

GOLD RUSH SNOWMOBILE TRAIL

70 MILE HOUSE TO HORSEFLY

**Encouraging Tourism Sector Product & Business Development
in the Cariboo-Chilcotin**



Prepared for

The District Municipality of 100 Mile House

Prepared by:

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ACKNOWLEDGEMENTS

This project has been made possible thanks to the funding provided by Western Economic Diversification, Northern Development Initiative Trust, District of 100 Mile House and the Ministry of Tourism, Culture and the Arts.

The idea of the Gold Rush Snowmobile Trail has been around for many years and was the brain child of Jack Barnett, a long time resident of 100 Mile House and one of the original members of the 100 Mile House Snowmobile Club. We would like to thank Jack for providing invaluable knowledge and background on the trail.

The Ministry of Tourism, Culture and the Arts (MOTCA) was instrumental in providing approvals, background information, digital files and valuable field time to assess the trail. We would like to thank Doug Harris (MOTCA - 100 Mile House) and Desi Cheverie (MOTCA – Williams Lake) for their invaluable assistance.

The local snowmobile clubs also took time to meet with us and supply not only information but important suggestions and ideas to help in all facets of trail location, signage, maintenance and incorporation with other trails.

Lastly, we would like to thank Joanne Doddridge, the District Planner and Roy Scott, the District Administrator who provided guidance and direction. Their suggestions and recommendations along the way were appreciated.

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1.0 Executive Summary

Funding for this project was initially applied for in 2007 through Western economic Diversification and Northern Development Initiative Trust. In kind contribution and dollars was provided through the District of 100 Mile House and the Ministry of Tourism, Culture and the Arts.

The concept of the Gold Rush Trail has been around for many years. The original intent saw a trail which linked communities from Clinton in the south all the way to Barkerville in the north. The trail would provide a reason for tourists to come to the area and travel the route making stops in the communities along the way. For the purposes of this project the focus is on the trail from 70 Mile House in the south to Horsefly, in the north.

The District put out proposals on June 30, 2009 to be received by July 22, 2009 with the intent of hiring a project manager to carry out and oversee the project delivery. The project deliverables were as follows:

- clean-up approximately 50km of the existing trail,
- construction of bridge at Scott Creek
- identify, design and install signage along the route,
- design, print and distribute brochures,
- produce a Master Trails Map(s),
- ensure the Horsefly to Likely extension of the trail is incorporated,
- produce a marketing and communications plan,
- produce an integration plan.

It should be noted that New Pathways to Gold Society (NPTGS) had also been in discussion with the District as they were also interested in contributing significant dollars to the clean up portion of the trail. NPTGS in partnership with the District also retained DWB to jointly look after their contribution to the trails. The sections worked on and contractors hired were kept completely separate.

DWB Consulting Services Ltd. was the successful proponent and started work on the trail in late August. The project was tendered to a select list of contractors and an average day rate was established. Contractors started in October and worked through on the District project until mid January 2010.

The three-person crews consisted of local contractors as well as First Nations crews from Canoe/Dog Creek, Canim Lake and Alkali Bands.

The Scott Creek snowmobile bridge was constructed and installed by Sitka Log Homes of 100 Mile House in early December.

Local snowmobile clubs were contacted and meetings held to discuss the route, signage and other issues related to the GRST. The few resorts and facilities along the route were also consulted to explore access and linkage to the trail as well as any marketing opportunities.

Consultation also occurred regularly with the representatives of the Ministry of Tourism, Culture and the Arts as well as with the Ministry of Transportation and Infrastructure.

Throughout the course of the trail clean up activities and route evaluation, signage design, location and distribution was considered. Signage was designed and installed based on the considerations.

Lastly the development of trail brochures occurred with consultation with representatives of the District, Ministry of Tourism, Culture and the Arts, South Cariboo Tourism Infocentre and the British Columbia Snowmobile Federation.

1.1 Trail Cleanup

Upon the awarding of the contract in late August of 2009, work immediately commenced on the tendering and contractual agreements required in the selection and hiring process of 3-person falling, bucking and burning crews. Seven experienced and reputable contractors were asked to submit an all inclusive day rate bid for a three person crew to carry out the prescribed work on the Gold Rush Snowmobile Trail. Once the bids were received, an average of the bids was obtained. The contractors were then approached to confirm their willingness to carry out the clean-up work using the average bid. Upon acceptance of the rate crews were put to work, as they became available. Sections of the trail were assessed and prioritized by elevation, access and location, etc; Crews were then distributed accordingly. The first crew commenced work on November 1, 2009.

Additional funding was provided by National Trails Coalition and New Pathways to Gold Society for trail cleanup only. The funding, crews and sections worked on were kept separate from this project. The funding for this project had budgeted for the cleanup of approximately 50km of trails. With the additional funding from New Pathways and National Trails Coalition approximately 150km of trail cleanup was carried out. The entire trail from 70 Mile House through to the Williams Lake Forest District was treated and made passable.

The cleanup consisted of falling, mainly dead pine, within 5m of the trails edge on both sides of the trail. The tops and limbs were then piled and burned. Any pine snags, outside this zone, with a significant lean towards the trail were also felled. Any trees live or dead impeding the trafficability of the trail were also removed (see figures 1-3).



Figure 1



Figure 2



Figure 3

The trail cleanup ranged from falling a few trees along the trail to almost re-establishing the trail. Construction of new trail or machine work on the existing trail was not part of the mandate of this project.

1.2 Trail Cleanup Sections

Trail sections were assessed prior to starting treatment. The treatment area was limited to within the 100 Mile House Forest District. Sections were assessed first for their need for treatment, i.e.: logged or immature areas required little to no treatment. Access and elevation were considered in prioritizing treatment areas given the potential onset of winter conditions. High elevation areas and areas with poor access were started in late fall.

The attached Google Earth images outline the sections treated using the funding for this project (figures 4, 5). It should be noted that the remaining sections of the trail from 70 Mile House through to the 100 Mile Forest District boundary and beyond were also treated but through funding provided by New Pathways to Gold Society so they are not reported as part of this project.

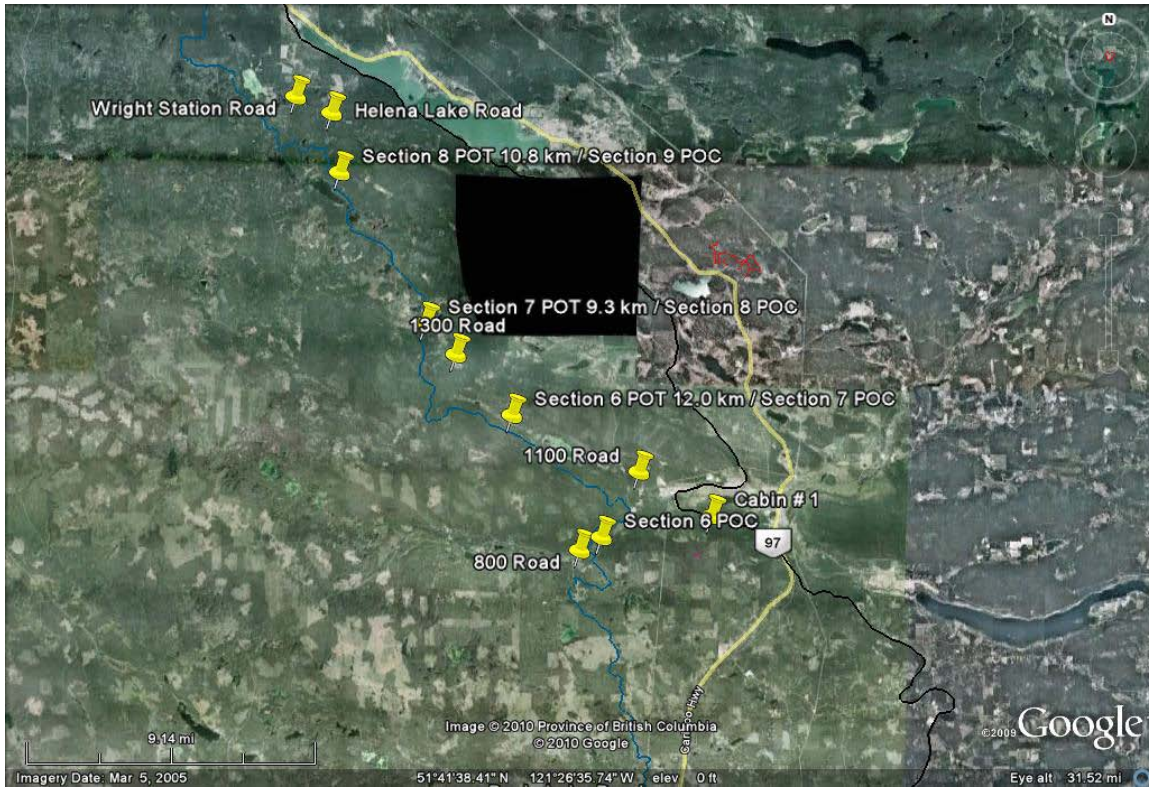


Figure 4 – 1100 Road to Helena Lake Section

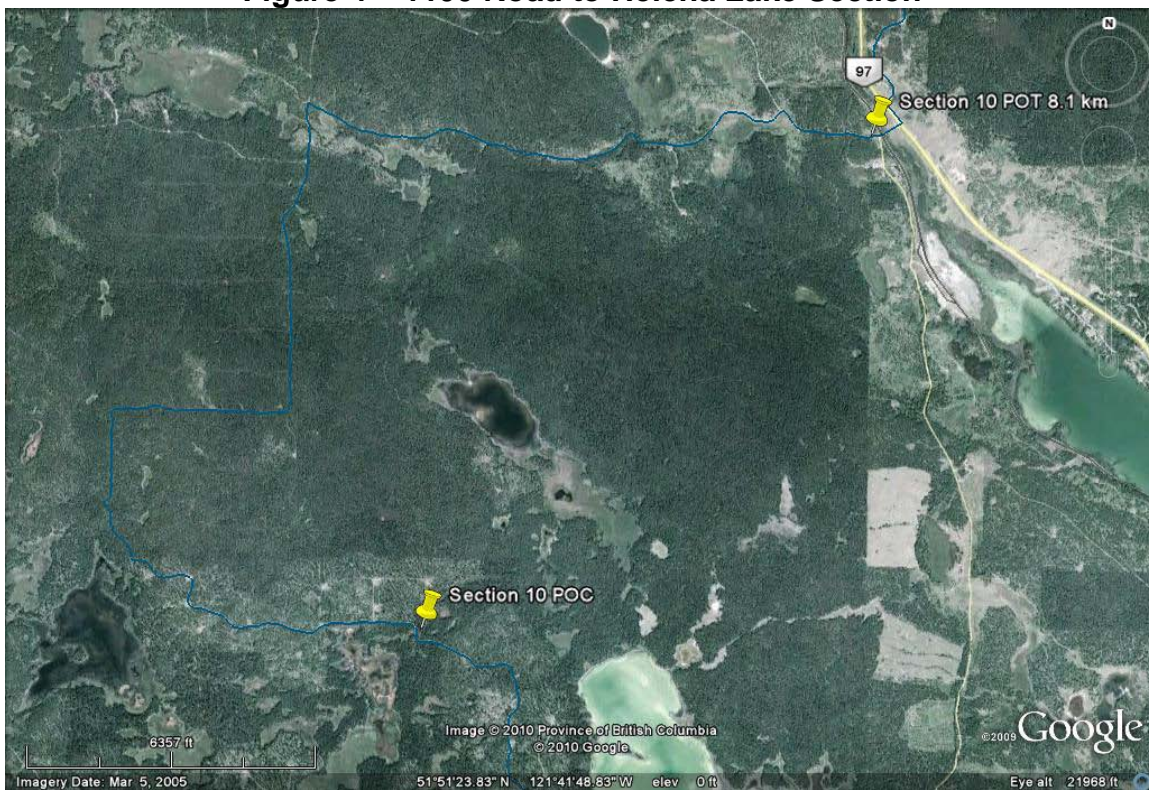


Figure 5 – 700 Road to Wright Station Road Section

2. Scott Creek Bridge Replacement

One of the main activities identified in this project was the replacement of an old snowmobile bridge at Scott Creek. This crossing is located north of Lac La Hache at the 122 Mile. The old log structure bridge had been broken and had fallen into the creek (figure 6).



Figure 6 – Old Scott Creek Bridge

A 10 meter snowmobile bridge (fig. 7) was constructed and installed by Sitka Log Homes of 100 Mile House. The bridge was based on an engineered design from a similar crossing with the same span. The bridge was installed in December of 2009.



Figure 7 - Scott Creek Bridge

3. Signage

Signage was developed after consultation with the local snowmobile clubs, Ministry of Highways, Ministry of Tourism, Culture and the Arts and in consideration of the British Columbia Snowmobile Federation “*Standards for Snowmobile Trail Signing & Placement in British Columbia*”.

3.1 Existing Signage

The signage prior to the inception of this project was primarily limited to directional signage (see fig. 8) on the trails and Highways standards signs such as stop signs and snowmobile crossings where the GRST crossed public roads (see fig. 9).

As per the signage standards the purpose of snowmobile trails signs are to:

- a. regulate the flow of traffic along trails
- b. inform riders of trail characteristics and,
- c. provide information necessary to the enjoyment of the trails

Properly installed signs will not only enhance the safety and security of persons using the trail, improve travel within and between districts and professionalize and promote recreational snowmobiling.



Figure 8 – Snowmobile Directional Sign



Figure 9

3.2 New Signage

To be consistent with the previous directional signage the “Gold Rush Snowmobile Trail” was also put on the directional signs as well as the trail section location, ie: 70 Mile House to Stormy Road Section (see fig. 10). This allowed trail users an indication of their approximate location when in between the map/junction signs (see fig. 11). This also prevents confusion when entering onto the trail from a connector trail or any other route which may cross the GRST.



Figure 10

Map signs were installed at most major crossings and at all designated trail head locations. These signs consisted of a large scale map of the GRST showing the users location at a junction of the GRST and a public road. The corresponding road section and their distances were also put on the trail map sign.



Figure 11

Four larger map signs were made up specifically for trailhead locations and/or locations which have the most traffic and potential visibility. These are the 70 Mile House Trailhead, the 100 Mile House Snowmobile Club Parking area, the Helena Lake Recreation site and at Ten-eeh-ah Lodge on Spout Lake. As these areas will undoubtedly be both trailhead areas and will receive the most public visitors, they were deemed the most appropriate locations to promote awareness of the trail.

The ten small map signs were placed from 70 Mile House to the 100 Mile House Forest District Boundary where the GRST crossed public roads. Again the site locations were chosen not only to inform users of their location but in visible public travelled areas to promote awareness of the GRST. The site locations are as follows:

100 Mile House South

Green Lake Snowmobile Club Parking Area
Stormy Road
Davis Lake Road
Bullock Lake Road
1100 Road

100 Mile House North

1300 Road
Wright Station Road
Woodfrog Public Road
Kokanee Pit Road
1500 Road

4. Brochures and Distribution

A key component of promotion and marketing of the GRST was the development, design and distribution of trail brochures. A brochure was developed targeting the snowmobile demographic and containing information specific to the location, use, communities and amenities along the GRST. Linkages were also provided to the local clubs who are responsible for maintaining the trail and would have current knowledge as to its condition.

A copy of the GRST brochure is included in Appendix I.

The racking and distribution of brochures is critical in the promotion of the trail. The target demographic (including locally) for the GRST will be mainly snowmobile retailers in the Lower Mainland, Okanagan and Alberta. The following brochure distribution list outlines the areas, clubs and agencies considered for distribution. Additional brochures will be held by the District to supply existing distributors, upcoming events such as trade shows and for regional, provincial and out of province distribution.

Brochure Distribution List

Location	# of Brochures
100 Mile House	
Tourism Info Centre	200
Ministry of Tourism, Culture and the Arts	200
South Cariboo Motor Sports	200
Cariboo Supply and Marine	200
Exeter Supply and Marine	200
Performance All Terrain & Rental Ltd.	200
100 Mile District	1200
Green Lake Snowmobile Club	200
100 Mile Snowmobile Club	200
Interlakes Snowmobile Club	200
70 Mile Motel	200
South Cariboo Recreation Centre	200
Ten-eeh-ah Lodge	200
Hills Health Ranch	200
Williams Lake	
Tourism Info Centre	200
Ministry of Tourism, Culture and the Arts	300
Williams Lake Powder Kings	200
Spectra Power Sports	200
Williams Lake Recreation Sales and Service	200
Gordo's Rent-All	200
Cariboo Memorial Recreation Complex	200
Horsefly	200
Likely	200
Kamloops	
Ministry of Tourism, Culture and the Arts	300
Kamloops Snowmobile Association*	600
*includes distribution to local retailers	
Lower Mainland (retailers)	1400
Okanagan (retailers)	1000
Alberta (retailers)	1000

6. Master Trails Map

A master trails map was completed from information collected from various clubs and organizations with the main source of trails from the Ministry of Tourism, Culture and the Arts (MOTCA). Other sources were a combination of digital, GPS, paper maps and ortho photos.

The intent of the master trails map is a colation of all existing known trails both registered and non-registered. This map is not intended for navigational purposes, but more of long-term tracking and record keeping tool.

Maps of the individual trails can be obtained for the various areas from the organizations or clubs responsible for the trails, such as the Green Lake Snowmobile Club, 100 Mile Nordic Ski Society, Ministry of Tourism, Culture and the Arts.

The Master Trails Map(s) are located in Appendix II.

7. Horsefly to Likely Extension

The current legal point of termination (POT) for the Gold Rush Snowmobile Trail is located in the Central Cariboo Forest District at the junction of the Woodjam Public Road and the 108 Horsefly Public Road at the south boundary of District Lot 3759 (Figure 10).

As indicated in the Gold Rush Snowmobile Trail Pilot Project (February 14, 2002) the use of the public road is a viable option because of the large tracts of private land surrounding the community of Horsefly. However, options for travel along these sections of public road are limited to the road shoulder as these roads are classified as Section 4 with no provided adjacent right of way through deeded lands.

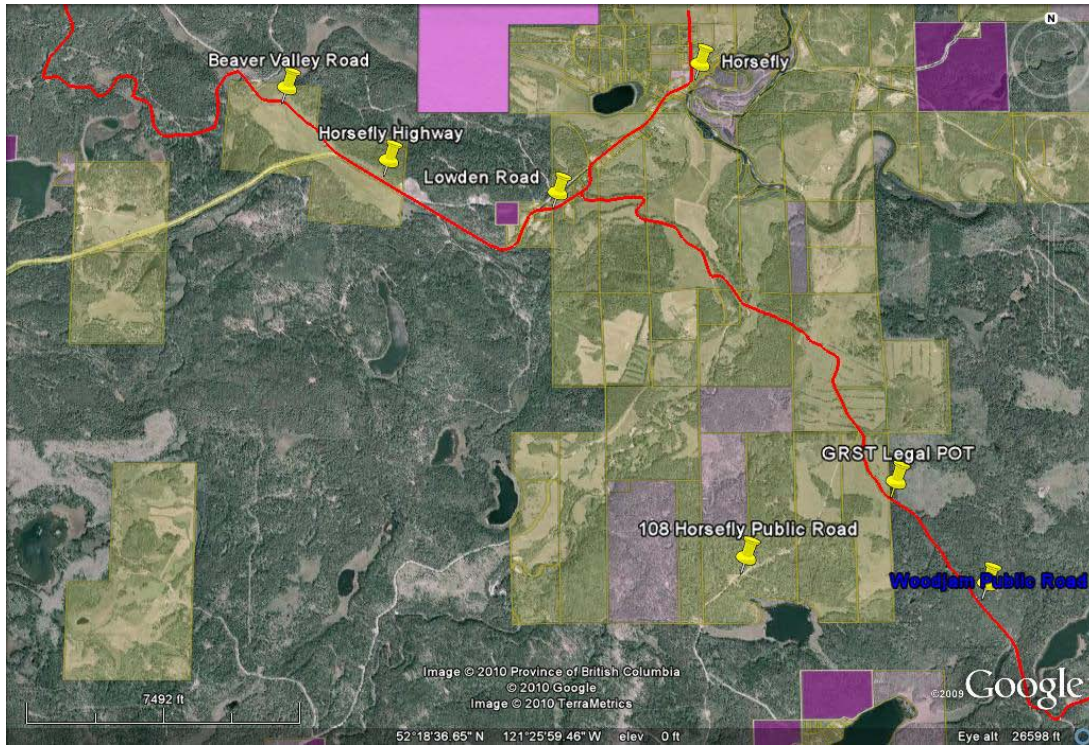


Fig. 10 - GRST Legal Point of Termination

The issues associated with snowmobiling on public roads remain the same as identified in the previous Gold Rush Snowmobile Trail – Pilot Project. The public roads are well-maintained, including ploughing and sanding. Snowmobiling along these roads would be limited to the road shoulder which is not always a suitable running surface for snowmobiles. Another major consideration in using maintained public roads is snow levels. Snow cannot be well managed or protected in these situations and in a low snow level year these routes may not be passable by snowmobile. Lastly and most importantly, is safety. While the level of use on these public roads in small, isolated communities such as Horsefly is considered low a safer and more viable option (if available) would be the exploration of an alternative route.

In consideration of these complex issues, it was felt other options needed to be identified. As a result, long-time Horsefly residents were consulted who are familiar not only with the original proposed route but have considered and are aware of other potentially viable options.

These options would have to include both the entrance of Horsefly from the south and exiting Horsefly en route to Likely to the north to also eliminate the use of Beaver Valley Public Road.

Based on these meetings a total of three options were identified:

Horsefly South

1. Stay with the original proposed route through Woodjam Public, 108 Public, Lowden Road and the Horsefly Highway.
2. Talk to the private property land owners and propose a route along the edge of the deeded properties.
3. Re-alignment of the Gold Rush Snowmobile Trail starting just prior to the current legal point of termination on the Woodjam Public Road and proceeding west and then north along the deeded land and crossing the Horsefly Highway in a different location.

These three options are outlined in figure 11.

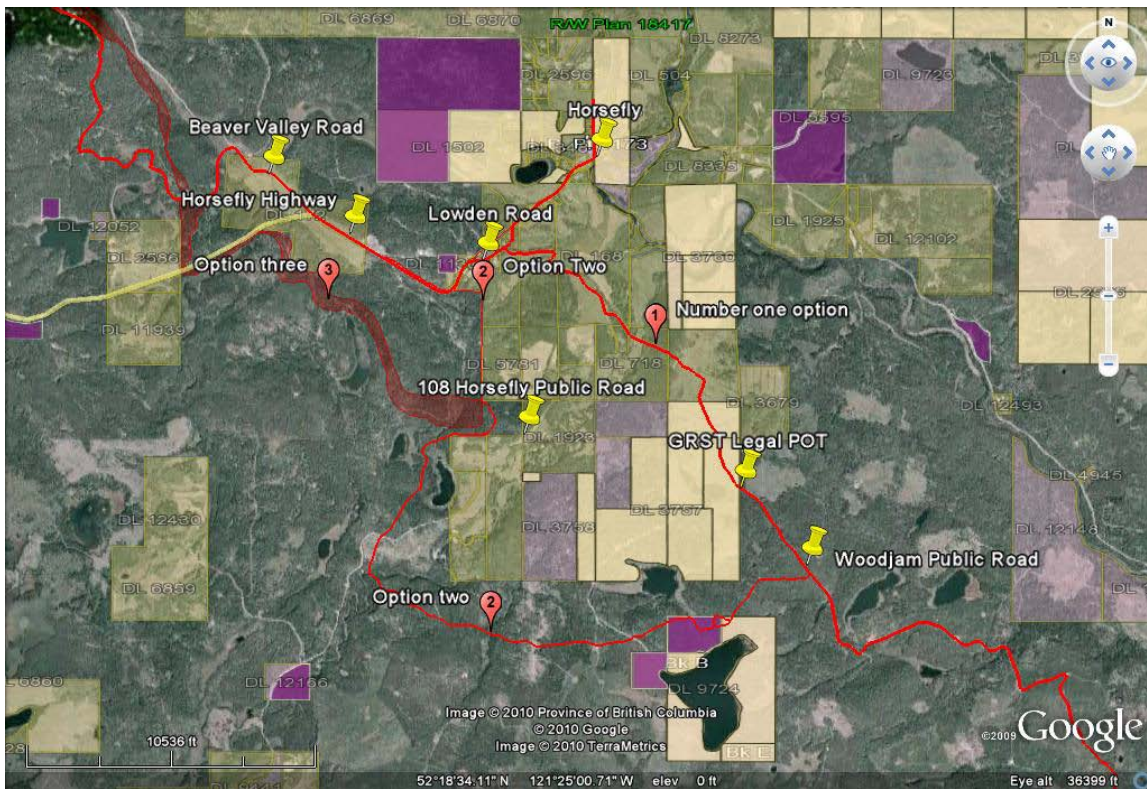


Figure 11 – Horsefly Private Land & Public Road Bypass

Horsefly North

1. Stay with the original proposed route along the Horsefly Highway, Beaver Valley Public Road and permitted road through Woodlot 509.
2. Bypass the public roads and private land and cross the Highway on the west side of Lowden road. Then proceed on the north side of the Horsefly highway and up the Beaver Valley Road as in the original route.

3. Bypass the public roads and private land and cross the Horsefly highway by DL3586 eliminating the use of all public roads (including Beaver Valley Road) and avoiding all private property.

Likely South

Only one opportunity exists for access into and through the community of Likely. The Likely Bridge is located on the west side of Likely and provides a public highway crossing across the Quesnel River. As detailed in the "Pilot Project" the Likely bridge is identified as a section of the route because of its importance to the overall trail alignment.

This opportunity remains the only viable option and is as follows:

Option 1

Utilize the Likely Highway and the Likely Bridge as access into the community.

If the route is to enter Likely and proceed beyond to Wells Barkerville, snowmobile traffic must be permitted to cross the bridge.

The surface of the bridge is not a suitable running surface for snowmobiles and is of course ploughed and well maintained through the winter snowmobile season. As discussed previously the bridge could be retrofitted for a snowmobile lane. The cost associated with this would be substantial.

Likely North

The route north of Likely was outside of the mandate of this project so will not be dealt with in this report.

Recommendations

The issues surrounding snowmobiling on and along public roads and Highways are complex. Current government policy and legislation prohibits the operations of snowmobiles on public roads and their right of ways. New legislation dealing with outdoor recreation vehicles (ORV) is currently proposed and may resolve this controversial and complicated issue. This legislation is proposed to be in place by 2011.

The two new options presented above will require further exploration. If indeed viable, they will require full consultation and referral. They were discussed jointly with the Ministry of Tourism, Culture and the Arts and the Horsefly residents and will be field assessed this summer.

8. Marketing and Communications

The intent of this project in terms of a marketing component was to identify market opportunities in partnership with various communities along the GRST and explore tourism websites for wider marketing of the trail system. This also included the production and distribution of brochures and the coordination, the identification, design and installation of signage to promote the trail.

The following outlines a general marketing strategy considering the demographics, distribution, web linkages, signage and post project strategy to ensure promotion of the GRST:

Target Demographic

- local outdoor clubs including snowmobiling, biking , hiking, horseback riding
- average age bracket for outdoor activities is 30-62 years old
- main outside area markets would be the Okanagan, Lower Mainland and Alberta

Media – Outdoor

- Billboard – Regional
- Trail and trailhead signage

Clubs

- notification to all Clubs that the trail exists and are usable
- they in turn can pass information onto sister clubs in outside areas
- provide maps and brochures to clubs
- integration/incorporation of other trail systems

Media - Web

- people coming in to the area look online for a link to their particular activity
- 108 Hills Health Ranch, TEN-EE-AH Lodge, etc;
- Provide resorts with info, web linkages, connecting trails to GRST
- Show benefits to using their existing resources to market the trail
- Develop Gold Rush Trail Website/Content Management
- Tourism BC
- South Cariboo Tourism website

Media – Print

- Brochure Production
- Rack in local tourism info-centres
- Airport Racking
- Rack brochures in outdoor retail stores
- Annual Outdoor Magazines (hiking, snowmobiling, general)
- Newspapers; i.e.: the Vancouver sun features a BC destination/activity weekly
- Tourism Visitors Guide

Collateral

- Resorts – provide them with website linkage, maps and brochures of trail (co-linking and promotion)
- Tradeshows
- Video (there is an existing video)

Multi-use Trail

- important to advertise and promote trail as multi-season, multi-use not just for snowmobiling and winter
- brochures mention that trail is suitable for biking, hiking and horse back riding

Maintenance

- in order to promote the trail there must be funding to ensure its continued maintenance
- trail and signage must be maintained as well as updating Master Trails Map(s) and any brochures
- trailheads must be identified and constructed

8.1 Websites

A number of websites and potential linkages to websites were explored in consideration of marketing of the GRST.

A new website that was re-developed and readily available was through the South Cariboo Tourism Info- Centre. The GRST is mentioned under winter activities and a pdf of the brochure will be available in the coming months. The South Cariboo Tourism website is: www.southcaribootourism.ca

The Ministry of Tourism, Culture and the Arts (MOTCA) is the agency responsible for the management of recreational trails in the province. To obtain information on the GRST, such as a map, driving directions, listing of partners who co-manage (snowmobile clubs) go to the following website and follow the linkages: www.sitesandtrailsbc.ca

Through contacts such as British Columbia Snowmobile Federation, Cariboo-Chilcotin Tourism Association other potential websites to market and promote the trail were found. They are listed below and while linkages to these sites did not get established, they are listed for their potential in any subsequent marketing strategy.

www.letsridebc.com

www.hellobc.com

www.bcsf.org

The other websites explored were the existing snowmobile club websites which are all listed on the brochure. Further discussions will be held with the clubs regarding the use of their websites to provide linkage or promotional information relating to the GRST. The snowmobile club websites are as follows:

www.greenlakesnowmobileclub.ca

www.100milesnowmobileclub.com

www.wlpowderkings.com

Other discussions were held with the manager of Ten-eeh-ah Lodge and Pat Corbett of the Hills Health & Guest Ranch regarding the promotion and marketing of the trail. The trail runs through Ten-eeh-ah Lodge and the Hills Health Ranch is a very well known tourist destination. Both parties were excited and open to any ideas to promote the trail and resulting economic benefit to the communities and businesses. Brochures have been distributed to the Hills and to Ten-eeh-ah Lodge.

8.2 Trail Maintenance

Trail maintenance in British Columbia is done largely through the efforts of volunteers. As volunteers grow older, trail systems become larger and club memberships decline, this becomes a virtually impossible task. The mountain pine beetle epidemic has left much of BC's pine stands either dead or dying and continually decaying to the point of falling or blowing down. This has made the task of maintaining the trails through these stands a daunting one.

User pay is the principle for operation of snowmobile trail systems in North America. Typically, touring snowmobilers are looking for smooth, well-groomed and signed trails which can be navigated by themselves with confidence and safety.

The following options for maintenance have been identified for consideration. The maintenance of the GRST could be a combination of a few or all of the listed options depending not only on the outcome of the ORV legislation, but the future population of users and the clubs who use and maintain the trail.

Outdoor Recreational Vehicle (ORV) Legislation

British Columbia is in the process of developing legislation for the regulation of outdoor recreational vehicles. All other provinces have this legislation. Once in place, all snowmobiles and atvs will be required to be licensed and insured. In other provinces the monies generated from this go back into trail maintenance. It has yet to be confirmed if the legislation will enable this very important potential aspect of funding.

Memberships and Trail Permits

The local snowmobile clubs have very small numbers, so the dollars are insignificant. The limited amount of funds collected go back into the running of the clubs.

Funding for public snowmobile trail systems which are paid by the snowmobile user include:

- snowmobile registration fees;
- snowmobile gas tax rebates;
- trail permits;
- volunteer trail construction and maintenance;
- snowmobile user permits.

Note: not all options in place in BC.

Grant-in-aid Programs

Many snowmobile trail systems have been developed through programs called grant-in-aid programs. They allow a province to use funds to develop and maintain trails not only on provincial or public owned lands but on private land and land owned by local governments, thus making possible the development of a comprehensive, interconnecting system.

Under these grant-in-aid programs, snowmobile funds can be distributed to local governments or recognized snowmobile clubs. Funds may be provided on a cost-sharing basis or they may allow for 100% funding up to a maximum limit.

Multi-Use Trails

Trails developed with snowmobile funds directly benefit other outdoor recreational activities. During the non-winter months, many of these trails are used for hiking, horseback riding, bicycling and other trail-based activities.

Many areas have been effective in developing a shared financial responsibility for trails with other user groups, benefiting business partners and tourism organizations.

Valemount Area Recreation Development Association (VARDA)

Valemount has been very successful in developing a sustainable trail maintenance program. Through the use of monitored parking areas, trail ticket sales are collected at \$15.00 per person/day. There are on average approximately 13,000 passes sold per year, which amounts to \$195,000 in revenue collected. It should be noted that these trailhead areas are access to mountain sledding not the type of sledding proposed on the GRST.

Funds are also raised through sponsorship with local businesses by offering marketing opportunities. VARDA does not own grooming equipment. The grooming is contracted out with an average cost (fuel cost dependant) of \$21.00/km.

9. Integration Plan

The Gold Rush Snowmobile Trail (GRST) Integration Plan has been written to identify, map and consider the network of trails that link and or provide access to the GRST. Also to identify the linkages or access to any Lodges, Resorts and business along the route. Only the trails within the 100 Mile House District are being considered for this plan. There are no known trails accessing or crossing the GRST from the 100 Mile House Forest District boundary to Horsefly. There are also no lodges resorts or services of any kind. The GRST from Horsefly onwards is still yet to be defined legally, so that portion of the trail is not being considered in this plan.

The Gold Rush Trail starts in 70 Mile House on the west side of Highway 97 on Raphael Road. Raphael Road is located just south of the 70 Mile House Motel. The east side of the highway, until recently, had a store and gas station. The store burned down during the course of this project and is scheduled to be rebuilt. Other amenities within walking distance include the Dusty Rose pub/restaurant.

70 Mile House Trailhead

The available parking at the trailhead in 70 Mile House is limited largely to the discretion of the private land owners. Parking was discussed with a few of the landowners and while they were certainly agreeable because of the potential economic benefit there are no written agreements. Because of this there is a recommendation for further parking to be explored.

Green Lake Snowmobile Trails

The only trails in the vicinity of the trailhead are the Green Lake Snowmobile Trails. These trails can be accessed from the opposite side of the highway from the trailhead. The club has utilized this section of trail in the past and the highways crossing, but has done so with permission from the Clinton RCMP (see fig.). There are three applications which must be made prior to accessing the trail head at 70 Mile House from the east side of the road:

1. An application is required for a highway crossing to be submitted to the Ministry of Transportation and Infrastructure.
2. The trail is also on the old Cariboo Highway which will also require an application for permission to operate snowmobiles within the highway right of way.
3. The old Cariboo Highway crosses the railway. This is a public crossing which is maintained by CN Railway. An application must be made to CN to cross the tracks at this location and to occupy their right of way.

Clinton

The original pilot project looked at the Gold Rush Snowmobile Trail starting in the village of Clinton. While outside the mandate of this report it is recommended that the Clinton to 70 Mile

House section of the trail be revisited in the future. The connectivity to Clinton is important not only for the economic development potential but for continuity of the recreation corridor.

Access to the trail through existing public roads is being mentioned for future development purposes, such as access, parking and infrastructure development.

100 Mile House

Current access from 100 Mile House is limited to a connector trail which starts at the 100 Mile House snowmobile clubhouse located at 99 Mile via Ainsworth Road. Access into 100 Mile House is dependant via the 99 Mile connector trail which crosses the railway (permitted) through district lot 4847 and 2139 which are privately owned. There are provisions to ensure the trail is considered in the development of these lands with the intent of connecting to the Tourism Info Centre. This was identified in the *Trails Linkage Plan* and is a key component to that plan and key to the GRST in accessing all the services and amenities that 100 Mile House has to offer. (The *Trails Linkage Plan* was developed in 2009 to identify a unified network of existing and proposed trails providing a comprehensive trail system throughout the municipality of 100 Mile House).

108 Mile Ranch

There are no known or existing trails linking the 108 to the GRST. A connector trail linking 100 Mile House to the Ranch was proposed under the *Trails Linkage Plan*.

The Hills Health and Guest Ranch is considered a major tourist destination in the province. The Hills does offer some snowmobile touring in and around the guest ranch. The owner of the guest ranch was consulted and was particularly interested in the marketing component of the GRST. The guest ranch is very active and connected to Tourism BC and will be consulted in the development of a marketing strategy for the trail. The guest ranch is a logical place to stay and their website receives much attention. The strategy will be to provide a mutual linkage between the trail and the guest ranch.

Currently the only known route accessing the GRST from the Hills Health and Guest Ranch is the powerline. While the route does provide access to the trail it is not without difficulties. This would include several public road crossings and some very steep terrain.

Because of the significant economic potential it is recommended that access to the GRST from the 108 Mile Ranch be considered a high priority in future trails projects.

Ten-eeh-ah Lodge – Spout Lake

The lodge at Spout Lake is currently the only accessible facility with dining and accommodations on the GRST. Fuel can also be provided at the site. Ten-eeh-ah has been utilized by trail users in the past and is a popular snowmobile destination for locals. It has always been identified as a key service destination on the trail.

The managers of the lodge were consulted and very excited about the prospect of bringing more customers in through the traditionally slow winter months. They will also be approached about establishing mutually beneficial web linkages.

It should be noted that as mentioned in the Pilot Project, while the trail runs through the resorts property, that the provincial government will not consider the establishment of a public trail through deeded property without a legal easement. Because of this it is still recommended to try and establish another route which allows a bypass of the private property.

Perimeter Trail

The Perimeter Trail is a key component of the access to the GRST. The Perimeter Trail encompasses much of the 100 Mile House Forest District east of Highway 97 from 70 Mile House to 100 Mile House in the west and from Bonaparte Lake to Bowers Lake in the east (see fig. 12). The Perimeter Trail provides access to the GRST from the Green Lake Snowmobile Club's trail systems and from the Interlakes Snowmobile Club's trail systems. Riders from Clearwater and Kamloops are able to access the Perimeter Trail from their trail systems and then onto the GRST.

Because of its length and location the Perimeter Trail is a key connector trail to not only the GRST but to other trail systems both in the 100 Mile House area and Kamloops and Clearwater.

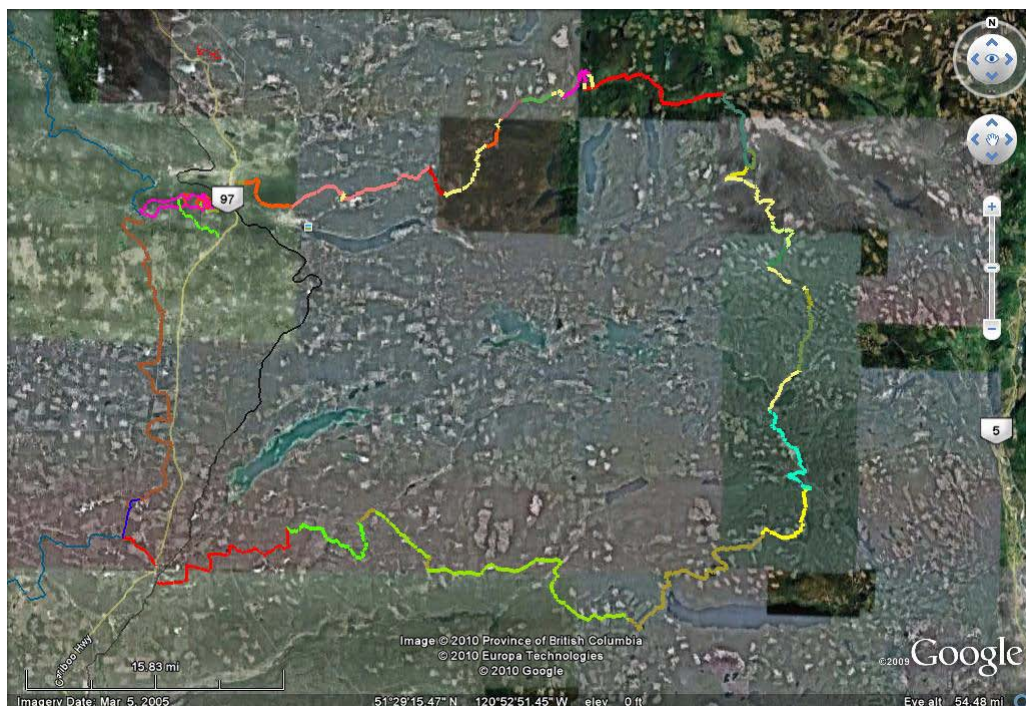


Figure 12 – Perimeter Trail

The following table lists all of the public roads which the GRST crosses and also provide direct access to:

GRST Road Crossings	Km on public/access road	Location of Access road from closest community
Raphael Road – 70 Mile	0 km - trailhead	70 Mile House
Stormy Road	0.7	11 km north of 70 Mile House
Bullock Lake Road	0.9	17.5 km north of 70 Mile House
Davis Lake Road	22.3	22 km north of 70 Mile House
1100 Road – 100 Mile	3.5/8.0*	West of 100 Mile via Exeter Road
1300 Road	18km	North of 100 Mile via Tatton Road
Wright Station Road	0/7.0**	North end of Lac La Hache lake
Woodfrog Road	0**	North end of Lac La Hache lake
Kokanee Pit Road	7.5	North of Lac La Hache via Begg Road
1400 Road	11.5	North of Lac La Hache via Begg Road
1500 Road (Rail Lake/Spout Lake Road)	59.5	East of Lac Lac Hache via Timothy Lake Road
152 Road	0.6***	East of Lac Lac Hache via Timothy Lake Road
153 Road	0.5***	East of Lac Lac Hache via Timothy Lake Road/1500 Road
154 Road	0.3***	East of Lac Lac Hache via Timothy Lake Road/1500 Road

*The GRST can be accessed at 11-03.5km and crosses the 1100 Road at 8km.

** The GRST travels along Wright Station and Woodfrog Public Roads. It also crosses Wright Station Road at 7km.

***The distance from the start of the road. The GRST runs along the 152, 153 and 154 Roads.

10. Key Recommendations

- Continued development of trailheads with signage and parking within the communities along the trail.
- The promotion of a multi-use, all season trail be adopted.
- The development of a long-term sustainable plan for all recreational activities be considered.
- Continued development of a sustainable maintenance plan and budget.
- A highways crossing at 70 Mile House be applied for to connect the Green Lake Trails network and the Perimeter Trail to the GRST.
- Pursue funding, support and agreements for the Perimeter Trail as it is integral connector trail to the GRST.
- Apply or confirm that the CN Rail public crossing at 70 Mile House is approved for snowmobiles.
- Apply to change the designation of the GRST from a snowmobile trail to a recreational trail.
- Funding be pursued for the development, signage and maintenance of the remaining portions of the GRST.
- The development of a long-term marketing plan to promote and market the GRST along with all recreational trails and activities in the Region.
- Establish a permanent location for the 99 Mile Connector trail through District Lot 4847 to allow access from 100 Mile House to the 100 Mile Snowmobile Club and the GRST.
- Establish an alternate route around Ten-eeh-ah Lodge to provide a continuous legally established trail.
- Funding be pursued for the maintenance and signing of the connector trail from the trailhead at the 100 Mile House Snowmobile Club to the GRST.

Appendix I: GRST BROCHURE

Appendix II: MASTER TRAILS MAPS

Appendix III: Literature Cited

Gold Rush Snowmobile Trail Pilot Project - Clinton to Wells - 2002 Aestech Consulting Ltd.

Trails Linkage Plan - 2009 - Cariboo Geographic Systems

British Columbia Snowmobile Federation Legislation/Regulation Issues - Draft Recommendations to Improve Snowmobile Trail Use and Management in BC

British Columbia Snowmobile Federation – Signs Standards Program- Standards for Snowmobile Trail Signing & Placement in British Columbia

Completing The Gold Rush Snowmobile Trail – Ministry of Competition, Science and Enterprise