed above
Effort Req'd	Canfor has said it would grade it & add gates @ either end. Would be nice to add trees along roadside beside the lagoon so it is not visible.	Large effort required as needs road upgrading, machinery and tools.	Designated road right-of-way, could be upgraded with some machinery (maybe donated by locals), paving, marking of lines to designate trail usage
Current Surface	gravel road	paved road	paved road

No.	4d	4e	4e
Area	North Thompson River Trail to Raft River	North Thompson River Trail to Raft River	North Thompson River Trail to Raft River
Name	NT River Trail (Dyke)	Weber Rd	Weber Rd to NT River trail
Standard	3	1.4	3
Length m	951	560	151
Cost Est.	\$9,600	\$2,900	\$1,600
Activity	Walking, biking	Walking, running, biking, horses, scooters	Walking, running, biking, horses,
Season of Use	Mainly 3 season	All	All seasons winter use maybe limited
Users		All users	All users
Quality		Pavement easy to use	gravel hard packed easy to use
Safety		paved road moderate traffic, narrow shoulders	close to lagoons, maybe an issue with public near lagoon station, ends on Canfor rd who wants access limited to municipal use
Challenges		need to widen the road to allow for multi use users	close to lagoon
Connectivity	High connectivity to Dutch Lake Perimeter trail and other neighbourhood trails with completed loop.	High can connect flats community to dyke trail	High can connect flats community to dyke trail
Rec. Standard & Use		4 season usage for all activities listed above	4 season usage for all activities listed above
Effort Req'd			
Current Surface	paved road	paved road	trail

No.	5a	5b	5c
Area	Wyndhaven	Wyndhaven	Wyndhaven
Name	Wyndhaven to Fawn	Wyndhaven Court to Fawn Road	Connector paths to Wyndhaven Park
Standard	1.4	2.3	2.3
Length m	1326	239	418
Cost Est.	\$6,700	\$16,800	\$29,300
Activity	Walking, biking, cross-country skiing, snowshoeing	Walking, biking, cross-country skiing, snowshoeing	Walking, biking, scooter
Season of Use	All	All	All
Users	All ages - for pleasure & recreation and to link Wyndhaven to Dutch Lake Perimeter trail	All ages - for pleasure & recreation and to link Wyndhaven to Dutch Lake Perimeter trail	All
Quality			currently paved shoulder
Safety			walkway separated from traffic would be ideal - many children and elderly utilizing this route
Challenges	requires easement through private property? - probably best negotiated at time of subdivision? Potential to link to DoC Park in curve of Fawn Rd, would also want link to end of Fawn Rd	requires easement through private property - probably best negotiated at time of subdivision? Potential to link to DoC Park in curve of Fawn Rd, would also want link to end of Fawn Rd	education piece with adjacent landowners
Connectivity	Low - primarily local use	Low - primarily local use	
Rec. Standard & Use	gravelled path	gravelled path	due to topographical limitations physical separation of walkway and road traffic difficult. Use widened paved shoulder for this section
Effort Req'd			Paved shoulder exists - may want to maximize width in future if possible off road?
Current Surface	paved road	trail	trail

No.	6a	6b	6b
Area	Sunshine Valley and Kershaw	Sunshine Valley and Kershaw	Sunshine Valley and Kershaw
Name	OLD NT Hwy - Sunshine Valley Rd loop	Kershaw Road , Schmidt Rd, Donchi Place	Donchi Place Link
Standard	2.1	1.4	2.3
Length m	4819	1243	202
Cost Est.	\$409,600	\$6,200	\$14,200
Activity	Walking, biking, horses	Walking, biking, horses	Walking, biking, horses
Season of Use	3 season	All	All
Users	All	all ages - mostly local residents	All
Quality	Existing single track in r/w of old highway; no trail along Sunshine Valley road but lower traffic road	Existing paved road - no shoulder.	route through undeveloped private property
Safety	Completely off the shoulder along old highway = good safety; would be nice to also have off-shoulder (in R/W) path along Sunshine Valley road - north side best option	low traffic volume & low speed dead end roads	
Challenges	No challenges as trail loop could be completely contained within R/W of district roads	None - existing paved road is functional as is	Link through private property
Connectivity	Moderate - more of a local use recreational loop BUT opportunities exist to improve connectivity from end of Wadlegger road to Sunshine Valley rd; from end Brookfield road to Old NT Hwy; and from west end of Sunshine Valley road to Hwy #5	low (primarily local traffic) to moderate as link to NT park, MoF, possible equestrian and biking loops	Moderate - shortcut between Kershaw and HWY
Rec. Standard & Use	Existing single track could be widened along old highway; new path created in R/W along Sunshine Valley road	Kershaw road - wide gravel shoulder; Schmidt road as is, or future gravel shoulder in conjunction with road resurfacing	
Effort Req'd	Some brushing, possible machine work to widen trail	placing of gravel shoulder	
Current Surface	paved road	paved road	trail

No.	6b	6c	6c
Area	Sunshine Valley and Kershaw	Sunshine Valley and Kershaw	Sunshine Valley and Kershaw
Name	Schmidt Rd hydro line link	Wadlegger Road	Sunshine Valley Brookfield/Ogden/Dunlevy
Standard	3	1.4	2.1
Length m	170	313	1860
Cost Est.	\$1,800	\$1,600	\$158,100
Activity	Walking, biking, horses	Walking, biking, horses	Walking, biking, horses
Season of Use	All	All	All
Users	all ages - mostly local residents	All	All
Quality	Hydro line	Existing paved road - no shoulder.	Existing paved road - no shoulder.
Safety		local traffic only so low volume & lower speed	local traffic only so low volume & lower speed
Challenges		None - existing paved road is functional as is	None - existing paved road is functional as is
Connectivity		low (local traffic) to moderate as part of larger biking or equestrian loop	low (local traffic) to moderate as part of larger biking or equestrian loop
Rec. Standard & Use		unmarked paved surface is functional as is. Some sections (Brookfield, east end Dunlevy, south end Ogden) could have widened gravel shoulder but this not possible in other sections (west end Dunlevy, north end Ogden) because of drop from pavement to ditch on both sides of	unmarked paved surface is functional as is. Some sections (Brookfield, east end Dunlevy, south end Ogden) could have widened gravel shoulder but this not possible in other sections (west end Dunlevy, north end Ogden) because of drop from pavement to ditch on both sides of
Effort Req'd		None	None
Current Surface	trail	paved road	paved road

No.	6c	6d	6e
Area	Sunshine Valley and Kershaw	Sunshine Valley and Kershaw	Sunshine Valley and Kershaw
Name	Wadlegger Road to Sunshine Valley Road connector	pipeline to NT Park	Brookfield Road to Old NT Hwy Link
Standard	2.3	3	2.3
Length m	146	675	446
Cost Est.	\$10,300	\$6,800	\$31,300
Activity	Walking, biking, horses	Walking, biking, horses	Walking, biking, horses
Season of Use	All	All	All
Users	All	All	All
Quality			no existing link - for future consideration if property subdivided
Safety	local traffic only so low volume & lower speed		
Challenges	private land	Link through private property	Link through private property
Connectivity	low (local traffic) to moderate as part of larger biking or equestrian loop		Moderate - shortcut between Kershaw and Sunshine Valley residential areas
Rec. Standard & Use			
Effort Req'd			
Current Surface		trail	trail

No.	6g	6g	6h
Area	Sunshine Valley and Kershaw	Sunshine Valley and Kershaw	Sunshine Valley and Kershaw
Name	Gill Creek Road	Gill Creek Road to Road 2	Hwy 5 Kershaw
Standard	2.3	3	2.1
Length m	575	1095	925
Cost Est.	\$40,300	\$11,000	\$78,700
Activity	Walking, biking, horses	Walking, biking	Walking, biking, horses
Season of Use	3 season	Mainly 3 season	All
Users	mainly local recreational route		All
Quality	existing link used by local horse riders		
Safety	landowner to south enjoys target practice towards this area		
Challenges	Link through to crown land.	requires access over private property.	Link through to crown land.
Connectivity	low to moderate as part of local equestrian or biking loop	High connectivity to Dutch Lake Perimeter trail and Eden Road neighbourhood	
Rec. Standard & Use	maintain existing - could build more equestrian paths in crown land?		
Effort Req'd	would require communication/education piece with local landowner		
Current Surface	paved road	trail	highway

No.	6i	7a	7a
Area	Sunshine Valley and Kershaw	Hospital Trail, Park Drive, Weyerhaeuser Subdivision & Flats	Hospital Trail, Park Drive, Weyerhaeuser Subdivision & Flats
Name	NT Park Connector - River Trail	Park Drive from Old Hospital to Roundabout	Park Drive Hospital to Clearwater Village Road
Standard	3	1.1	2.3
Length m	781	1845	224
Cost Est.	\$7,900	\$328,400	\$15,700
Activity	Walking, possible biking	Walking, biking, scooter	
Season of Use	At spring high water route can be flooded - summer/fall use; spring could detour over both Clearwater river bridges	All	
Users	All	All	
Quality	Existing route is in poor condition in places - trail improves where it goes through timber	currently paved shoulder	
Safety	None	walkway separated from traffic would be ideal - many children and elderly utilizing this route	
Challenges	Crossing private property from CTP bridge to Hwy #5 - however, location at the bottom of steep bank would reduce any conflict for property owners; after highway crosses Yellowhead Heli property to get to Park land. Need ROWs across private property and strategy to deal with high water.	education piece with adjacent landowners	
Connectivity	Moderate (CTP bridge to Hwy 5); High (Hwy 5 to NT Park)	high connectivity to new shopping Centre, Info Centre, Library, Medical, Sportsplex, high school, Rotary Park, etc and central point to meet up with other trails	
Rec. Standard & Use	Pedestrian and biking to a "wilderness" standard	Multi-use pathway physically separated from vehicle traffic by vegetated buffer	
Effort Req'd	Hand tools likely sufficient	Major revision	
Current Surface	trail	paved road	paved road

No.	7b	7c	7c
Area	Hospital Trail, Park Drive, Weyerhaeuser Subdivision & Flats	Hospital Trail, Park Drive, Weyerhaeuser Subdivision & Flats	Hospital Trail, Park Drive, Weyerhaeuser Subdivision & Flats
Name	Murtle Road & Murtle Crescent	Hospital Rim Trail Loop	Hospital Rim Trail Loop
Standard	1.1	1.4	2.3
Length m	568	136	712
Cost Est.	\$101,000	\$700	\$49,800
Activity	Walking, biking, scooter	Walking, biking, scooter	Walking, biking, scooter?
Season of Use	All	All	All
Users	All	All	All
Quality	Generally pedestrian traffic is using existing road. Would like some designated trail area.	Generally pedestrian traffic on hard surfaced (gravel) walkway..	Generally pedestrian traffic on hard surfaced (gravel) walkway..
Safety	Potential for conflicts with vehicles is high as this is Robson Rd is a vehicle thru-route and route also has high pedestrian and biking use		Relatively easy terrain.
Challenges	Cost of reconfiguring road cross section		Needs trail linkage to Clearwater Village Road.
Connectivity	High connectivity	Local trail but in a high use area (hospital, medical centre, residential and commercial users nearby).	Local trail but in a high use area (hospital, medical centre, residential and commercial users nearby).
Rec. Standard & Use	This is a residential area that sees a lot of vehicle thru-traffic - would be good to encourage traffic calming and improve safety of use through designated walking lanes separated from traffic		
Effort Req'd	major revision - were there not some possible road cross sections shown to public?		almost complete
Current Surface	paved road	paved road	trail

No.	7d	7e	7f
Area	Hospital Trail, Park Drive, Weyerhaeuser Subdivision & Flats	Hospital Trail, Park Drive, Weyerhaeuser Subdivision & Flats	Hospital Trail, Park Drive, Weyerhaeuser Subdivision & Flats
Name	Flats to High School Trail	Clearwater Village Rd from Hwy 5 to Station Rd to Lagoon Loop	Robson Street
Standard	3	1.1	1.1
Length m	448	2299	508
Cost Est.	\$4,500	\$409,300	\$90,400
Activity	Walking	Walking, biking, scooter?, horses?	Walking, biking, scooter
Season of Use	All seasons - winter use difficult due to steepness & snow...	All	All
Users	All	All	All
Quality	Current routes are steep and ravelling	current paved road with shoulder area	Generally pedestrian traffic is using existing road. Would like some designated trail area.
Safety	Currently too steep - requires re-routing to improve grade - possible addition of stairs. Existing trail alignment is on some private property.		Potential for conflicts with vehicles is high as this is Robson Rd is a vehicle thru-route and route also has high pedestrian and biking use
Challenges	Can be done within DoC park land and Doc owned property - steepness is a challenge	all within DoC R/W	Cost of reconfiguring road cross section
Connectivity	High	high connectivity from Dutch Lake to Flats	High connectivity
Rec. Standard & Use	Start with re-routing trail to allow stable gravel path - future upgrade could see pavillions over stairs/steeper areas to allow winter use....??	passing lane area from Hwy 5 to top of hill could be eliminated and replaced with multi-use pathway standard all the way to services on Station Rd	This is a residential area that sees a lot of vehicle thru-traffic - would be good to encourage traffic calming and improve safety of use through designated walking lanes separated from traffic.
Effort Req'd	Considerable - materials, mini excavator, design	Major revision	major revision - were there not some possible road cross sections shown to public?
Current Surface	trail	paved road	paved road

No.	7g	7h	7h
Area	Hospital Trail, Park Drive, Weyerhaeuser Subdivision & Flats	Hospital Trail, Park Drive, Weyerhaeuser Subdivision & Flats	Hospital Trail, Park Drive, Weyerhaeuser Subdivision & Flats
Name	Murtle Crescent to Clearwater Village Rd	Murtle Crescent to south side Hwy 5	South side Hwy 5 from Buy Low to Wells Gray Inn
Standard	2.3	1.5	2.3
Length m	382	179	531
Cost Est.	\$26,800	\$19,700	\$37,200
Activity	Walking , biking	Walking, biking	Walking, biking
Season of Use	All	All	All
Users	youth walking to/from lake	All	All
Quality	pathway established by usage	currently link does not exist	portion along top of cutbank is dirt pathway but currently no connectivity for this section
Safety			*need safe crossing of HWY at Wells Gray Inn
Challenges	entirely through private land - should work on link through Buy-Low and along Hwy 5 instead as higher priority	work with Buy-Low to provide connectivity through their property	within Hwy 5 R/W - work with MoTI and Wells Gray Inn for routing
Connectivity	moderate connectivity from Weyco to Wells Gray area - this link would not be needed if had link to HWY through Buy-Low area....	high connectivity for Weyerhaeuser sub and high school/bike park to Dutch Lake	high connectivity for Weyerhaeuser sub and high school/bike park to Dutch Lake
Rec. Standard & Use	gravel path	wide packed crush pathway	wide packed crush pathway
Effort Req'd		Considerable - agreement, design, materials, machines	Considerable - agreement, design, materials, machines
Current Surface	trail		trail

No.	7i	7j	7k
Area	Hospital Trail, Park Drive, Weyerhaeuser Subdivision & Flats	Hospital Trail, Park Drive, Weyerhaeuser Subdivision & Flats	Hospital Trail, Park Drive, Weyerhaeuser Subdivision & Flats
Name	Link bewteen Hospital Rim Trail and Clearwater Village Road	OPUS Plan Park Dr. to Norfolk Road	Opus Plan (7j) to Pipeline Connectors
Standard	3	1.1	2.1
Length m	191	1964	324
Cost Est.	\$2,000	\$349,700	\$27,600
Activity		Walking, biking, running, scooters, horses	Walking, biking, running, scooters, horses
Season of Use		All	All
Users		All users,	All users
Quality		Pavement easy to use	gravel hard packed easy to use
Safety		heavy traffic to school, Rotary Sports park and arena	safe to use
Challenges		need to widen the road to allow for multi use users	need to widen the road to allow for multi use users
Connectivity			
Rec. Standard & Use			
Effort Req'd			
Current Surface	trail		varied

No.	7k	8a	8a
Area	Hospital Trail, Park Drive, Weyerhaeuser Subdivision & Flats	Candle Creek and Greer	Candle Creek and Greer
Name	Pipeline - school to Norfolk Rd	Raft River School to Hwy 5	Candle Creek Rd
Standard	3	2.2	1.3
Length m	1401	720	2547
Cost Est.	\$14,100	\$147,500	\$606,300
Activity	Walking, biking, running, horses, skiing	Walking, biking, horses?	Walking, biking, horses
Season of Use	All	Mainly 3 season	Mainly 3 season
Users	All users	used by elem school as part of active loop	part of recreational loop, Barber Rd bike route to schools
Quality	Pavement easy to use		
Safety	gravel road easy to walk and bike	corner is steep and sharp	steep and windy road
Challenges	agreement needed with Trans Mtn.		
Connectivity		low to moderate	low to moderate
Rec. Standard & Use		wide gravel shoulder	wide gravel shoulder
Effort Req'd		road in poor condition on corner - could provide widened gravel shoulder as part of resurfacing contract...	
Current Surface	trail	paved road	

No.	8b	8b	8c
Area	Candle Creek and Greer	Candle Creek and Greer	Candle Creek and Greer
Name	Hydro Line - west of Candle Creek Rd	Hydro Line - east of Candle Creek Rd	Wyndhaven to Roundabout on Clearwater Valley Road
Standard	3	4	2.1
Length m	2803	1946	815
Cost Est.	\$28,100	\$19,500	\$69,300
Activity	Walking, hiking and mountain bike riding.	Walking, hiking and mountain bike riding.	Walking, biking, cross-country skiing, scooters (?)
Season of Use	3 season type trail	3 season type trail	All
Users			Youth walking to/from high school, adults & seniors walking to services and for pleasure
Quality	Birch Drive is mostly sharp rock seal coated. Candle Creek Rd is half gravel, and the lower half paved. Driveways are just dirt, as is the track across the Hydro line. Wells Gray Park Rd is paved.	Birch Drive is mostly sharp rock seal coated. Candle Creek Rd is half gravel, and the lower half paved. Driveways are just dirt, as is the track across the Hydro line. Wells Gray Park Rd is paved.	Currently people use the road shoulder - there is also a track along the west R/W that could be improved
Safety	This is in a sparsely populated area. And there are no residences near the Hydro line, so encounters with wildlife are quite possible. Adequate precautions should be taken. Also traffic on the Wells Gray Park Rd could be a problem.	This is in a sparsely populated area. And there are no residences near the Hydro line, so encounters with wildlife are quite possible. Adequate precautions should be taken. Also traffic on the Wells Gray Park Rd could be a problem.	Busy road - cars often swerve into oncoming lane to give pedestrians and bikers more room - business of road detracts from walking/biking use by parents with small children. Needs physical separation of pedestrians and traffic.
Challenges	Driveways are on private property. Rights of way on roadways outside of the DOC would have to be arranged with TNRD and Hydro.	Driveways are on private property. Rights of way on roadways outside of the DOC would have to be arranged with TNRD and Hydro.	None - existing r/w is wide enough to accommodate a wide pathway with buffer space from road surface
Connectivity	Trail would connect with the Triple Decker Falls trail, which in turn accesses the Clearwater River trail system. It could also go down Candle Creek Rd past the hydro line and join up with Raft River trails and the Hospital and Flats trails. Future development could extend it up Barber Rd to the Candle Creek xcountry ski trails.	Trail would connect with the Triple Decker Falls trail, which in turn accesses the Clearwater River trail system. It could also go down Candle Creek Rd past the hydro line and join up with Raft River trails and the Hospital and Flats trails. Future development could extend it up Barber Rd to the Candle Creek xcountry ski trails.	High connectivity for Wyndhaven to Gateway area.
Rec. Standard & Use			Recommend a wide pathway physically separated from the road surface eg. buffer space between path and road. Path surface could be compact gravel, etc. - paved surface not required.
Effort Req'd			Currently possible to walk/bike along r/w - with exception of length of Egram property. Could work with developer to provide continuity here? Placement of trail surfacing & compaction would be good
Current Surface	trail	trail	paved road

No.	8c	8d	8d
Area	Candle Creek and Greer	Candle Creek and Greer	Candle Creek and Greer
Name	Park Road from Greer to Wyndhaven	Sands Creek Ldg thru Lower Ldg to Trail 1c	Sands Creek Ldg thru Lower Ldg to Trail 1c
Standard	3	3	0
Length m	3029	1787	732
Cost Est.	\$30,300	\$17,900	\$0
Activity	Walking, biking	Walking, biking, cross-country skiing, snowshoeing, horses	Walking, biking, cross-country skiing, snowshoeing, horses
Season of Use	All	All	All
Users	All	All	All
Quality	Paved and seal coated roads	Old haul roads - one portion steep and rocky	Old haul roads - one portion steep and rocky
Safety	High speed traffic along Clearwater Valley road portion - prefer path to be physically separated from vehicle traffic by vegetated buffer. Subdivision roads have less traffic at lower speeds	Isolation allows connection to nature	Isolation allows connection to nature
Challenges	Work with MOTI for Clearwater Valley Road section	Work with Woodlot owner - otherwise trail exists	Work with Woodlot owner - otherwise trail exists
Connectivity	High connectivity for local neighbourhood to services; including Downie Rd gives local loop; if extend to Triple Decker Falls parking area gives loop potential along River Trail back to town	Low - primarily recreational although if portion outside of DoC boundary included (connecting to Clw Valley Rd) would increase	Low - primarily recreational although if portion outside of DoC boundary included (connecting to Clw Valley Rd) would increase
Rec. Standard & Use	Widened gravel shoulder on subdivision roads; gravel path physically separated from vehicles along Clearwater Valley Rd.	Wide track old road	Wide track old road
Effort Req'd	Machinery and materials required	Minimal - signage required and steep rocky section could be improved with better surfacing	Minimal - signage required and steep rocky section could be improved with better surfacing
Current Surface		trail	trail

No.	8e	8f	8g
Area	Candle Creek and Greer	Candle Creek and Greer	Candle Creek and Greer
Name	Lower Ldg to Archibald Ldg	Barber Road	Sands Creek Ldg to Archibald Ldg
Standard	3	1.4	3
Length m	609	2717	780
Cost Est.	\$6,100	\$13,600	\$7,800
Activity	Walking, biking, cross-country skiing, snowshoeing, horses	Walking, biking, horses	Walking, biking, cross-country skiing, snowshoeing, horses
Season of Use	All	All	All
Users	All	All	All
Quality	Old haul road	Existing paved road	old machinery trail
Safety	Isolation allows connection to nature	mainly local traffic & access to Candle Creek trail system - road winds around corners as it climbs	Isolation allows connection to nature
Challenges	Work with Woodlot owner - otherwise trail exists		work with Woodlot owner - otherwise trail exists
Connectivity	Low - primarily recreational	High connectivity of local neighbourhood to services, connectivity to further trail system at Candle Creek, although most users of this trail system would likely drive to access (?)	Low - primarily recreational
Rec. Standard & Use	Wide track old road	Widened gravel shoulder	Wide track old road
Effort Req'd	Minimal - signage required, some surfacing would improve trail in rocky spots	Machinery and materials required to widen shoulder	Minimal - signage required, some surfacing would improve trail in rocky spots
Current Surface	trail	paved road	trail

No.	8h	8h	8i
Area	Candle Creek and Greer	Candle Creek and Greer	Candle Creek and Greer
Name	Kennedy Road	Kennedy Road to Sands Creek Ldg	Birch, Mountainview and Greer Roads
Standard	1.4	3	1.4
Length m	261	453	2235
Cost Est.	\$1,400	\$4,600	\$11,200
Activity	Walking, biking, cross-country skiing, snowshoeing, horses	Walking, biking, cross-country skiing, snowshoeing, horses	Walking, biking, cross-country skiing?
Season of Use	All	All	All
Users	All	All	All
Quality	Old haul road	Old haul road	Paved and seal coated roads
Safety	Isolation allows connection to nature	Isolation allows connection to nature	High speed traffic along Clearwater Valley road portion - prefer path to be physically separated from vehicle traffic by vegetated buffer. Subdivision roads have less traffic at lower speeds
Challenges	Work with Woodlot owner - otherwise trail exists; connection to Kennedy road requires easement through private property (commercial premises)	Work with Woodlot owner - otherwise trail exists; connection to Kennedy road requires easement through private property (commercial premises)	Work with MOTI for Clearwater Valley Road section
Connectivity	Low - primarily recreational	Low - primarily recreational	High connectivity for local neighbourhood to services; including Downie Rd gives local loop; if extend to Triple Decker Falls parking area gives loop potential along River Trail back to town
Rec. Standard & Use	Wide track old road	Wide track old road	Widened gravel shoulder on subdivision roads; gravel path physically separated from vehicles along Clearwater Valley Rd.
Effort Req'd	Minimal - signage required, existing surfacing is good	Minimal - signage required, existing surfacing is good	Machinery and materials required
Current Surface	paved road	trail	paved road

No.	8j	River Trail
Area	Candle Creek and Greer	Clearwater River
Name	Birch Drive to Triple Decker Falls	Clearwater River
Standard	3	3
Length m	462	1563
Cost Est.	\$4,700	\$15,700
Activity	Walking, biking, cross-country skiing, snowshoeing, horses	Walking, biking, snowshoeing
Season of Use	All	All
Users	All	All ages - for pleasure & recreation - Destination Trail
Quality	Old gravel road - driveway standard	BC Parks type trail
Safety	No issues	
Challenges	Requires easement through private property	Work with BC Parks and TNRD to create destination trail linking through to Clearwater Lake...
Connectivity	Low - primarily local use	Low - recreational use
Rec. Standard & Use	Wide track old road	Type IV
Effort Req'd	Minimal - existing road and foot bridge in good condition	None - trail within DoC boundaries is in good condition with signage in place
Current Surface	gravel road	trail

APPENDIX C

Funding Opportunities for Trail Network Development

1. **Development Cost Charges** – The District charges developers a series of development cost charges (DCCs) on new development. Transportation and recreation DCCs collected can be used for expenditures included in the Trails Master Plan.
2. **Community Works (Gas Tax) Fund** – The Community Works Fund (CWF) is delivered to all local governments in British Columbia through a direct annual allocation to support local priorities for green infrastructure. In addition, the gas tax programs include the Innovations Fund and the General Strategic Priorities Fund, which are competitive grant programs that will fund infrastructure development.
3. **Enabling Accessibility** – due Aug 1 2014, maximum of \$50,000, must show funding for min 35% of project value from other sources – cash gets more points than in-kind donation ****not taking applications at this time (as of March 9/15)**
4. **Community Forest** application taken in Fall/Spring
5. **Bike BC** – requires adopted Bicycle Network Plan to be in place and shelf-ready plans. Trail networking planning will be eligible for this funding as the Clearwater Trails Plan incorporates bicycle network planning. Maximum funding is \$20,000 (20% of total funding available) and only to a max of 50% of project cost once all other funding sources deducted from project total. Proof of public consultation required and current bicycling and traffic stats.
6. **Cycling Infrastructure Partnership Program** – The purpose of this program is to accelerate construction of cycling infrastructure throughout British Columbia. Through this program the Ministry of Transportation and Infrastructure provides up to 50% cost sharing to a maximum of \$100,000/municipality.
7. **Horse Council of BC** – requires application from member club, for grant amounts over \$1500 must show min 25% of project costs already raised in cash, max \$25,000 available in total for all projects approved, applications in April
8. **National Trails Coalition** funding – 10 Million federally was invested for 2014 (including \$68,000 for Valemount). No funding is expected for 2015. Clearwater will need to be a member of the Outdoor Recreation Council of BC (\$84/yr.). The program requires a minimum of 50% of the funds raised elsewhere and demonstration of economic development as well as significance in regional context. Encourages high % of project costs as employment and preference for shared trail networks (ped, biking, xc ski, horse). Need to show management experience.
9. **Southern Interior Development Initiative Trust** – no funding for trails but could go from angle of economic generator if can host events that utilize trails and the infrastructure is to retain/attract residents & professionals.

10. **Southern Interior Beetle Action Coalition** – Major mandate is to prepare regional mountain pine beetle mitigation recommendations to provincial and federal governments. Trail development for the purposes of expanding tourism experiences can be considered an economic development strategy for post-mountain pine beetle conditions.
11. **The North Thompson Communities Foundation** – The mission statement for the North Thompson Communities Foundation awards grants through local charitable organizations generated from responsibly managed donations and legacies which promote community capacity building and unity throughout the North Thompson Valley.
12. **Kamloops Foundation** -Grants are awarded by the Kamloops Community Foundation on ongoing basis to non-profit organizations which hold charitable registration with Revenue Canada or are sponsored by an organization with charitable registration and which serve the residents of the Thompson, Nicola and South Cariboo area. To support community-based programs in the areas of Arts & Culture, Healthy & Welfare, Sports & Recreation, and other charitable activities.
13. **British Columbia Rehabilitation Foundation** -The foundation supports people with physical disabilities through education, research, arts, recreation, and wellness programs.
14. **United Way of Thompson Nicola Cariboo** -United Way provides funding to strengthen the network of services and capacity of non-profits to achieve meaningful, long-term improvements in quality of life in the community by addressing not just the symptoms of problems but also the root causes.
15. **Aviva Community Fund** – Annual competition for 100 Million fund. Open to charities and local organizations with an idea that will make a difference to their community. This grant requires considerable public momentum to present ideas and to secure enough votes from friends and family to obtain a winning grant.
16. **Information Wells Gray** – There is an opportunity to partner as Information Wells Gray would like to see trail development in town. They would consider making contributions that could be leveraged with grants from community forest or others. There have been discussions about the link from the hospital to roundabout, and Wyndhaven to roundabout (takes in KOA and hotels) and they would also like to have more trail connections to the Info Centre.
17. **Canada Summer Jobs** – A non-profit or the District could apply for a summer student (university) position to do a trail use study over the summer. Summer Student grant applications are due in early February.
18. **Job Creation Program** – This program may fund materials as well as wages. Could be good fit for link from flats to park on corner of Park Drive.
19. **BC Hydro** – Supports organizations that strengthen communities and share our interest in building a bright sustainable future.

20. **Tourism Wells Gray (TWG)** – Provides a coordinated agency to address local tourism marketing.
21. **BC Lottery Corporation** – The provincial government has frozen all lottery gaming grants pending a review of the overall program. It is likely grants will continue to be available in the future through a partnering non-profit society.
22. **District of Clearwater General Revenue** – Clearwater may consider tax increases to establish ongoing funding for trails.
23. **Interior Savings Credit Union** – Investment Fund provides seed money or one-time financial support to develop sustainable projects that benefit the youth, health and/or economic development of our communities. Allocation typically range between \$3000 and \$15,000.
24. **Community Spirit Grants** – Various grants are available to sport, local arts and heritage initiatives.