

TRAILS LINKAGE PLAN



Prepared for:
The District Municipality of 100 Mile House

Prepared by:
Cariboo Geographic Systems
100 Mile House

Submitted:
March 31, 2009

ACKNOWLEDGEMENTS

This Trails Linkage Plan has been made possible thanks to the funding provided by the Real Estate Foundation of BC and the District Municipality of 100 Mile House.

A comprehensive plan, such as this, is not possible without the support and assistance of many of the local residents in particular the individual trail user groups within the area who supplied useful information about their existing trails, what their foreseeable needs are and how to incorporate them into a multi-use trail network. Many residents took their time to attend the public information meeting workshop or contact us directly providing suggestions and assistance.

Landowners of properties which trails will cross were very supportive and we thank them. The owners of the two ranches in 100 Mile House also provided useful ideas on how the trails could be incorporated in their areas without potential land use conflicts.

We wish to thank Chris Harris, a local photographer, for the use of some of his photographs within the report and Colin Campbell for the excellent information within his book.

This plan would not have been possible without the assistance and direction provided by Joanne Doddridge, the Municipality's planner and Councillors' Dave Mingo and Bill Hadden, who both took the time to review the initial draft. Their suggestions and recommendations were appreciated. Several Provincial Government agencies supplied information on how the trail network could be coordinated with their Ministries objectives and this helped greatly for finalizing a comprehensive network which will tie into regional trails.



District of 100 Mile House



THE REAL ESTATE
FOUNDATION
OF BRITISH COLUMBIA

EXECUTIVE SUMMARY

The Trails Linkage Plan has been formulated to identify a unified network of existing and proposed trails providing a comprehensive trail system throughout the Municipality of 100 Mile House. By involving local user groups, through community input and by discussions with individual land owners, the plan has addressed all present and future needs within the community in a manner which will allow the implementation of the plan over time for the benefit of residents, businesses and visitors to 100 Mile House.

A comprehensive trail network which includes trails, sidewalks and other means to minimise dependency on the automobile will create a more friendly and desirable place to live and provides opportunities for a healthier lifestyle utilizing 'Smart Growth Principles' of land use planning. The plan also assists municipal decision makers in planning future land developments within a growing community of residents from all age groups.

All existing sidewalks and trails are identified within the plan along with the Municipality's natural assets, historical and manmade assets, the trail user groups, the parklands, transit and parking. The plan, also, identifies the issues with the existing trail structure and implementation of the plan so that these can be dealt with in the expanded trail network.

The recommendations within the plan identifies suitable locations for the creation of walking, cycling, snowmobile, cross country ski, physically challenged, nature, equestrian, multi use and connector trails. It assesses the existing sidewalk locations, expansions to this network and how the transit system can best be served through good, safe pedestrian access to it. Viewpoint locations have been identified within the plan as well a historic and mural trail for residents and visitors use.

Throughout the plan connectivity is a priority for all existing and future neighbourhoods within 100 Mile House and through a proposed amendment to the Official Community Plan this goal will be realized. Centennial Park and the 99 Mile Hill are important components of the plan and recommendations are given to better utilize and access these locations. Problem areas are identified in several locations around the community and recommendations have been made to improve these. There are recommended locations for future connecting trails to Horse Lake and the 108 Mile Ranch along with a relocation of the existing snowmobile trail heading west out of the Municipality so that it can be converted to an all season multi use trail.

Within the plan recommendations are given for improving the use of the trails by tourists along with the establishment of a parking area for over sized recreational vehicles. The plan outlines how liability can be minimized and the types of tenure

the Municipality should have for the different types of trails within the plan. It identifies which trails should be handicapped accessible; where children play areas should be established and trail etiquette provisions for people and their pets. The types of signage required to be installed are addressed along with mechanisms to advertise the trail network and educate residents on trail use. A key recommendation of the plan is the establishment of a trail committee made up of all user groups to work under the direction of the Municipality for implementation of the plan, fund raising and future maintenance of the trail system.

Each property within the Municipality which has future development potential is individually addressed in regards to the type and general location of trails within them. The plan outlines what is needed so that the developers of these lands can implement the trail objectives within their proposals when they are put forward for consideration. Where possible, owners of these lands were consulted about the plan objectives and their properties. The owners of both ranches within the Municipality were met with because a comprehensive network within the Municipality must cross parts of these agricultural lands. Their suggestions have been incorporated and this should mitigate any conflicts between trail users and the agricultural use.

The Trail Linkage Plan will benefit all residents of 100 Mile House through increased opportunities for physical activity and the creation of a more friendly liveable community. It will, also, benefit residents because many studies have shown that properties in close proximity to this type of amenity increase in value. Tourists will benefit through a better understanding and appreciation for the town and this should increase the length of stay thus benefiting the businesses in 100 Mile House. The plan provides direction and vision to link residential, commercial and natural features and will assist the Municipality in becoming the most desirable place to live, work and play for people of all ages.

RECOMMENDATION OVERVIEW

- That a unified multi use trail linkage network be adopted and constructed throughout the Municipality over time
- That the 100 Mile House Official Community Plan be amended to adopt and implement the recommendations of the Trail Linkage Plan
- That changes are made to existing bylaws to incorporate the plan
- That the Municipality secure the appropriate tenure type as recommended by the plan for the existing trails
- That all future developments be required to comply with the plans recommendations for trails, sidewalks and park areas
- That two Nature Trails be established with increased signage of an educational nature
- That two destination viewpoint locations be established within the trail network
- That a Historic and Mural Trail be created to showcase the community for increased tourism potential
- That a circular route around the community for use by pedestrians, cyclists and physically challenged people in the summer
- That Improvements of the trail in Centennial Park west of Horse Lake Road be made so that it is suitable for multi use
- That over time improvements are made to the trails in Centennial Park east of Bridge Creek.
- That the trail within Centennial Park leading into private property be decommissioned
- That the existing bridges in Centennial Park be maintained with improvements to the bridge adjacent to the park and the future installation of more bridges across Bridge Creek
- That the two tunnels under Highway 97 be maintained, improved and realigned for handicapped access
- That a permanent location for the 99 Mile Connector Trail be established, obtaining tenure over the route and amending the existing railroad crossing permit
- That pedestrian access to the bus stops be improved and installation of bus shelters in key locations around the Municipality
- That a bike rack be installed on both buses
- That Sidewalks be installed in identified locations within existing neighbourhoods and mandatory sidewalk installations in future residential developments
- That designated cycling and inline skating lanes on the roads are not required in the foreseeable future
- That designated trails and sidewalk networks for physically challenged people be established
- That proper signage for snowmobile trails be created

- That the existing snowmobile trail on the north and west side of town be relocated through the ranch lands
- That an All-Terrain Vehicle Bylaw including speed limits for snowmobiles in the Municipality be created
- That cross country ski trails be maintained in their present location and provide for a connection in to town separate from the snowmobile connector route
- That the Municipality work with the HunCity Mountain Bike Club to establish a skills park near the Stan Halcro Arena, and to provide a connector trail for mountain bikes from the trail network on 99 Mile Hill
- That trails on the 99 Mile Hill for equestrian use be established and a connection from them to the 100 Mile House Outrider Grounds
- That an alternate route to the Blackstock neighbourhood be provided so that the sidewalk along Horse Lake Road is not the only route available
- That connections to Horse Lake be provided utilizing the Horse Lake Ridge and a second route following as close as feasible to Bridge Creek
- That a 108 connector route on the west side of the Highway be provided to connect to the all season trail within the Municipality
- That, if a need arises, all terrain vehicle trails for summer use be established on 99 Mile Hill
- That tourism be considered in all trail planning and that appropriate signage be installed for this sector of users
- That a trails website be created and that mechanisms to disseminate trail information be worked on jointly with the Tourist Information Center
- That the Cariboo Regional District be approached about the use of the Stan Halcro Arena parking lot for use by recreational vehicles and that proper signage be installed along the highway to direct this type of traffic to this location
- That tenure to the trails and good risk management practices be established to minimize liability
- That children playgrounds throughout the Municipality be created
- That dogs not be restricted from any trail within the Municipality and that education of trail etiquette pertaining to dogs be taught
- That a trail committee or society be established to assist the Municipality in all matters pertaining to the implementation of the Trail Linkage Plan
- All lands with future development potential have been identified with individual recommendations
- That formalized agreements be entered into with the owners of ranch lands once the Official Community Plan has been amended
- That mechanisms from other parts of the world be considered for maintenance of trails on agricultural lands
- That the Willowdale and Musher Trails are not included in the linkage plan
- That hierarchy of signage is necessary for the trail network
- That the trail network be actively promoted through various means
- That benches and rest areas be created along the trail networks

TABLE OF CONTENTS

ACKNOWLEDGEMENTS	i
EXECUTIVE SUMMARY	ii
RECOMMENDATION OVERVIEW.....	iv
TABLE OF CONTENTS	vi
INTRODUCTION.....	1
SCOPE OF THE REPORT	2
BENEFITS	3
ECONOMIC BENEFITS	3
SOCIAL BENEFITS.....	3
ENVIRONMENTAL BENEFITS.....	3
HEALTH BENEFITS	3
USERS GROUPS	4
HISTORY OF 100 MILE HOUSE TRAILS	5
SMART GROWTH PRINCIPLES	7
EXISTING TRAILS	9
SIDEWALKS	9
99 MILE DEMONSTRATION FOREST AREA	9
MARSH.....	9
CENTENNIAL PARK.....	9
SKI HILL TRAIL	10
WILLOWDALE CABIN TRAIL AND THE MUSHER'S BRIDGE TRAIL	10
CROSS COUNTRY SKI TRAILS.....	10
TRANSIT	10
SNOW MOBILE TRAILS.....	10
PARKING	11
SKATE BOARD PARK	11
UNAUTHORIZED TRAILS	11
EXISTING ISSUES	12
LAND OWNERSHIP.....	12
CONNECTIVITY.....	12
COMMUNITY HEALTH	12
FINANCIAL ASPECTS	12
USER GROUPS	13
ENVIRONMENTAL.....	13
AGING DEMOGRAPHICS.....	13
TRAIL ETIQUETTE	13
TRAIL RECOMENDATIONS	14
WALKING TRAILS	14
NATURE TRAILS	14
VIEW POINTS.....	15
HISTORIC & MURAL TRAIL	16
CENTENNIAL PARK.....	17
CIRCULAR ROUTE	18

Table of Contents: Trails Linkage Plan

SKI HILL ROAD	19
PARK LAND WEST OF HORSE LAKE ROAD	19
OTHER TRAILS	19
BRIDGES IN CENTENNIAL PARK	20
HIGHWAY TUNNELS	21
99 MILE CONNECTOR	23
TRANSIT	25
SIDEWALKS	26
CARIBOO TRAIL	26
ALDER AVENUE	27
HIGHWAY FRONTAGE ROAD	27
HORSE LAKE ROAD	28
CEDAR AVENUE	28
DOGWOOD CRESCENT, EVERGREEN CRESCENT, BIRCH AVENUE NORTH	29
SCOTT ROAD AND SPRUCE AVENUE	29
CYCLING, INLINE SKATING	30
SKATEBOARD PARK	30
PHYSICALLY CHALLENGED	30
SNOWMOBILES	32
CROSS COUNTRY SKI TRAILS	34
MOUNTAIN BIKES	36
EQUESTRIAN TRAILS	37
ROUTE TO BLACKSTOCK	37
HORSE LAKE TRAIL	38
108 CONNECTOR	38
ALL TERRAIN VEHICLES	39
GENERAL RECOMMENDATIONS	40
TOURISM	40
PARKING	40
LIABILITY	41
CHILDREN PLAY AREAS	42
DOGS	43
BENCHES AND REST AREAS	44
TRAIL COMMITTEE	45
TENURE	46
MUNICIPAL OWNED LAND	46
CROWN LAND	46
PRIVATE LANDS	47
FUTURE DEVELOPMENTS	48
WEST SIDE OF HIGHWAY 97	48
DISTRICT LOT 4847	48
DISTRICT LOT 2139	49
DISTRICT LOT 31 (HERON RIDGE DEVELOPMENT)	50
EAST SIDE OF HIGHWAY 97	50
LOT 1, PLAN KAP82527, DISTRICT LOTS 31 AND 33	50
DISTRICT LOT 2136 (ASPEN RIDGE DEVELOPMENT)	51

DISTRICT LOT 4180.....	52
DISTRICT LOT 2138 (BLACKSTOCK).....	53
RANCH LANDS	54
BRIDGE CREEK ESTATE RANCH	54
DISTRICT LOT 31.....	54
DISTRICT LOTS 33, 4175 AND 4997	56
DISTRICT LOTS 8575, 2143 AND 2140.....	57
100 MILE RANCH	57
DISTRICT LOTS 33 AND 4175.....	57
WILLOWDALE AND MUSHER TRAILS.....	58
OTHER LANDS	58
BYLAW IMPLICATIONS	59
ZONING BYLAW No. 801, 1999.....	59
OFFICIAL COMMUNITY PLAN BYLAW No. 990, 2006.....	59
PARKS BYLAW No. 568, 1992.....	60
ANIMAL CONTROL AND POUND OPERATION BYLAW No. 1131, 2008.....	60
SIGN BYLAW No. 1121, 2008	60
SIGNAGE	61
PROMOTION.....	62
PUBLIC CONSULTATION.....	63
REFERENCES, RESOURCES AND BIBLIOGRAPHY	64
APPENDIX A	65
MAPS	65
APPENDIX B	66
DISTRICT OF ELKFORD BYLAWS	66

INTRODUCTION

A unified trails linkage plan has been created to provide guidance to Council, Municipal staff and the Municipal Approving Office for the future development of a comprehensive multi-use trail network throughout the Municipality. The plan gives direction and vision to link residential, commercial and natural features and provides an opportunity for a cohesive approach to the use of a network of trails for many user groups and will benefit the residents, visitors and businesses within the community of 100 Mile House. It gives guidance, similar to Municipal Land Use Plans, for trail planning within the 100 Mile House Municipality. To reach this goal, it must encompass the entire land base as well as anticipate existing and future needs including connections to trail networks outside of the Municipality. This has been accomplished by involving all local users groups, receiving input from residents and community associations and by listening to land owners suggestions where trails will cross their properties.

A comprehensive trail network which includes trails, sidewalks and other means to minimise dependency on the automobile will create a more friendly and desirable place to live. It will provide opportunities for a healthier lifestyle and will allow 100 Mile House to grow in a way that enhances its physical attributes. The trails will encourage current and future residents to appreciate the assets of the community and many studies have shown that the market values of properties go up when in close proximity to trails, parks and greenways.

Within this plan, we have strived to produce networks that will provide health benefits, appreciation of the environmental assets and historical experiences for visitors and residence alike. We have recommended providing routes throughout the Municipality for people with and without physical challenges as well as ensuring trail use for a wide variety of users. The trail networks connect all areas of town to circular routes around it and when fully implemented will make 100 Mile House one of the best places to live in the Cariboo because of the many recreational opportunities provided in it.

Once the plan is embraced by community leaders, residents and user groups, it can be implemented over time as the financial opportunities present themselves. Developers and investors within the community will have assurance of the long term objectives and can plan accordingly and it will serve a growing community of residents from all age groups. The use of trails by tourists will grow and this increases the length of time spent in the community which is good for the businesses in the town.

SCOPE OF THE REPORT

The purpose of this plan is to produce a comprehensive trails linkage network by:

- Identifying the existing recreational trails and pedestrian mobility routes throughout the Community
- Connecting existing recreational trails into a unified multi-use network
- Creating a comprehensive non vehicular route within the growing Municipality that links existing and future residential neighbourhoods, commercial and recreational areas, schools and parks
- Providing for a safe and attractive network for alternative transportation choices throughout the Community
- Allowing for opportunities to connect trails within the Municipality to trail networks in surrounding areas
- Establishing trails for people of all physical abilities
- Insuring that environmental sustainability is prioritised
- Creating a plan that promotes trail use while minimizing user conflict
- Establishing a network that will be an economic stimulus within the Community through enhanced visitor enjoyment of all our attributes



Courtesy Chris Harris

BENEFITS

The benefits from the plan are many and varied including economic, social, environmental and health benefits. All of these fall within the objective of making the District Municipality of 100 Mile House the most desirable place to live within the Cariboo.

ECONOMIC BENEFITS

- Encourage tourism and increase the length of stay within the community
- Attract professional and corporate citizens by providing quality recreational pursuits
- Studies have consistently documented that property values increase when in close proximity to trails, parks and greenways
- Attracts diverse recreational events to the Community.
- Will encourage conventions and special occasion meetings by providing an opportunity for outdoor physical pursuits to the attendees

SOCIAL BENEFITS

- Provide enjoyment of the natural landscape within an urban area for everyone
- Provides a relief from the urban pressures associated with community living
- Increases community involvement by encouraging neighbours to participate in outdoor activities and socialize together
- Trails appeal to all residents no matter what their income level is and are not sports specific
- Encourages community pride and a legacy for future residents

ENVIRONMENTAL BENEFITS

- Typical trail users move at a speed that allows an appreciation and understanding of the environmental factors within the Community
- Provides an opportunity for better understanding of our natural heritage
- Reduced reliance on the automobile resulting in less air pollution
- Designates a corridor within environmental sensitive habitats mitigating damage to these sensitive areas

HEALTH BENEFITS

- Improved walking and cycling trails increase participation and reduce heart disease, obesity, stroke and other related health problems
- Encourages physical wellbeing and active life styles
- Reduces stress and provides relief from our fast paced daily activities
- Provides affordable opportunities for all residential groups no matter what their age or physical capabilities.

USERS GROUPS

The following user groups have been considered within the formalization of this plan:

1. Pedestrians
2. Physically Challenged
3. Hikers
4. Tourists
5. Cyclists
6. In Line Skaters
7. Cross Country Skiers
8. Snow Shoeing
9. Skate Boarders
10. Snowmobiles
11. Mountain Bikes
12. Off Road Motor Cycles
13. All Terrain Vehicles
14. Equestrian Riders



HISTORY OF 100 MILE HOUSE TRAILS



100 Mile House had its origins in the early 1800s when users of the historic Hudson Bay Company's Fur Brigade Trail used the Bridge Creek Valley as a rest area for camping. The trail, one of the most famous, was used to access the Region by fur traders coming for the bountiful wildlife. In the early 1860's, the Gold Rush Trail also came through the small settlement and in 1861 "Bridge Creek House", later known as "100 Mile House" was constructed as a stopping house 100 miles from the start of the Gold Rush Trail.

In 1912, William Cecil, the 5th Marquis of Exeter, purchased Bridge Creek House and 12,000 acres of ranch land around it. Descendants still operate the ranch in this location. The Cecil family, throughout their ownership of the ranch, have allowed residents and travelers' access onto the ranch lands to pursue recreational activities on their trails. Many of these trails still exist and have formed the basis for the existing trail networks we enjoy today.



In 1965 the town of 100 Mile House was born in the midst of the ranch and has become a thriving municipality of about 2,000 people. Over the last 44 years, 100 Mile House has become the service center for the South Cariboo Region and provides commercial, institutional and recreational activities for approximately 20,000 area residents. In this time, many of the original trails within the town have been incorporated into

parkland and new trails have been constructed through the municipal planning process, following original cattle and animal trails and through trails made for convenience. As the town has grown, trails have been developed in many different locations of the Community.

At the southern end of town on the 99 Mile Hill two societies, the 100 Mile Nordics Society and the 100 Mile House Snowmobile Club, working with the Municipality and the Provincial Government have created an extensive trail system for their members and guests to use.



In 1986 the 100 Mile Nordics Society moved their operations to this location from the ski hill in town because of the better and more reliable snow conditions. Race trails, recreational trails and the marathon route have all been constructed by the Nordics with assistance from Provincial Ministries, local businesses and the hard work of many volunteers. For many years, 100 Mile House has been known as 'A Cross

Country Ski Mecca' because of its many quality trails and by hosting the annual Cariboo Marathon which has operated for 30 years.

The 100 Mile House Snowmobile Club also has their facilities on a 34 acre site on the hill. This location has an oval track for hosting events and is the trail head for connection to many registered and gazetted trails. From this location access to the region wide Gold Rush Snowmobile Trail is possible.

SMART GROWTH PRINCIPLES



Recent development trends and land use planning throughout British Columbia have started following Smart Growth Principles. These principles promote a synergy between public health and environmental sustainability through land development decisions. These same principles can provide economic benefits and healthier communities by adopting land use patterns with active transportation choices, compact neighbourhoods and well connected street and pedestrian networks. People living in communities designed under these principles tend to walk and bicycle more and drive less than residents of communities that are not built on these principles or are more spread out.

The ten main Smart Growth principles are:

- 1) **MIX LAND USES.** Each neighbourhood has a mixture of homes, retail business and recreational opportunities.
- 2) **BUILD WELL-DESIGNED COMPACT NEIGHBOURHOODS.** Residents can choose to live, work, shop and play in close proximity. People can easily access daily activities, transit is viable and local businesses are supported.
- 3) **PROVIDE A VARIETY OF TRANSPORTATION CHOICES.** Neighbourhoods are attractive and have safe infrastructure for walking, cycling and transit, in addition to driving.

- 4) CREATE DIVERSE HOUSING OPPORTUNITIES. People in different family types, life stages and income levels can afford a home in the neighbourhood of their choice.
- 5) ENCOURAGE GROWTH IN EXISTING COMMUNITIES, INVESTMENTS IN INFRASTRUCTURE (such as roads and schools) are used efficiently, and developments do not take up new land.
- 6) PRESERVE OPEN SPACES, NATURAL BEAUTY, AND ENVIRONMENTALLY SENSITIVE AREAS. Development respects natural landscape features and has higher aesthetic, environmental and financial values.
- 7) PROTECT AND ENHANCE AGRICULTURAL LANDS. A secure and productive land base, such as B.C.'s Agricultural Land Reserve, provides food security, employment and habitat and is maintained as an urban containment boundary.
- 8) UTILIZE SMARTER AND CHEAPER INFRASTRUCTURE AND GREEN BUILDINGS. Green buildings and other systems can save both money and the environment in the long run.
- 9) FOSTER A UNIQUE NEIGHBOURHOOD IDENTITY. Each community is unique, vibrant, diverse and inclusive.
- 10) NURTURE ENGAGED CITIZENS. Places belong to those who live, work and play there. Engaged citizens participate in community life and decision-making.

Not all Smart Growth Principles can be implemented within all communities. 100 Mile House does have great potential to embrace some of the primary principles because it is a relatively compact community with a mix of land uses in close proximity to all locations within it. A Smart Growth Community, also, provides the social benefit of increasing citizen involvement in their community. Neighbourhoods where people are not reliant on the automobile for all transportation choices tend to be more cohesive, have increased personal security and often have lower crime rates because neighbours know one another and watch out for and tend to help each other.

The Trail Linkage Plan when adopted will form a very important aspect of a Smart Growth Community by providing connectivity within the Community through improvement to the walk ability and other alternate transportation choices. Through careful planning of future developments and the retrofitting over time of existing areas 100 Mile House will be a Smart Growth community which will create a healthier place for the residents to live, work and play.

EXISTING TRAILS

SIDEWALKS

Sidewalks are required for all developments within the current Municipal Bylaws. Historically, sidewalks have been located throughout the downtown area and along the highway but have not extended into existing residential neighbourhoods. As new residential developments are being built they are meeting the current bylaw requirements by the installation of sidewalks.

99 MILE DEMONSTRATION FOREST AREA

The demonstration forest is an all season trail network. It is used during the summer season for walking, hiking, dog walking, horse riding, and biking by residents and tourists and during the winter season for cross country skiing, snow shoeing and the snow mobile connector route. An easy hiking trail of about 7 kilometres goes through the forest, with part of it on the old Cariboo Wagon Trail. It is considered an attractive hike with the exception of the section along the access road. There is a very good sign outlining the trail route and historic information at the trail head.

MARSH

The marsh trail is located on land owned by The Nature Trust of British Columbia. It situated in the center of town adjacent to the highway and tourist information center. Due to the foresight of the community, this natural asset in the center of town has been preserved and enhanced for the wildlife, waterfowl and enjoyment of our residents and tourists alike. It is a short 1.5 kilometre walk which allows tourist a scenic stroll when stopping for a rest within the Municipality. Its visible location, adjacent parking and natural attributes makes this one of the most used existing trails. Recently this trail has seen a significant portion upgraded to allow access for people with disabilities.

CENTENNIAL PARK

Centennial Park is a lineal park on the eastern side of the community following the sinuosity of Bridge Creek. This 35.5 hectare park backs on to the limits of the residential area at this time. On the east side of Bridge Creek there are undeveloped private holdings between the park and the Crown Land on Horse Lake Ridge. The center of the park is well improved with parking and picnic areas, playgrounds and tennis courts. From these, there are a myriad of trails that criss-cross the parklands. The usability of these trails range from fairly good to poor depending on the quality and difficulty of them. There are existing bridges across the creek for pedestrian use. The most used trail is the Bridge Creek Falls trail that goes to the old Stephenson Saw Mill site, approximately 1 kilometre from the main parking area. This trail then continues on to the campground and skate board park located near Horse Lake Road. Centennial Park continues on the south easterly side of Horse Lake Road and this little

used area connects to the residential neighbourhoods at the south end of the Municipality.

SKI HILL TRAIL

The Ski Hill Trail is accessed from Centennial Park through private and Crown Land to what used to be the local ski hill. It is one of the highest points in the area and provides beautiful views of 100 Mile House, Exeter Valley, Willowdale and as far as Timothy Mountain. The top of the hill accesses Horse Lake Ridge. It is possible to go straight down the old ski hill from the summit but is quite tricky as the trail is covered with loose volcanic cinder. To the top of the hill and back is approximately 4 km.

WILLOWDALE CABIN TRAIL AND THE MUSHER'S BRIDGE TRAIL

These two trails cross private land and both are within an area known as the Willowdale. They make a circular route along Bridge Creek, one crossing the creek at Musher's Bridge and the other continuing on to an old cabin. The Musher's Bridge route is approximately 6km and the Willowdale Cabin trail is approximately 9.5 km. The area abounds with wildlife and the trails cross forested land, meadowlands and the creeks scenic meanderings.

CROSS COUNTRY SKI TRAILS

The 100 Mile House cross country ski trails are located on Crown Land on the 99 Mile Hill. They are operated by the 100 Mile Nordic Ski Society who have a fully serviced day lodge and the equipment to groom and track set all the trails. The annual Cariboo Marathon is held in this location along with a provincially sanctioned race. The Society initially laid out the trails which were built by Ainsworth Lumber on behalf of the BC Forest Service. Since then the Society has added more trails and have assumed responsibility for the maintenance, track setting and grooming. Approximately 4 kilometres of the trails are lit for night skiing purposes.

TRANSIT

100 Mile House is served by a Public Transit System which has an established circular route throughout the Municipality with the exception of the Industrial Area and Blackstock. The transit service, also, serves the residential neighbourhoods of the 108 Mile Ranch and the 103 Mile area. There are approximately 32 stops around the town, many of which are not serviced by sidewalks.

SNOW MOBILE TRAILS

The 100 Mile House Snowmobile Club has its headquarters and facilities on the 99 Mile Hill close to the demonstration forest trails and Nordic Ski facility. From this location they have registered trails on Crown Land that connect to the Gold Rush Trail. This is a north south snowmobile corridor which travels though the Cariboo. The snowmobile club has a connector trail from the club house into town across Crown and private lands. This trail comes into the Visitor

Information Center and then north through ranch lands and Crown Land connecting back to the Gold Rush Trail creating a popular circular route. From this circular route and utilizing the tunnel under the highway at the north end of town they connect to trails on top of Horse Lake Ridge, south of town and the whole Interlakes area. Parts of these trails on Crown Land are registered.

PARKING

There are four municipal parking areas located throughout the downtown and parking is provided at all existing trail heads. Accessed from Ainsworth Road the demonstration forest has a small parking area and both the Nordic Ski facility and the snowmobile club house have large parking areas. Centennial Park has a large parking lot at the Cedar Avenue entrance, limited parking in the campground and skateboard park area and no onsite parking at either the northern or southern ends. The four downtown parking lots are supplemented by on street parking, both malls have parking for clients and limited parking is available at the Tourist Information Center. A large paved parking lot is located at the skating arena. There is no easily accessible parking area for larger recreational vehicles.

SKATE BOARD PARK

The skate board park is located adjacent to Horse Lake Road within Centennial Park. It is in the same vicinity as the Municipal campground and limited parking is available. Non vehicular access is supplied via the trails in Centennial Park and along Horse Lake Road. This is a new recreational addition to the Municipality.

UNAUTHORIZED TRAILS

In addition to the recognized trails noted above there are many kilometres of trails that have evolved through years of public use. These trails are often on private land and connect to the Crown Lands surrounding the Municipality. Some of these are a result of residents creating short cuts over time to Municipal services



EXISTING ISSUES

In developing a community wide trails linkage plan it is important to consider not only the existing infrastructure but also the existing issues associated with the use of same. The South Cariboo has been the fastest growing area in the Region for many years and 100 Mile House is presently experiencing unprecedented growth. Being the service center for the South Cariboo, 100 Mile House not only provides the physical and institutional needs for its residents but also those from throughout the Region. Many people from outside of the Municipality come to town to use the recreational facilities and will also use the trail networks.

LAND OWNERSHIP

100 Mile House is unique in the fact that historically all lands were owned by the Marquis of Exeter. Up until 1965 there was no other ownership and the community is fortunate that the owner allowed use of the ranch lands and donated many areas for recreational pursuits. The town has grown over the last 40 years and there are now several different owners of large tracts of land which have potential for development in the future. Because of this and the need to connect the existing trail networks a master plan needs to be incorporated to assist in future decision making processes.

CONNECTIVITY

The existing trails have been built little by little over time without an overall trail development plan. This has resulted in a series of trails that are physically separated often with no practical or long term secure means of guaranteed access. This historic development trend makes it difficult for residents to use them as alternate transportation routes, difficult to promote for visitors and difficult to justify the financial obligations necessary to construct connecting routes.

COMMUNITY HEALTH

The majority of Canadians view fitness as one of the most important factors influencing their personal health (based on a 1998 National Survey on active transportation). This trend continues and walking is still one of the most popular physical activities of Canadians. An attractive trail network in locations close to where people live and work provides physical activity opportunities for all age groups and capabilities that is affordable and can be participated in at an individual's time preference. The trend of using trails for physical activity is growing strongly throughout BC by people who value a healthy lifestyle.

FINANCIAL ASPECTS

In considering any long term plan for a community wide trail network the cost of implementing such a plan are considerable. Sidewalks are expensive to

construct, land values are rising, liability concerns are increasing and maintenance aspects continue to expand.

USER GROUPS

100 Mile House is exceedingly fortunate in that over the years many volunteer hours have been invested by individual user groups to construct many of the trail networks that we now enjoy. While still active these groups are not normally working towards multiuse objectives and are increasingly challenged to realize the financial requirement and the time necessary to maintain, improve or expand the existing trail systems.

ENVIRONMENTAL

Many of the town's best natural locations are located in areas of environmental significance. The Bridge Creek Falls Trail is almost entirely within the riparian zone along the creek. The Marsh Trail crosses sensitive ecosystem habitats and wildlife abounds throughout the Community. These factors are critical to not only the area the trails traverse but are extremely important to most community residents.

AGING DEMOGRAPHICS

A large part of the growth 100 Mile House has come from long term South Cariboo residents who are relocating into town to be closer to the medical facilities and other services provided. This combined with the general increase in average age of all citizens, we are living longer and are more active in our elderly years, creates the need to consider appropriate transportation corridors for this demographic to use.

TRAIL ETIQUETTE

Trail etiquette is an important aspect of multi use trail systems and without a defined plan and implementation direction this is a component that is hard to educate trail users about. Bad trail etiquette creates problems for users, land owners and the Municipality and its employees. This potentially results in increased maintenance costs, vandalism and senseless damage, liability aspects and the loss of trail rights on private lands. General concepts of trail etiquette include sticking to the trails, leave it as you find it, garbage and animal waste removal, fire and wildlife awareness, dog control and respect of other users and age groups.

TRAIL RECOMENDATIONS

WALKING TRAILS

NATURE TRAILS

(See Map Appendix A)

The plan identifies two separate trails which are ideal for educating people on the natural aspects of the town. Both are existing trails and form part of other connected routes: one trail is the Marsh Trail and the other is the Bridge Creek Falls Trail. These two trails should have increased signage detailing the environmental significance and measures taken to protect their locations. These signs can identify typical wildlife and waterfowl in the locations; the riparian values and how they are being managed; the work done to enhance the location and other items of interest. An informational destination sign should be installed at the old Stephenson Sawmill Site by the falls but additional signs along the trail to the sawmill site will enhance the enjoyment of trail users. Discussions have been held with the Marsh Committee and Ducks Unlimited about environmental signs around the Marsh Trail and these talks should continue to determine where the best locations are for these educational signs and to determine an installation schedule.

The Marsh Trail is built and when the upgrades started in 2008 are completed will be totally accessible by people of all physical capabilities. Adjacent to the Tourist Information Center, the trail is highly visible to the travelling public and supplies a very interesting break for people who just want a short stop and rest in town. It is very popular with our seniors in the community and is used as part of the jogging route by students at Peter Skeene Ogden School.

The upgrading of the Marsh Trail was undertaken by the Municipality after working with the 100 Mile House Measuring Up Committee and the Marsh Committee to identify accessibility issues. They also suggested incorporating benches and rest areas, the construction of a viewing platform on the southerly side and the planting of suitable vegetation to improve the aesthetic quality of the trail along the westerly side of the marsh. The Trail Linkage Plan fully supports these suggestions and recommends that they be implemented as soon as fiscally possible. This Trail, because of the location, scenery, length, ease of use and obvious tourist benefits, highlights 100 Mile House and will be used by many people, residents and tourists alike.

The Bridge Creek Falls Trail is also built, is in good condition and is an easy walk from the main park parking lot to the falls. It is predominately used as a destination walk because most people return along the same route. The trail south of the falls is not as easily accessible. The Bridge Creek Falls Trail is part of the community circular trail recommended by this plan, has a significant

historical feature and provides a short scenic walk to an unexpected geographical feature in the town. Many area residents and most visitors are unaware of the existence of this scenic and unique feature within 100 Mile House.

The Bridge Creek Falls Trail would benefit from informational signage and benches. The signage can highlight such nature items as the wildlife and aquatic aspects along the route, the storm water retention measures at the beginning, riparian values and protection measures. These are things that interest many people and show how 100 Mile House promotes environmental sustainability. These improvements are recommended by the plan and this trail should be promoted to both visitors and residents of the area.

VIEW POINTS

We have identified destination view point locations for which trail connections can be provided. One is on the east side of town at the top of the old ski hill and the other is the Exeter Valley Vista located on the south side of Exeter Station Road approximately 1.5 km from the Highway 97 intersection.

The Ski Hill view point is located on Crown Land and accessed by existing trails through Centennial Park and the private lands within DL 4180. From here, connections exist to the Horse Lake Ridge trails providing access to regional trail networks on Crown Land east of 100 Mile House. A connection to the Ski Hill View Point should be incorporated into the final development design for the future Blackstock Residential neighbourhood within DL 2138. At the Ski Hill view point consideration should be given for a picnic and information area as well as rustic washroom facilities. While this location can be accessed by vehicles from Horse Lake Road, it is recommended that this only be used for construction, maintenance and emergency purposes. This plan recommends that access to this view point would be planned for hikers, bikers, snowmobilers, cross country skiers and snowshoers. Sections of the existing trails are relatively steep and minor relocations may be desirable to increase use for potential user groups. Consideration should also be given to the identification of separate sections within this trail route for specialized uses such as separating bikers from hikers. The view point site should have some clearing to enhance views and provide a small picnic area and security for the existing communication towers on the hill. An information sign can identify visible topographic features, the history of the old ski hill and an educational component for typical wildlife found within the area, trail etiquette and Firesmart Principles for recreation use in forested areas.

The Exeter Valley Vista site is within DL 36 and was historically used as the Esso Cardlock facility. While currently part of the overall Bridge Creek Estate ranch lands permission to subdivide this site has been received from the Agricultural Land Commission and the current lessee, Esso, is in the process of undertaking the environmental remediation required because of the lands past

uses. This plan recommends, because of the size at this location, that a small parking area and a larger, landscaped picnic and viewing area be provided. It is a very good location for informational signs on the history of the Bridge Creek Estate Ranch and their environmental ranch practises, the Ducks Unlimited Projects from Exeter Lake along Little Bridge Creek and the history and growth of the two mills. A walking and cycling trail to this can be provided from the Tourist Information Center for tourists and residents to use along the south side of Exeter Station Road and in most locations can be separated from the road by locating it between the fence lines and the ditching. This route will need to cross the main driveway into the Bridge Creek Estate barn and office area and one cattle underpass will need to be crossed.

HISTORIC & MURAL TRAIL

(See Map Appendix A)



For many years the concept of a historic walking trail around the Municipality has been discussed. An interpretive trail that showcases the historic elements of the Municipality's growth through the use of old photographs and informational signs at

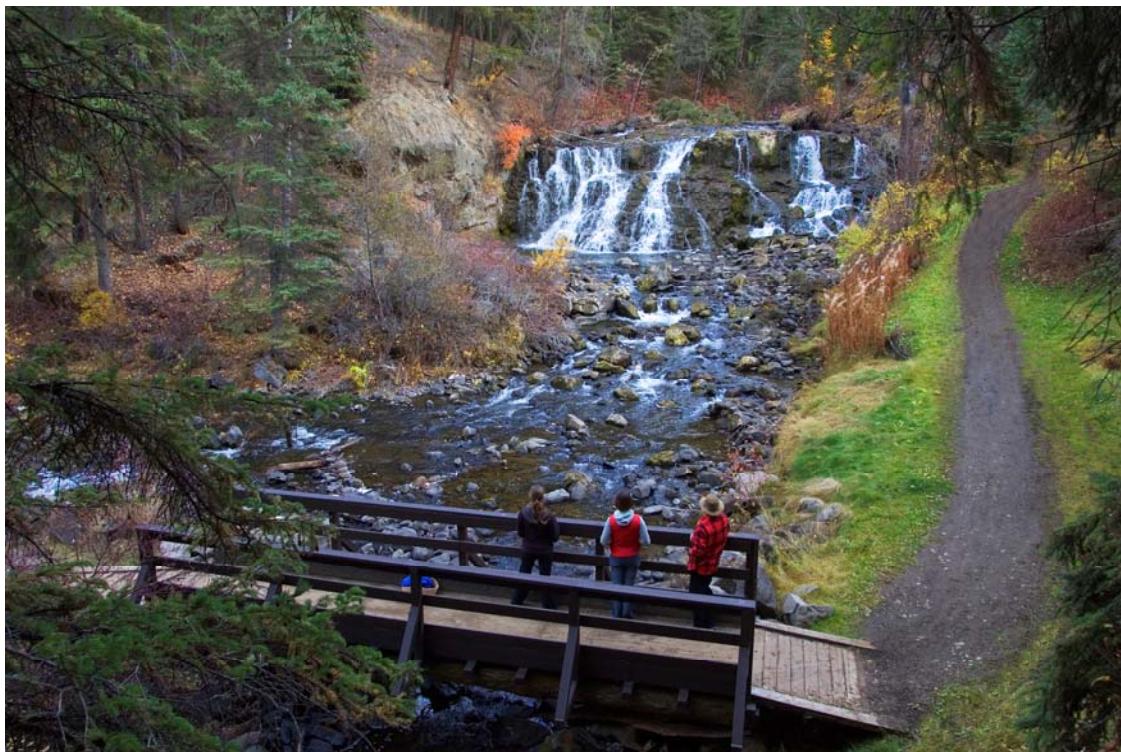
strategic locations will be of interest to the residents and will be an economic stimulator from the tourist use of it. This trail will connect significant features and the downtown area and should be accessible for walkers and hikers of varying capabilities. This trail will highlight some of the town's most scenic locations.

This trail should also capitalize on the murals which have been and will be painted around the town. The 100 Mile House Mural Society has commissioned five murals in the downtown area and more are planned. Since most of the murals are of a historic nature the combination of these attractive features with the historic trail will increase the length of stay and enjoyment of the community by visitors to it. These recent additions to the town are an asset which will continue to increase in number and attract tourists.

It is proposed that this walking route will be predominately on the east side of the highway with connections to the Tourist Information Center and the Lodge Conference Center on the west side of the highway. The primary route will be along Birch Avenue through the commercial area, Cedar Avenue past the Creekside Arts Center, along to Horse Lake Road where a connection back to the Tourist Information Center can be provided. The trail would then continue on to Centennial Park and back through the park to connect around the north end of town to the commercial core. A connection to the Lodge Conference Center should also be provided at the north end of town utilizing the existing tunnel under the highway.

The trail will identify scenic and historic locations such as the Stephenson Sawmill site, the 100 Mile Ranch barn, the location of old buildings and through the use of old photographs what certain areas looked like as the town was growing. The informational signs will give historic information, describe significant milestones in the growth of 100 Mile House, the scenes depicted in the murals, who the artists are and who funded the mural. The trails should be well marked and easy to follow by people not familiar with the Community.

CENTENNIAL PARK



Courtesy of Chris Harris

Centennial Park is 35.5 hectares in size and is a large asset of the Community. The park follows Bridge Creek through a large part of the Municipality, has picnic and playground areas, many walking trails throughout, is the location of

many community events during the year, has a large grassy area adjacent to the creek for children to play, a large parking area, existing bridges and offers a natural setting within the town.

There are many existing trails within Centennial Park and it is an extremely important component of the Trails Linkage Plan. Access to it from other locations in town is a priority within the plan and it is part of circular walking route around the town, the nature trail, and the historic and mural trail. The Municipality has invested time and money in maintaining the park in good condition over the years which allows it to be such an important aspect within the Trails Linkage Plan.

The recommendations for Centennial Park in regards to the trail plan are many. Some have been dealt with in their own sections and will not be repeated here.

CIRCULAR ROUTE

[\(See Map Appendix A\)](#)

There are several circular routes within the Community which will use Centennial Park for part of them. The park component of the trail will stay on the west side of Bridge Creek with access at Horse Lake Road near the hospital and existing campground and skateboard park, at the main park entrance on Cedar Avenue and at the northerly end of the park near the new soccer field recreational area. Connections for residents at the northerly end of town are provided from Evergreen Crescent in two locations and under the bridge on Horse Lake Road for the southern residential areas.

The main part of the trail generally follows the creek and at the southerly end is recommended to be in two locations. One will follow the edge of the creek in the location of the existing trail and is more difficult to navigate. The other is recommended to stay up on top of the bank and follow the existing trail behind the hospital, seniors center and junior high school. The upper trail will join the park entrance road at the northerly end of the school property and then utilize the road to connect back to the creek side trail. From here the trail will cross the park in a northerly direction before connecting to the snow mobile and cycling trail going around the north end of town and up to the ski hill and Crown Land east of town.

The trails in this component of the plan mostly exist. The plan recommends that these trails be multi use for hikers, walkers and cyclists. The plan also recommends that over time the primary trail be upgraded for use by people of all physical abilities. The upper trail can accommodate this proposed route but upgrading will be required. The creek side trail is not recommended for use by all and should be signed appropriately.

SKI HILL ROAD

The road up the ski hill supplies a more direct connection to the trails existing and proposed on the east side of town than the circular route. The road starts at the main parking lot in Centennial Park at the Cedar Road entrance providing a place to leave vehicles for trail users and is gated to prohibit vehicular use. The plan recommends that this road remain restricted from vehicle use except for emergency purposes and allow for both cycling and walking along it. Provisions should be implemented to ensure the use of this road through the adjacent property which is District Lot 4180.

PARK LAND WEST OF HORSE LAKE ROAD

This part of the park is on the west side of Bridge Creek and is connected to the other section of the park by a trail under the bridge which goes over the creek on Horse Lake Road. There is one primary trail within it and part of the trail crosses property that contains the Municipal Works Yard. The trail is used by snowmobiles in the winter as well as ATVs and mountain bikes in the summer. The trail also gets used by some residents of the Cariboo Trail neighbourhood but they cross private land with no registered rights to get to it. This trail continues south out of the Municipality and crosses other private lands before entering Crown Land on the east side of the highway. The trail receives very little use because of its dead end nature of it in the Municipality and because not very many people know it is there.

It is recommended that this trail be cleaned up and improved for use by cyclists and hikers. The trail will also be used by snowmobiles in the winter. It will provide a connection to the residential area at the south end of the community and the Aspen Ridge development is planning trails to join into it. There are several locations where benches and viewing areas over the marsh lands adjacent to the creek can be established.

OTHER TRAILS



On the east side of Bridge Creek there are many trails of varying quality and ease of use within the park. There is an old and unmaintained participation fitness trail, trails that cross the wooded areas, a well used snowmobile corridor down the power line and trails that follow animal game trails.

Most of these have been established without planning and some are in locations which should be avoided. One trail follows the east side of the

creek south of the power line and enters Lot A, Plan 30258, District Lot 2142 which is private property in the Blackstock residential neighbourhood. This often creates a trespass situation that should be avoided and proper signage identifying non use or decommissioning of this trail is recommended. This plan recommends, that once the primary trails have been established and constructed for their intended use, an implementation schedule be created to establish a constructed trail network within the park on the east side of the creek.

BRIDGES IN CENTENNIAL PARK

At the present time, there are two bridges across Bridge Creek within the park. The main bridge is on the Ski Hill Road and is constructed for vehicular use but is gated so that only service or emergency vehicles can use it. The other bridge, at the north end, is on private property and is not actually within the park. There used to be a third bridge just down stream from the Ski Hill Road bridge but this was removed several years ago and was located on an oxbow of the creek in the area of the playground and grass field areas.

The Ski Hill Road bridge has been recommended to remain gated and used for access to the Ski Hill Road trails. The bridge at the north end is becoming unsafe and consideration should be given to rebuilding the bridge in the future for use by pedestrians, cyclists and snowmobile use. This work is not recommended to take place until a licence of occupation has been reached with the land owner. There is a good chance that when District Lot 4180 develops vehicular access to the development it will be in the same location as this bridge. Because of this, improvements to the existing bridge should only be what are necessary to allow safe use. If a vehicular crossing is installed here, in the future, the crossing and access routes must accommodate a multi use all season trail crossing at this location as it is one of the primary recommended multi use trails to Horse Lake Ridge.

As the trail network is enhanced over time within the park three more bridges should be considered. A crossing of Bridge Creek in the general area of the hydro transmission line is desirable but may be difficult to construct because of the terrain on both sides of the creek. This crossing will provide a crossing above the falls and a direct connection to the circular walking routes from the east side of the park near the southerly end. It may also be desirable to have another crossing of the creek between the two existing bridges. The location should be north of the bridge which was removed and the exact location should be determined in conjunction with the detailed assessment of the future trail network on the east side of the creek. The third potential location is in the part of the park on the west side of Horse Lake Road. This bridge could be installed in conjunction with one of the Horse Lake connector trails near the southerly limits of the Municipality it will create a very appealing short circular route in this part of the town.

HIGHWAY TUNNELS



In planning a comprehensive trail network around 100 Mile House, Highway 97 has a large impact on the ability to connect the east and west sides of the community together. There are pedestrian activated crossings at Exeter Station Road, First Avenue and at Fourth Avenue. In addition to these there is a tunnel under the highway at Horse Lake Road and another just north of the Red Coach Inn. Both tunnels are vital components of several trail networks and provide a safe means to cross the collector road without having to stop traffic on the Highway. This plan is recommending that both tunnels crossings be maintained and improved as integral components of the plan.

Access to the Horse Lake Road tunnel was improved by the Ministry of Transportation and Infrastructure in 2008 as part of the planned improvements to this intersection. On the east side of the highway the tunnel entrance is relatively steep with a sharp narrow turn into the tunnel. The pavement is slightly broken and a drainage catch basin creates a problem for physically challenged people. This should be improved and will make the tunnel easier to navigate for people with mobility problems. This tunnel is used by students from Peter Skeene Ogden High School to walk into town and provides for direct access to the Marsh Trail and the Tourist Information Center. The tunnel is strategically located so that many of the trail networks and proposed sidewalks east of town can use this to easily get to the west side of town.

The interior of the Horse Lake Road tunnel is very dark and unappealing. It is recommended that suitable lighting be installed to improve visibility, safety, and security. It is, also, recommended that consideration be given to painting a mural in the interior of the tunnel to enhance the attractiveness of it and reduce the potential for graffiti. The local high school could be approached to see if they would be interested in having their art class produce and maintain a mural within the tunnel. The present condition of the interior of this tunnel will dissuade many people from using it. This tunnel could accommodate pedestrians, people with mobility problems and should be signed accordingly for these uses. Cyclists who use this tunnel but should be required to dismount when using the tunnel.

The tunnel at the north end of town has always been a vital component of the snowmobile corridor through town but has been used infrequently by other users in the past. Originally installed to allow Bridge Creek Estate access from one side of the highway to the other for farm animals and farm equipment it is a large tunnel with high head room. On the west side of the Highway the land is still owned by Bridge Creek Estate who supports the retention of the tunnel and have agreed to allow trails across their lands to it. The access ramp into the tunnel is wide and mostly on their land. They would like to investigate the rebuilding of this entrance so that it is parallel to the highway, will increase use of it and not impact their lands which may one day be developed.

On the east side of the highway the tunnel exits at the location of a new car dealership which is under construction at the time of writing this report. The development plans on that property are requiring a retaining wall to be constructed on the property line so that the Ministry of Transportation and Infrastructure can realign the entrance to the tunnel parallel to the highway. This realignment of the access into the tunnel should provide the mechanisms to connect the tunnel to either a trail out to Exeter Road and then east to the circular route around the north end of town or south to Little Bridge Creek and then following it northeasterly to the circular route. It is recommended that arrangements be entered into which will allow this route along the creek to be used and that the riparian zone along the creek be enhanced for the protection of the environmental values and enjoyment of the trail users. This section of trail from the tunnel along the creek can be on either side of it but may receive higher use from tourists if it is located on the Coach House Square side.

It is recommended that the Municipality approach the Ministry of Transportation and Infrastructure to rebuild the entrances to this tunnel, as they will be within the dedicated road. This will necessitate a turn at the tunnel entrance for which snowmobile use should be accommodated. To lessen the grade of the access ramps down to the tunnel consideration should be given to raising the ground height in the tunnel so that there is only an 8 foot head room. The new floor level can also be constructed to accommodate seasonal drainage problems.

which may occur. It is also recommended that lighting be installed in this tunnel and a mural should be considered in this tunnel, also. Assurance of connections to trails east of the tunnel must be obtained.

99 MILE CONNECTOR

This is one of the most significant issues of the Trail Linkage Plan and is one which should be prioritized to secure tenure over a suitable location. The connector route comes down from the 99 Mile Hill area and is registered on the Crown Land south of the railroad for use by the snowmobile club as their trail into the down town area. A permit to cross the railroad has been issued for the crossing of snowmobiles. South of the railroad the trail is totally on private lands. These lands are owned by different landowners and there are no registered rights for the trail crossings. The railroad crossing has been approved by BC Rail for the snowmobile corridor but not for other user groups. This crossing is the only location in this vicinity which can supply the connection from the 99 Mile Hill to town and is a crossing which must be maintained within the overall trail network. It is recommended that the Municipality apply to the railroad company to amend the existing permit to allow use of the crossing by other user groups such as pedestrians, cyclists and equestrian pursuits. Proper safety precautions will need to be implemented at this location and these requirements will be determined in conjunction with the railroad company.



until entering the adjacent property.

The trail, after it crosses the railroad, goes through District Lot 4847 which is presently owned by a development company. The trail follows an old road through the land and will most likely be impacted as the lands are developed for residential purposes over the next several years. The owners of District Lot 4847 are aware of the importance of this trail to the community and have agreed to protect the use through their land but would prefer it to be relocated along a perimeter boundary. They have suggested a primary trail following along the northerly side of the railroad boundary to the west property line of their land. It can then go north along this property line

It should be noted that the current trail is considered excellent for biking and although it would not be reasonable to have a designated mountain bike trail through the middle of a new development consideration should be given to providing a similarly, challenging trail elsewhere.



North of District Lot 4847 is District Lot 2139. This land is also being held for future low density residential development purposes and part of it may become municipal land for recreational purposes. At the present time the trail goes in a north easterly route along an old road through the middle of the land from the southwest corner. The land is owned by Bridge Creek Estate and they are quite

happy to leave the trail in its present location until their future development plans and design have been finalized. At that time, the trail may need to be relocated to the western property line as suggested for District Lot 4847.

The existing connector trail goes to the Tourist Information Center by following part of the Marsh Trail along the south side and then parallel to the highway on the same trail. This is the route identified by the snowmobile club when they were doing the preliminary trail work. It is proposed that the primary connector trail route be relocated to cross the bridge at the western end of the 100 Mile House Marsh and follow the existing trail around the western end of the marsh. From here it can go west around the airport with a short connector east to the Tourist Information Center.

The connector trail must be a multi use trail and all construction, exact route location and signage must incorporate this concept. There are a lot of different types of trail users in the 99 Mile Hill area and this is the only direct connection from those trails into town. This trail will be used by snowmobiles and people on snowshoes in winter and by hikers, walkers, cyclists and horse riders in the other seasons. By having the connector trail supply access directly from town to the 99 Mile Hill trail network these users groups should be encouraged to

utilize the services provided by town and the length of stay in the Community by guests utilizing the trails should be longer.

TRANSIT

(See Map Appendix A)

100 Mile House is served by a Public Transit System which has an established circular route throughout the Municipality. The transit route serves existing residential neighbourhoods and the commercial area of town. There are approximately 32 bus stops around the Community. At the present time, the Blackstock area and the Industrial part of town are not served by transit. The bus route, also, serves the 108 Mile Ranch and 103 Mile areas allowing residents there to use the bus for trips to 100 Mile House.

Many of the bus stops are in areas not serviced by sidewalks and none have shelters for transit users to wait in. In many of the residential areas there is no provision for the bus to pull off of the road to pick up passengers and especially in the winter season the transit service can impede traffic because of this. The primary bus has a bike rack but the back up bus doesn't. Bike racks are important additions for the buses because they allow people to ride the bus one way and cycle the other direction and it is recommended that funding be sought to outfit both buses with bike racks.

The Trails Linkage Plan has determined trail and sidewalk locations which allow residents easy access to the transit service. Through implementation of this plan, residents will have increased opportunity and ease of use to this alternate transportation method. The plan is recommending sidewalks be installed, over time, in the existing areas served by transit and the connecting trail routes are all proposed to allow easy access to these locations. It is, also, recommended that in areas planned for future residential development consideration is given at the initial planning stages for the possibility of transit service into the new neighbourhood and the construction of proper bus stops at appropriate locations within it. The Trail Linkage Plan recommends that funding be sought to allow the construction of proper bus stops and shelters at key locations along the existing route.

Bus stop shelters should be considered in the following locations:

- Near the corner of Dogwood Crescent and Aspen Street
- On Birch Avenue near the Post Office and new library building
- On Eighth Street near the Seniors Gardens and Cariboo Gold Trailer Park

It is recommended that until proper sidewalks can be provided snow be removed further back along the transit route roads during the winter months. This will provide safer walking for pedestrians and stopping areas off the roads for the buses

SIDEWALKS

(See Map Appendix A)

The Municipality has sidewalks through the commercial areas of town, along both sides of Highway 97 through part of the Municipality and sidewalks are being installed in all new residential neighbourhoods. Because new developments are required by bylaw to install sidewalks there are examples around the community where they have been installed without consideration for future connections. This has created a disjointed network which lacks connectivity, is not conducive for safe pedestrian movements and does not promote walking as an alternative for access around the community.

Sidewalks are expensive to install but are an important component of supplying safe alternate transportation choices to the residents. The current policy of requiring sidewalks in all new residential neighbourhoods must continue and the plan recommends that the Municipality consider sidewalk installation in the areas of town presently without them. This later recommendation can be implemented over time and eventually all areas within 100 Mile House will benefit from a connected, contiguous sidewalk network. While it is recommended that sidewalks be installed in existing residential areas the Municipality may want to consider polling residents of each area about their preference for the installation of either sidewalks or wider paved road shoulders for walking. An identified problem with the wider paved shoulder concept is that these tend to be used for parking or even vehicle movement creating problems for pedestrian use.

Areas for which sidewalks should be considered are:

CARIBOO TRAIL

Cariboo Trail serves a primary residential neighbourhood which will grow from future developments. There is a seniors' care facility on it as well as an independent living center. This road has sidewalks installed at the northern end around the BC Hydro office at Horse Lake Road and sidewalks exist at the southern end along part of Cariboo Trail, on Galpin Place and on Fraser Avenue. More sidewalks are being constructed in this area as each phase of the Aspen Ridge development is built.

It is the recommendation of the Trails Linkage Plan that sidewalks be installed from the existing sidewalk at Horse Lake Road to the existing sidewalks at the southerly end of Cariboo Trail. These sidewalks must accommodate wheel chairs, seniors' scooters and strollers through the use of curb let downs and these sidewalks should be 2.0 metres wide. At the present time, the sidewalks are on the east side of the road and the seniors facilities are on the west side. While it would be desirable to install sidewalks on the west side because of these land uses and existing landscaping of properties on the east side of the road this may not be practical. If the side walks are built on the east side of the

road they should provide for a pedestrian crossing at the senior centers. It is also recommended that benches be installed near the Horse Lake Road and Burghley Crescent intersections to provide a rest area on this route.

In conjunction with the sidewalk along Cariboo Trail it is recommended that consideration be given to installing sidewalks on Jens Street to connect Cariboo Trail to the existing sidewalks in the Aspen Ridge development and along Jens Street to Alder Avenue. Sidewalks should be installed along Marks Drive for the future connection into the Aspen Ridge development at that location. The installation of sidewalks on these three roads will allow the existing and future residential neighbourhoods safe pedestrian access into town as well as direct access to the connecting trail routes that Aspen Ridge will install for access to Centennial Park.

ALDER AVENUE

Alder Avenue is the frontage road along the east side of Highway 97 south of Horse Lake Road. There are commercial and professional businesses located along it, three restaurants, a general store, the 100 Mile Legion and two motels. There are plans to build the new RCMP detachment facility on it and another motel may be constructed on a vacant property near the south end. Alder Avenue also supplies access to the new Gateway Park area the Municipality has received from the Province.

The plan recommends that a sidewalk be installed from Horse Lake Road along the easterly side of Alder Avenue to the entrance of the Gateway Park. At the present time, there is no safe place to walk along this road and pedestrians are required to walk along the travelled road surface. This road receives a fair amount of pedestrian traffic, especially in the summer months when tourists walk from the motels into town or to the restaurants along it. There are existing storm water runoff problems which could be resolved and with the planned reconstruction of the Horse Lake Road intersection sidewalks should be built in that location. Sidewalks along this road should be 2.0 metres wide and will serve the residents of the Community, as well as visitors to it. The walk along them will be very attractive because of the views over town and the landscaping the Municipality maintains along the boulevard between Alder Avenue and the Highway.

HIGHWAY FRONTAGE ROAD

Between Fourth Street and Fifth Street, the frontage road has no sidewalks within the road dedication. There are sidewalks for approximately half the block and these are located in the private properties at the northerly end. It is recommended that sidewalks be installed along the remainder of the block supplying connections to the sidewalks on Fifth Street and the sidewalks along the rest of the Frontage Road in front of the Cariboo Mall.

HORSE LAKE ROAD

Horse Lake Road is a primary collector road for the South Cariboo region and has a large amount of vehicular traffic using it on a daily basis. There are sidewalks along part of the road by Cariboo Trail on both sides of the road and it is anticipated that sidewalks will be constructed with the rebuilding of the Horse Lake Road Highway 97 intersection which will connect to these. Sidewalks also come up Cedar Avenue and end at Horse Lake Road.

There are no sidewalks from Birch Avenue to Cedar Avenue along Horse Lake Road and no sidewalks exist out to the Blackstock area. This existing residential neighbourhood has a large number of people who walk to town and there is also a commercial area in this location. The plan recommends that sidewalks be installed from Birch Avenue to Cedar Avenue on the northerly side of the road supplying a connection between the existing sidewalks on those roads and therefore safe pedestrian access to the Medical Clinic in this location. It is recommended that the existing sidewalk on the southerly side of the road at Cariboo Trail be extended east to the Travellers Trailer Court. The plan recommends that a sidewalk be installed from Cedar Avenue on the northerly side of Horse Lake Road out to the Blackstock subdivision and on to the end of the Pinkney Commercial complex. Consideration should be given to having this section of sidewalk at an increased width of 3.0 metres to accommodate pedestrians, physically challenged and cyclists. Areas along this part of Horse Lake Road are very dark and street lights should be considered to improve safety. This sidewalk will allow safe movement from this part of the Community into town and allows a connection to the circular trail network through Centennial Park. As the future Blackstock residential expansion is built the sidewalk will provide pedestrian access to the trails through it onto the Crown Land on the Horse Lake Ridge allowing for another circular trail connection for people to enjoy.

CEDAR AVENUE

Cedar Avenue has sidewalks on both sides of the street from Horse Lake Road down to the junior high school at Fifth Street. North of this, the sidewalk is only on the west side of the road as far as Fourth Street and then there are no sidewalks until First Street. Cedar Avenue is a mixed land use street with residential and commercial uses. The long term direction of the town is towards a primarily commercial use along Cedar Avenue and it is becoming a primary access road into the downtown area.

The Trails Linkage Plan recommends that the sidewalk be continued on the east side of the road down to Fourth Street. This will supply pedestrian access from the junior high school, to the daycare and to the Creek Side Art Center. Consideration may want to be given to extending the sidewalk down the park entrance road to the parking area as this is a connecting route recommended within the plan for use by people of all physical capabilities.

The plan recommends that sidewalks be built on the westerly side of Cedar Avenue from Fourth Street to the existing sidewalk at First Street. This should include connections to the existing sidewalk on Third Street, which presently has sidewalks on both sides half way up to Cedar Avenue. The sidewalk in this location will pass two of the Municipal parking lots and serve the existing residential properties as well as future commercial land uses along the road. All sidewalks on Cedar Avenue should be 2.0 metres wide.

DOGWOOD CRESCENT, EVERGREEN CRESCENT, BIRCH AVENUE NORTH

These roads all serve the existing residential area at the north end of 100 Mile House and there are no sidewalks or other means of safe pedestrian movement around them. This neighbourhood is fully built, served by the transit system and is the area of town where the new soccer field recreational complex is located. Many families live in this part of town and often mothers and children can be seen walking along the travelled road especially in the winter season.

It is recommended that, over time, 2.0 metre wide sidewalks be installed around this neighbourhood and that they follow the existing transit route. A sidewalk should be installed along Aspen Street from Dogwood Crescent to the sidewalks at the Coach House Square shopping center. Sidewalks in these locations will allow residents to walk into town safely, provide sidewalks to the bus stops and serve the new soccer area. The Aspen connector will provide safe pedestrian access to the Pioneer Haven Senior Center.

SCOTT ROAD AND SPRUCE AVENUE

This area of town is at the entrance to the new residential neighbourhood planned with in District Lot 4847 which will be installing sidewalks under Municipal bylaws. There are two strata residential developments, the Cariboo Gold Trailer Park, the bowling alley and many residential homes in the area. According to the drivers of the transit bus there are a higher percentage of handicapped people in this area than in other parts of town.

The Trails Linkage Plan is recommending that 2.0 metre wide sidewalks are installed from Highway 97 on the north side of Ninth Street and around Spruce Avenue and Scott Road to supply a circular connection around the neighbourhood. It does not matter which side of the road the sidewalks are on for these roads. The Ninth Street part will serve a motel and the plan does not recommend any pedestrian access along the Highway on the west side of it. The plan is not recommending a sidewalk on the part of Scott Road south of Ninth Street as this is a dead end road with limited traffic.

The sidewalks around these roads will serve the transit route and as the land south and west of them is developed sidewalks will be installed in the future. This will provide pedestrian and cycling routes to the 99 Mile Hill Connector Trail and using this trail access will be possible to the hill and into town.

Topography, land use and construction aspects make this the best route for non vehicular access into town and no sidewalk connections are recommended along Eighth Street or the Frontage Road down to Horse Lake Road.

CYCLING, INLINE SKATING

(See Map Appendix A)

This section of the Trail Linkage Plan is for the purpose of cycling and inline skating around the residential neighbourhoods and through the downtown area. It does not reflect the circular route or other corridor trails which are recommended for cycling use.

Trails and pathways for this type of transportation choice are common in high density urban locations as an alternate to the use of transit and private vehicles. These routes are often on a wide paved shoulder of the road and are painted and designated for this use only. They normally connect neighbourhoods, commercial and institutional uses and are popular with younger residents. The demand for these types of trails in 100 Mile House is minimal and not anticipated to grow in the foreseeable future. This is partially because of the town lay out, partially because of the lower traffic volumes on the roads and partially because of the demographics of the community. The establishment of designated bike and inline skating routes within the residential neighbourhoods and commercial areas of the Municipality is not recommended by the plan.

SKATEBOARD PARK

The Municipality has recently started construction of a skateboard park. It is located in Centennial Park adjacent to the campground and Horse Lake Road. Access to this location from town is possible from the trails in the park and along Horse Lake Road. A small parking area is available at the skateboard park.

PHYSICALLY CHALLENGED

(See Map Appendix A)

In considering a multi use trail network around 100 Mile House provisions must be made to accommodate people who are physically challenged. This includes seniors, people with handicaps and people pushing small children in strollers. The priority is to make places accessible. The existing sidewalks within town generally meet these needs and the commercial areas are accessible. The 100 Mile House Measuring Up Committee was consulted and noted the following problem areas.

- The sidewalk on the west side of the highway between the Government Access Center and the Bus Depot

- The grade differential exiting on to Second Street from the Royal Bank Mall
- The lane behind the Donex Pharmacy parking lot and some areas of the parking lot
- Access around the Bus Depot
- Problems at the north entrance to the Coach House Square Mall

The Measuring Up Committee felt that the winter maintenance of the sidewalks within the town was generally very good and that future extensions to them need to consider this aspect. They felt that physically challenged access on the 99 Mile Hill is not a priority but that access in Centennial Park is important. Several other suggestions were made by the committee and they have been incorporated into this plan.

As sidewalks continue to be built the areas of town that are accessible to people with mobility problems will grow. The Cariboo Trail sidewalk will connect two seniors facilities into town. Crossing Horse Lake Road at Cariboo Trail is difficult for someone sitting down because of the traffic and poor visibility. The new Horse Lake Road and Highway 97 intersection should be built to accommodate this type of safe crossing. A crossing here provides access to the tunnel under the Highway to the Marsh Trail which should be fully accessible.

The proposed sidewalk on Aspen Street and the connection to the sidewalks at the Coach House Square Mall will serve residents from Pioneer Haven. The proposed sidewalk on Horse Lake Road will supply access to the hospital and a medical clinic and when all of these are completed it will give an integrated network allowing all areas to be accessed by people who are physically challenged.

In addition to this, the circular route through Centennial Park connecting these sidewalks could be made accessible for this user group. From the sidewalk on



Horse Lake Road the trail can be constructed for increased mobility if it stays up on top of the bank above the creek. At the northerly end of this part of the trail, it will connect to the main access road off of Cedar Avenue and then down the road to join the trail along the creek. From here, the trail will go north through the park staying on the west side of the creek. North of the park, the trail is generally level and very

scenic around to the sidewalks at the Coach House Square Mall. This trail will meet the request of the 100 Mile House Measuring Up Committee and supply a recreational experience not normally found in urban locations.

There are several locations within the circular route through the park which will require special construction considerations for access by this user group. Where the trail joins the Cedar Avenue access road presents a grade challenge and the trail will need to follow a gentle slope down the hill as well as providing a good turning radius where the trail joins the road. North of the tennis courts in the park the trail will require construction in places to minimize grades especially in the areas where the creek comes close to the back of the residential properties and where the trail comes out of the park to go around the eastern end of the Evergreen Crescent residential area.

The trails and sidewalk routes for this user group should also consider providing rest areas and benches for the users. These can be at intersections, at mid-block points and where there are slopes to navigate. The rest areas should be off of the trail and consideration should be given to landscaping around them for increased enjoyment.

SNOWMOBILES

(See Map Appendix A)



The 100 Mile House Snowmobile Club has its clubhouse, race track and trail heads on the 99 Mile Hill. The club operates mostly on Crown Land and from

the clubhouse they can ride to the Regional Gold Rush Snowmobile Trail and into town. The club has always worked directly with the owners of the private land their connecting trails cross and install their own signage along the route. The primary connection route from the 99 Mile Hill into town has been discussed under its own section within the plan and will not be repeated here. See section on 99 Mile Connector Trail

From the Connector Trail the existing route goes around the west end of the 100 Mile House Airport and then back to Highway 97 north of the Red Coach Inn. Here the riders can stay on the west side of the Highway or access through the tunnel and ride around the north end of town to trails up on the Horse Lake Ridge. This trail network connects to an extensive trail network maintained by the Interlakes Snowmobile Club. They also come down the Hydro transmission line in Centennial Park, under the bridge on Horse Lake Road and south out of town on the Gas Pipeline. These trails are all recommended to stay within the overall Trails Linkage Plan for use by snowmobiles.

On the west side of the Highway the current trail goes north from the tunnel through the golf course and back on to Bridge Creek Estate ranch lands north of the Exeter Truck Route. The trail then follows another hydro transmission line across the ranch to the railroad where a second crossing of the railroad has been granted by the railroad. The trail continues on old roads up the hill north of the mills and goes west connecting back to the regional Gold Rush Trail.

This trail location is suitable for the snowmobile corridor although access through the golf course is not always assured. When that route is unavailable they have been riding up the west side of the Exeter Truck Route to make the connection back on to the ranch lands although the crossing from the south side of Exeter Station Road to the Exeter Truck route. This is not a safe route. Bridge Creek Estate has no objection to the continued use of the route through the ranch by snowmobiles because there are no cattle on this range when the snowmobiles are using it. The ranch has suggested an alternate route for an all season multi use trail and it would also be suitable for snowmobiles to use. The route would follow the south side of Exeter Station Road, around the Sollows Crescent Industrial Park and then follow the railroad up to the existing crossing. The plan is recommending this alternate multi use route and that it be constructed to accommodate snowmobile use.

The ability to move people on snowmobiles from the regional trails through and around the community is very desirable for not only the residents but also people from throughout the Region and visitors to the area. While the plan has identified trails for this use and all primary areas of town are accessible to the snowmobile corridors this will create special requirements which are recommended for adoption. Some of the trails will be multi use. These are in

Centennial Park, the Marsh Trail and the accesses out of the residential neighbourhoods. These trails are anticipated to have potential for winter multi use and it must be appreciated that all snowmobile routes may be used by pedestrians because the tracks make for easy walking most of the winter. The Snowmobile Trails must be very well identified for this motorized use, and warning signs will be required. Traditionally installation of signage has been undertaken by the snowmobile club themselves but in the future this should be done by them and the Municipality jointly.

It is recommended that a location be established in the town area where snowmobiles can be parked allowing riders to access the services of the Municipality. The location must be visible, convenient, and allow for the parking of snowmobiles off of the roads and trails. The snowmobile club should be consulted regarding the best location but close to the Tourist Information Center seems to be a logical choice as it has a direct connection to the connector trail, a signalized crossing of the highway, is close to several restaurants and gas stations and snow mobiles can be unloaded and vehicles left near the Stan Halcro Arena. The parking area for snowmobiles could be south or west of the Visitor Information Center and does not need to be large.

The plan recommends that a maximum speed limit of 20 Kilometres an hour be established for motorized trail use within the Municipality. There will need to be speed limit signs posted and advertising of this through all the snowmobile clubs in the region. This will help reduce problems and potential liabilities from the multi use aspects and also reduce noise and nuisance issues in the residential areas.

The Municipality should also consider adopting a bylaw governing the use of All-Terrain Vehicles. This would be applicable to Snowmobiles, ATV's, Dirt Bikes and any other motorized vehicle that does not comply with the Motor Vehicle Act. The bylaw would allow the Municipality to establish licensing and insurance requirements for the operators, the speed limit and trail etiquette regulations and officially limit the use to only the trails designated for motorized use. An example bylaw from the District of Elkford is included as an appendix of this plan. ([See Appendix B](#))

CROSS COUNTRY SKI TRAILS

([See Map Appendix A](#))

The 100 Mile Nordic facilities on 99 Mile Hill are a very good trail network built for skiers of all capabilities. Designed by the 100 Mile House Nordic Society, this trail network is in an area of reliable snow cover and provides for some night skiing opportunities with lighting. It has been operated by the Society in this location for 23 years. They have maintenance equipment, a club house, racing trails and grooming and track setting machines.



With the quality of this facility it is not anticipated that there will be future needs to expand the cross country ski trails into other areas within the Municipality. The society has licences of occupation

with the Province for the present location and is entering into agreements with them for the trail network. Any further trail routes should be planned by the Nordics and the Province with support from the Municipality.

Access to the trails is from the clubhouse and there is no easy direct access from town for skiers other than driving to the clubhouse. The primary connector trail into town has been established by the snowmobile club and while this should be multi use over the seasons it is not conducive for use by skiers and snowmobiles. The Trails Linkage Plan has identified a route which would supply an alternate access route to town and this should be restricted to use by cross country skiers only. This route is in place south of the railroad and follows existing trails and an old road to the railroad west of the primary connector trail identified above. A ranch crossing of the tracks exists and then the trail crosses the grazing lands of Bridge Creek Estate to the westerly end of the airport and can continue from there to the Tourist Information Center and a side route could go to the Red Coach Inn and the Lodge Conference Center. These two short side trail sections may need to be shared by snowmobiles.

The ranch will allow this connector route to cross their ranch lands as long as it is restricted to only cross country skiing and is designated as only a winter season route. The location goes through areas actively used for cattle grazing and cannot be fenced off. For the safety of the users as well as minimizing impacts to the ranch this trail should not be considered for any use other than by cross country skiers.

MOUNTAIN BIKES



The HunCity Mountain Bike Club is in the process of establishing mountain bike trails in the 99 Mile Hill area. Working with the Ministry of Tourism, Culture and the Arts the club is planning trails for all skill levels in the general area of the cross country ski trails and the snow mobile trails. They have brought a professional rider in to assess the trails and help plan a skills park. The trails are all on Crown Land, will have circuitous routes and offer many different challenges for the riders. The trails will combine natural and man made features and a high skill level trail is

planned in the area known as the “wall” for experienced riders.

While the trails are all up on the hill the club would like to work with the Municipality and the Cariboo Regional District to locate a skills park near the Stan Halcro Arena. The skills park will have manmade structures for the riders to navigate. Combining wood and dirt construction the skills park will have jumps, platforms, drops and other structures to challenge the riders. They have chosen the arena site for the skills park because it has a suitable location just west of the Outriders Grounds, there is a parking area, it is easily accessible and can provide viewing areas for spectators.

An important component of the clubs plans is the Connector Trail from the 99 Mile Hill down to the skills park. They believe that once the trails and skills park are constructed that 100 Mile House will become a destination location for mountain bikers and for riders from outside the immediate area. There will be the potential to host races and skills events, offer bike tours within the general area and have annual events catering to all levels of riders. These objectives make this an important component of the overall trails plan and consideration has been given to accommodating mountain bike rides over a larger area within the multi use trail system.

Mountain Bikes are a recommended use on all circular routes and connector trails through out the Municipality. Other than the designated bike trails on 99 Mile Hill being built by the club, the Municipality will need to establish trail etiquette procedures for use of the trails by riders of all skill levels. These include proper signage for trail warnings and controlling speeds, riding only on the right, the wearing of helmets and the alerting of other trail users that a

cyclist is approaching. It may be necessary to shut some trails down for this use in times of inclement weather to avoid degradation of the trails.

EQUESTRIAN TRAILS



There was an equestrian event held on the trails on the 99 Mile Hill in 2008 and the organizers would like to hold more. The Municipality also has the Outrider Grounds and the Rotary Agriplex which can be used for equestrian events down by the arena and there is a strong interest in equestrian activities in the region. For these reasons, the Trails Linkage Plan recommends that the Connector Trail from the hill to the arena be constructed to accommodate this type of use. It recommends that assistance be given to accommodating this use in a permanent nature on the 99 Mile Hill.

While it would be desirable to allow this use over more of the trail network the logistics to accomplish this will be large. The ability to move riders on horses safely across the roads, the potential conflicts of trails in residential areas and the potential problems from user conflicts make it impractical. A good equestrian trail system would need to be a separate trail system and that is just not possible within the Municipality.

ROUTE TO BLACKSTOCK

The Trails Linkage Plan has recommended a sidewalk along Horse Lake Road to supply pedestrian access to the Blackstock Residential neighbourhood and the commercial area. Eventually this area will be serviced by a trail from the proposed new residential area to Centennial Park going over Horse Lake Ridge and down the Ski Hill Trail but this is a challenging route. It would be desirable for residents of this neighbourhood to be able to get to the park and into town by an easier route and one that does not go along a main collector road. The plan recommends that a connector route through the remainder of District Lot 2142 be obtained if this property is ever proposed for development. This will allow access to the north end of the Blackstock subdivision and a trail can connect to the road in Centennial Park through substantially less challenging terrain.

HORSE LAKE TRAIL

There has been strong interest for a trail connection from the Imperial Ranchettes area of Horse Lake into town. The group People Who Care (originally Cops for Cancer) have been looking at this connection and Doug Harris from the Ministry of Tourism, Culture and the Arts has been also. While the connection is outside the Municipality the Trails Linkage Plan has identified two possible routes that can be used. The first is along Horse Lake Ridge and connections can be supplied from the Ski Hill Viewpoint and the trails coming out of the Blackstock neighbourhood. The connections from the Blackstock area are on challenging terrain and will not be suitable for all users. The trails east of town on the ridge mostly exist and Mr. Harris is prepared to examine means to connect these trails together with the ones supplied inside the Municipality.

The second location is on the west side of Horse Lake Road. This connection was requested because the ridge trail is physically challenging in places and the remoteness of it may not be desirable to all potential users. The Municipality owns the land between Horse Lake Road and Bridge Creek down to the south boundary of the Municipality. It is recommended that a trail be designated in this land allowing for a future connection which will generally follow Bridge Creek to the Mercer Road area. This trail should be designated only and no construction should be considered until the trail locations outside the Municipality are secured because this route will need to cross other private lands outside the Municipality before entering Crown Land. These crossings will be the responsibility of others but by recommending the connection within this plan it will allow for the potential connection some time in the future if permissions and suitable locations can be obtained in the private lands outside the Municipality.

108 CONNECTOR



Like the Horse Lake Connector Trail there has always been strong interest in a permanent trail from the 108 Ranch Community to town. This is challenging because of all the different private holdings between the two communities. Because of this, the only practical way is to be on the west side of the Highway. The multi use

trail proposed from Exeter Station Road around the Sollows Crescent Industrial park and along the railroad to the existing snowmobile trail will meet this purpose. Once crossing the railroad the trail comes back towards town

and then follows old roads up on to the top of the hill above the mills. This is land which the Municipality owns and provides spectacular views over the Exeter Lake valley. From here the existing snowmobile corridor uses old roads to go west and they cross the Exeter McKinley Road. This is an unmaintained road under the Transportation Act and goes through to Tatton Station Road. From the intersection with Tatton Station Road, it is a short distance down the road to the Greenbelt lands of the 108 Mile Ranch. The Trails Linkage Plan recommends that this route be considered for the connection and the multi use trails within the Municipality be created for it. This route has been discussed with Doug Harris of the Ministry of Tourism, Culture and the Arts and he supports it.

ALL TERRAIN VEHICLES

The use of All Terrain vehicles and off road motorcycles has been considered within this plan. The use of these vehicles are difficult to incorporate in a multi use trail network and all user groups consulted felt that it could not be done safely on a shared trail network. This is further complicated by the fact that the owners of the two ranches that the circular connector trails cross will not permit this type of trail use on their lands because of the potential conflicts with cattle and horses.

It is the recommendation of the plan that should a demand for this type of trail system arises in the future it be directed up to the 99 Mile Hill area. The Snowmobile Club has made their facility available for this type of use in the past and there is a large area available on the Crown Land where existing bush roads and trails can be improved and new trails constructed. The area is south of Ainsworth Road which is the access road to the snowmobile clubhouse facility and covers a large geographic area between the Highway and the clubhouse. Some riding is done in this area now.

For years, the illegal riding of all terrain vehicles and off road motorcycles has been a nuisance for the neighbouring residents of Centennial Park. This is a trail use which is very hard to control and police. The proposed adoption of a bylaw for All Terrain Vehicles will help clarify that this is not permitted and will allow the Municipality's bylaw enforcement officer to deal with the problem. It is recommended that as trails are improved signage prohibiting this use be posted and mechanisms be employed during construction to restrict access if possible. It is anticipated that this problem and similar problems will diminish as the trail usage grows.

GENERAL RECOMMENDATIONS

TOURISM



The economic benefits of a comprehensive trail network around the Community are large. The proposed Circular Trail routes, the Historic and Mural Trail and the Marsh Trail are all designed to take people to significant locations in the town and teach them about the Community and its assets. By

allowing visitors to enjoy the best 100 Mile House has to offer, it will help to increase tourists length of stay in the Community. Some of these trails are short while others will take several hours to navigate; but no matter what their length, they all offer recreational opportunities and appreciation of the town and provide for routes that allow tourists to easily visit the local businesses.

The Trail Linkage Plan recommends that this sector be considered in all trail planning. This will involve the installation of sufficient, clear and understandable signage identifying the routes, their length and their level of difficulty. Mechanisms must be implemented to allow the easy dissemination of trail information and it is recommended that this be done jointly with the Tourist Information Center to ensure the best way to get the most appropriate information to the tourists is employed. It is highly recommended that a trails website be created with links to all existing Municipal sites.

A comprehensive trail network linking the different trails and their users provides direct economic opportunities. The Cariboo Marathon has been bringing racers to 100 Mile House for thirty years, the Snowmobile club has annual races at their facility and snowmobile riders often come to town on the regional trail network. Last year an equestrian event was held on the 99 Mile Hill Trails and this would like to become an annual event. When the Mountain Bike Trail system and Skills Park are constructed they hope to hold annual events and will attract people from throughout the Region to ride on the trails. All of these supply economic stimulus and the use of the trails for special events will grow the more complete the trail network becomes. It is recommended that opportunities to expand this type of trail use be investigated and promoted in the future in conjunction with the individual user groups.

PARKING

The Municipality has street parking on most roads, as well as, several small parking lots around the town area. All the trail heads on the 99 Mile Hill have parking areas. Centennial Park has parking at the main entrance and a smaller

parking area near the Skateboard Park and campground. The four parking lots in town are all on Cedar Avenue and parking is supplied at most businesses. There is some parking available at the Tourist Information Center but this is limited.

The existing parking areas serve the residents of the town and South Cariboo Region but are not ideal for use by tourists. They are not in obvious locations; are suited for standard vehicle sizes only and are not in areas of the town catering to optimal use by tourists. It has been identified that the Municipality needs a parking area suitable for larger recreational vehicles, vehicles pulling trailers and one which is easily accessed from Highway 97, the main corridor, through the town. If this parking location can be provided it is anticipated that the length of stay in the Community by visitors will increase, resulting a greater economic input to the town from this population sector.

An ideal location for this is the Stan Halcro Arena complex on Airport Road. There is a large paved parking lot there now, it is easily accessed from the highway, is very visible, is close to the Tourist Information Center and supplies direct access to the marsh trail, the connector trail and the circular trail around the community, pedestrian traffic from this location can utilize the trail network or the sidewalks and highway crossings to get into the down town area and local restaurants easily. This parking area is seldom utilized to its maximum capacity and the primary times of use are not when tourists are typically spending time in the area. It is recommended that discussions be instigated with the Cariboo Regional District to see if this area could be posted for tourist parking and trail access. These discussions should also include the potential to use the parking area for the unloading of snowmobiles and the parking of vehicles while the riders are out enjoying the snowmobile trails. If these discussions are successful then the Ministry of Transportation and Infrastructure can be approached about the installation of directional signs on the highway.

LIABILITY

Liability is a concern which has become more prevalent over the last several years and is a two component issue. Liability was never a concern when the ranchers first started allowing people to walk and use their land around 100 Mile House for recreational pursuits. It is a concern now and one which needs to be addressed for locations that the trail network crosses private lands. The second aspect of this issue is what should be done to minimize the Municipality's liability when people are using the trails.

The Municipal Insurance Association insures the District of 100 Mile House for liability claims arising from the use and operations of trails. This coverage is applicable to all trails on public lands owned by the Municipality. When a trail crosses private land and if the Municipality will be responsible for the trail the land owner can be added as an "additional insured" for vicarious liability. The

Municipality will have to have an agreement with the land owner and this can be by a Right of Way or Licence of Occupation. These agreements should remove the land owners' concerns regarding their liability for the trails on their lands.

In 1998 the Occupiers Liability Act was amended to facilitate the development of the Trans Canada Trail and to improve recreational access to undeveloped lands. The Act defines an occupier as a person who has responsibility for and control over the condition of premises, the activities conducted on those premises and the persons allowed to enter those premises. Premises are defined as land and other structures and recreational trails, reasonably marked as recreational trails, are specifically mentioned. The Act stipulates that persons who enter the premises are deemed to have willingly assumed all risks and the occupier is subject only to the duty of care to not create a danger with intent to do harm to the person or damage to the person's property or not to act with reckless disregard to the safety of the person or the integrity of the person's property. It is important to note that the occupier can not receive payment or other consideration for the entry; meaning that user fees can not be charged or the liability protection provided by this act is not in effect.

A recognized and approved trail system will increase the potential liability for the Municipality over those trails which just exist and are not part of an organized network. The concept of an overall trail plan by its very nature increases liability because of the greater use by the public, the promotion of that use and the fact that the trails are built and maintained. While this is a factor of the society we now live in, the Occupiers Liability Act and good risk management practices will minimize the risk. Things that should be considered and are recommended by the plan are:

- Build the trails to standards that ensure the safety of the users
- Post signs that identify the trails are for recreational purposes and users enter at their own risk
- Post signs that warn of potential risks and cautionary measures
- Close and post any areas where dangerous conditions may arise from use or by forces of nature
- Avoid placing trails in high risk areas
- Identify the trail uses, post signs of the multi use aspect and establish user guidelines
- Establish and follow a trail inspection and maintenance program

CHILDREN PLAY AREAS

The Municipality has one playground for the use of families with small children. There is a second playground at the 100 Mile Elementary School. The Municipal playground is in Centennial Park and concerns have been expressed in the past because the location is central in the park and not near

the parking area. This concern led to a presentation being made to the 100 Mile House Safety Committee by representatives from the Early Childhood Development Team of the Cariboo Family Enrichment Centre and from that meeting came a suggestion to locate a second playground in Centennial Park near the existing Skateboard Park. They feel that this location provides parking close to the playground; will be accessible by sidewalks proposed along Horse Lake Road; allows for interaction between older children at the skateboard park and younger children in the play ground and provides for intergenerational interaction from the residents of the Extended Care Facilities of Fischer Place and Mill Site Lodge.

The Municipality will continue to see expansion of the residential neighbourhoods through the development of vacant lands in several locations. As these development plans are presented for approval the need for small child playgrounds within them must be assessed as part of the development approval. It will be highly desirable to include small "tot lots" within some of them. This includes the Aspen Ridge development, the Blackstock development, and, at least one, of the future developments on the west side of the Highway at the southerly end of town.

A tot lot is a small playground established with play areas and some infrastructure for use by young children. It allows family access to a playground close to where they live and enhances the liveability of the residential neighbourhood. The location of the tot lot should be accessible by sidewalks and in close proximity to the trail connector routes from the development to the circular trail network. It is recommended that this type of park area be included in future developments of residential neighbourhoods.

Dogs

The trail system within the Municipality will be used by residents and visitors for walking dogs. It is anticipated that the Marsh Trail will receive high usage for dog walking with the circular route and the trails leading out of the residential neighbourhoods receiving moderate use. The Trails Linkage Plan recommends that dogs not be restricted from any of the trails. This recommendation will require education of the public, dogs should be leashed at all times and pet waste must be picked up by the owners. The education component can be by appropriately located signage outlining regulations for dog control while using the trails and cleanup requirements. It is recommended that consideration be given to including a mail out within a regular scheduled mailing by the Municipality to all residents that will outline trail etiquette for the use of trails by dogs. The Municipality may want to consider supplying bags at convenient locations on the Marsh Trail and receptacles for the disposal of them.

BENCHES AND REST AREAS



The Trail system within the Municipality must provide for benches and rest areas for all trail users. As the trails are developed benches should be supplied at key positions on them. The benches and rest areas should be located at scenic vistas, areas of interest and in places where people may want to stop to take a rest. The Trails Linkage Plan cannot determine the exact placement of these because the locations will be based on the

priorities assigned by the Municipality for implementation of the plan. The main commercial district already provides benches through out and this section of the Municipality does not require more.

Locations which should be considered are:

- At all destination viewpoint locations and these should include picnic tables
- At any location which will have a landmark destination sign or destination kiosk and ideally the bench will be positioned so that the sign will be legible
- At random locations on trails designated for walking and hiking
- On all trails designated for people that are physically challenged.
- Close to transit stops that are serving a high number of transit users
- At selected locations around the Historic and Mural Trail where the trail feature can be appreciated
- The number of benches along the Marsh Trail need to be increased so that they are located around the total length of the trail

The trail system will need to place particular emphasis on locating benches for the trails and sidewalks which will have higher use by seniors, families with small children and people with mobility difficulties. Benches and seats should be placed at the approximate mid points of longer stretches of the trail and at the top of sections with increased grades. When deciding on a bench location it should be where there will be enough room for wheelchairs, scooters and strollers to be located off the main trail route. In some locations, wheelchair accessible benches may want to be considered. Some people will need to stop and rest to fully appreciate their enjoyment of the trail system and landscaping around these rest areas should be incorporated.

It has been suggested that the Municipality's Memorial Bench Program would be a good mechanism to establish benches along the trail network. This existing program is recommended as a means for affording benches. Another method to be considered would be to have businesses within the Municipality sponsor a bench close to their store location. Ideally these locations can be in conjunction with mural locations but advertising cannot be permitted on the bench. The business should only be entitled to have a small plaque similar to a plaque on a memorial bench.

TRAIL COMMITTEE

During the public consultation process and in meetings with different user groups the concept of establishing a trail committee under the guidance of Municipal Council was discussed. It was suggested by one user group and supported by others that instead of a committee, a society should be formed as it may be better for grant applications. The concept is that a group working together and within municipal budgets could prioritize the implementation of the plans recommendations, present a unified approach to grant applications, fund raise, help establish the content and form of the trail web site, assist in assigning trail standards in relation to their groups use, determine sign requirements, inform their member groups about all trail matters, determine work or problem areas on the trails, disseminate trail information, attract special events utilizing the trail network and assess the growth and use of the trail system.

The make up of this trail committee/society should include a representative from as many user groups as possible, representatives from the Municipality, the Ministry of Tourism, Culture and the Arts, a resident of the community and some one from the 100 Mile House Measuring Up Committee. Interest for being part of such a group has been shown from the Cancer Prevention Coordinator, People Who Care, the Cariboo Family Enrichment Centre and the BC Healthy Living Alliance as well as the trail user groups. All of these groups have access to funding opportunities.

The user groups who should be asked to supply a representative are:

- 100 Mile House Snowmobile Club
- 100 Mile Nordic Ski Society
- HunCity Mountain Bike Clup
- Lower Bridge Creek Watershed Stewardship Society / Marsh Committee
- Tourist Information Center
- 100 Mile House Mural Society

TENURE

There are several aspects to be considered in regards to the ownership of the trails. The existing trails are on municipally owned lands, Crown Land and privately owned properties. The later currently have no existing legal rights of guaranteed use. As the Trail Linkage Plan is implemented and the trail network is expanded to provide connections, offer permanency to the long term network and improve usage by residents and tourists the tenure aspect becomes more critical. Capital investments will need to be made, funding opportunities sought and partnerships formed. All of these require mechanisms to ensure the work done will be of benefit to the community for the long term.

MUNICIPAL OWNED LAND

This is the most secure type of tenure that 100 Mile House can have for the permanency of the trail network. The existing parkland within the Municipality should be expanded to include the proposed trails on lands which will be developed in the future by private land owners. As these development proposals are put forward, the Municipality should acquire the land areas needed for the trails under Section 941 of the Local Government Act. This section allows the Municipality to acquire, without compensation, land being developed or the cash equivalent of up to 5% of the market value of the land. There are some exceptions to this requirement but the majority of the larger properties which will develop in the future and where trails are proposed will be required to comply with this section of the Act.

A very important aspect of Section 941 is that it is the land owner's option to supply land or the monetary equivalent unless the Official Community Plan contains policies and designations respecting the location and type of future parks. The integrity of the overall proposed trail network will be compromised if a developer elected to give payment instead of land and this must be avoided. It is, therefore, recommended that the Official Community Plan be amended to establish the policies and designations necessary to allow implementation of the trail plan and to retain the decision making in Municipal control.

CROWN LAND

The largest percentage of total existing trail length within the Municipality is located on Crown Land. Most of these areas are on the 99 Mile Hill but there are trails east of town on the Horse Lake Ridge and northwest of town where the snowmobile route connects west to the Gold Rush Trail. All of these trails have been incorporated into the Trails Linkage Plan and supply valuable components of the plan.

The trails on Crown Land are tenured by the Province through the use of Licenses of Occupation and Crown Reserves. The Municipality does not need to be party to these ownership rights as the security of tenure should be provided directly to the users by the Province. The Ministry responsible for these trails is the Ministry of Tourism, Culture and the Arts. The Ministry is

aware of the trail plan being prepared by the Municipality and is in full support of it. As trails are developed entering the Crown Lands, the Ministry can assist in the registering of them. There is liability coverage for the use of the trails on Crown Land but necessary construction precautions must be implemented where appropriate by the trail user groups.

PRIVATE LANDS

The Trails Linkage Plan contains recommendations for some connector routes and primary trails on lands which are not Crown owned and are unlikely to be developed in the future. Ownership by the Municipality is unlikely. These are on Bridge Creek Estate ranch lands and on 100 Mile Ranch lands. The trails in these locations are important for the integrity of the comprehensive plan and should be secured in some manner. The existing trails and areas of use on these private properties have been by the owners' past co-operation and can be withdrawn at any time.

There are two options which can be considered by the Municipality to secure a right to the trails on these private properties. A registered Right of Way or Lease can be entered into in favour of the Municipality. The use of the land the trails are located on can be granted to the Municipality for public purposes. This right would address all obligations that need to be met by both parties and can be permanent. A municipality can also raise title in their name with a Right of Way should ownership become necessary in the future. It is recommended that Rights of Way be obtained for any permanent trail section.

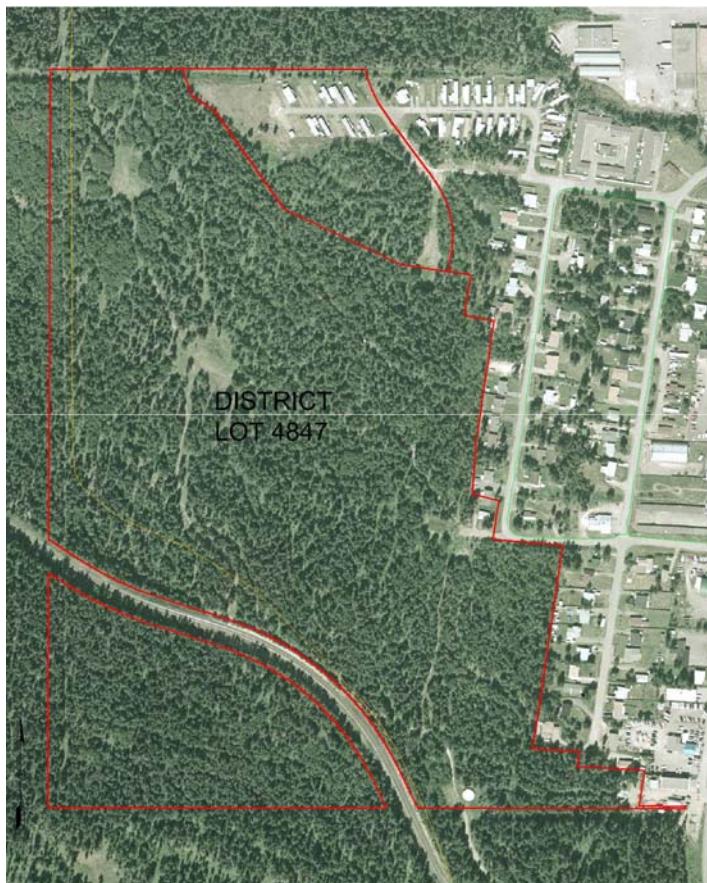
The second option is a License of Occupation. These documents are normally issued where minimal improvements are needed and where a short-term tenure is required. They are not a registered right but are more of an agreement between parties and can be subject to amendments. It is recommended that Licenses of Occupation be entered into where an existing trail may be used until a subdivision development plan is presented requiring re-alignment or in cases where there is a high likelihood of moving a trail for improved continuity in the plan.

FUTURE DEVELOPMENTS

There are several areas within the Municipality which will one day be developed for residential or commercial uses. When subdivision proposals are made the objectives of the Trail Linkage Plan must be incorporated into the development proposals. While this plan does not determine an exact location within the properties it does establish objectives and recommendations to be met when the properties develop. The proponents can follow these and accommodate them within the final subdivision designs for Municipal Staff review and acceptance. The current Official Community Plan should be amended to incorporate the recommendations of Trails Linkage Plan so that developers are aware of the Municipal objectives within these properties.

WEST SIDE OF HIGHWAY 97

DISTRICT LOT 4847



This property is at the south western end of town in the Scott and Spruce Road neighbourhoods. The 99 Mile Hill Connector Trail goes through it and tenure should be formalized for this trail as soon as possible. As the development design is formalized for this property, it should provide for trail or sidewalk connections from the existing residential area through this district lot to the Connector Trail and a small children's playground area. At that time, the Right of Way for the Connector Trail can be dedicated as parkland and any internal trails can receive the same designation.

Provisions should be made so that a sidewalk or trail is provided in two locations. One should be at the southern end of the existing Spruce Road

properties connecting west through the new development and the other should be near the northerly end at Eighth Street. This second connector would come through the Cariboo Gold Trailer Park and that owner will also need to agree with the proposed route. If the existing road dedication through the trailer park will remain, in the future the connection can follow this location into the new development. These proposed routes are important because the Trails Linkage plan is not recommending a connection to town along the highway for safety and construction logistics so non motorized access to town from this residential area will utilize the main connector route through to the Tourist Information Center.

DISTRICT LOT 2139

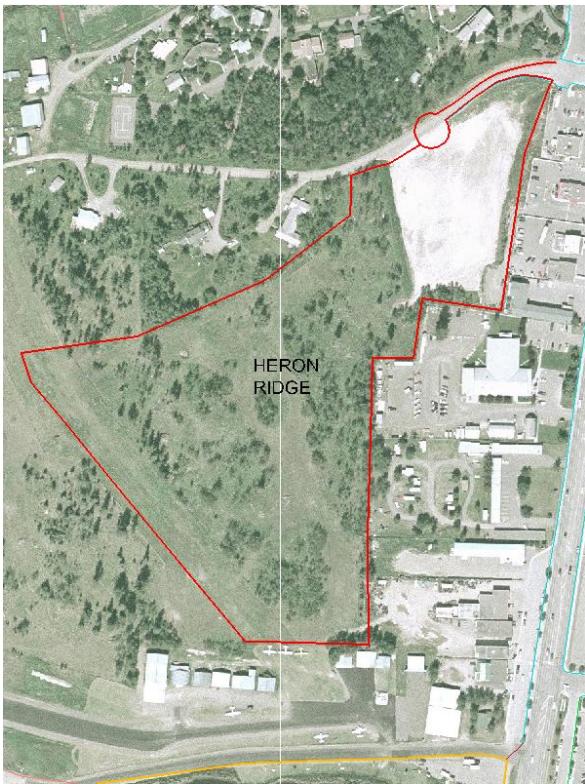


This property is north of the previous district lot and will also have the primary connector trail from the 99 Mile Hill through it. The owners are prepared to leave the trail in the present location until their development plans are finalized so a License of Occupation should be entered into at this time. When the development design is done the connector trail should be

dedicated as park land along with any other trails or playground areas proposed.

Within District lot 2139 it is important that the trails and sidewalks planned within the development join to the Connector Trail at the western edge and provisions should be made to connect to the existing bridge on the Marsh Trail. This will allow students from Peter Skeen Ogden High School to access the overall trail network without having to go through the future residential neighbourhood. This connection to the bridge will be in an area of environmental importance so the exact location must prioritize this aspect. The High School does have a small trail coming from the school to the Marsh Trail but it is not in a location which is beneficial for use by other residents in this part of town. This trail should be decommissioned and relocated to follow the future extension of Seventh Street then down to the bridge.

DISTRICT LOT 31 (HERON RIDGE DEVELOPMENT)



This land is presently within the subdivision process and is north of the 100 Mile House Airport. Access is from First Street and sidewalks are installed from the highway to the development lands. The current design for the subdivision includes land set aside for a trail from the sidewalk down to the airport allowing for a connection through the development if required in the future.

This potential trail was included in the subdivision design to assist with the overall trail network because of the proximity of the development to the recreational complex on Airport Road. The fact that the Airport lies between the development and the road creates a problem at this time because it is not advisable to have

public access through the airport for security and safety reasons. It is recommended that the proposed trail location remain within the current development plans and when a master airport development plan is undertaken mechanisms to connect a trail through the lands be investigated.

EAST SIDE OF HIGHWAY 97

LOT 1, PLAN KAP82527, DISTRICT LOTS 31 AND 33

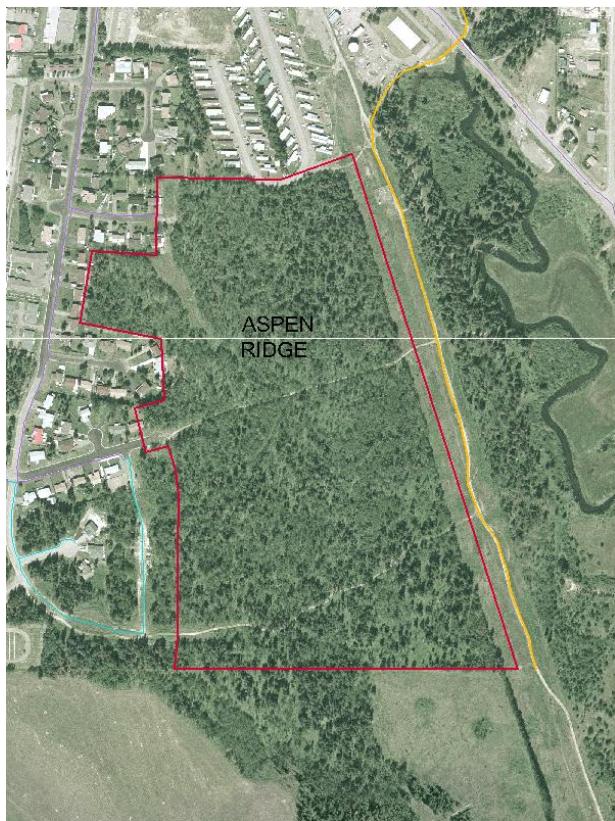


This land is at the northerly end of town and lies east of Birch Avenue behind the Coach House Square mall and north of Aspen Street. The property is vacant and is approximately 2.3 hectares in size. It has Pioneer Haven on the south side, the residential area of Birch Avenue north on the east side and the remainder of District Lot 33 on the north side. Little Bridge Creek flows through District Lot

33, a short distance north of this lot. The property has a split zone with some of it zoned residential, some is zoned commercial and some of it is zoned institutional. The land is presently listed for sale and it is anticipated that it will be bought for future development purposes and the future land use is unknown.

This land is presently used for pedestrian access from the residential neighbourhood to the commercial areas of town. There is a well used trail through the property and the land is in close proximity to the proposed circular route around the Community. It is recommended that any future land developments submitted for approval in this location include requirements for the circular trail route and maintaining a pedestrian and cycling route through the development. The existing trail that is used by the residents is not in a good location for future development and will need to be relocated. It is best that this future location be decided by the developer and it is not recommended that a permanent arrangement be formalized at this time. These provisions should be included into the park and trail component of the Official Community Plan amendment so that the developer is aware of these future requirements.

DISTRICT LOT 2136 (ASPEN RIDGE DEVELOPMENT)



This land is at the south end of town and will be a phased development. Phase one was built in 2008 and sidewalks were installed along the new road. Phase two will be built this year and the sidewalks will be built along this section of new road. When phase three proceeds Cariboo Trail will be extended to connect to these new roads and at that time the sidewalks within the new development will become contiguous.

The development of Aspen Ridge will conform to the Municipality's Development Bylaws and as the new roads are built sidewalks will be installed. Since the existing roads in this part of the Municipality do not have sidewalks, connections will need

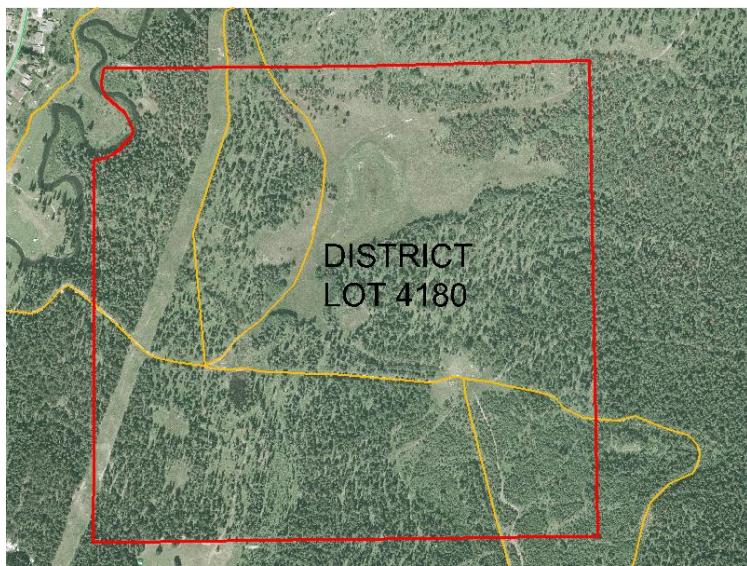
to be provided on Marks Drive and Jens Road, in the future, for existing residents to access the sidewalks in the new development. Consideration

should be given to the future establishment of a children's playground within the Aspen Ridge development.

The current development design within Aspen Ridge supplies internal trails as well as the sidewalks along the roads. These trails provide access through the development to the Municipal land on the east side of the new Aspen Ridge residential neighbourhood. The trails are intended to allow residents of the new development and the existing residential neighbourhood the ability to go on a relatively direct route through Aspen Ridge to access the lands to the east without having to follow a more circuitous route around the roads. Having fairly direct connections should improve usage. The Municipal land east of Aspen Ridge is part of Centennial Park.

Many of the existing residents in this part of town are using unauthorized trails within District Lot 2136 for walking but there are no formal rights for this at this time. There is a trail which connects from these private lands through the Municipal property to the main parkland on the east side of Horse Lake Road but this is mostly used by these local residents as the majority of residents in the community do not realize that the parkland extends into the area on the west side of Horse Lake Road. It is recommended that a License of Occupation be entered into at this time to protect the primary trail from Jens Road to the parkland within Aspen Ridge. When the development proceeds to the subdivision stage two trail connections should be provided through Aspen Ridge to the parkland and these along with all other trails in the development should be designated as park.

DISTRICT LOT 4180



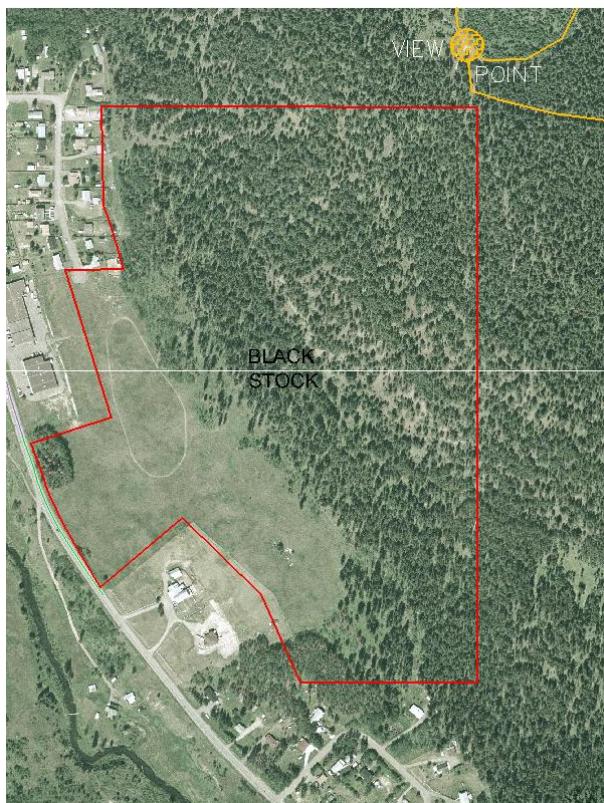
This land is on the east side of Centennial Park and lies on the north and west sides of the old ski hill on Horse Lake Ridge. The land is not slated for development at this time but has a probability for development in the future. This property is presently accessed through the park with a registered easement along the road on the

east side of Bridge Creek through the park. This road continues through District Lot 4180 to the base of the old ski hill and then continues on into the

Crown Land on Horse Lake Ridge. The Crown Land is east and south of this property.

Three important components of the Trails Linkage Plan are applicable to this land. The cycling and snowmobile trail from the circular trail route connect through this land to the trails on Horse Lake Ridge. There is a primary route through Centennial Park which follows the road to the base of the old ski hill and then onto the Crown Land and the Ski Hill Viewpoint Trail is partially in the land. It is recommended that a License of Occupation be entered into at this time to protect the integrity of these routes. If and when this land is proposed for development the neighbourhood designs should incorporate these trail routes into them. The trails can be dedicated as parkland at the subdivision stages and playground areas may be needed.

DISTRICT LOT 2138 (BLACKSTOCK)



This land is located on Horse Lake Road in the vicinity of the existing Blackstock residential neighbourhood and the Pinkney Commercial Complex. A large part of the property is on the western limits of the Horse Lake Ridge and there is Crown Land adjacent to the north and east boundaries of the property. The land has been rezoned to allow a residential and commercial development with the initial phases anticipated for construction in the next several years. The development plan presented for the zoning application included two trail connections to the Crown Land, park dedication along the westerly slopes of the ridge and a small lot for a playground. At this time

only local residents are using the unauthorized trails on the land because there is no connection to it from other trails in the Community.

It is not recommended at this time that a permanent arrangement be formalized for the use of the existing trails on the property. This recommendation is made because of the lack of connection and the present owner's preliminary intentions to provide trails and parkland. When the development proceeds the trails should continue to be included in the development design and dedicated

as parkland as the subdivisions are done. If the Municipality is able to implement the connection recommendations to this part of town from this plan before the development on District Lot 2138 proceeds then a License of Occupation should be entered into at that time.

RANCH LANDS

The Trails Linkage Plan is recommending trails which cross lands used for agricultural purposes by the Municipality's two largest ranches. The plan recommends keeping these trails in perimeter locations and in areas which minimize the potential impacts to the ranch operations and safety concerns for the trail users. The trails in these locations are routes which connect other trails on non ranch properties.

BRIDGE CREEK ESTATE RANCH

This ranch has traditionally allowed access on trails within the ranch properties. The existing snowmobile corridor crosses a large portion of the ranch lands and a small section of walking trail follows Little Bridge Creek on ranch property. Part of the cross country route into town is located on the ranch but has not been used for several years. The lands which Bridge Creek Estate own that fall into the future development category are not included in this section.

Bridge Creek Estate is a supporter of the Trail Linkage Plan and would like to work with the Municipality to determine exact locations and terms of use for the trails through ranch lands. The Ranch owners do have concerns about formalizing agreements and the loss of control over trail use on their lands but hope that these concerns can be addressed to their satisfaction within the agreement documents. If the Municipality wants to enter into formalized Rights of Way then items such as dogs, fencing, fence maintenance, access gates, actual use and types of tenure must be agreed upon. The ranch expects compensation for permanent long term use. It is recommended that the Municipality consider mechanisms employed in other parts of the world for maintenance of trails on agricultural lands. Many European countries lease their trail rights of way from the ranchers and farmers and they are paid an annual fee for the use. This annual fee can cover the maintenance of the trail and can be used for the upkeep of the fencing. Bridge Creek Estate would need to retain this responsibility so they are responsible for the fence integrity not the Municipality. The reason for this is should the fence require repairing it may come at a time when it cannot be prioritized by the Municipality but the repair could be critical for the ranch and its operations.

DISTRICT LOT 31

This ranch property is north of the 100 Mile House Airport, goes to Highway 97 north of the Red Coach Inn and up to Exeter Station Road. The main ranch headquarters is located in this property and Little Bridge Creek flows through it. There is a trail along the north side of the creek which is fenced off from the ranch lands. There are three bridges across the creek along this section of the

trail which supplies access from the trail to the Red Coach Inn, the Lodge Conference Center and the Emissary residential neighbourhood. The tunnel under the highway at the north end of town is accessed from this property and is close to the existing trail along the creek.

Within District Lot 31 the trail is recommended to connect around the westerly end of the airport (a small section will be in District Lots 36 and 2140 which are both part of the ranch) to the existing trail along Little Bridge Creek. This connection would be used by hikers and walkers in the summer seasons and snowmobiles in the winter months. This trail may also need to be used by cross country skiers in the winter so the multi-use component in the winter must be considered in this location. It would be nice to bring cyclists through this route but the ranch has expressed concerns that this may scare the cattle and create problems since cyclists move at a faster speed than pedestrians. It is recommended that cycle routes do not utilize this part of the trail.

There are several issues which will need to be addressed with this trail location.

- At the eastern end of the airport there is limited room between the airport property and the natural meadowlands at the eastern end of Exeter Lake. These meadows are flood irrigated in the spring. There is a primary ranch road in this location. Separation of the trail, the road and the airport will be necessary so construction may be required.
- The trail will separate ranch lands from the airport to the creek so fencing will be required.
- The location where the proposed trail joins the existing trail along the creek is also where the main internal ranch access road is located, there are many pasture fencing lines intersecting here and the control structure on the creek for irrigation needs is in this location. The ranch will need to determine if and how this area can be fenced to allow trail use without impacting the ranch operation.
- The proposed trail location will be close to a private memorial garden where many early residents of the ranch and 100 Mile House are honoured and some have had their ashes scattered here. The ranch will need to be consulted as to the location of the trail in this location.

The trail within District Lot 31 will need to connect up to Exeter Station Road at the eastern end near the Highway. Presently the snowmobile corridor goes up this way from the tunnel but this is only used in the winter when ranch animals are not in this area. If a suitable location can not be determined for use during other seasons, then this part of the trail for hikers, walkers and cyclists will need to follow a pathway along the highway and up Exeter Station Road to access the northerly end of the trail routes. There is an area adjacent to the highway which is presently used for agricultural purposes but may one day be developed. At the development stage, it is recommended that the Municipality look for means to incorporate an all season multi-use trail through it.

DISTRICT LOTS 33, 4175 AND 4997

These properties are north of Exeter Station Road and the Exeter Truck Route. The current snowmobile corridor comes through the Marmot Ridge Golf Course and connects along a ranch road to the BC Hydro transmission line which goes in an east/west direction within District Lots 4175 and 4997. This is the main snow mobile corridor out of the north end of town and provides for connections to the 108 Ranch and the Gold Rush Snowmobile Trail west of the Municipality. The trail provides for a circular ride around the west side of the Municipality. The snow mobile club works in cooperation with Bridge Creek Estate for the maintenance and signage along the trail in ranch lands. The crossing of the railroad on this part of the trail has also been built under permit by BC Rail.

The present snowmobile route goes through an area which is actively used for grazing in the other seasons of the year and is not available for an all season multi-use trail. There is no practical way to buffer the trail from the ranch lands and because of the environmental methods employed by the ranch for animal grazing rotation any fencing of the trail would have serious negative aspects for the ranch operation. Bridge Creek Estate is happy to continue allowing the use by the snow mobile club members but cannot allow this trail to become part of the all season multi-use trail network because of the problems which will arise for their agricultural operation. If this existing route continues to be used by the snowmobile club, the ranch has suggested that a connection can be provided along the western side of the Exeter Truck Route, going around the Marmot Ridge Golf Course if a trail can not be obtained through that property. There is sufficient area along their fence line, between it and the road, for a snowmobile corridor. The difficulty of this by-pass route is the movement of the machines safely across the road to access it because of the industrial uses in the area. It is recommended that this by-pass only be considered if a permanent right to cross the golf course cannot be obtained and that Licenses of Occupation be obtained for the snowmobile trail if it remains in this location on the golf course and ranch lands.

Bridge Creek Estate has suggested an alternate location should the Municipality, through the implementation of this plan, want to work with them for an all season multi-use trail through this part of the ranch for connection to the trails west of town and on the north side. If a connection can be made along Exeter Station Road to the Sollows Crescent area they may consider a trail which goes on ranch lands around the east and north sides of the industrial park. Access to this location is very close to the Exeter Valley Vista site viewpoint and can be buffered by fencing from the ranch lands. The trail would allow a connection to the railroad where the trail could follow the eastern side of the railroad up to the existing crossing of it. The railroad has been recently fenced and minimal work will be needed to upgrade along this part of the route for a trail purpose. The trail from Exeter Station Road to the railroad crossing must be fenced on the ranch side and will be running along the back of the industrial subdivision and below a saw mill for part of it. While this section of

trail will not be the most scenic it may provide the only location which can be used for multi-use multi-season purposes. It is recommended that this location be protected by a Right of Way if it is considered.

DISTRICT LOTS 8575, 2143 AND 2140

These properties are located west of the airport and south of Exeter Lake. An existing ranch road goes through these properties with a ranch crossing of the railroad. The road south of the railroad connects to the cross country ski trails on the 99 Mile Hill but has not been used for several years and will need some clearing done to it. Bridge Creek Estate will allow this location to be used for a cross country ski connector route to town if the Municipality would like this connection within the comprehensive trail network. The trail must remain in the current location, in its present condition and can only be used for cross country ski purposes. The location crosses primary grazing areas in the ranch and they can not allow use of the location in other seasons. The trail is only proposed to separate skiers from snowmobiles and is not need for snow mobile use because they have the previously identified connector trail.

100 MILE RANCH

This ranch has, also, traditionally allowed people to use the trails located on their lands. The snowmobile trail connecting to the Horse Lake Ridge goes through their property and many people use it for walking on in the other seasons. The Connector Trail from Centennial Park around the northerly end of the residential neighbourhood is on ranch lands and is a good example of people creating walking routes from one part of town to another without a registered right on private property. Since the 100 Mile Ranch holdings are east and north of town, trails on their ranch lands are important components of the overall Trail Linkage Plan. Only the ranch lands not planned for development are considered in this section.

DISTRICT LOTS 33 AND 4175

These properties are at the north end of town and surround the residential neighbourhoods along Birch Avenue North and part of Evergreen Drive. The western end is close to the commercial area of town and the eastern end is at the new soccer field recreational area. District Lot 4175 is on the east side of the residential area and connects to Centennial Park. This part is being consolidated with District Lot 4180 and conditions have been set to obtain trails through the land from the park to the soccer fields.

The Trail Linkage Plan is proposing a trail connecting trails in Centennial Park with the soccer fields and around to the commercial area of town at the north end. The trail can be located between the residential properties and Little Bridge Creek. This will buffer the ranch land, as most of the agricultural areas are on the opposite side of the creek. At the easterly end, near the road to the soccer fields, the creek is farther away and fencing will be required. The trail is in an area where the Municipality has an existing Right of Way for sewage

purposes and is an important component in the overall trail linkage plan. The trail through here is proposed for pedestrian and cycling in the summer with use by snowmobiles in the winter. The trail has suitable terrain and can be part of the network built to accommodate handicapped use.

At this time the owner would prefer not to enter into registered rights to cross these lands because of liability concerns. The preference is to have things remain as they are now and see what happens in the future. It is recommended that once the plans recommendations are accepted and when the Official Community Plan changes are adopted that discussions are instigated with the owner to formalize a land use agreement for the trail connection. It is anticipated that arrangements similar to those proposed for the trails on Bridge Creek Estate ranch lands will be required on this section of trail.

WILLOWDALE AND MUSHER TRAILS

The Willowdale and Musher Trails are both located on private lands owned by 100 Mile Ranch. While both trails are scenic, and would be nice additions to the longer circular walking routes on the eastern side of town, they traverse through the center of ranch properties. There are no practical methods to buffer the trails from the ranch and the trails cannot be relocated to minimize impact on the ranch lands because of Bridge Creek. The musher route is circular joining from Centennial Park to the Willowdale trail but the Willowdale trail is one which would require users to return along the same trail as there is no connection to other trails at the eastern end. It is recommended that these trails not be included into the Trails Linkage Plan because of the problems associated with their use.

OTHER LANDS

100 Mile Ranch has lands along the Canim-Hendrix Lake Road north of the Willowdale Trail area. They, also, have some lands on the opposite side of this road. The Municipality has their sewage lagoons on lands north of the Canim-Hendrix Lake Road and a large area will be used for future spray irrigation purposes. Because of this land use and the unlikely possibility of trails extending outside of the Municipality in this direction due to the private ownership of lands adjacent to the Municipality; it is recommended that trails not be considered in this area.

BYLAW IMPLICATIONS

The adoption of the recommendations within the Trails Linkage Plan will have implications on existing bylaws of the Municipality as well as the possible creation of a new bylaw to regulate the use of All-Terrain Vehicles. The urgency to amend these existing bylaws will depend on the implementation of the plans recommendations but the following bylaws should be considered.

ZONING BYLAW No. 801, 1999

This Zoning Bylaw has several sections which may need to be amended. The definition of Public Park in the bylaw includes trails and they are a permitted use in all zones. This means that developers can supply trails within future developments or the Municipality can acquire trails without amending the lands zone but they would have to meet the requirements of the zone.

Section 4.3 gives the allowable exceptions to the minimum parcel size requirements for zones and Section 4.4 gives the allowable exceptions to the minimum parcel width requirements for zones. Both sections should be amended to include public parks as allowable exceptions to all zone requirements.

The Zoning Bylaw has two separate zones which designate parks as an allowable land use. The Park and Recreational Zone P-3 and the Park and Open Space Zone P-4 both provide for this land use and others. These zones do not require any amendment to incorporate the recommendations from this plan because the recommended change to Sections 4.4 and 4.3 will remove any problems associated with the requirements of these zones. Consideration may want to be given to specifically naming trails as a purpose of the zones

OFFICIAL COMMUNITY PLAN BYLAW No. 990, 2006

The 100 Mile House Official Community Plan establishes objectives and policies under Section 9 for parks, recreation and open spaces. The first objective of this section is to establish a well integrated and linked system of parks, trails and associated recreational facilities that serve a range of purposes from active recreation, to passive enjoyment, to conservation and to tourism development. The Trails Linkage Plan has identified the means to meet this objective.

Section 9 identifies the land use and the designations are shown on Schedule C: Land Use Map-District Wide and on Schedule H: Parks and Trail Network Map. Schedule H will need to be updated to reflect the locations of the trails recommended by this plan. By doing this, compliance with Section 941 of the Local Government Act will be met and the Municipality can obtain the land for the trails from developers of private properties where trails should exist. Consideration may want to be given to adding another community goal under

Section 2 of the Community Plan that identifies the creation of a comprehensive linked multi-use trail and park network for the recreational enjoyment of residents and visitors to 100 Mile House.

PARKS BYLAW No. 568, 1992

This bylaw regulates and governs the use of parks and recommendations within the Trail Linkage Plan comply with the bylaw. Section 3(t) will require signage to be installed on trails where cycling is permitted and section 3(u) requires the trails to be designated for particular transportation methods. The inclusion of the recommended trail users into Schedule H of the Community Plan will satisfy this later requirement. Section 7(j) will require signage to be installed on all trails where motorized use is allowed. The Municipal solicitors should be consulted to ensure the definition of park in this bylaw is adequate to cover trails that are on private properties where the Municipality only has an agreement with the land owner to use the trail area.

ANIMAL CONTROL AND POUND OPERATION BYLAW No. 1131, 2008

This bylaw provides for the control and licensing of animals and the operation of pound facilities in the Municipality. The recommendations contained within the Trail Linkage Plan conform to the bylaw.

SIGN BYLAW No. 1121, 2008

When signs are installed as suggested by the Trail Linkage Plan they must conform to the requirements of this bylaw. No changes to the bylaw will be required as a result of adopting the recommendations of the plan.

SIGNAGE



Signs are an important and necessary feature within a comprehensive multi-use trail system. There should be signs which direct people, signs that warn people, signs that are required to meet bylaw requirements and signs which will educate the trail users or supply them with information. Signs are needed to minimize any potential liability as section 3(3.3) of the Occupiers Liability Act which requires that recreational trails be reasonably marked as recreational trails. Signs should all be of a standard construction for the particular type of sign, use recognized symbols, have a similar character, be appropriate for the location, be kept to a minimum and be well maintained.

The District of 100 Mile House Community Signage Plan has established a unique "brand" and image for signs within the Community and by utilizing these guidelines it will enhance the trail experience, create an identity for the trail system and make all trail signs distinctive. The Trail network should utilize the action ideas from both types of directional signs and potentially all three destination signs as identified in the Signage Plan. The distinct log theme should be followed and informational kiosks should be uniform through out. A well established signage program for the trail network following the guidelines of the existing signage plan will enhance the urge to explore and promote the safe enjoyment of the trail network.

The Trail network will have a hierarchy to the signage requirements

- Landmark Destination Signs or Destination Kiosks should be installed at the trailheads providing full information about the trail, maps, warnings, type of usage and trail etiquette. These types of signs should also be used at the viewpoints and in locations where interpretive information will be provided.
- Local Directional Signs and Route Marking Signs should be located at intersection points along the trail and give, not only, directions but also distances and level of difficulty. Route marking signs should be used at fairly regular intervals along non-urban trails confirming the trail location and provide distances and permitted uses. To conform to the unified signage objective, where possible these signs should be on a single log post.
- Warning Signs should be located where necessary and follow accepted language and symbols for the message. Warning signs should emulate traffic control signs but at a much smaller scale. These signs can utilize a single log post for mounting purposes.

- Highway Directional Signs should be utilized to guide travellers to the trails and parking areas from Highway 97 and Horse lake Road.

The locations for signs and the sign requirements should be determined in consultation with the various user groups and most have a signage program for their users on their existing trails. Where possible these should be incorporated into the unified theme of the signage plan. It would also be advisable to have temporary signs which can be installed to delineate special circumstances and warnings.

PROMOTION

For optimal use of the trail network it will need to be promoted. Signage will supply promotion to a certain extent for residents but this should be supplemented with mail outs, media coverage, informational literature and maps. The trail network should be promoted to the tourist sector through the use of informational pamphlets, brochures and descriptive trail maps. The Tourist Information Center will be a vital component for the dissemination of trail information to visitors.

The 100 Mile Nordics Ski Society and the 100 Mile House Snowmobile Club both have web sites. These sites disseminate information about the clubs and their trail networks. It is recommended that a web site be developed for the total trail network within the Municipality including these two user groups. The website should have down loadable versions of the maps, information about the individual trails, trail etiquette and trail use requirements. This site can be linked to other local sites allowing for ease of access and it must be easy and efficient to use. A large component of the potential trail users will obtain information about the trail network this way.

PUBLIC CONSULTATION

In preparation of the Trails Linkage Plan public input was sought and appreciated. A well attended public information meeting was held where many of the ideas, recommendations and policies of this plan were suggested. In addition to this, individual meetings or discussions were held with the following groups who provided valuable comments for consideration.

- 100 Mile House Measuring Up Committee
- The Ministry of Tourism, Culture and the Arts
- The Ministry of Transportation and Infrastructure
- 100 Mile Nordics Ski Society
- 100 Mile House Snowmobile Club
- The Interlakes Snowmobile Club
- The Huncity Mountain Bike Club
- The Lower Bridge Creek Watershed Stewardship Society
- The Tourist Information Center
- The 100 Mile House Mural Society
- The Municipal Planner
- The Municipalities Forester
- People Who Care
- Community Transit Service
- The Manager of Care Free Manor
- BC Healthy Living Alliance
- BC Cancer Agency Prevention Programs
- The Cariboo Family Enrichment Centre
- Owners of land with future development potential
- Owners of Ranch lands within 100 Mile House
- Individual land owners

REFERENCES, RESOURCES AND BIBLIOGRAPHY

1. 100 Mile House Zoning Bylaw No. 801, 1999
2. 100 Mile House Official Community Plan Bylaw 990, 2006
3. 100 Mile House Parks Bylaw No. 568, 1992
4. 100 Mile House Animal Control and Pound Operation Bylaw No. 1131, 2008
5. 100 Mile House Sign Bylaw No. 1121, 2008
6. Smart Growth BC, Promoting public health through Smart Growth, 2006
7. Smart Growth BC, Smart Growth Toolkit, 2001
8. Provincial Health Services Authority, From Strategy to Action, 2007
9. BC Ministry of Tourism, Culture and the Arts, Trails Strategy Draft Report, 2008
10. BC Ministry of Tourism, Culture and the Arts, Recreation Trails Strategy Background Report, 2007
11. BC Ministry of Tourism a, Culture and the Arts, Recreation Manual, (formally the Ministry of Forests Recreation Manual), 2008
12. BC Ministry of Tourism / 100-108 Mile House, 99 Mile to 108 Mile House Destination Cross Country Ski Area Master plan, 1991
13. BC Ministry of Recreation and Conservation, An Approach to Recreational Master Planning
14. BC Ministry of Community Development, Local Government Act, 1996
15. ,BC Ministry of Attorney General, Occupiers Liability Act, 1996
16. Go for Green, The Active Living and Environment Program, 1996
17. Go for Green, The Social, Health and Heritage Benefits of trails
18. Lifestyle Information Network, www.lin.ca
19. Montana Fish, Wildlife and Parks, Leave No Trace Front Country Ethics
20. District of Elkford, All-Terrain Vehicle Bylaw No. 671
21. Whistler Trail Standards, First edition
22. City of Kimberly, Recreation Trails Master Plan, 2003
23. Active Communities and Healthy Economies, a presentation to the American Trails Symposium, 2008
24. Australia, Ministry of Sport and Recreation, Trail Planning for Recreation Trails, 1998
25. American Trails, www.americantrails.org

APPENDIX A

MAPS

1. Cycling Trails
2. Historic and Mural Trails
3. Nature Walking Trails
4. Proposed Snowmobile Corridors
5. Sidewalks, existing and planned
6. Trails for the Physically Challenged
7. Transit Route
8. Walking Trails