

# South Canoe Development Plan 2023

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Updated Version: 2023 10 01



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## Background

The South Canoe Trail System is a recreational trail system located in the Shuswap region of British Columbia, Canada. It is made up of a network of trails that surround the Medford Forest Service Road on the southeastern corner of Salmon Arm and the lower western slopes of the Larch Hills. The lower trails are on City property, while the upper trails are on Crown Land and are part of a Woodlot license. The trails are used for a variety of activities, including hiking, mountain biking, equestrian riding, snowshoeing, Nordic skiing in the winter, and off-road vehicle use (ATVs, motorcycles) Medford Rd to access the Larch Hills Nordic Area. The trails are maintained by users, with support from the Shuswap Trail Alliance. The use of the network has increased in popularity over the past 20 years.

The protection of the East Canoe Creek Watershed and water intake is a top priority. To address this, the City of Salmon Arm and Interior Health conducted a study and management review to identify ways to protect the watershed. As a result, a plan was developed that includes measures such as drainage optimization, salvage harvesting, wildfire control, controlled logging, controlled recreation, and hydrogeology and flow monitoring. Additionally, the plan aims to minimize recreation in the area surrounding the Medford Dam intake. This plan was developed through engagement with various stakeholders, including local authorities and community groups.

Authorization for the South Canoe Trail Network is under Partnership Agreement No. PA14-DCO-004 Section 56 of the Forest and Range Practices Act and maintained in partnership with the Shuswap Trail Alliance.

The South Canoe trails are managed by volunteer trail stewards through a local [Advisory Committee](#) under the Shuswap Trail Alliance, in partnership with the City of Salmon Arm and Recreation Sites and Trails BC. The Advisory includes representation from local resident trail users (Runners/hikers/cyclists/ equestrian/ORV), Fish & Game Club members, the Shuswap Trail Alliance, and City staff. It guides maintenance, signage, and trail planning in the area, and acts as a meeting point for interest groups including collaborative planning with local forestry licensees.

This South Canoe Master Plan Update 2023 is an amendment to the [South Canoe Master Plan 2020](#).

## East Canoe Creek / Larch Hills Traverse

The decision not to include the East Canoe Creek area in the South Canoe Master Plan Development Update is grounded in the necessity for comprehensive and responsible planning in that area, as it falls outside the South Canoe Recreation polygon. The following factors need to be considered as we plan for trail construction in that area:

1. **Watershed Protection:** East Canoe Community Watershed, serving as a vital source of clean water for Salmon Arm, necessitates thorough studies to evaluate the potential impact of development on water quality and quantity. This approach aligns with the City of Salmon Arm Watershed Protection Plan's objectives.
2. **Ungulate Winter Range:** Recognizing the East Canoe Creek area as a crucial ungulate winter range, there is a need for deeper understanding regarding the effects of increased recreational activity during winter

months on wildlife behavior and habitat. This ensures that trail development respects the protection of ungulate winter range and environmental preservation goals.

3. **Old Growth Management Area (OGMA):** The presence of East Canoe Creek within an Old Growth Management Area underscores the need to balance recreation development with the preservation of invaluable old-growth forests, promoting biodiversity, carbon sequestration, and cultural heritage conservation.
4. **Consultation with Canoe Forest Products:** Engaging with Canoe Forest Products is pivotal for responsible land use planning. By delaying development, meaningful discussions with the company can consider its insights and align plans with operational needs, fostering collaboration.
5. **Respectful Indigenous Engagement:** Adhering to the guiding principles of the Shuswap Trails Strategy, the exclusion of the East Canoe Creek area allows for ample time for First Nations consultation, ensuring that plans respect Indigenous perspectives and values, promoting a collaborative and culturally sensitive approach.

## Construction Standards

### Shuswap Trail Design Standards

[The Shuswap Trails Design Manual](#) is designed to maintain a consistent level of trail quality while creating a variety of options based on trail user's needs.

### RSTBC Trail Standards

Currently, mountain bike trail maintenance activities on Recreation Sites and Trails BC (RSTBC ) administered trails are directed by the '[Authorizing Recreational Mountain Bike Trails on Provincial Crown Land, Operational Policy](#)' dated May 2013. The policy references the [Whistler Trail Standards](#) (2003), [Chapter 10 of the Forest Recreation Manual](#) (last updated in 2000) and the International Mountain Bike Association (IMBA) Trail Solutions Guide to Building Sweet Single Track (2004).

### RSTBC Sign Standards

Signs are an important element of the Province's framework for risk management, and are used by RSTBC on recreational mountain bike trails to communicate risk and influence the movements, activities, and behaviour of trail users.

Recreation trails used for mountain biking must include signs which conform to provincial standards. Unauthorized or non-standard signage on a recreation trail may be removed at the discretion of RSTBC.

Signage indicating emergency protocols, including evacuation routes and emergency contact information, should be erected, and maintained consistent with provincial standards and guidance where it is reasonable to do so (e.g., trailheads, significant trail junctions, etc.).

[RSTBC 4x4 Sign Standard](#)

[RSTBC 6x6 Sign Standard](#)

## RSTBC Draft Trail Standards 2023

Mountain biking has changed significantly since the current policy was implemented, and associated reference documents were published. The number of mountain bike trails across the province has greatly increased, along with an increased demand for more challenging trails and features. Although trail networks are expanding in almost all parts of the province, inconsistent difficulty ratings, inconsistencies between standards and standard practice (Whistler Trail Standards says no gap jumps and no double black trails), and varying signage are posing an increased risk to trail users.

As such, RSTBC is rewriting its mountain bike trail policy, revising standards, and developing a suite of associated operational tools to modernize mountain bike trail management and evolve with the changing nature of mountain bike trail design and construction, as well as help improve risk management practices associated with recreational mountain bike trails. The following table is an excerpt from the RSTBC Draft Trail Standards 2020. RSTBC is currently withing through a pilot project to refine these standards. Below are the draft standards as of 2023.

| Update 2023 10 11<br>Rating       | RSTBC Draft Trail Standards 2023  |  |  |   |
|-----------------------------------|---|--|--|---|
|                                   | Green Circle  | Blue Square  | Black Diamond  | Double Black Diamond  |
| <b>GRADIGRAIENT</b>               |   |  |  |   |
| General Description               | Gentle climbs and easily avoidable obstacles such as rocks, roots and pot-holes | Challenging riding with steep slopes and/or obstacles, possibly on a narrow trail with poor traction. Requires riding experience | A mixture of long steep climbs, loose trail surfaces, numerous difficult obstacles to avoid or jump over, drop-offs and sharp corners. Some sections are definitely easier to walk | Exceptional bike control skills and balance essential to clear many challenging obstacles. High-risk level                    |
| Turning Radius                    | 2.5m  | 1.8m   | N/A  | N/A   |
| Preferred (Maximum) Average Grade | 8%  | 10% or less  | 20% or less  | 30% or less   |
| Maximum Climbing Grade            | 15%   | 25%  | 30%  | No limit  |
| Maximum Descending Grade          | 15%   | 25%  | 30%  | No limit  |
| Sustained Climbing Grade          | 15%   | 20%  | 25%  | 30%   |
| Sustained Descending Grade        | 15%   | 20%  | 25%  | 30%   |
| Exposure                          | 45%   | 60%  | 80%  | 100%  |
| <b>TTF</b>                        |   |  |  |   |
| TTF Ratings & Optional TTFs       | Can have optional Blue Square TTFs  | Can have optional Black Diamond TTFs   | Can have optional Double Black Diamond TTFs  | All TTFs must be Dbl Black Diamond or lower in rating   |
| Fall Zone                         | 1.5m  | 1.5m   | 1.5m   | 1m  |
| TTF Ride / Walk Around Option     | Ride around offered on ALL technical trail features                             | Ride around required on ALL main line drops or rock rolls which are not walkable   | Walk / Ride around required on ALL main line drops or gap jumps  | TTF with mandatory air must have ride around; other db blk rated TTFs need to be 'walkable' but without a specified walk line |
| TTF Maximum Height                | 30cm or less  | 2.0 metres or less   | 3.0 metres or less   | 4.0 metres or less  |
| TTF Width to Heigh Ratio          | 2:1   | 1:2  | 1:4  | 1:5   |
| Rock / Ramp Descent Maximum       | 25%   | 75%  | 173%   | unlimmited  |
| Drops                             | no  | 1m   | 1.8m   | 2.5m  |

| JUMPS                   |                                |   |  |  |
|-------------------------|--------------------------------|---|--|--|
| Landings / Transitions  | Minimum 2 x lip<br>2:1         | Minimum 2 x lip<br>2:1  | Minimum 2 x lip<br>1:1   | Minimum 2 x lip<br>1:01  |
| Tabletop - Simple       | Maximum Height 1.0 metre       | Max. Height 2 metres  | Max. Height 3.0 metres   | Max. Height 4.0 metres   |
| Tabletop - Complex      | Maximum Height 1.0 metre       | 2m  | 3m   | 4m   |
| Roller Double - Simple  | N/A                            | 2m  | 2.5m   | Max. Height 3.0 metres   |
| Roller Double - Complex | N/A                            | Maximum Height 0.7 metres   | Max. Height 1.5 metres   | Max. Height 3.0 metres   |
| Gap Double - Simple     | N/A                            | N/A   | 1m   | Max. Height 2.5 metres   |
| Gap Double - Complex    | N/A                            | N/A   | N/A  | Max. Height 2.5 metres   |
| Step-Up - Simple        | Maximum Take- off Height 30cm. | Maximum Take- off Height 45cm   | Maximum Take- off Height 60cm  | Maximum Takeoff Height 2.0 metre   |
| Step-Up - Complex       | N/A                            | Maximum Height 1.5 metres   Max Step Height 0.5 metres   Must be rollable | Maximum Height 2.0 metres   Max Step Height 0.75 metres   May include gap  | Maximum Height 3.0 metres   Max Step Height 1.0 metres   May include gap |
| Step Down - Simple      | N/A                            | Maximum Height 1.5 metres   Max Step Height 0.5 metres   Must be rollable | Maximum Height 2.0 metres   Max Step Height 0.75 metres   Must be rollable | Maximum Height 2.5 metres   Max Step Height 1.0 metres   May include gap |
| Step Down - Complex     | N/A                            | N/A   | Maximum Height 2.0 metres   Max Step Height 0.75 metres   Must be rollable | Maximum Height 2.5 metres   Max Step Height 1.0 metres   May include gap |

## Trailhead

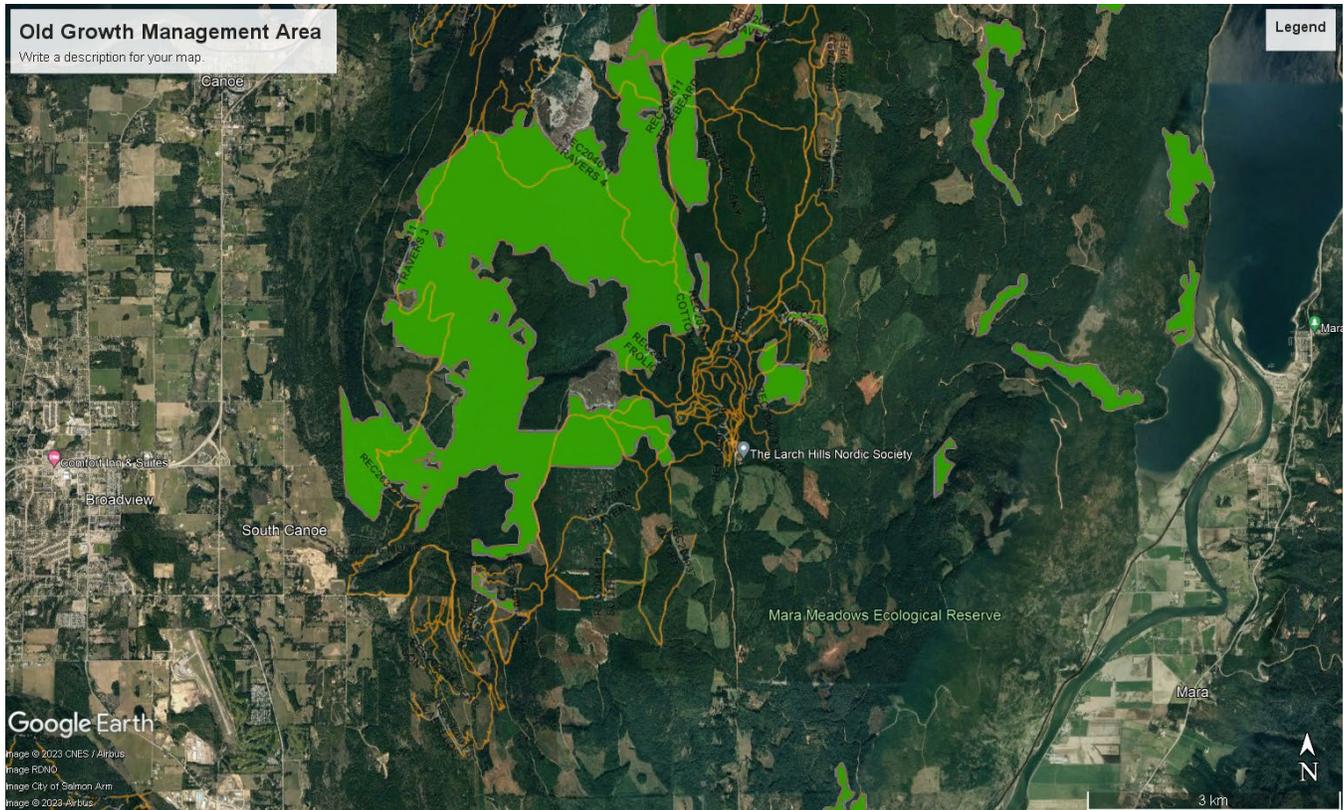
The South Canoe trailhead is located at 6970 10<sup>th</sup> Ave SE, Salom Arm BC V1E 1X8. The trailhead and lower trails are within a City of Salmon Arm Park. Between 2019 and 2023, the Shuswap Trail Alliance worked with the City of Salmon Arm to design and develop the current parking lot, which moved parking off the end of the 106 FSR and onto City of Salmon Arm owned property.

## Environmental Adaptive Trail Plan [See completed existing plan.](#)

The South Canoe trail network encompasses a community watershed, ungulate winter range, and old-growth management zone. The Shuswap Trail Strategy as been developed with environmental best practices at its core. This entails conducting comprehensive environmental impact assessments, thoughtful site selection to avoid disturbing sensitive habitats, and sustainable trail design and maintenance to prevent erosion and habitat damage. Educational signage and outreach programs help raise awareness and encourage responsible trail use. Water quality protection, volunteer involvement, ongoing monitoring, regulatory compliance ensures that we balance trail-based recreation with environmental preservation.

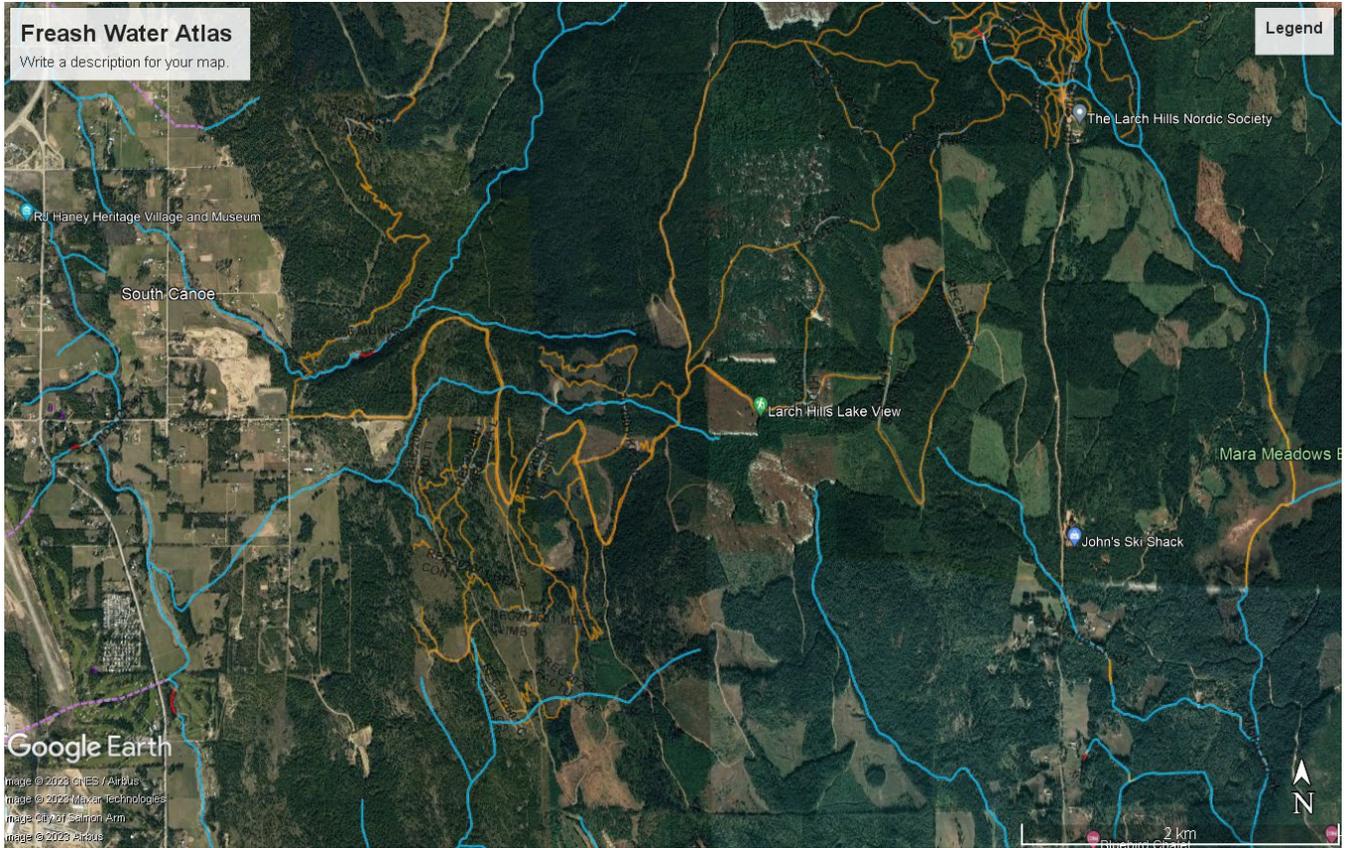
The following maps illustrate the locations of concern which are highlighted in the Environmental Screening, which direct the trail planning in the South Canoe Area. These highlighted areas likely represent environmental sensitivities, potential risks, or critical features that need special attention during the trail planning and development process.

## Old Growth Management Area (OGMA)



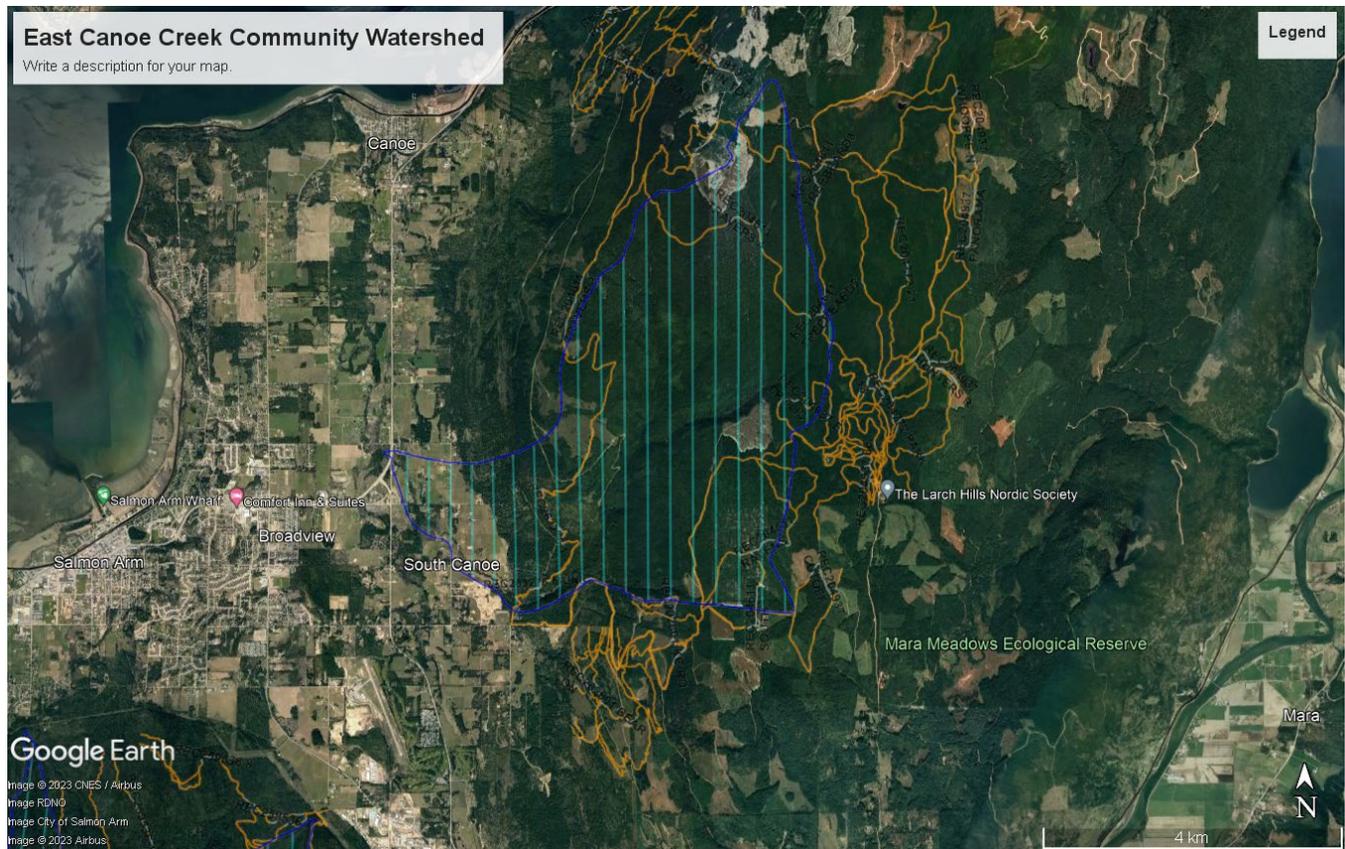
**Definition and Purpose:** An Old Growth Management Area is a specific area within a forested region that contains ecologically significant old-growth forests. Old-growth forests are characterized by mature and ancient trees, complex forest ecosystems, and unique ecological values. The primary purpose of establishing OGMA is to conserve and protect these old-growth ecosystems and their associated biodiversity.

**Conservation Measures:** Within an OGMA, the Forest and Range Practices Act imposes stringent conservation measures to safeguard the ecological values of old-growth forests. These measures can include restrictions on logging, road building, and other activities that may harm or disturb the old growth ecosystems.



A Freshwater Atlas is a geographical information system (GIS) tool that provides comprehensive information about freshwater resources including rivers, lakes, wetlands, watersheds, and related data. It is designed to help users understand, manage, and make informed decisions about freshwater ecosystems and their associated landscapes.

## Community Watershed



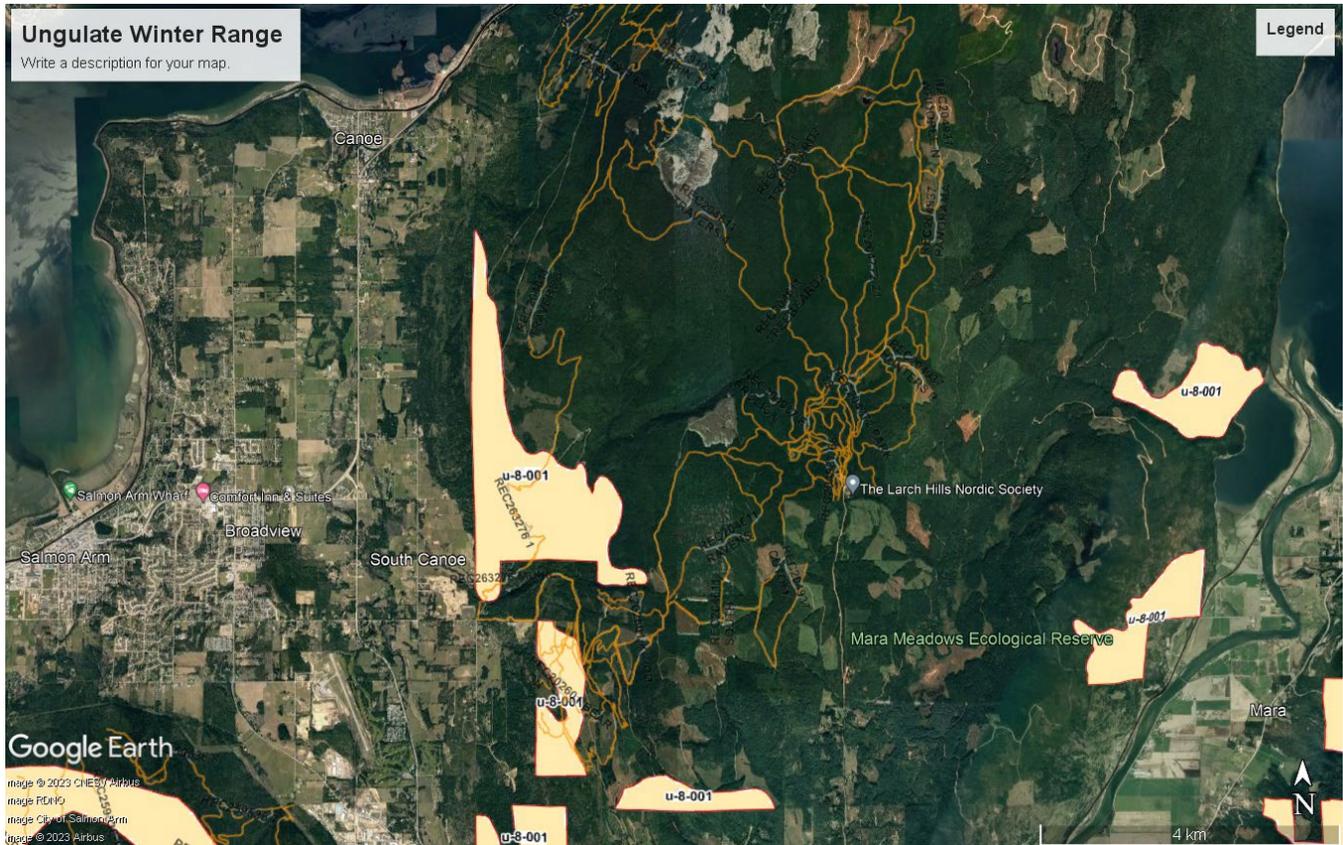
A community watershed is essential for ensuring a clean and reliable water supply for residents and are managed carefully to protect water quality and quantity.

**Forest Cover:** Forests play a crucial role in community watersheds. The surrounding forested areas act as natural filters, helping to maintain water quality by trapping sediments and pollutants. Well-managed forests also regulate water flow, reducing the risk of floods and ensuring a consistent water supply.

**Protection and Management:** Community watersheds are carefully managed and protected to maintain water quality. Activities such as logging, mining, and development are often restricted or regulated within the watershed to prevent contamination and degradation of water sources.

**Regulatory Framework:** The management of community watersheds is subject to provincial regulations and guidelines to ensure the safety and sustainability of the water supply.

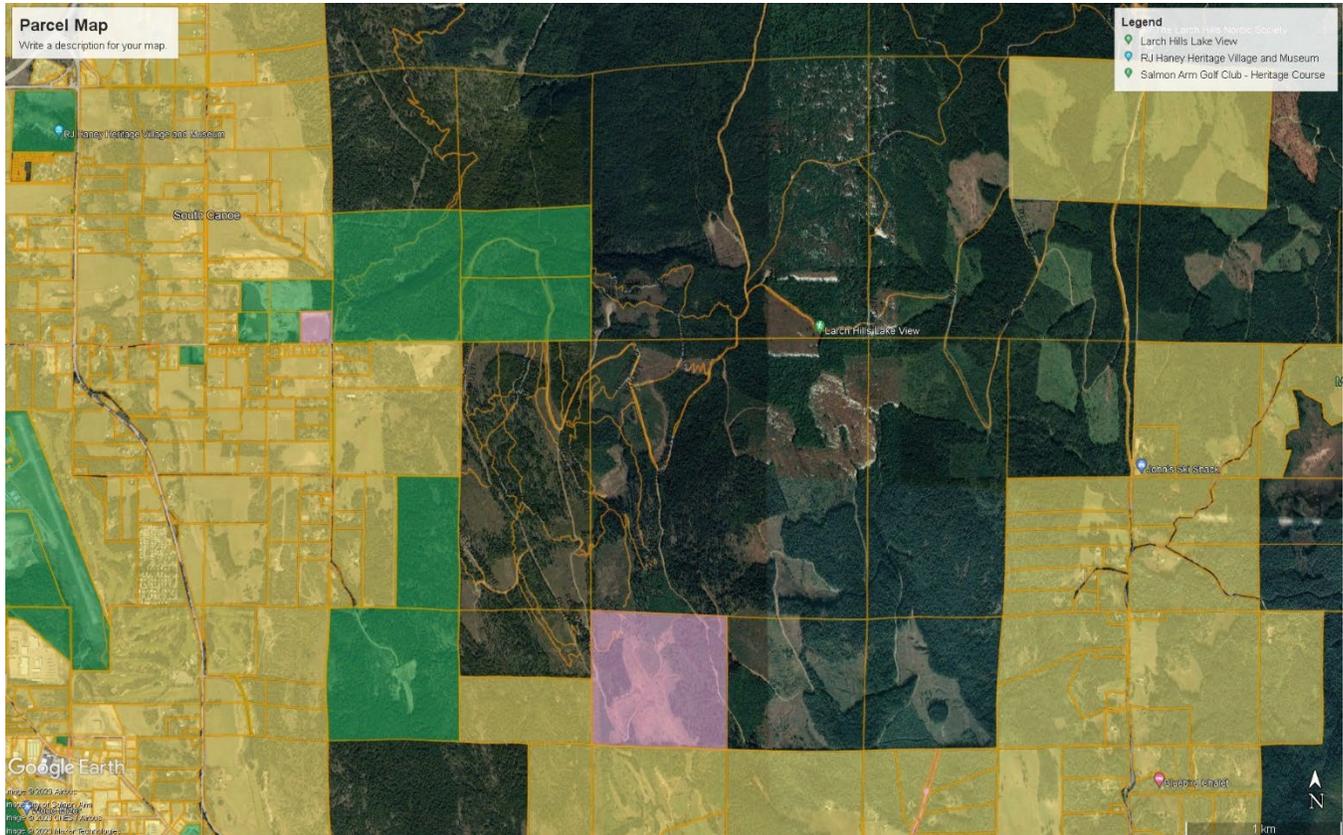
## Ungulate Winter Range



Ungulate Winter Range refers to specific areas within their habitat that these animals rely on during the winter months for essential resources such as food, shelter, and protection from harsh weather conditions.

1. **Food Availability:** In many regions, the availability of food for ungulates can be severely limited during the winter due to snow cover and freezing temperatures. Ungulate winter ranges often contain plants, shrubs, or forage that remains accessible and nutritious throughout the colder months.
2. **Energy Conservation:** Ungulates are energy-efficient animals, and they often limit their movements during the winter to conserve energy. Staying within established winter ranges allows them to minimize energy expenditure while searching for food and staying warm.
3. **Human Impacts:** Human activities such as development, logging, or recreational activities can disrupt ungulate winter ranges. These disturbances can lead to habitat fragmentation, decreased food availability, and increased stress on wildlife. Conservation measures often include managing human activities to minimize these impacts.

## Parcel Map



A parcel map provides information about the boundaries, ownership, and legal descriptions of land parcels within a specific geographic area, such as a county or municipality.

- **Yellow:** Yellow areas on the map represent private property. These are typically lands owned by individuals, companies, or organizations for private use or development.
- **Green:** Green areas on the map represent municipal property. These lands are owned and managed by the City of Salmon Arm for various purposes, which may include parks, public facilities, or infrastructure.
- **Pink:** Pink areas on the map represent property owned by the Ministry of Transportation and Infrastructure (MOTI). These lands are typically used for transportation-related purposes, such as roads, highways, gravel pits or related infrastructure.
- **Clear (No Color):** Areas that are not colored on the map may represent crown land. Crown land is public land owned by the government (usually the provincial government in British Columbia) and can serve various purposes, including recreation, conservation, or resource management.

## Agricultural Land Reserve



The Agricultural Land Reserve (ALR) is a land-use planning and conservation initiative established in the province of British Columbia, Canada. It was created to protect and preserve agricultural land for farming and agricultural uses.

1. **Creation and Purpose:** The ALR was established in 1973 as a response to concerns about the rapid urbanization and development of valuable agricultural land in British Columbia. Its primary purpose is to protect agricultural land from non-farm development and urban sprawl, ensuring that these lands are available for agricultural production in the long term.
2. **Boundaries and Classification:** The ALR designates specific areas within the province as agricultural land. These areas are classified into different zones based on soil quality and agricultural capability. The classification helps determine the level of protection and regulation for each zone.
3. **Preservation of Agricultural Land:** The ALR aims to preserve agricultural land for farming, ranching, and other agricultural activities. Once land is included within the ALR, it becomes subject to restrictions on non-agricultural development. This means that activities like housing subdivisions, commercial developments, industrial projects, and recreation trails are restricted or prohibited in these areas to preserve their agricultural character.

## South Canoe User Survey 2022

The South Canoe User Survey was conducted in the fall of 2022 and was aimed at guiding future development of the South Canoe Trail Network. The following tables indicate the results of the 2022 Survey.

### What is your age?

| Age Range | Number of Respondents | Percentage |
|-----------|-----------------------|------------|
| 50-59     | 30                    | 28.57%     |
| 40-49     | 35                    | 33.33%     |
| 60+       | 28                    | 26.67%     |
| 20-29     | 4                     | 3.81%      |
| 30-39     | 11                    | 10.48%     |
| 13-19     | 10                    | 9.52%      |
| 15        | 1                     | 0.95%      |

### Gender?

| Gender Identification | Number of Respondents | Percentage |
|-----------------------|-----------------------|------------|
| Male                  | 70                    | 68.63%     |
| Female                | 42                    | 41.18%     |
| Prefer not to say     | 1                     | 0.98%      |

## Do you Belong to a Local Trail Organization?

| Organization               | Number of Responses |
|----------------------------|---------------------|
| Shuswap Trail Alliance     | 25                  |
| Shuswap Cycling Club       | 21                  |
| Larch Hills Nordic         | 17                  |
| Shuswap Outdoors           | 4                   |
| Backcountry Horseman       | 2                   |
| Shuswap Dirt Riders (Moto) | 1                   |

## How often do you use the South Canoe trails?

| Frequency           | Count | Percentage |
|---------------------|-------|------------|
| A few days a week   | 38    | 38.78%     |
| A few times a month | 33    | 33.67%     |
| Once a week         | 20    | 20.41%     |
| A few times a year  | 15    | 15.31%     |
| Every day           | 2     | 2.04%      |

## How do you access the trailhead?

| Access Method    | Number of Respondents | Percentage |
|------------------|-----------------------|------------|
| Vehicle Only     | 79                    | 53.04%     |
| Bike and Vehicle | 26                    | 17.45%     |
| Foot Only        | 18                    | 12.08%     |

| Access Method            | Number of Respondents | Percentage |
|--------------------------|-----------------------|------------|
| Horse Only               | 5                     | 3.36%      |
| Foot, Bike, and Vehicle  | 4                     | 2.68%      |
| Foot and Vehicle         | 3                     | 2.01%      |
| Foot, Vehicle, and Horse | 2                     | 1.34%      |

### What types of activities do you typically do on the trails?

| Activity                   | Number of Responses | Percentage of Total |
|----------------------------|---------------------|---------------------|
| Walking/Hiking/Dog walking | 76                  | 32.34%              |
| Mountain Biking            | 70                  | 29.79%              |
| Trail Running              | 29                  | 12.34%              |
| Fat Biking/Winter Biking   | 16                  | 6.81%               |
| Horseback Riding           | 16                  | 6.81%               |
| School trips               | 10                  | 4.26%               |
| E Biking                   | 10                  | 4.26%               |
| Motorized Access / Hunting | 8                   | 3.40%               |

### Summery of Comments

#### What are your main concerns or issues with the existing trail system?

**Trail maintenance / Trail conditions:** This is the most frequently mentioned concern, with users noting issues related to the upkeep and condition of the trails.

**Crowding:** Many users express concerns about overcrowding on the trails, indicating that the trails are becoming increasingly busy.

**User Conflicts:** Several respondents mention conflicts between different trail users as a concern, indicating a need for improved user education and trail etiquette.

**Lack of connectivity to other trail networks:** Some users express frustration over the limited connectivity of the existing trail system to other networks, potentially limiting the options for longer and more varied rides.

**Safety:** Safety concerns are mentioned, although they are less prevalent than other issues.

**Physical accessibility:** A few respondents highlight concerns about the physical accessibility of the trails.

**Feeling welcome:** A smaller number of respondents mention feeling welcome on the trails as a concern.

**More trails:** Some users express a desire for additional trails, particularly those with scenic viewpoints.

## How would you suggest we address these issues?

1. **Trail Maintenance/Trail Conditions:** Maintain and schedule regular trail maintenance. Encourage user participation in trail upkeep. Improve communication about trail conditions during spring thaw.
2. **Crowding:** Expand the trail network to disperse users. Consider creating additional trails in different areas. Enhance parking areas to accommodate more users.
3. **User Conflicts:** Differentiate between up-only and down-only trails. Improve signage and education about trail etiquette and safety. Consider creating separate trails for specific user groups (e.g., hikers, bikers, horseback riders).
4. **Lack of Trail Diversity:** Create more diverse trails, including flowy, twisty, and roly downhill options. Explore the possibility of building jump lines.
5. **Safety:** Address safety concerns related to hiker and biker interactions, especially on downhill trails. Consider directional trails for downhill biking.
6. **Connectivity to Other Trail Networks:** Continue to work on connecting South Canoe to neighboring trail systems (e.g., Rubberhead, Larch Hills). Explore additional access points.
7. **Dog Leash and Waste Control:** Implement better signage for dog leash requirements and the need to pack out dog waste.
8. **Communication and Education:** Improve communication from land managers about trail use and etiquette. Emphasize education and respect between different user groups.
9. **Infrastructure and Amenities:** Consider adding amenities like an outhouse at a central location within the trail system. Improve trail signage and provide distances on maps.
10. **E-bike Safety:** Address concerns related to e-bike speed on trails, potentially through signage and education.
11. **Trail Expansion:** Continue to expand the trail network, including the development of new trails and features like berms and jumps.
12. **Horse Rider Responsibility:** Encourage horse riders to clean up after their horses on multi-use trails, similar to dog owners. Designate specific horse trails.
13. **Winter Grooming:** Ensure winter grooming and accessibility to maintain year-round use.

14. **Access and Parking:** Explore additional access points to reduce parking congestion.
15. **Trail Flow:** Enhance trail flow, especially in corners, for a smoother biking experience.
16. **Bridge/Trail to Rubberhead:** Build a bridge or trail connecting South Canoe to Rubberhead.
17. **Trail Connectivity:** Continue to work on trail connectivity to Larch Hills, Rubberhead, Klahani Park, and other areas.
18. **Funding:** Fund more trail building and maintenance through various means.
19. **E-bike Education:** Educate e-bike users about safety and appropriate trail use.
20. **Horse Rider Education:** Promote education and responsible horse riding practices.

### Are there any specific areas or features that you would like to see developed or enhanced in the trail system?

The specific areas and features that users would like to see developed or enhanced in the trail system include:

1. **Jump/Flow Trails:** There is a desire for trails designed with jumps and flow elements for an enjoyable biking experience.
2. **Technical Trails:** Users want more technically challenging trails that can provide an exciting and skill-building experience.
3. **Nature Trails or Viewpoints:** Enhancements to provide opportunities for enjoying nature, scenic viewpoints, and a more immersive experience.
4. **More Trails in General:** A request for expanding the trail network, particularly between South Canoe and Rubberhead, to allow for longer singletrack rides without the need for vehicle shuttles or highway rides.
5. **Accessible Trails or "Green Trails":** A call for trails that are suitable for users with varying levels of ability, including those with limited mobility.
6. **Connections between Trail Areas:** Users are interested in better connectivity between different trail areas, promoting a more seamless and varied riding experience.
7. **Epic Loops:** A desire for more epic trail loops, akin to the Larch Hills Traverse, to offer longer and more diverse rides.
8. **Skills/Jump Park:** A request for a dedicated skills and jump park, or trails with features suitable for both learning and enjoyment for all ages.
9. **Improved Off-Road Access:** Enhancements to provide better off-road access from town to the South Canoe trail system.

## Are there any concerns or issues that you think we should consider when developing new trails?

1. **Impact on Wildlife and Natural Areas:** 36 respondents are concerned about the potential impact on wildlife and natural areas when developing new trails.
2. **Safety:** 28 respondents emphasize safety considerations when developing new trails.
3. **Cost:** 18 respondents express concerns about the cost associated with trail development.
4. **Accessibility:** 17 respondents highlight the importance of ensuring trail accessibility for all users.
5. **Closure of Established Trails:** 2 respondents mention concerns about closing well-established trails or sections to build new ones.
6. **Increased Traffic on Trails:** 1 respondent is concerned about the potential increase in trail traffic and suggests adding more trails.
7. **Quality and Progression:** 2 respondents suggest building higher-quality trails and allowing for trail progression, with a focus on safety.
8. **Trail Diversity:** 1 respondent mentions the need for trail diversity.
9. **Fall Zones on Narrow Bridges:** 1 respondent specifically mentions clearing out fall zones on narrow bridges for safety.

## What did we miss?

1. **Diversity of Trails:** Users express a desire for more diverse trails, including jumps, technical features, and black-level trails, similar to what other cities offer.
2. **Trailhead Amenities:** Suggestions include having a water source at the trailhead, signage recommending bear spray, and speed limit signs for motorized vehicles to enhance safety.
3. **Dog-Friendly Trails:** Many users appreciate the dog-friendly nature of Salmon Arm's trails and want this to be maintained.
4. **Trail Maintenance:** Concerns are raised about the need for improved trail maintenance, including setting up an annual fund for trail crew to address issues like overgrowth, erosion, and maintenance of popular trails.
5. **Trail Focus for South Canoe:** Opinions differ on South Canoe's focus, with some advocating for classic trail riding with skills progression, while others prioritize accessibility and environmental protection.
6. **Winter Activities:** Requests for more fat biking trails in winter and expanded connections to Rubberhead are made.

7. **Walking and Easy Biking Trails:** Some users would like to see more walking and easier biking trails in the area.
8. **Signage:** Suggestions for slightly better signage in areas with complex junctions to reduce confusion for unfamiliar users.
9. **Trail Etiquette and Safety:** Calls to educate bikers on proper trail etiquette and safety, including using bells or voices to alert hikers and promoting safe passing.
10. **Community Forest:** Support for the idea of making Canoe trails, LH trails, and Rubberhead a community forest.
11. **Rock Features:** Requests for more rock features on the trails.
12. **Fat Bike Connectivity:** Desire for improved connectivity for fat biking, including use of cross-country ski trails in winter.
13. **Logging Concerns:** Expressions of concern about logging, although it is acknowledged as a complex issue.

## Survey Summary and Conclusion

To summarize the trail survey, an expectation for more diligent trail maintenance and improvements in trail conditions, including addressing erosion and rutting. Users also express a desire for greater trail diversity, with requests for more challenging and varied trails, including jump lines and technical features.

Safety concerns center on interactions between hikers and bikers, particularly on high-speed downhill trails and managing e-bike speeds. Crowding issues are also noted, particularly during peak season. User conflicts, often involving shared equestrian and bike trails with suggested resolution through education and designated routes. Additionally, improving trail signage, accessibility, infrastructure, and accommodating dog-friendly trails and fat biking are among the recommendations to enhance the overall trail experience at South Canoe. The trail system is appreciated by the community, and users hope to see continued efforts to maintain, expand, and educate to preserve its appeal.

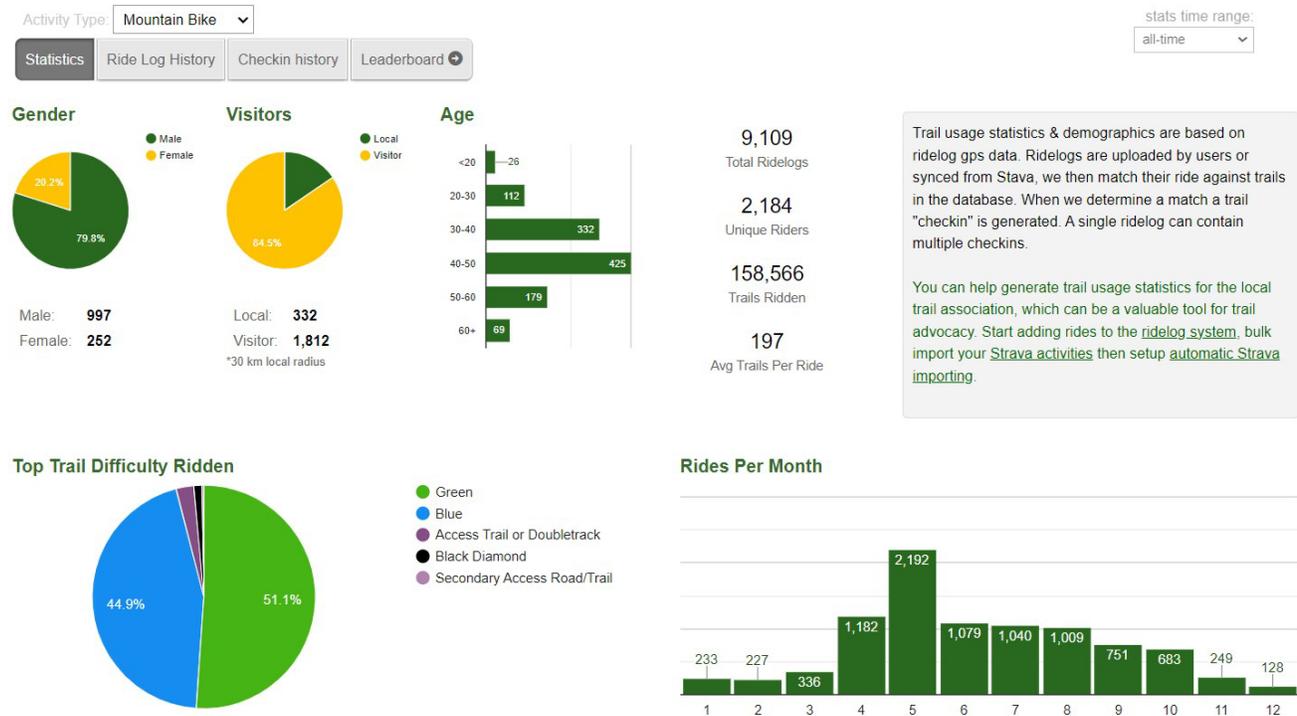
While there is a clear desire among users to expand the South Canoe trail network, it's important to acknowledge limits to its growth. Environmental sustainability is a top priority identified in the Shuswap Trails Strategy. Balancing the increased demand for recreational trails with the need to preserve the environment is a complex challenge. Furthermore, the available space for trail development is limited as it encroaches on private lands, environmentally sensitive areas, and other trail networks with different management objectives.

Working closely with Woodlot Owner 1571 is essential to ensure that trail development aligns with their forest management objectives. This partnership involves regular communication, joint planning, and an understanding of the woodlot owner's goals.

Additionally, the capacity to maintain an expanded trail network, both in terms of financial resources and volunteer efforts, is not infinite. Striking a balance between meeting the community's recreational needs and safeguarding the environment is imperative as the trail system continues to evolve.

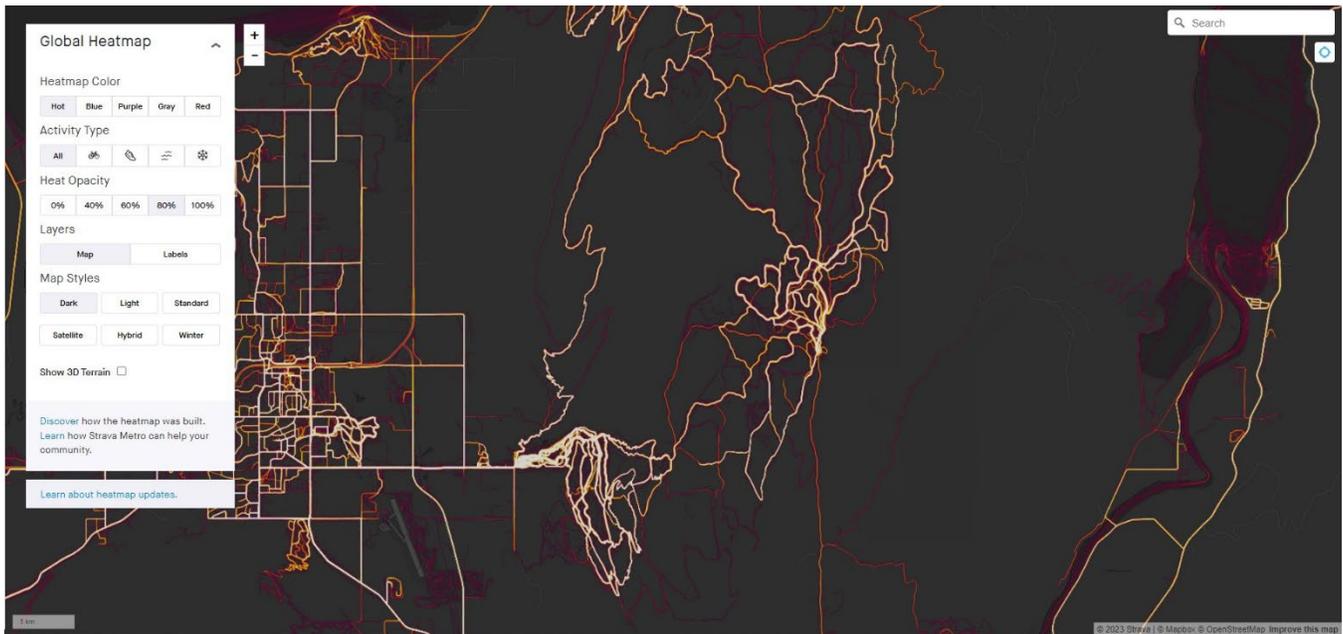
Managing user expectations, providing education about the complexities of trail development, maintaining open lines of communication through the South Canoe Trail Advisory, and emphasizing the importance of and maintaining responsible growth that considers environmental preservation and the limitations of available resources.

## Trailforks Stats



## Strava Heat Map

Strava Heat Maps are interactive visualizations that display the aggregated activities of Strava users on a map. Strava is a popular social fitness app and website that allows individuals to track their athletic activities, such as running, cycling, and swimming, using GPS technology. Strava Heat Maps are generated by aggregating and visualizing data from the activities recorded by Strava users.



## Active Transportation

### Purpose

The City of Salmon Arm [Active Transportation Network Plan](#) was developed through an extensive 8-month community and stakeholder engagement process, incorporating best practices and input from various stakeholders. The primary purpose of the plan is to promote and encourage active transportation within Salmon Arm. It aims to enhance the comfort and convenience of walking, cycling, and other non-motorized modes of travel for people of all ages and abilities. This plan seeks to create a safe, accessible, and interconnected network that not only benefits residents but also promotes active transportation for visitors to the community.

The Shuswap Trail Alliance should collaborate closely with the City of Salmon Arm to secure funding for the Project H: 10 Avenue SE Multi-use Pathway, which is recognized as a priority within the Active Transportation Task Force. To achieve this, the Shuswap Trail Alliance can play a crucial role by identifying relevant grants and funding opportunities that align with the project's objectives. They can provide support throughout the grant application process, utilizing our expertise to write proposals that adhere to application criteria and requirements. By working together in this manner, the Alliance can significantly enhance the City's prospects of obtaining the necessary funding for their vital active transportation initiative.

The Active Transportation Network Plan (ATNP) and the development of the South Canoe Trails can be closely interconnected in several ways, as both initiatives aim to enhance mobility, recreation, and community well-being:

1. **Trail Network Integration:** The South Canoe Trails can be integrated into the City's active transportation network, serving as a valuable off-road route for pedestrians and cyclists. By including these trails in the ATNP, the City can promote multi-use pathways and provide safe and enjoyable routes for active transportation users.

2. **Connectivity:** The ATNP emphasizes creating a connected network for walking and cycling. If the South Canoe Trails are strategically linked to existing and planned active transportation routes, they can contribute to enhancing connectivity across Salmon Arm. This connectivity encourages residents to use active transportation for both commuting and recreational purposes.
3. **Recreation and Commuting:** The South Canoe Trails are primarily designed for recreational use, such as hiking and mountain biking. However, they can also serve as alternative commuting routes for those who live or work in proximity to the trails. The ATNP can recognize and encourage this dual-purpose usage, making active transportation a viable option for both daily commuting and leisure activities.
4. **Promotion of Active Lifestyles:** Both the ATNP and the South Canoe Trails contribute to promoting active and healthy lifestyles. Combining efforts and messaging to encourage residents to use the trails for physical activity can create a synergy between the two initiatives, reinforcing the city's commitment to active living.
5. **Tourism and Visitor Experience:** Salmon Arm may attract tourists interested in both active transportation and recreational trails. Coordinating marketing and promotion efforts can help position the city as a destination for outdoor enthusiasts who appreciate both active transportation amenities and well-maintained trail systems.

The below tables are taken from the Active Transportation Plan.

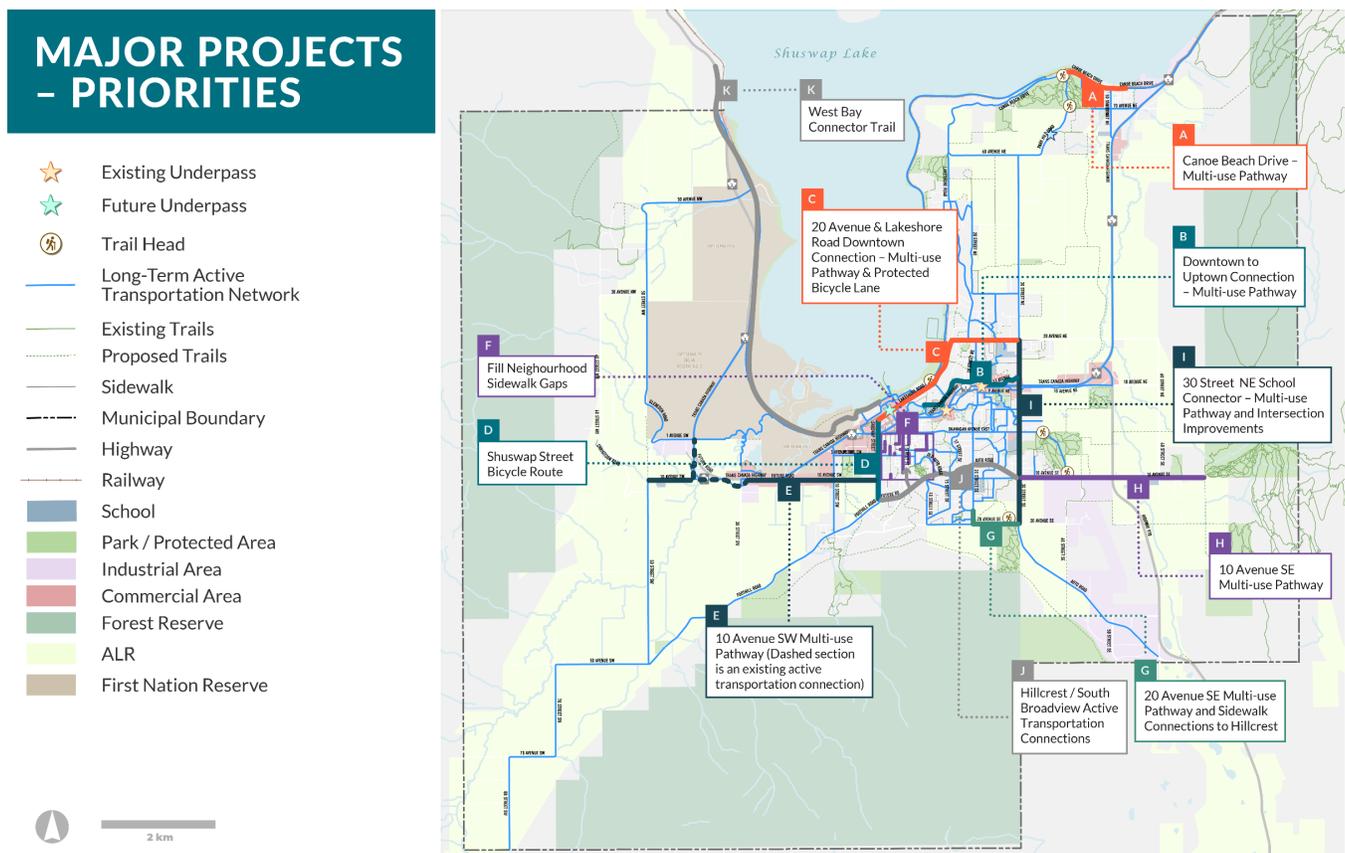
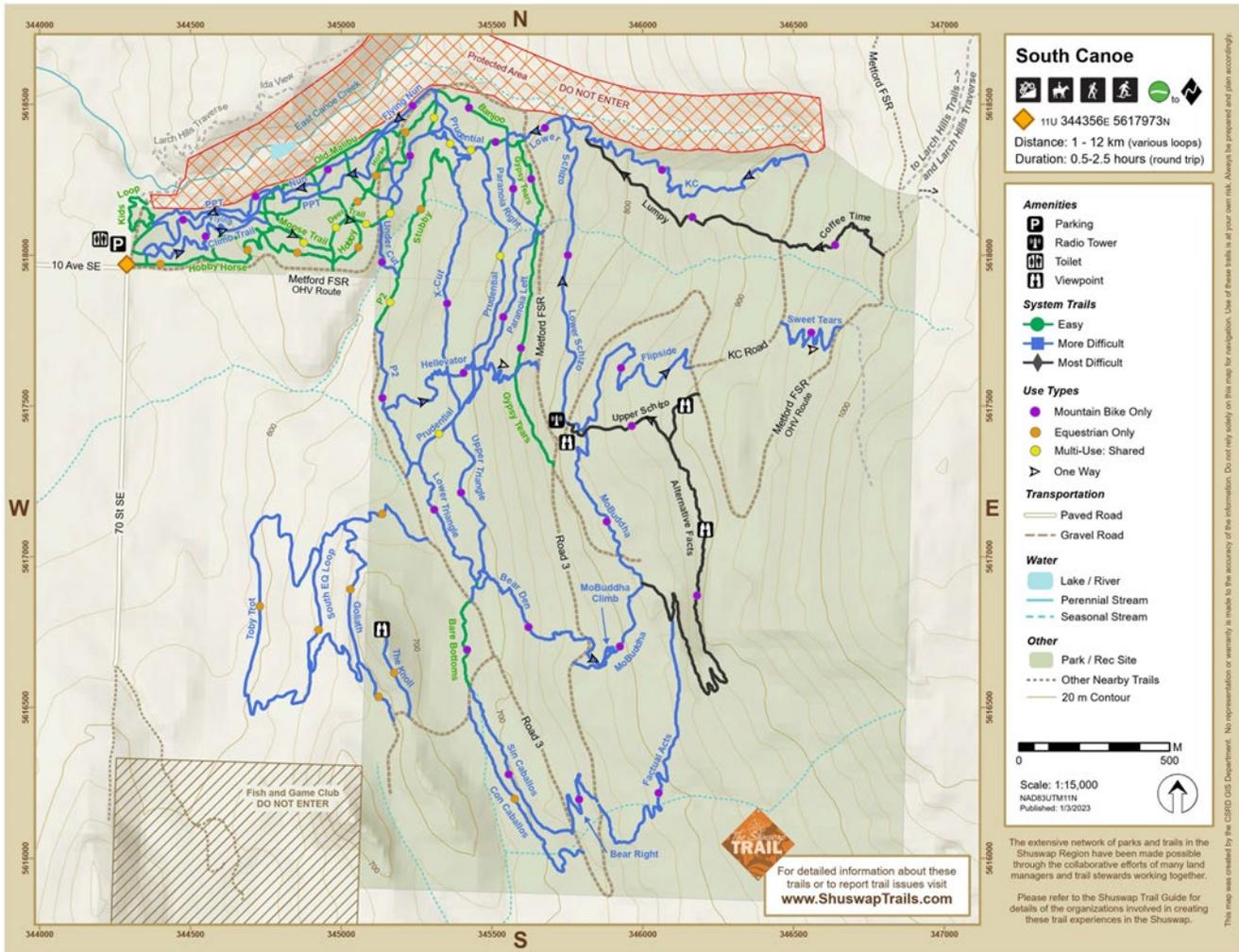


Table 7: Cost Estimate Priority Infrastructure Projects

| <b>Project</b>   | <b>Kilometres (km)</b> | <b>Cost Estimate</b> |
|--|------------------------|----------------------|
| <b>Project A: Canoe Beach Drive</b>  | 1.1                    | \$600,000            |
| <b>Project B: Downtown to Uptown Connection</b>  | 2.0                    | \$2,000,000          |
| <b>Project C: 20 Avenue &amp; Lakeshore Road Downtown Connection</b>   | 3.2                    | \$2,900,000          |
| <b>Project D: Shuswap Street Bicycle Route</b>   | 1.4                    | \$400,000            |
| <b>Project E: 10 Avenue SW Multi-use Pathway</b>   | 2.8                    | \$2,800,000          |
| <b>Project F: Fill Neighbourhood Sidewalk Gaps</b>   | 2.6                    | \$2,300,000          |
| <b>Project G: 20 Avenue SE Multi-use Pathway and Sidewalk Connections to Hillcrest School</b>                    | 1.0                    | \$1,000,000          |
| <b>Project H: 10 Avenue SE Multi-use Pathway</b>   | 3.2                    | \$1,700,000          |
| <b>Project I: 30 Street NE School Connector</b>  | 3.2                    | \$3,400,000          |
| <b>Project J: Hillcrest/South Broadview Active Transportation Connection Feasibility Study (No Capital Cost)</b> | -                      | \$150,000            |
| <b>Project K: West Bay Connector Trail</b>   | -                      | Previously allocated |
| <b>Total</b>   | <b>20.56</b>           | <b>\$16,850,000</b>  |

# Existing South Canoe Trails 2023

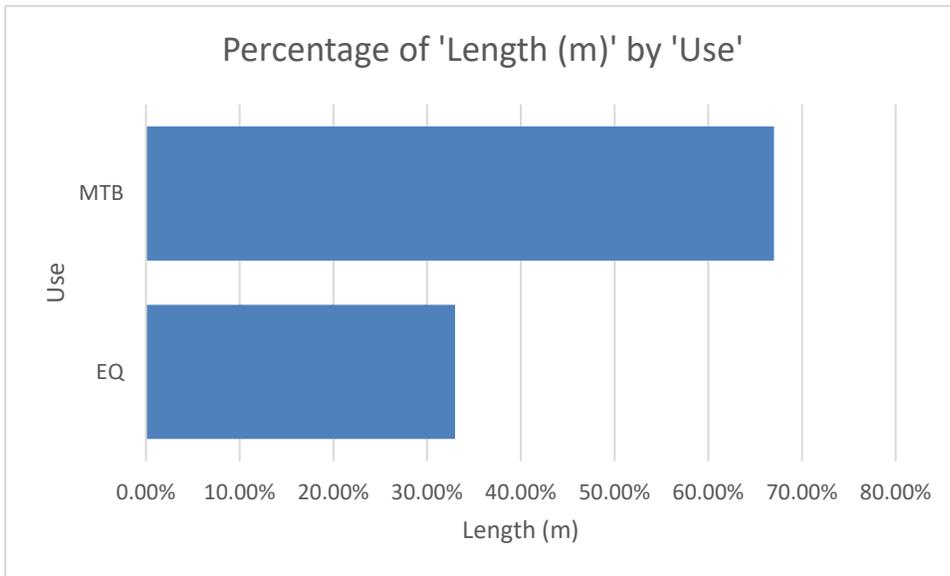


| <b><u>Trail Name</u></b> | <b><u>Use</u></b> | <b><u>Length (m)</u></b> | <b><u>Elevation Gain (m)</u></b> |
|--------------------------|-------------------|--------------------------|----------------------------------|
| Con Caballos             | EQ                | 830                      | -24                              |
| Dead Bear                | EQ                | 138                      | 3                                |
| Deer Trail               | EQ                | 245                      | 5                                |
| Goliath                  | EQ                | 581                      | -41                              |
| Horsin' Around           | EQ                | 312                      | -3                               |
| Isabel's Trail           | EQ                | 146                      | -4                               |

|                         |     |      |     |
|-------------------------|-----|------|-----|
| Lower Hobby Horse       | EQ  | 624  | 57  |
| Moose Trail             | EQ  | 216  | -1  |
| Old Malibu              | EQ  | 532  | -25 |
| Old Malibu Connector    | EQ  | 88   | 6   |
| P2 (Multi-use)          | EQ  | 236  | 2   |
| Prudential              | EQ  | 2000 | 68  |
| Roller Coaster          | EQ  | 225  | 3   |
| Salamander              | EQ  | 652  | 57  |
| South EQ Loop           | EQ  | 1620 | 44  |
| Stubby                  | EQ  | 619  | -23 |
| Toby Trot               | EQ  | 957  | -16 |
| Upper Hobby Horse       | EQ  | 783  | 33  |
| X-Cut Entry (Multi-use) | EQ  | 331  | -6  |
| Banjoo                  | MTB | 306  | -22 |
| Bare Bottoms            | MTB | 323  | -7  |
| Bare Bottoms Connector  | MTB | 23   | 2   |
| Bear Den                | MTB | 703  | -79 |
| Bear Right              | MTB | 448  | 20  |
| Climb Trail             | MTB | 569  | 63  |
| Dead Bear               | MTB | 138  | 3   |
| Deer Trail              | MTB | 245  | 5   |
| Factual Acts            | MTB | 1000 | 84  |
| Flipside                | MTB | 1000 | 79  |

|                             |     |      |     |
|-----------------------------|-----|------|-----|
| Flying Nun Parking Conn.    | MTB | 155  | -5  |
| Gazebo Connector (MTB)      | MTB | 71   |     |
| Gypsy Tears                 | MTB | 1160 | -25 |
| Hellevator                  | MTB | 596  | 100 |
| KC                          | MTB | 1400 | 21  |
| Kids Loop                   | MTB | 537  | -7  |
| Lower Hellevator            | MTB | 467  | -4  |
| Lower Schizo                | MTB | 1200 | 5   |
| Malibu Landing              | MTB | 85   |     |
| Meadow Trail                | MTB | 161  | 1   |
| Mo Buddha                   | MTB | 2056 | -62 |
| Moose Trail (MTB)           | MTB | 216  | -1  |
| Novice Connector            | MTB | 94   | -2  |
| Old Malibu Connector (MTB)  | MTB | 88   | 6   |
| P2 (Multi-use) (MTB)        | MTB | 236  | 2   |
| P2 MTB Only                 | MTB | 520  | -47 |
| Paranoia Left               | MTB | 1365 | 14  |
| Paranoia Right              | MTB | 376  | -43 |
| PPT 2                       | MTB | 184  | -14 |
| PPT Metford Connector (MTB) | MTB | 45   | -1  |
| Prudential (MTB)            | MTB | 2000 | 68  |
| Purple Pony Trail           | MTB | 1000 | -86 |
| Sin Caballos (MTB)          | MTB | 678  | 32  |

|                           |     |      |     |
|---------------------------|-----|------|-----|
| Social to the col         | MTB | 377  | -9  |
| Sweet Tears               | MTB | 584  | 41  |
| The Flying Nun (lower)    | MTB | 553  | -53 |
| The Flying Nun (upper)    | MTB | 666  | -28 |
| Triangle Trail (Combined) | MTB | 1151 |     |



## Future Trail Planning Outline

### Consultations/Review

Prior to submission for authorization, plans need to be submitted and reviewed by Secwepemc First Nations, Provincial, Regional, Municipal, and local community leadership, as well as tenure holders including forestry. (See [Shuswap Regional Trails Strategy](#)).

### Approvals/Notifications

Authorization for the South Canoe Trail Network is under Partnership Agreement No. PA14-DCO-004 Section 56 of the Forest and Range Practices Act and maintained in partnership with the Shuswap Trail Alliance. As well the lower trail network is with in City of Salmon Arm Property and Authorization will come from City Staff/Council through the Greenways Liaison Committee

## Cost Estimates:

| South Canoe Master Plan Update Costing Estimates |             |       |                    |                      |                    |                   |                   |                    |                     |                |
|--|-------------|-------|--------------------|----------------------|--------------------|-------------------|-------------------|--------------------|---------------------|----------------|
| Area   | Metres      | User  | Planning / Layout  | First Nations Review | construction       | Equipment         | Materials         | Contingency (10%)  | Total               | Cost/metre     |
| Corbs  | 631         | MTB   | \$1,728.94         | \$5,000.00           | \$9,465.00         | \$346.00          | \$222.52          | \$1,676.25         | \$18,438.71         | \$29.22        |
| Sweet Tears (lower)                              | 450         | MTB   | \$1,233.00         | \$5,000.00           | \$6,750.00         | \$252.00          | \$222.00          | \$1,345.70         | \$14,802.70         | \$32.89        |
| Lower mobuddah                                   | 750         | MTB   | \$2,055.00         | \$5,000.00           | \$11,250.00        | \$420.00          | \$222.00          | \$1,894.70         | \$20,841.70         | \$27.79        |
| South Knoll Loop                                 | 2,000       | EQ    | \$5,480.00         | \$5,000.00           | \$20,000.00        | \$1,120.00        | \$2,000.00        | \$3,360.00         | \$36,960.00         | \$18.48        |
| Black Rd Connection                              | 1200        | Multi | \$3,288.00         | \$5,000.00           | \$18,000.00        | \$672.00          | \$222.00          | \$2,718.20         | \$29,900.20         | \$24.92        |
| Prudential to Stubbies                           | 660         | EQ    | \$1,808.40         | City                 | \$6,600.00         | \$369.60          | \$444.00          | \$922.20           | \$10,144.20         | \$15.37        |
| 70th Access                                      | 375         | EQ    | \$5,625.00         | City                 | \$9,375.00         | \$210.00          |                   | \$1,521.00         | \$15,210.00         | \$40.56        |
| 70th Access Option 2                             | 480         | EQ    | \$7,200.00         | City                 | \$12,000.00        | \$268.80          |                   | \$1,946.88         | \$19,468.80         | \$40.56        |
| <b>Total:</b>                                    | <b>6066</b> |       | <b>\$21,218.34</b> | <b>\$25,000.00</b>   | <b>\$81,440.00</b> | <b>\$3,389.60</b> | <b>\$3,332.52</b> | <b>\$13,438.05</b> | <b>\$146,297.51</b> | <b>\$24.12</b> |

## Funding for Proposed Trails

Funding sources and in-kind donations of labor are essential components of financial support for non-profit organizations and projects. They can help non-profits fulfill their missions and achieve their goals. Here's a description of these two types of support:

### 1. Funding Sources for Trail Development Projects

a. **Government Grants:** Non-profit organizations engaged in trail development can seek grants from various government agencies at the local, state, and federal levels. These grants are often designated for outdoor recreation, environmental conservation, or community development projects. However, the application process can be highly competitive, and proposals should emphasize the trail's impact on the community and environment.

b. **Individual Donors:** Individual donors who are passionate about the outdoors and environmental conservation can be valuable contributors to trail development projects. Non-profits can solicit one-time donations, monthly giving programs, or legacy gifts from individuals who appreciate the benefits of accessible trails in their communities.

c. **Crowdfunding:** Online crowdfunding platforms provide an excellent opportunity for non-profits to raise funds for trail development projects. Crowdfunding campaigns can be project-specific, such as building a new trail section or renovating existing ones, and allow organizations to engage a broad audience of supporters.

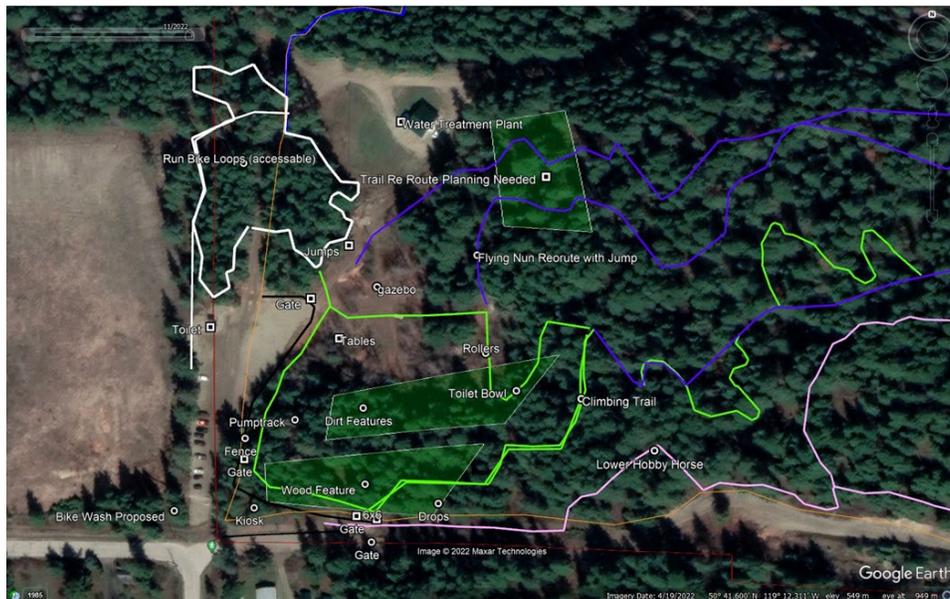
### 2. In-Kind Donation of Labor for Trail Development

In-kind donations of labor play a crucial role in trail development projects by reducing costs, increasing project efficiency, and leveraging community support:

- **Skilled Volunteers:** Enthusiastic volunteers and organizations specializing in trail building and maintenance can contribute their labor to construct and maintain trails. They may assist with clearing vegetation, building bridges, laying gravel, and creating signage.

## Proposed Future Trails, Mountain Bike Trails

### Skills Park



Creating a comprehensive design for a mountain bike skills park requires careful planning and funding.

#### 1. Project Proposal and Funding Application:

- Identify potential funding sources, which can include government grants, private donations, and community fundraising efforts.
- Apply for planning funding from relevant agencies or organizations to develop the project concept and budget.
- Potential for the Shuswap Trail alliance to self fund the planning of the project.

#### 2. Concept and Design:

- Collaborate with the City of Salmon Arm (STA) staff to research and understand the industry standards and best practices for mountain bike skills park design. This includes safety guidelines, trail design standards, and environmental considerations.
- Create a design concept for the skills park. This should include an overall vision for the park, its layout, and the types of features and trails to be included.

- Use this planning to produce detailed site drawings. These drawings should encompass the entire layout of the skills park, including trail placement, feature locations, drainage considerations, and any necessary infrastructure.
- Consider accessibility for riders of all abilities. Design features that are inclusive and accommodating, so that individuals with disabilities or varied skill levels can enjoy the park.
- Maximize the use of the stockpile of materials to reduce construction costs. Evaluate the available materials, such as soil, rocks, or wood, and determine how they can be incorporated into the park's design.
- Ensure that the materials selected are suitable for the intended purpose and comply with safety and environmental standards.

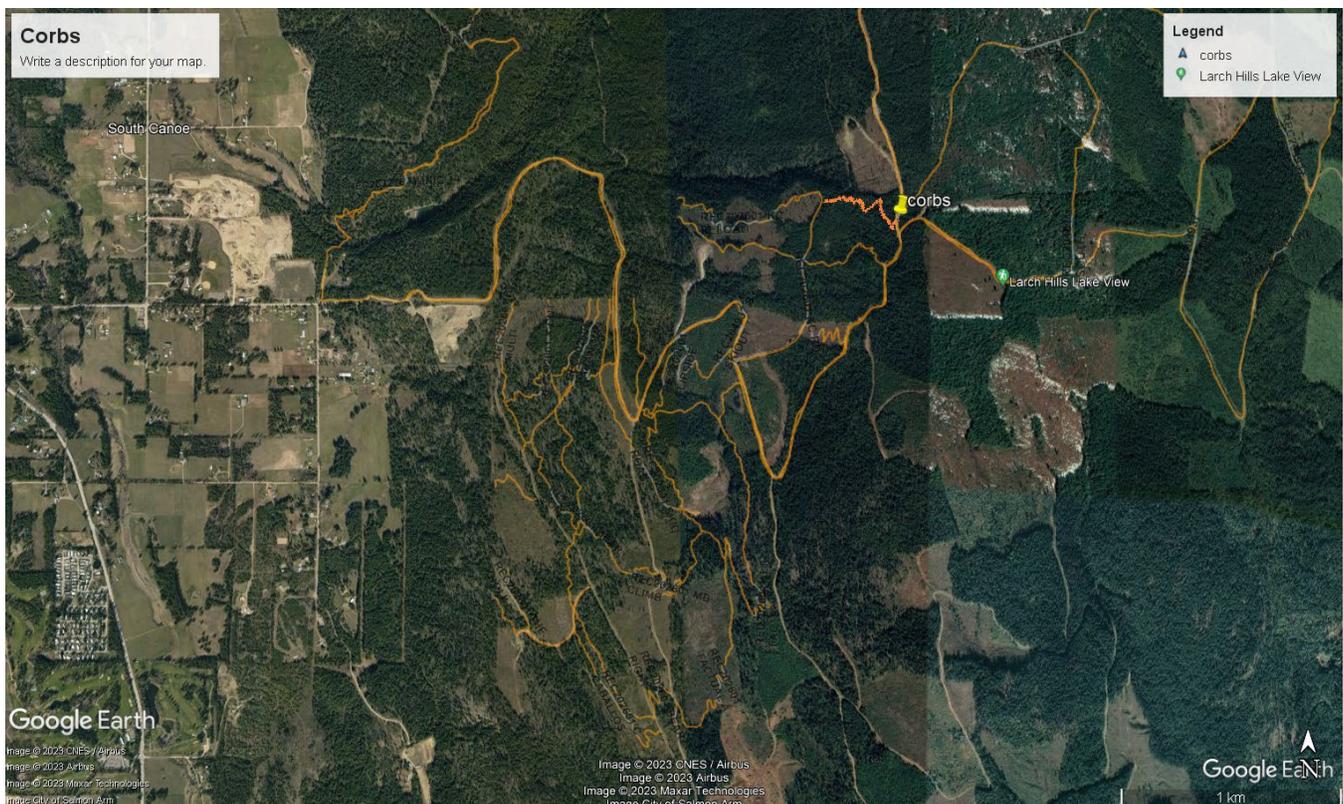
### 3. Project Budget:

- Develop a detailed budget that includes construction costs, materials, labor, insurance, and ongoing maintenance expenses.

### 4. Maintenance and Sustainability:

- Establish a maintenance plan to ensure the park remains in good condition. This may involve regular trail maintenance, signage, and safety checks.
- Consider the long-term sustainability of the park by setting up a maintenance fund or seeking ongoing funding sources.

## Corbs



| Trail Name | Use | Trail length (m) | Trail Type | Trail Rating    | elevation gain / loss | Grade | Trail PoC Coordinates |               | Trail PoT Coordinates |               |
|------------|-----|------------------|------------|-----------------|-----------------------|-------|-----------------------|---------------|-----------------------|---------------|
|            |     |                  |            |                 |                       |       | Lat                   | Long          | Lat                   | Long          |
| Corbs      | MTB | 631              | 3          | more difficulty | 70                    | 0.11  | 50° 41.748'N          | 119° 10.108'W | 50° 41.787'N          | 119° 10.374'W |

**South Canoe Master Plan Update Costing Estimates**

| Area  | Metres | User | Planning / Layout | First Nations Review | constuction | Equipment | Materials | Contingency (10%) | Total              | Cost/metre     |
|-------|--------|------|-------------------|----------------------|-------------|-----------|-----------|-------------------|--------------------|----------------|
| Corbs | 631    | MTB  | \$1,728.94        | \$5,000.00           | \$9,465.00  | \$346.00  | \$222.52  | \$1,676.25        | <b>\$18,438.71</b> | <b>\$29.22</b> |

**Purpose:** The Upper KC (Corbs) trail aims to have an overall grade of 8%. This gradient ensures a smooth flow as riders navigate through the trail, maintaining a good pace while still allowing them to handle the twists, turns, and features of the trail with confidence by creating a balance between speed and control.

Upper KC flow trail is designed to offer a dynamic and varied riding experience. It features a combination of banked turns, jumps, berms, and rollers strategically placed along the route to enhance the flow and excitement.

**Background:** It is proposed that this trail is constructed by the Wildfire Rap Attack based out of Salmon Arm BC, as a memorial for Mark Corbett. Mark Corbett was a long-time member of the Rap Attack team as well as an avid mountain biker and ski guide.

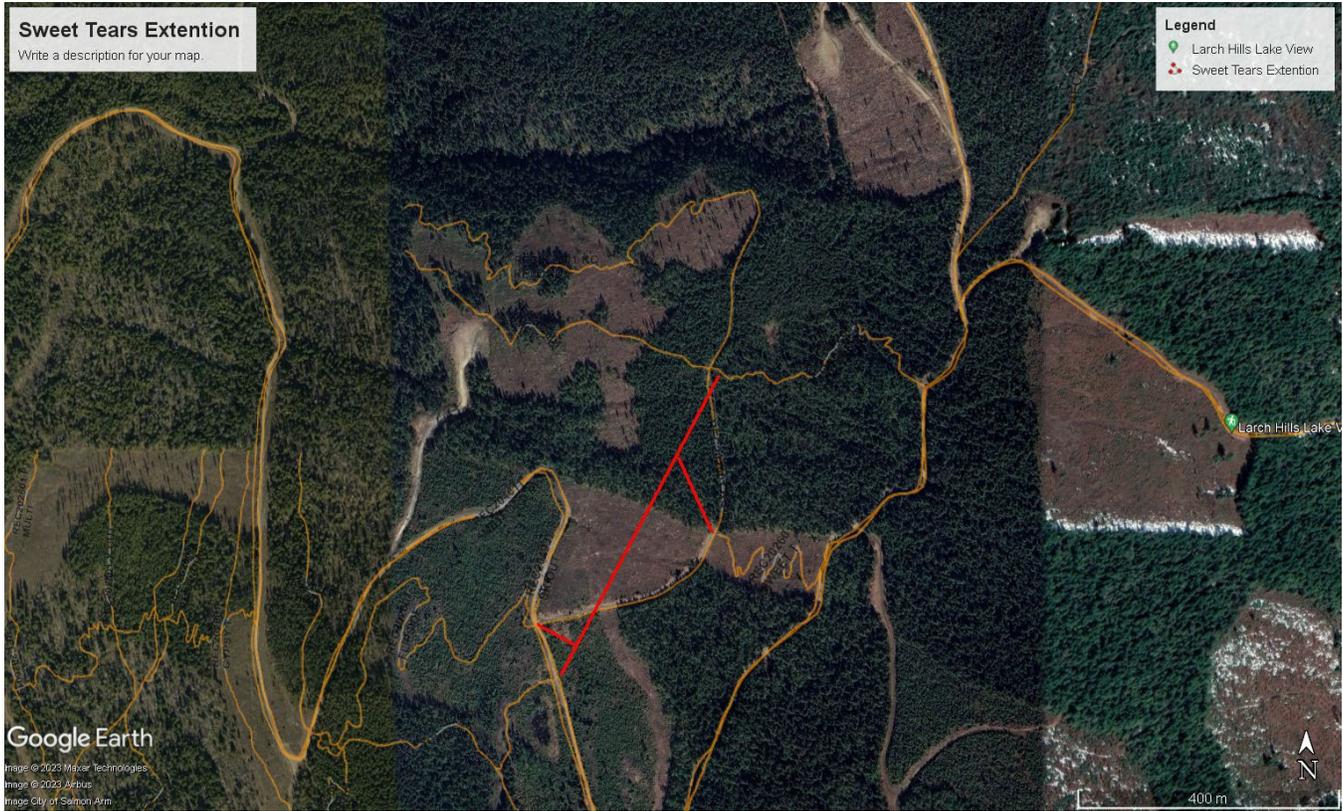
**Proposed scope of work:**

A flow trail is a type of mountain biking trail crafted to optimize the flow and rhythm of the ride, allowing riders to maintain momentum and enjoy a smooth and fluid descent, designed to accommodate a wide range of riders, from beginners to experienced riders. Flow trails features well-shaped berms (banked turns), rollers, jumps, which are strategically placed to maintain a continuous flow and momentum throughout the trail.

The surface of a flow trail is typically smooth and packed, minimizing bumps and obstacles that could disrupt the flow of the ride. The trail may incorporate natural elements like rocks and roots to add some technical challenge and maintain a connection with the surrounding environment.

**Timeline:** 2024

# Sweet Tears Extention



| Trail Name          | Use | Trail length (m) | Trail Type | Trail Rating    | elevation gain / loss | Grade | Trail PoC Coordinates |               | Trail PoT Coordinates |               |
|---------------------|-----|------------------|------------|-----------------|-----------------------|-------|-----------------------|---------------|-----------------------|---------------|
|                     |     |                  |            |                 |                       |       | Lat                   | Long          | Lat                   | Long          |
| Sweet Tears (lower) | MTB | 450              | 3          | more difficulty | 44                    | 0.10  | 50° 41.631'N          | 119° 10.432'W | 50° 41.369'N          | 119° 10.645'W |

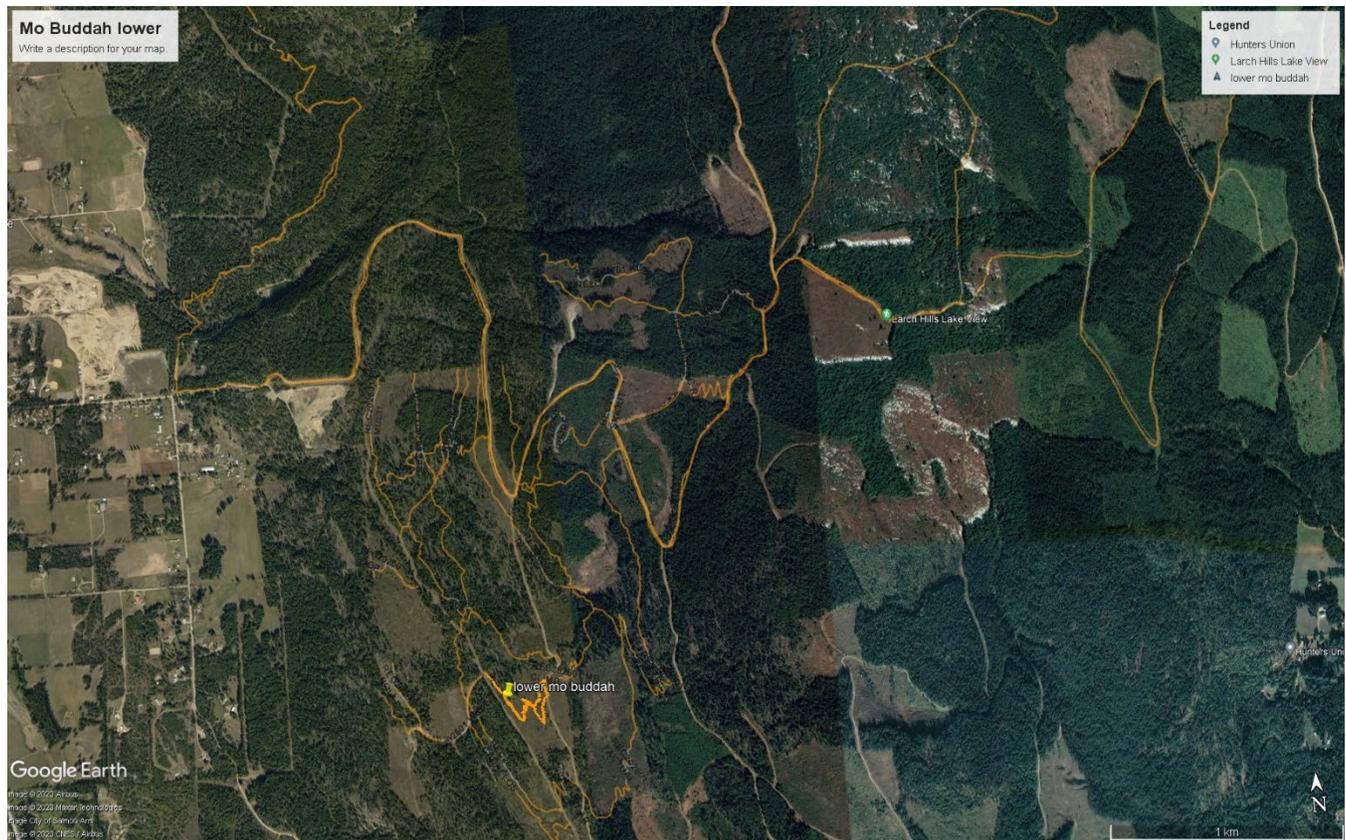
| South Canoe Master Plan Update Costing Estimates |        |      |                   |                      |             |           |           |                   |                    |                |
|--|--------|------|-------------------|----------------------|-------------|-----------|-----------|-------------------|--------------------|----------------|
| Area   | Metres | User | Planning / Layout | First Nations Review | constuction | Equipment | Materials | Contingency (10%) | Total              | Cost/metre     |
| Sweet Tears (lower)                              | 450    | MTB  | \$1,233.00        | \$5,000.00           | \$6,750.00  | \$252.00  | \$222.00  | \$1,345.70        | <b>\$14,802.70</b> | <b>\$32.89</b> |

## Proposed scope of work:

Constuct a blue rated dual directuon trail to link Upper Schizo / Flipside to Lummpys / Coffee Time / Sweetteards and eliminate the currently used road access.

**Timeline:** 2025

# Mo Buddah Lower



| Trail Name        | Use | Trail length (m) | Trail Type | Trail Rating    | elevation gain / loss | Grade | Trail PoC Coordinates |               | Trail PoT Coordinates |               |
|-------------------|-----|------------------|------------|-----------------|-----------------------|-------|-----------------------|---------------|-----------------------|---------------|
|                   |     |                  |            |                 |                       |       | Lat                   | Long          | Lat                   | Long          |
| Mo Buddah (lower) | MTB | 750              | 3          | more difficulty | 60                    | 0.08  | 50° 40.867'N          | 119° 10.992'W | 50° 40.884'N          | 119° 11.206'W |

### South Canoe Master Plan Update Costing Estimates

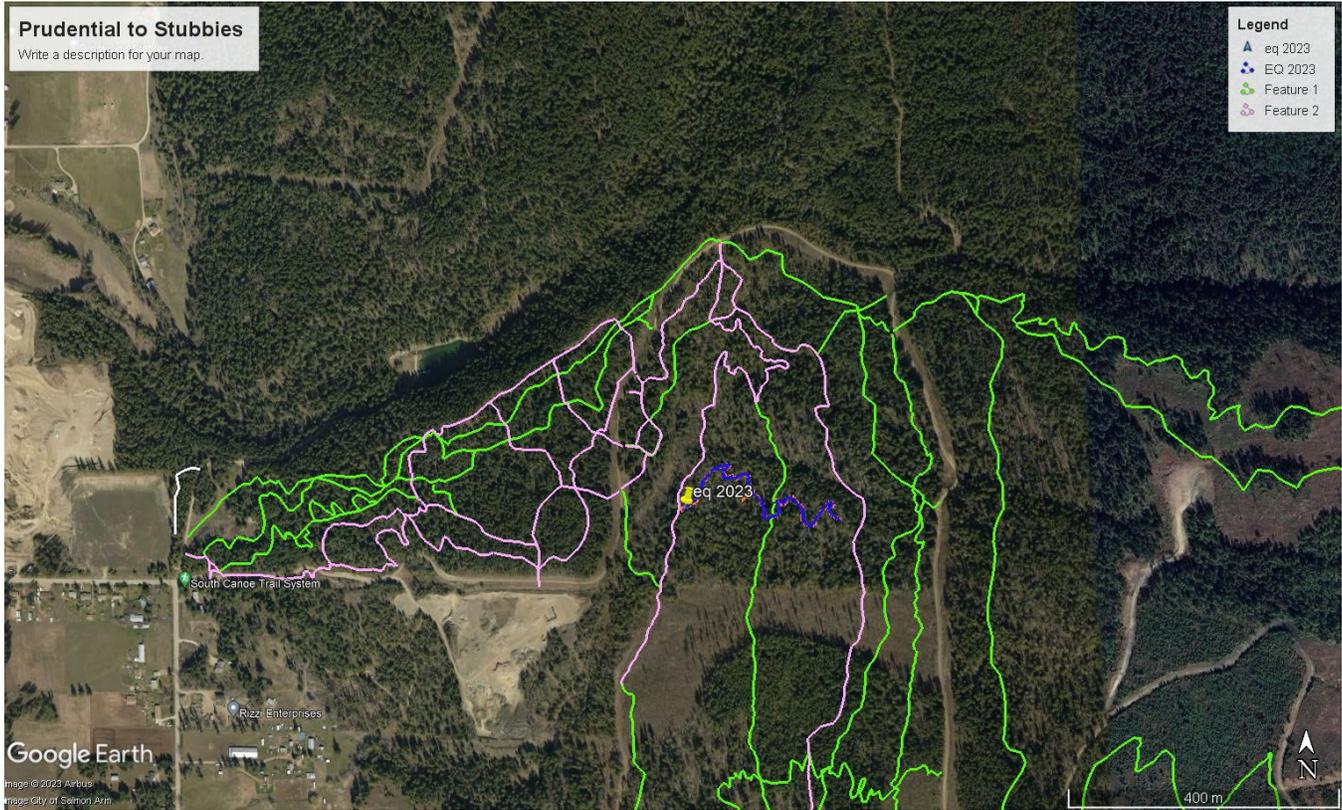
| Area           | Metres | User | Planning / Layout | First Nations Review | construction | Equipment | Materials | Contingency (10%) | Total              | Cost/metre     |
|----------------|--------|------|-------------------|----------------------|--------------|-----------|-----------|-------------------|--------------------|----------------|
| Lower mobuddah | 750    | MTB  | \$2,055.00        | \$5,000.00           | \$11,250.00  | \$420.00  | \$222.00  | \$1,894.70        | <b>\$20,841.70</b> | <b>\$27.79</b> |

**Proposed scope of work:** Blue rated jump line linking Mo Buddah to Rd 3. The blue rated jump line project encompasses the design and construction catered to intermediate to advanced riders. Features will include tabletops and berms.

**Timeline:** TBD

# Proposed Future Trails, EQ and Multi Use Trails

## Prudential to Stubbies



| Trail Name             | Use | Trail length (m) | Trail Type | Trail Rating   | elevation gain / loss | Grade | Trail PoC Coordinates |               | Trail PoT Coordinates |               |
|------------------------|-----|------------------|------------|----------------|-----------------------|-------|-----------------------|---------------|-----------------------|---------------|
|                        |     |                  |            |                |                       |       | Lat                   | Long          | Lat                   | Long          |
| Prudential to Stubbies | EQ  | 660              | 3          | more difficult | 62                    | 0.09  | 50° 41.625'N          | 119° 11.248'W | 50° 41.630'N          | 119° 11.481'W |

### South Canoe Master Plan Update Costing Estimates

| Area                   | Metres | User | Planning / Layout | First Nations Review | constuction | Equipment | Materials | Contingency (10%) | Total              | Cost/metre     |
|------------------------|--------|------|-------------------|----------------------|-------------|-----------|-----------|-------------------|--------------------|----------------|
| Prudential to Stubbies | 660    | EQ   | \$1,808.40        | City                 | \$6,600.00  | \$369.60  | \$444.00  | \$922.20          | <b>\$10,144.20</b> | <b>\$15.37</b> |

### Proposed Scope of Work:

1. **Project Overview:** The project aims to create an equestrian trail linking Prudential and Stubbies, establishing a mid-length loop entirely within the City of Salmon Arm's property. The primary objective is to provide a safe and enjoyable trail experience for horseback riders. Several key considerations and concerns have been identified for this project.

## **2. Trail Design and Construction:**

- **Survey and Mapping:** Conduct a survey of the proposed trail route and create detailed maps, including topography, existing infrastructure, and potential obstacles.
- **Trail Alignment:** Design an appropriate trail alignment that ensures the safety and comfort of equestrian users.
- **Surface Preparation:** Clear and brush out the trail to accommodate horse traffic. Ensure the trail is walkable and safe for equestrians.

## **3. Trail Safety and Crossings:**

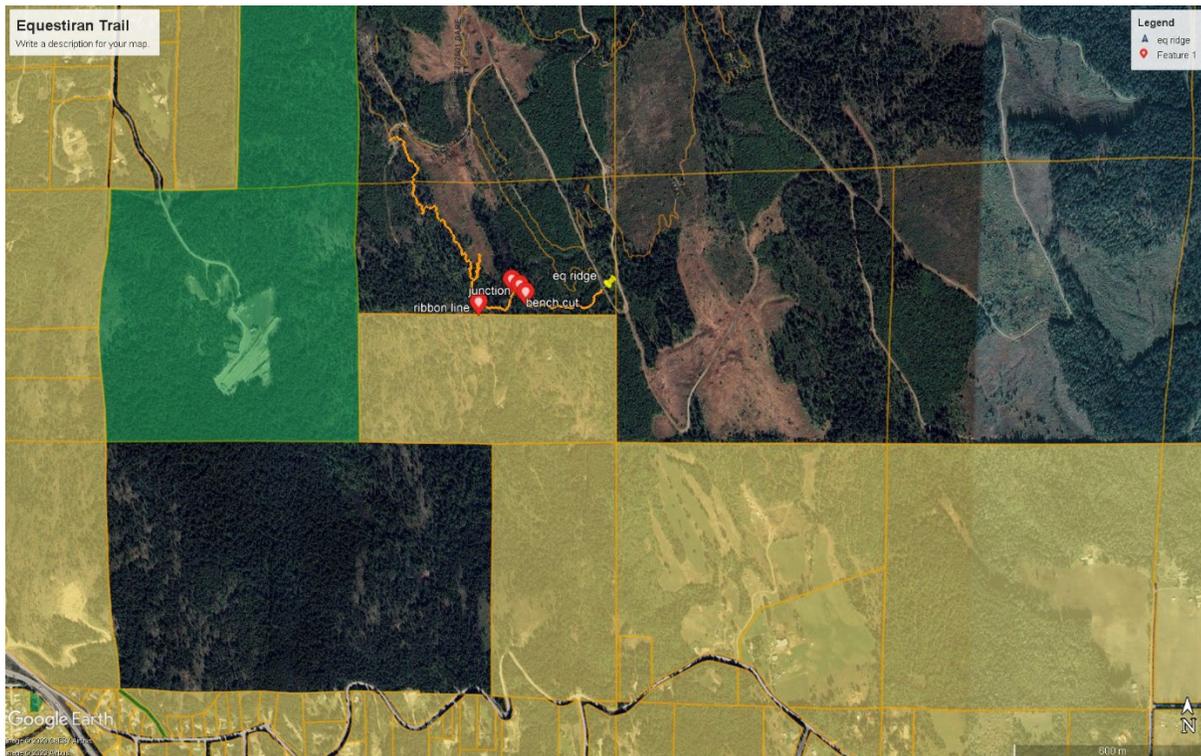
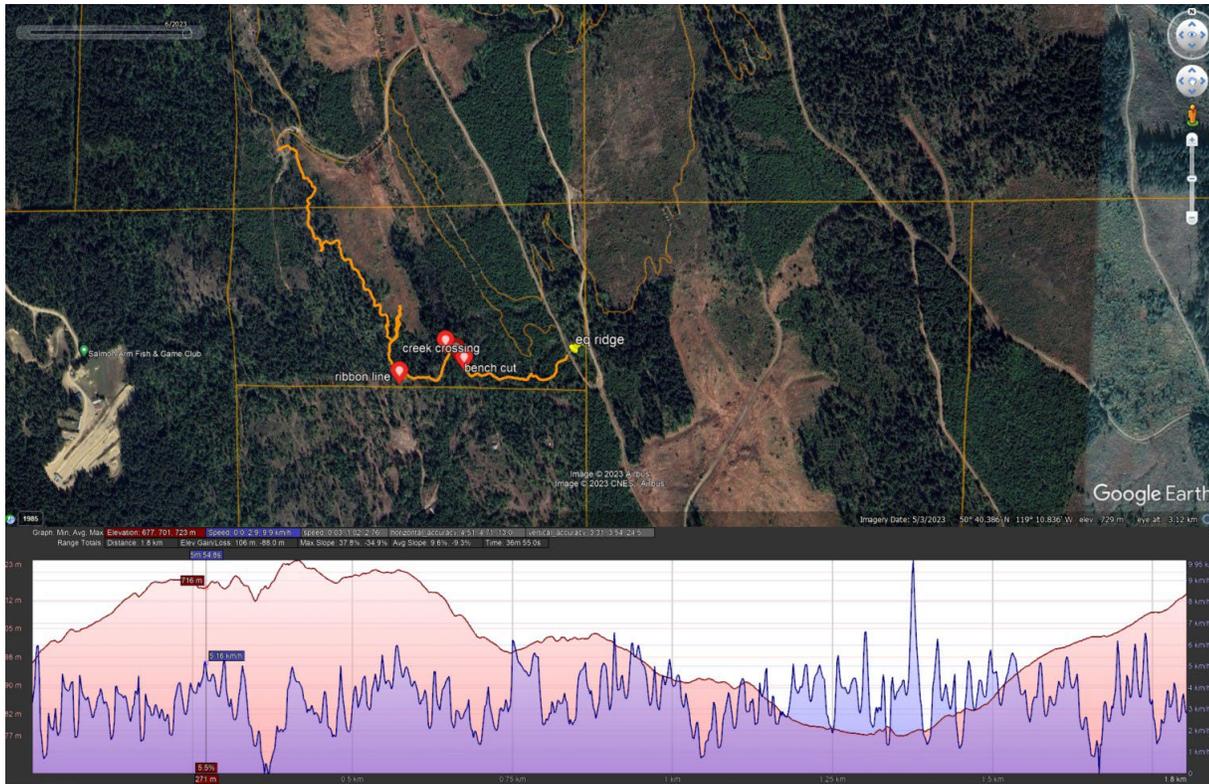
- **Prudential Dual-Direction Multi-Use Trail:** Address concerns related to increased equestrian traffic on Prudential, which is a dual-direction multi-use trail. Implement measures to ensure safe interactions between equestrians and other users.
- **Trail Crossing (X-Cut):** Design and implement a safe trail crossing where necessary, considering both equestrian and mountain bike safety.

## **4. Signage and Wayfinding:**

- Install clear and informative signage along the trail to guide equestrian riders and other trail users.
- Ensure that trail markers are visible and informative.

**Timeline:** 2024.

# South Knoll Loop



South Knoll Loop. Green = City of Salmon Arm Property. Yellow = Private Property. Clear = Crown Land

| Trail Name       | Use | Trail length (m) | Trail Type | Trail Rating  | elevation gain / loss | Grade | Trail PoC Coordinates |               | Trail PoT Coordinates |               |
|------------------|-----|------------------|------------|---------------|-----------------------|-------|-----------------------|---------------|-----------------------|---------------|
|                  |     |                  |            |               |                       |       | Lat                   | Long          | Lat                   | Long          |
| South Knoll Loop | EQ  | 2000             | 4          | More Dificult | 50                    | 0.03  | 50° 40.750'N          | 119° 11.493'W | 50° 40.498'N          | 119° 10.929'W |

**South Canoe Master Plan Update Costing Estimates**

| Area             | Metres | User | Planning / Layout | First Nations Review | constuction | Equipment  | Materials  | Contingency (10%) | Total              | Cost/metre     |
|------------------|--------|------|-------------------|----------------------|-------------|------------|------------|-------------------|--------------------|----------------|
| South Knoll Loop | 2,000  | EQ   | \$5,480.00        | \$5,000.00           | \$20,000.00 | \$1,120.00 | \$2,000.00 | \$3,360.00        | <b>\$36,960.00</b> | <b>\$18.48</b> |

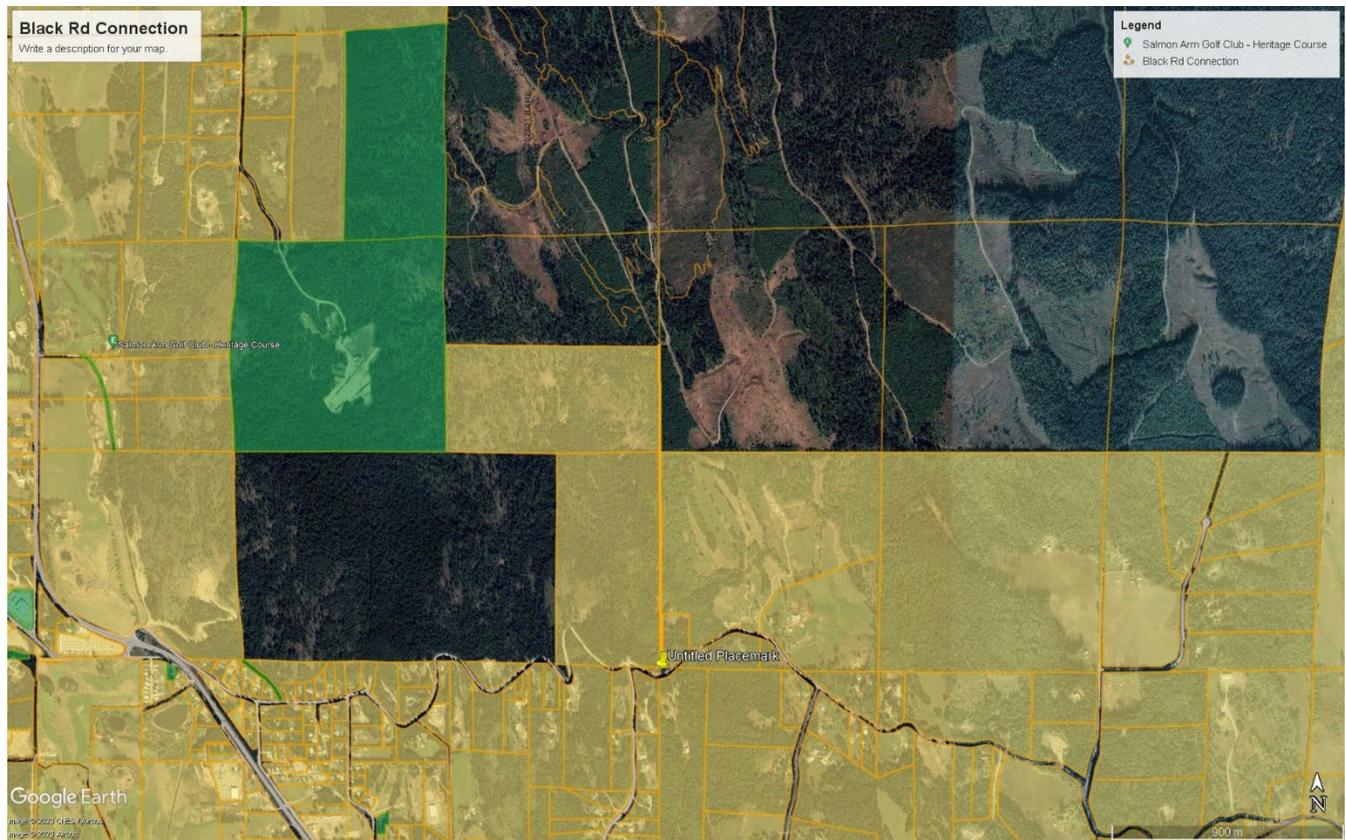
**Proposed scope of work:** The proposed scope of work is for the old social trail following a ridge line south of Heli Knob, linking to Road 3. The project will revitalize the old social trail, making it a safe, accessible, and enjoyable route for users while preserving and respecting the natural environment it traverses.

**Trail Assessment:** Conduct a comprehensive assessment of the existing trail to determine its condition, alignment, and any necessary improvements.

1. **Survey:** Survey property boundry to ensure that trail is with in the crown land parcel.
2. **Tread Work:** Perform necessary tread work to ensure the trail is well-defined, stable, and safe for users.
3. **Boardwalk Installation:** Where needed, install boardwalks or elevated sections to traverse wet or sensitive areas, ensuring minimal environmental impact and user safety.
4. **Brushing:** Clear overgrown vegetation and brush along the trail to improve visibility, maintain the trail's width.
5. **Signage and Wayfinding:** Install clear signage and wayfinding markers along the trail to guide users and provide information about the route, points of interest, and safety guidelines.

**Timeline:** TBD

# Black Rd Connection



## Black Rd Connection

| Trail Name          | Use   | Trail length (m) | Trail Type | Trail Rating | elevation gain / loss | Grade | Trail PoC Coordinates |               | Trail PoT Coordinates |               |
|---------------------|-------|------------------|------------|--------------|-----------------------|-------|-----------------------|---------------|-----------------------|---------------|
|                     |       |                  |            |              |                       |       | Lat                   | Long          | Lat                   | Long          |
| Black Rd Connection | Multi | 1200             | 2          | easy         | 30                    | 0.03  | 50° 40.456'N          | 119° 10.893'W | 50° 39.798'N          | 119° 10.894'W |

| South Canoe Master Plan Update Costing Estimates |        |       |                   |                      |              |           |           |                   |                    |                |
|--|--------|-------|-------------------|----------------------|--------------|-----------|-----------|-------------------|--------------------|----------------|
| Area   | Metres | User  | Planning / Layout | First Nations Review | construction | Equipment | Materials | Contingency (10%) | Total              | Cost/metre     |
| Black Rd Connection                              | 1200   | Multi | \$3,288.00        | \$5,000.00           | \$18,000.00  | \$672.00  | \$222.00  | \$2,718.20        | <b>\$29,900.20</b> | <b>\$24.92</b> |

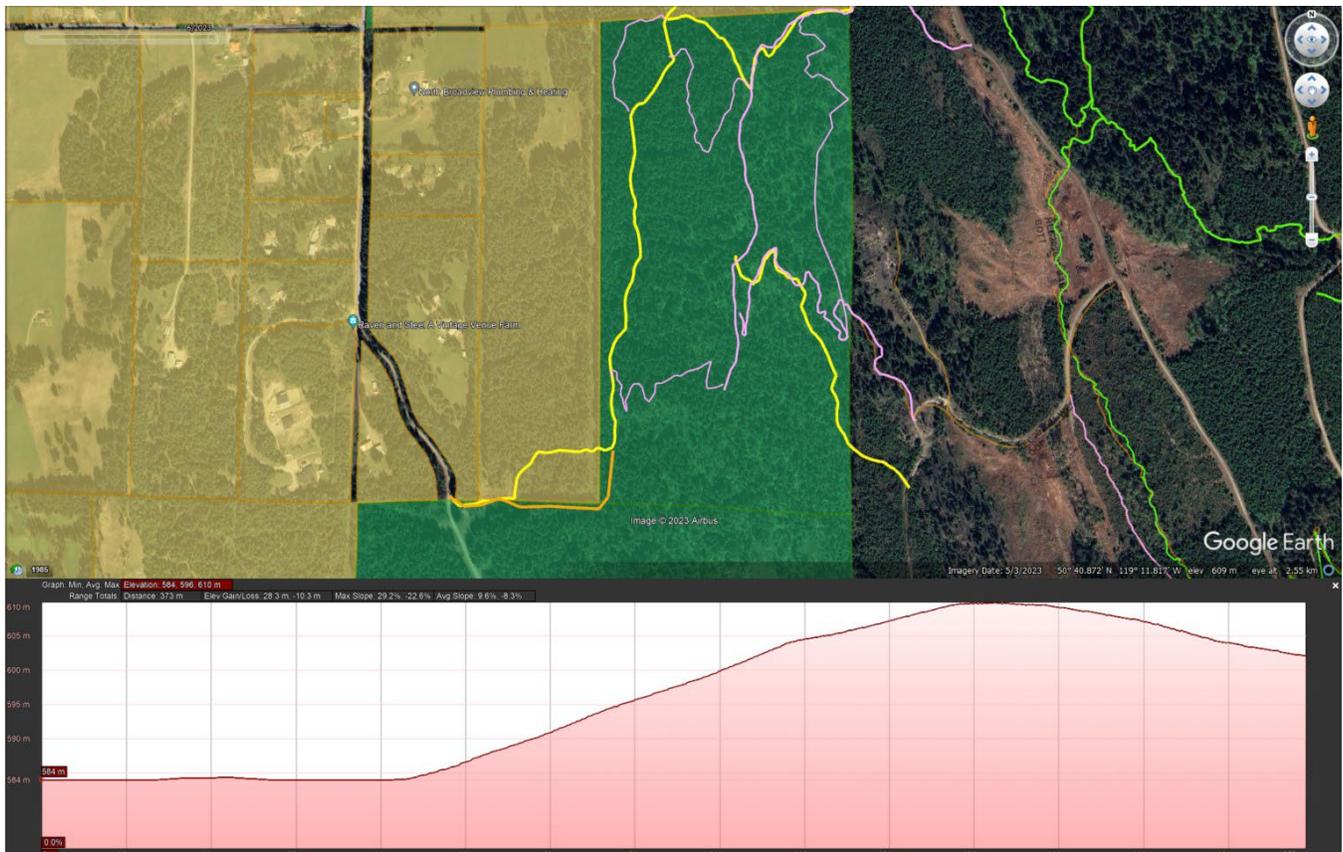
**Proposed scope of work:** The proposed scope of work for the Type 2 non-motorized trail connection from Road 3 to Black Rd, which traverses property owned by the Black Family and is being developed in collaboration with the Shuswap Trail Alliance, includes the following key elements:

1. Trail Planning and Design: Collaborate with the Black Family and the Shuswap Trail Alliance to plan and design the trail alignment, ensuring it is safe, sustainable, and environmentally responsible.
2. Property Access Agreement: Formalize a property access agreement with the Black Family to gain the necessary permissions for trail development and use.

3. Trail Construction: Construct the trail according to the approved design, incorporating features such as grading, surfacing, and drainage improvements as needed to create a high-quality, non-motorized trail.
4. Environmental Impact Assessment: Conduct an environmental impact assessment to identify and mitigate potential ecological impacts, adhering to environmental regulations and principles of stewardship.
5. Trail Marking and Signage: Install trail markers, wayfinding signs, and interpretive signage where appropriate to guide users and provide information about the trail's history, natural features, and safety guidelines.

**Timeline:** TBD

## 70th Access



| Trail Name  | Use | Trail length (m) | Trail Type | Trail Rating | elevation gain / loss | Grade | Trail PoC Coordinates |               | Trail PoT Coordinates |               |
|-------------|-----|------------------|------------|--------------|-----------------------|-------|-----------------------|---------------|-----------------------|---------------|
|             |     |                  |            |              |                       |       | Lat                   | Long          | Lat                   | Long          |
| 70th Access | EQ  | 375              | 3          | More Dicult  | 20                    | 0.05  | 50° 40.683'N          | 119° 12.141'W | 50° 40.729'N          | 119° 11.909'W |

| South Canoe Master Plan Update Costing Estimates |        |      |                   |                      |              |           |           |                   |                    |                |
|--|--------|------|-------------------|----------------------|--------------|-----------|-----------|-------------------|--------------------|----------------|
| Area   | Metres | User | Planning / Layout | First Nations Review | construction | Equipment | Materials | Contingency (10%) | Total              | Cost/metre     |
| 70th Access                                      | 375    | EQ   | \$5,625.00        | City                 | \$9,375.00   | \$210.00  |           | \$1,521.00        | <b>\$15,210.00</b> | <b>\$40.56</b> |

**Proposed Scope of Work:**

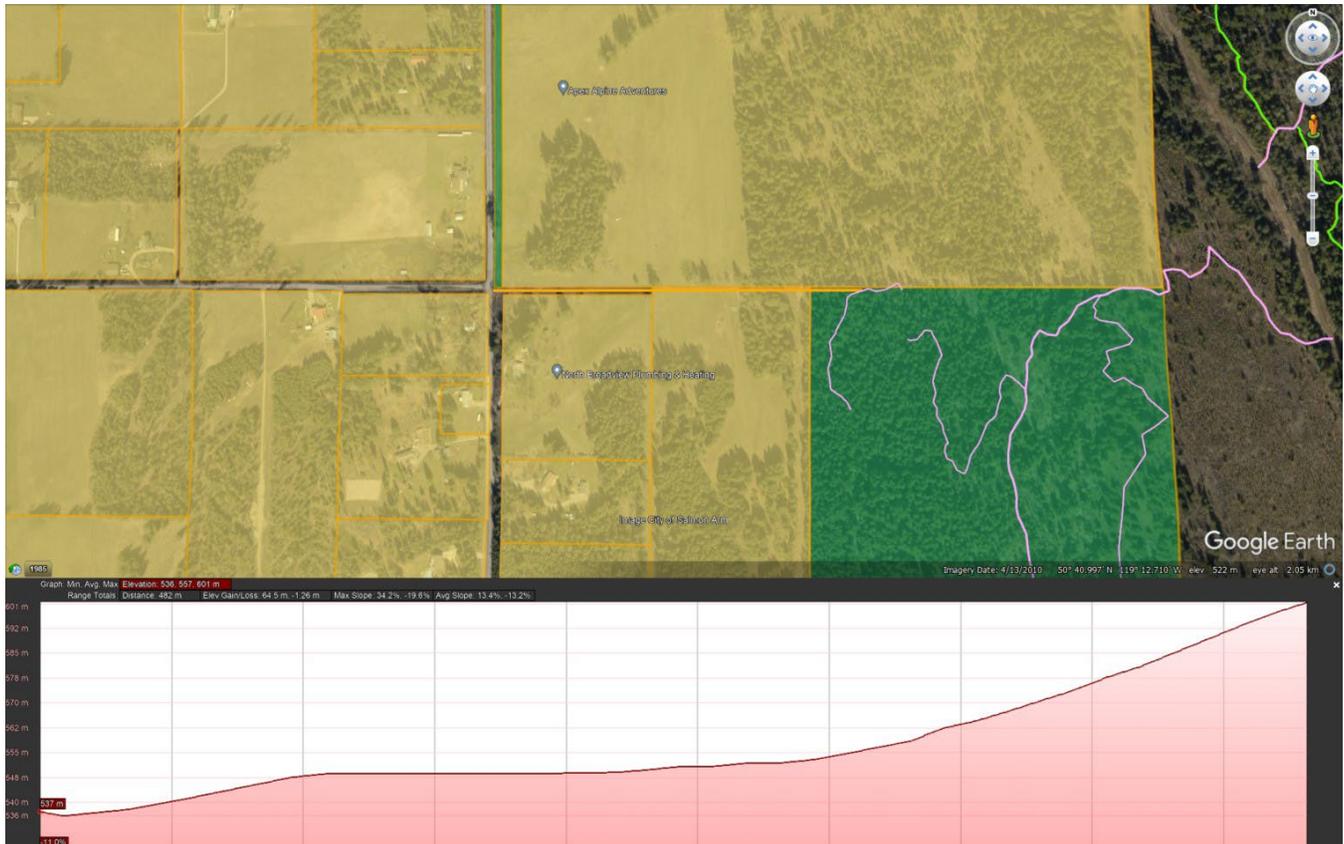
The proposed scope of work for the 70th Access project will utilize property leased from the City of Salmon Arm by the Rod and Gun Club, to access equestrian trails within a city park adjacent to the South Canoe Trail network. Establish safe access for equestrian riders from the Rod and Gun Club property to the City park's equestrian trails, while ensuring compliance with shooting range regulations and promoting harmony among all user groups in the area.

1. **Access Road Construction:** Design and construct an access road or pathway from the leased property provided by the Rod and Gun Club to the equestrian trails within the City park. Ensure that the access road is safe and suitable for equestrian use.
2. **Regulatory Research:** Conduct thorough research into the regulations governing the operation of the shooting range on the property leased by the Rod and Gun Club. Refer to the [Government of Canada's Firearms Act and Regulations](#) to understand and comply with applicable regulations.
3. **Property Lease Agreement:** Review and formalize the lease agreement between the City of Salmon Arm and the Rod and Gun Club, ensuring that it allows for safe and coordinated access to the equestrian trails.
4. **Community Engagement:** Engage with the Rod and Gun Club, equestrian trail users, local residents, and other stakeholders to gather input, address concerns, and promote cooperation.
5. **Safety Measures:** Implement safety measures to ensure the safety of equestrians, trail users, and visitors to the shooting range. This may include signage, barriers, or scheduling guidelines to prevent conflicts.

By incorporating these elements into the scope of work, the project aims to create a balanced and inclusive trail access solution while upholding regulatory compliance and safety standards, as well as fostering positive relationships among all stakeholders involved.

**Timeline:** TDB

## 70th Ave option 2



| Trail Name           | Use | Trail length (m) | Trail Type | Trail Rating  | elevation gain / loss | Grade | Trail PoC Coordinates |               | Trail PoT Coordinates |               |
|----------------------|-----|------------------|------------|---------------|-----------------------|-------|-----------------------|---------------|-----------------------|---------------|
|                      |     |                  |            |               |                       |       | Lat                   | Long          | Lat                   | Long          |
| 70th Access Option 2 | EQ  | 480              | 3          | More Dificult | 60                    | 0.13  | 50° 41.114'N          | 119° 12.269'W | 50° 41.119'N          | 119° 11.870'W |

| South Canoe Master Plan Update Costing Estimates |        |      |                   |                      |             |           |           |                   |             |            |
|--|--------|------|-------------------|----------------------|-------------|-----------|-----------|-------------------|-------------|------------|
| Area   | Metres | User | Planning / Layout | First Nations Review | constuction | Equipment | Materials | Contingency (10%) | Total       | Cost/metre |
| 70th Access Option 2                             | 480    | EQ   | \$7,200.00        | City                 | \$12,000.00 | \$268.80  |           | \$1,946.88        | \$19,468.80 | \$40.56    |

**Proposed Scope of Work:** for 70th Ave Option 2, which involves utilizing a City of Salmon Arm road easement and obtaining a Memorandum of Understanding (MOU) to access private property, it will also include consultation with the Agricultural Land Commission (ALC)

- Easement Utilization and ALC Consultation:** Collaborate with the City of Salmon Arm to officially utilize the road easement on 70th Ave for the proposed project. Engage with the Agricultural Land Commission (ALC) to apply for use of thr ALR for this trail.
- Private Property MOU:** Establish contact with the private property owner and negotiate the terms of the MOU, ensuring that it aligns with ALC guidelines and regulations if applicable. The MOU should outline the conditions and responsibilities for using their property as part of the project, taking into account any ALC requirements.

3. **Access Trail Construction:** Design and construct trail along the easement and private property that connects to the equestrian trails within the city park.
4. **Environmental Impact Assessment:** Assess the potential environmental impacts of the access road construction, considering both public and private properties.
5. **Community Engagement:** Engage with the City of Salmon Arm, private property owner, equestrian trail users, local residents, and other stakeholders to gather input, address concerns, and promote cooperation. Keep stakeholders informed about ALC consultations and outcomes.
6. **Safety Measures:** Implement safety measures to ensure the safety of equestrians, trail users, and property owners, considering any ALC recommendations or regulations. This may include signage, barriers, or scheduling guidelines to prevent conflicts.

**Timeline:** TBD