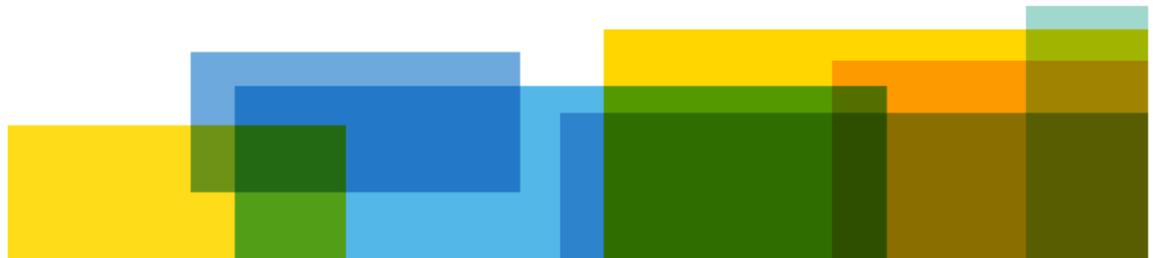


# Trails Master Plan



## TABLE OF CONTENTS

EXECUTIVE SUMMARY .....	1
1.0 INTRODUCTION .....	1
1.1 Vision .....	1
1.2 Purpose of the Plan .....	1
1.3 Guiding Principles.....	1
1.4 Community Consultation .....	2
1.5 Kamloops Policy Context .....	3
2.0 TRAIL STANDARDS AND EXISTING CONDITIONS .....	6
2.1 Trail Classification Standards .....	6
2.2 Trail Access and Staging Points .....	8
2.3 Walkways.....	10
2.4 Existing Conditions .....	11
3.0 PROPOSED TRAIL NETWORK .....	12
3.1 Brocklehurst .....	12
3.2 North Shore.....	13
3.3 Batchelor Heights and Westsyde .....	13
3.4 Rayleigh and Heffley Creek.....	14
3.5 City Centre.....	14
3.6 West End, Lower Sahali, and Upper Sahali.....	15
3.7 Southgate, Mount Dufferin, and Mission Flats .....	15
3.8 Aberdeen and Pineview Valley.....	16
3.9 Valleyview, Juniper Ridge, and Rose Hill.....	16
3.10 Dallas, Campbell Creek, and Barnhartvale .....	18
4.0 NETWORK EVALUATION.....	19
4.1 Cost Estimates.....	19
4.2 Evaluation Framework .....	20
4.3. Network Priorities.....	21
4.4. Facilities and Support Programs .....	21
4.5 Natural Environment Conditions Summary .....	23
5.0 IMPLEMENTATION.....	26
5.1 Capital Investment.....	26
5.2 Funding Opportunities.....	26
5.3 Maintenance Guidelines.....	29
5.4 Land Acquisition Strategy.....	29
5.5 Moving Forward .....	29
Appendix A - Brocklehurst and Tranquille .....	30
Appendix A - North Shore.....	31
Appendix A - Batchelor Heights and Westsyde .....	32
Appendix A - Rayleigh and Heffley Creek.....	33
Appendix A - City Centre.....	34
Appendix A - West End - Lower Sahali and Upper Sahali .....	35
Appendix A - Mission Flats, Mount Dufferin, Southgate, and Thompson Rivers University .....	36
Appendix A - Aberdeen and Pineview Valley.....	37



Appendix A - Juniper Ridge, Rose Hill, and Valleyview ..... 38  
Appendix A - Barnhartvale, Campbell Creek, and Dallas ..... 39  
Appendix B - Trail Network Evaluation and Cost Estimates ..... 40  
Appendix C - Kamloops Trail Assessment Form ..... 43  
Appendix D - Council Policies PRS-13 ..... 45  
Appendix D - Council Policies PRS-14 ..... 50

## EXECUTIVE SUMMARY

The City identified the need to create a Trails Master Plan to conform the future alignment of the Rivers Trail and identify the trails to be designated from the web of trails through parks and open spaces. This plan was completed in parallel with the updated Pedestrian Master Plan and aligns with the 2010 Bicycle Master Plan. This document identifies a complete trail network to be upgraded or constructed as an evaluated list of projects. This list is intended to guide future investment of capital projects, identify areas of improvement for those completing development processes, and target areas to pursue real estate options. There is no time line to complete the list of projects, as it will be dependent on available funding from all potential sources.

### Vision

Develop an extensive, sensitive trail network throughout Kamloops with recreation opportunities for all user types.

### Purpose of the Plan

The Trails Master Plan is intended to serve a number of purposes, including:

- Providing a plan for the completion of the Rivers Trail, which is a key City priority as it forms the spine of the trail network in Kamloops;
- Identifying how the trails system in Kamloops will expand to provide healthy, active, affordable recreation and to provide attractive connections in the community;
- Developing a city-wide trail classification that is in accordance with the Provincial Trail Classification Standards;
- Furthering the integration with Pedestrian and Bicycle Master Plans to create an active transportation network plan; and
- Identifying an investment strategy in land and capital to allow the completion of the trails network.

### Guiding Principles

The guiding principles for the development of a trails network in Kamloops include the following:

- **Create a Recreational Friendly Trail Environment** - The City of Kamloops will create an environment that facilitates recreational trail opportunities for all user types;
- **Improve Neighbourhood Connectivity** - The City of Kamloops will look to improve connectivity between all neighbourhoods through the vast open space between them;
- **Pursue Land Acquisition** - The City of Kamloops will work with private property owners to acquire land and/or rights-of-way to complete key trail connections throughout Kamloops;
- **Continue to Improve the Trail Attractiveness** - The City of Kamloops will continue to improve existing trail facilities to increase the attractiveness of the trails network;
- **Expand Promotion and Awareness** - The City of Kamloops will continue to expand the promotion and awareness of trail networks in the community;
- **Utilize Development Application Processes** - The City of Kamloops will look to create future trail connections through the development application process;

- **Align with Other Programs** - The City of Kamloops will align trails improvement projects with other initiatives such as park development, the Bicycle Master Plan, and the Pedestrian Master Plan;
- **Sustainable Kamloops Targets** - The City of Kamloops will work towards the goals of the Sustainable Kamloops Plan of reducing greenhouse gas emissions, increasing alternative transportation choices for commuting and all trips, and reducing fossil fuel consumption for transportation; and
- **Prioritization of Projects** - The City of Kamloops will prioritize capital projects wisely to maximize value throughout the city.

### Evaluation Framework

Each link of the Trails Master Plan was evaluated based on the following criteria:

- Cost
- Network Contribution
- Practicality
- Accessibility
- Appeal
- Environmental Impact

Each criterion is measured high (5), medium (3), or low (1), and each criterion is weighted equally. Each link is given a total score and the list is broken into three sections: high, medium, and low. This list can be used to guide future investment in the Trails network.

Based on the evaluation framework, priorities have been identified and classified as high, medium, and low. Generally, the high priorities for implementation include:

- Expanding the Rivers Trail east and west from the existing core components; and
- Adding a multi-use pathway through Peterson Creek Park to connect Sahali to the City Centre

The Trails Master Plan identified and prioritized numerous capital investments. The construction value to complete the River Trail, including lighting, trail construction, and staging points is estimated at \$12.8 million. The estimated construction value of the trail network construction throughout the rest of the City is \$7.6 million. These projects will continue to grow and enhance the trail network in Kamloops.

## 1.0 INTRODUCTION

Trails are an important component of the community fabric of Kamloops. They help us move around the community and provide a valuable connection to our natural areas. The Rivers Trail, in particular, is a jewel in a network that includes hundreds of kilometres of formal and informal trails in Kamloops. These trails range from paved multi-use pathways to steep and narrow tracks in Kamloops' hillsides. They contribute greatly to the high quality of life experienced in Kamloops. Protecting, enhancing, and formalizing the trails network is key in the development of community connections.

In order to further the development of the formal trails network, the City of Kamloops has undertaken the development of this Trails Master Plan. This Plan, undertaken concurrently with the development of the Pedestrian Master Plan update and following the completion of the Bicycle Master Plan and the Sustainable Kamloops Plan, is part of an overall strategy to promote alternative transportation and healthy and active living through the provision of high quality facilities that enable safe, efficient, and enjoyable active transportation in Kamloops.

### 1.1 Vision

Develop an extensive, sensitive trail network throughout Kamloops with recreation opportunities for all user types.

### 1.2 Purpose of the Plan

The Trails Master Plan is intended to serve a number of purposes, including:

- Providing a plan for the completion of the Rivers Trail, which is a key City priority as it forms the spine of the trail network in Kamloops;
- Identifying how the trails system in Kamloops will expand to provide healthy, active, affordable recreation and to provide attractive connections in the community;
- Developing a city-wide trail classification that is in accordance with the Provincial Trail Classification Standards;
- Furthering the integration with Pedestrian and Bicycle Master Plans to create an active transportation network plan; and
- Identifying an investment strategy in land and capital to allow the completion of the trails network.

### 1.3 Guiding Principles

The guiding principles for the development of a trails network in Kamloops include the following:

- **Create a Recreational Friendly Trail Environment** - The City of Kamloops will create an environment that facilitates recreational trail opportunities for all user types;
- **Improve Neighbourhood Connectivity** - The City of Kamloops will look to improve connectivity between all neighbourhoods through the vast open space between them;

- **Pursue Land Acquisition** - The City of Kamloops will work with private property owners to acquire land and/or rights-of-way to complete key trail connections throughout Kamloops;
- **Continue to Improve the Trail Attractiveness** - The City of Kamloops will continue to improve existing trail facilities to increase the attractiveness of the trails network;
- **Expand Promotion and Awareness** - The City of Kamloops will continue to expand the promotion and awareness of trail networks in the community;
- **Utilize Development Application Processes** - The City of Kamloops will look to create future trail connections through the development application process;
- **Align with Other Programs** - The City of Kamloops will align trails improvement projects with other initiatives such as park development, the Bicycle Master Plan, and the Pedestrian Master Plan;
- **Sustainable Kamloops Targets** - The City of Kamloops will work towards the goals of the Sustainable Kamloops Plan of reducing greenhouse gas emissions, increasing alternative transportation choices for commuting and all trips, and reducing fossil fuel consumption for transportation; and
- **Prioritization of Projects** - The City of Kamloops will prioritize capital projects wisely to maximize value throughout the city.

#### 1.4 Community Consultation

Consultation on the Pedestrian and Trails Master Plans occurred simultaneously. A community survey was undertaken in late summer 2010 asking for feedback on what pedestrian and trails infrastructure people use as well as where improvements could be made. Further, several issues were discussed with key stakeholder groups. Two open houses were held in October 2010 to solicit community feedback on key elements of the Plan, which also included surveys and follow-up communication with key stakeholders.

Nearly 290 people responded to a community survey asking for input on trails planning in Kamloops and many others participated in the open houses. Some of the salient points from the community consultation include:

- 77% of respondents use trails a few times a month or more;
- There is a desire to see more trails in the community, particularly the completion of the Rivers Trail;
- The existing trails areas such as the Rivers Trail, Kenna Cartwright Park, and Peterson Creek Park are heavily used;
- Respondents to surveys would like to see more amenities such as benches and garbage cans on the trails network, as well as more wayfinding signage;
- Exploring natural areas is a key component of using trails;
- Addressing issues with dogs (clean-up) would be helpful but also having more dog friendly trails;
- Litter along trails is viewed as a significant issue; and
- A need for better trails connections.

### 1.5 Kamloops Policy Context



Throughout the Kamloops policy framework, there are numerous policies and stipulations that relate to the development of the trails network in the community. These include:

***Sustainable Kamloops Plan - Foundations of Sustainability***

The Foundations of Sustainability is the City's newly adopted Sustainability Plan. The Plan calls for increasing the availability of active transportation facilities, including walkways, trails, and related facilities. It also indicates that the number of people using other modes of travel to employment should increase to 30% by 2020 and that providing active transportation facilities is a key component of achieving this target. Further, the Plan recognizes the health benefits of a good pedestrian network by calling for the increase in availability of active transportation facilities, including trails and walkways. The Plan also calls for the respect and continued preservation of natural areas, while recognizing that low impact access into these areas is vital.

### ***KAMPLAN - Official Community Plan***

KAMPLAN: The Official Community Plan addresses the importance of trail development in Kamloops in multiple locations within the plan. The Environment section states that through public interaction, residents of Kamloops have identified the extension of trails systems (pedestrian and bicycle) as key environmental issues for the City. The extension of the Rivers Trail outwards from the City Centre through the acquisition of vacant properties and through redevelopment opportunities is a key recommendation. KAMPLAN further addresses the Rivers Trail by stating the City will seek to re-establish its partnership with the Tk'emlúps te Secwépemc in order to achieve future development of the trail system. KAMPLAN also states that new multi-use pedestrian and bicycle trails will be encouraged throughout the city intended to provide recreation alternatives and connect areas of the city, as well as a continuous trail system linking neighbourhood parks to district parks.

### ***Neighbourhood Plans***

The City has completed numerous neighbourhood plans for different areas of the City over the last 20 years that provide some guidance for the development of pedestrian facilities. In the recent past, the City has completed three key neighbourhood plans. These include the City Centre Plan, the North Shore Neighbourhood Plan, and the Aberdeen Area Plan.

### ***City Centre Plan***

The City Centre Plan was completed in 2005. Many pedestrian and trail enhancements are recommended in the Plan. Some specific improvements include:

- Developing the northern reach of Peterson Creek to a greenway;
- Enhancing the Rivers Trail;
- Providing pedestrian amenities such as benches, trash receptacles, and directory signs; and
- 7th Avenue Overpass.

### ***North Shore Neighbourhood Plan***

The North Shore Neighbourhood Plan was adopted in 2009. Some of the key principles of the Plan included promoting the health and livability of the neighbourhood, including the creation of inviting and safe environments for pedestrians and cyclists, and promoting the development of cost-effective infrastructure to support development. The development of trails and increased green space is an important theme throughout the North Shore Neighbourhood Plan. The Plan refers to and supports both the Bicycle Master Plan and Pedestrian Master Plan while incorporating its own policies for trail development. A significant theme within the plan is connectivity, and the plan proposes to create and maintain a green pathway system throughout the North Shore in order to connect all residential neighbourhoods. It has further proposed within its policies to develop an interconnected system of trails to meet North Shore parks and recreational facilities; to develop connected sidewalks, bike lanes, and off-street linkages and trails; and to create designated cycle commuter routes. In reference to the Rivers Trail, the plan proposes that the City support of the continued recreational use of the trail on the Airport lands.

### ***Aberdeen Area Plan***

The 2008 Aberdeen Area Plan addresses the need for cycling and recreational trail expansion throughout the neighbourhood. Currently pedestrians rely on a series of trails that are often located in steep gullies that are a part of the storm drainage network in order to maneuver between development enclaves in the Aberdeen neighbourhood. For this reason, the Aberdeen Area Plan proposes development of additional pedestrian corridors along road networks. Furthermore, the Plan proposes that the City work to incorporate public land into trail network systems. The plan proposes to accompany development on Coal Hill with the extension and linkage of current trails to open space in Pineview Valley and Dufferin.

### ***Nature Park Plans***

Specific management plans pertaining to nature parks outline special environmental concerns, safety concerns, park user programs, facility development and park-specific trail networks. Currently, the Kenna Cartwright Nature Park Management Plan and the Peterson Creek Nature Park management plan are the only two plans in place. The management goals of these plans focus on the sustainable management of the natural environment and passive recreation use.

It is the intent of the City to update these existing plans and develop nature park management plans for other nature parks that do not currently have management plans. This may be accomplished through the development of a single integrated nature park management plan. As part of the planning process, the City has established a natural areas advisory group that can provide valuable stakeholder feedback on natural area and trail management issues. To maintain consistency in the management of trails across the City, the trail and facility standards proposed in the Trails Master Plan will be applied to all trails in City nature parks.

## 2.0 TRAIL STANDARDS AND EXISTING CONDITIONS

### 2.1 Trail Classification Standards

The City has aligned the trail classification standards with the provincial guidelines in order to assist with the implementation of the trails network. These standards include a system for establishing the trail type and what supportive facilities should be included.

#### ***Trail Type***

The City has established a trail classification system based, in large part, on the Provincial Trails Classification strategy. The City has applied this trail classification to many of the marked trails in Kamloops, particularly in Kenna Cartwright Park and Peterson Creek Park. It would be difficult for a trail rating system to be totally objective or valid for every situation; therefore, it is recommended that these ratings be used as a tool in combination with common sense to provide a diverse trail network. Assigning trail types is based on three considerations and criteria including:

a) *Tread Width*

Tread width is calculated in metres as the average width of the active tread or beaten path of the trail.

b) *Trail Grade (Maximum and Average)*

Maximum trail grade is defined as the steepest grade of the trail that is more than 10 m long and is measured using a clinometer. Average grade is the steepness of the grade over the entire length of the trail. Average trail grade, as opposed to maximum trail grade, is generally used to apply rankings of trail grades. However, if there are significant fluctuations in grades along the trail, then this can affect how the trail type is designated.

c) *Trail Tread Surface*

The stability and material of the trail tread surface will determine the level of difficulty of travel of the trail. The City of Kamloops trail types, based on the difficulty level of individual trails and corresponding trail marker symbols for multi-use trails, are summarized in Table 2.1. It is important to note that the predominant determinant of trail type is the grade.

**Table 2.1: Trails Type**

Type	Corresponding Symbol	Difficulty Level	Average Tread Width	Average Trail Grade	Maximum Trail Grade	Trail Tread Surface
<b>Type I</b>	White Circle	Easiest	2 m	< = 5%	8%	Hardened /Prepared
<b>Type II</b>	Green Circle	Easy	1.25 m	5-8%	10%	Prepared Surface
<b>Type III</b>	Blue Square	More Difficult	0.75 m	As Required	15%	Natural Substrate
<b>Type IV</b>	Black Diamond	Very Difficult	0.5 m	N/A	N/A	Natural Substrate
<b>Type V</b>	Double Black Diamond	Extremely Difficult	<0.5 m	N/A	N/A	Natural Substrate

The photos below illustrate, in general, what each of the different trail types look like.



**Type I**



**Type II**



**Type III**



**Type IV**

## 2.2 Trail Access and Staging Points

Identifiable access is key to an efficient and functional trail system. Trail access points and staging points are the primary methods of introducing people to the trail system. A trail access point is an entry point to any trail within the trail network. A staging point is a meeting place for trail users. The location and volume of potential users should be taken into account when determining the classification of a trail access point or staging point.

Three levels of trail access and staging points should be considered. These include:

### a) Neighbourhood Access

Neighbourhood access points should be located at any trail head, including right-of-way corridors; either side of a street that intersects with a trail; or at a trail to trail intersection. They should include:

- Trail Marker - small but prominent symbol signage that designates the trail, path, or corridor as part of the trail system.

Examples include the Waddington Drive access to Peterson Creek and Sunshine Court access to Kenna Cartwright Park.



### b) Community Access

Community access points constitute a minor staging point on the trails network and should be located at any logical meeting place servicing a smaller localized trail system or population base. They should include:

- Large Kiosk - prominent, moderately-sized signage identifying the staging point and/or entire trail system; and
- An area of approximately 10-25 m<sup>2</sup> at the staging point for people to gather adjacent to but off of the trail.

Examples include the Peterson Creek Park staging points located off of Summit Drive.



c) City-wide Access

City-wide access points constitute major staging points on the trails network and should be located at isolated trail heads to a major trail system or destination trailheads popular with residents. They should include:

- Prominent signage identifying the staging point and/or trail system;
- Separate or on-street parking to accommodate ten or more vehicles immediately adjacent to the staging point;
- Trail maps, a garbage receptacle, and dog bag dispenser, and provision for toilet facilities at a city-wide trail access is strongly recommended;
- Optional amenities such as benches and a water source.

An example of a City-wide access is the Kenna Cartwright entrance on Hillside Drive.



The estimated cost of staging points and additional amenities is shown below.

Amenity Description	Unit	Unit Rate (\$)	Staging Location/Description					
			Neighbourhood Access		Community Access		City Wide Access	
			Qty	Cost (\$)	Qty	Cost (\$)	Qty	Cost (\$)
Walkway bench	ea	2,800		0	1	2,800	1	2,800
Backless trail bench	ea	2,500		0		0		0
Metal gates	ea	3,500		0		0		0
Spit rail barrier	ea	300		0		0		0
Split rail fence	lm	60	10	600	20	1,200	30	1,800
Bridges	ea	15,000		0		0		0
Dog bag dispenser	ea	200	1	200		0		0
Trail marker	ea	200	1	200		0		0
Kiosk-small	ea	1,150		0	1	1,150		0
Kiosk-medium	ea	1,300		0		0	1	1,300
Kiosk-large	ea	2,300		0	1	2,300	1	2,300
Picnic table	ea	1,500		0		0		0
Viewing decks	m <sup>2</sup>	120		0		0		0
Bear-proof waste receptacle	ea	1,400		0		0		0
Alf-maxi receptacle	ea	1,500		0		0	1	1,500
Hand-operated water lever	ea	1,500		0		0		0
Water fountain	ea	4,500		0	1	4,500	1	4,500
<b>TOTAL</b>				<b>10,000</b>		<b>11,950</b>		<b>14,200</b>

### 2.3 Walkways

The walkways included in this plan are City-owned rights-of-way that are used as a non-motorized access point to a park or open space. The existing walkways are typically multi-use pathways and may include stairs where there is a substantial grade change. The maintenance of the existing walkways is determined by Council Policies PRS-13 and PRS-14 (see Appendix D). These policies indicate which walkways in the city are maintained throughout the year.

There are a few locations that have been identified as future connections in order to provide access to a park or open space. These proposed locations may require a right-of-way agreement and/or construction of an appropriate facility. Any surplus or desired walkway locations shall be determined on a case-by-case basis, and a review of these potential locations will be completed as a separate project.

## 2.4 Existing Conditions

### *Existing Rivers Trail*

The Rivers Trail is the jewel of the Kamloops trails network. It provides a vital community connection for people in Kamloops and is a key component of promoting health and wellness in the city. The existing Rivers Trail currently consists of approximately 33 km of mostly Type I trails and includes a mix of multi-use pathways running through parks and adjacent to streets, as well as segments that are on-street. It includes east-west segments from the Yellowhead Highway Bridge to Cinnamon Ridge, west of the Kamloops Airport, and from the Overlanders Bridge in the south to the north end of Westsyde. While there are some well-established components of the Rivers Trail, two key questions remain to fully realize its potential:

- a) What existing segments should be upgraded to provide a better facility?
- b) How should the trail be developed eastward towards the Campbell Creek area?

It is the City's intention to have the entire Rivers Trail as a paved, Type I trail throughout Kamloops.

### *Existing Trail Network*

Besides the Rivers Trail, the City has approximately 80 km of marked and classified trails, predominantly in the City's nature parks. The most prominent among these are located in Kenna Cartwright Park and Peterson Creek Park. Other trail areas include the Juniper Bike Ranch, the Horse and Hiker Club Trails, and the Valleyview Nature Park, as well as a number of trail connections in the Upper Sahali and Aberdeen areas. The existing trail network, besides the Rivers Trail, generally consists of Type II - IV trails, which are generally unpaved and have steeper slopes in some areas.

### 3.0 PROPOSED TRAIL NETWORK

Completing the Rivers Trail is a key priority for the City of Kamloops. Recognizing this, special emphasis has been placed on articulating how this will be completed. In general, to complete the Rivers Trail, the following must be done:

- a) Upgrade the northern portion of the trail through Westsyde;
- b) Upgrade the western portion of the trail through North Kamloops and Brocklehurst; and
- c) Identify and develop a route to serve the eastern portions of Kamloops along the South Thompson River.

While the Rivers Trail is the primary component of the City's overall trails network, it will be important to provide trails that are not part of the Rivers Trail. These trails will be vital to enhancing quality of life in neighbourhoods throughout Kamloops and provide opportunities for health, recreation, and connection to natural areas. While these other trails are predominantly in the City's natural parks, such as Peterson Creek Park and Kenna Cartwright Park, there are other trails that could be located on public land outside of the parks, while some other connections will require the purchase of private land or will need to be developed as subdivision occurs. Approximately \$10 million in trail improvements are recommended, which is in addition to the investments required to realize the Rivers Trail and does not include staging points and overpasses (see Table 5.1).

Maps are located in Appendix A

#### 3.1 Brocklehurst (Map 3.1.1)

##### *Rivers Trail*

The desire for the Rivers Trail in North Kamloops heading westward is to complete a link all the way to Kamloops Lake at the Tranquille Farm property. The existing Type II and III trails from Kamloops Lake to the airport will require a surface upgrade. For the sections of the Rivers Trail along Tranquille Road from Criss Creek Road to Cinnamon Ridge and from Crestline Street to Desmond Street, the construction of a multi-use pathway is recommended to replace the existing pedestrian shoulder. On the low traffic volume streets of Crestline, Happyvale, and Desmond, the construction of a paved shoulder adjacent to the roadway is recommended.

##### *Other Trails*

A trail connection is recommended to provide access from the Rivers Trail at Tranquille Provincial Park to the existing Type III trail that leads to Lac Du Bois Provincial Park near Criss Creek Road. With the completion of a quality connection from MacArthur Island to the Singh Street Soccer Bowl, a connection from Ord Road to Batchelor Heights is recommended. The exact routing of the above-mentioned connections will be determined as each area develops in the future.

### *Proposed Staging Points*

#### City Wide:

- Rivers Trail near Tranquille Lands;
- Rivers Trail near Aviation Way; and
- Rivers Trail near Cambridge Crescent.

## **3.2 North Shore (Map 3.1.2)**

### *Rivers Trail*

One key section of the Rivers Trail on the North Shore requires a significant upgrade. Along Tranquille Road between Leigh Road and Royal Avenue, the construction of a multi-use pathway is recommended. To complete the connection in a consistent facility, an upgrade of the sidewalk and on street bicycle route along Royal Avenue would also be required from Tranquille Road to Thrupp Street. If the opportunity arises, a connection between Overlander Park and Beach Avenue along the North Thompson River is desired to improve connectivity of the Rivers Trail along Schubert Drive and improve access to Overlander Park.

### *Proposed Staging Points*

#### City Wide:

- Rivers Trail near McArthur Island boat launch; and
- Rivers Trail near Beach Avenue.

## **3.3 Batchelor Heights and Westsyde (Map 3.1.3)**

### *Rivers Trail*

The City will upgrade the Rivers Trail through Westsyde to include a 2 m wide paved surface throughout. The Oak Hills dyke section of the trail will require paving and sections of Bank Road will be upgraded to an improved standard.

### *Other Trails*

As mentioned in the Brocklehurst section, a connection from Batchelor Heights to Ord Road will be determined with future development. A trail connection from Batchelor Heights to Westsyde Road near Westmount Elementary School would provide a strong pedestrian connection to the school. Another option to connect Batchelor Heights to Westsyde Road could be considered through North River Park. The steep grades would require stairs to accommodate pedestrians and a wheel runner along the edge can be used to accommodate bicycles. Either of these projects would require a great deal of design and engineering, but would make a good connection for residents from Batchelor Heights.

A trail head to the Grasslands Community Trail in Lac Du Bois Provincial Park exists at the end of Ida Lane. There is an access permit through a strata development for the public to access the park.

### *Proposed Staging Points*

#### City Wide:

- Rivers Trail at Kingston Avenue.

#### Community:

- Rivers Trail at Bank Road and Overlander Drive; and
- Westsyde Centennial Park.

### **3.4 Rayleigh and Heffley Creek (Map 3.1.4)**

#### *Other Trails*

Any considerations by the Tk'emlúps te Secwépemc to develop a trail network in the proximity of the North and South Thompson Rivers should be supported where possible by the City of Kamloops. A trail connection between Rayleigh and the rest of Kamloops would be through Indian Band land and is therefore outside the jurisdiction of the City. Within city limits, the development of a multi-use pathway adjacent to the Yellowhead Highway, Old Yellowhead Highway, and along Todd Mountain Road is proposed to connect Rayleigh and Heffley Creek to Tournament Capital Ranch. Within the Ranch, a multi-use pathway loop is proposed.

### **3.5 City Centre (Map 3.1.5)**

#### *Rivers Trail*

The Rivers trail is complete through the City Centre with the 0 km marker situated in the heart of Riverside Park.

#### *Other Trails*

Due to topography in the areas leading to the City Centre, many of the proposed trails are Type II or Type III facilities. Connections through Peterson Creek Park provide access to the City Centre for commuter and recreational travellers. A predesign report was completed with recommended connections through Peterson Creek Park with access points at Sahali Secondary School, McGill Road, and near the Glenfair Seniors Facility. Outside the scope of that report, another recommended trail connection would access the park at Bestwick Drive and St. Ann's Academy.

The trail that follows the Trans Canada Highway on the south edge of the City Centre is recommended to be upgraded to a Type III trail with a formalized connection to the Rivers Trail at Battle Street and Columbia Street intersection.

The City Centre Plan calls for two major projects in the downtown. The eventual daylighting of Peterson Creek to the North Thompson River would provide a scenic trail through the downtown. An overpass of the CP Rail line in the City Centre near 7th Avenue is also identified in this plan to improve the walkability of the downtown on both sides of the CP Rail line.

### *Proposed Staging Points*

#### Community:

- Rivers Trail near Exhibition Park; and
- Rivers Trail near CP Rail Overpass.

## **3.6 West End, Lower Sahali, and Upper Sahali (Map 3.1.6)**

### *Other Trails*

A major project proposed in this area includes an overpass of Summit Drive from Dalgleish Drive near McBeth Park to Thompson Rivers University (TRU) to facilitate safer crossings for pedestrians and cyclists. A predesign has been completed for the Summit Drive overpass and land acquisition has been identified as a key starting point. Connecting into this project would be a proposed trail through Guerin Creek from Summit Drive to Lombard Street.

A connection from Overlanders Bridge to the West End in Strathcona Park would facilitate more direct access into this area from the North Shore. The steep grades would require stairs to accommodate pedestrians and a wheel runner along the edge can be used to accommodate bicycles. This project will require a great deal of design and engineering to determine feasibility.

A trail is proposed through Greenstone Park to improve walkability in Lower Sahali. In Upper Sahali, there are a number of proposed trails through park and open space that provide walking connections throughout the community. These proposed trails will provide connectivity to Summit Elementary, Gordhorn Park, and the creek gully.

### *Proposed Staging Points*

#### Community:

- Peterson Creek Park at Bestwick Drive;
- Peterson Creek Park at Summit Drive;
- Peterson Creek Park at Chancellor Drive; and
- Gordhorn Park at Springhill Drive.

## **3.7 Southgate, Mount Dufferin, and Mission Flats (Map 3.1.7)**

### *Other Trails*

The development of a multi-use path is proposed on the southeastern edge of Kenna Cartwright Park. This trail would connect Cannal Drive through to the existing staging point on Hillside Drive. A multi-use path is proposed to connect Laval Crescent to Hillside Way as a cycling connection to Dalhousie Drive. A connection to the Mission Flats Nature Park from the City Centre should be considered through future redevelopment along Mission Flats Road.

### 3.8 Aberdeen and Pineview Valley (Map 3.1.8)

#### *Other Trails*

There is an extensive informal trail network south of Aberdeen and Pineview Valley. The Aberdeen Community Plan has identified the future trails to form the connection throughout the southern part of Aberdeen. These trails will be constructed as part of the development into the Greenfield area. Other trail connections through the existing parts of Aberdeen will provide recreational and commuter access throughout the community.

Construction of a multi-use pathway adjacent to Princeton-Kamloops Highway from Hugh Allan Drive to Aberdeen Drive and the future connection through Skyline Park are recommended to align with the Bicycle Master Plan. An upgrade and designation of the trails connecting Van Horne Drive to Hugh Allan Drive and from Pacific Way to Van Horne Drive is recommended to increase walkability in Aberdeen.

#### *Proposed Staging Points*

##### City Wide:

- Aberdeen Park.

##### Community:

- Aberdeen Drive at Pacific Way Elementary School;
- South end of Foxtail Drive;
- West end of Hugh Allan Drive;
- Sifton Lane; and
- Skyline Park.

### 3.9 Valleyview, Juniper Ridge, and Rose Hill (Map 3.1.9)

#### *Rivers Trail*

The intention of the eastern portion of Rivers Trail is to follow the South Thompson River as much as possible. However, given bank erosion issues, the limited space in parts between the CP Rail tracks and the river, and the amount of property that would need to be purchased, there are limited opportunities for constructing a trail in several parts of Valleyview adjacent to the river. Given this limitation, it will be necessary for the Rivers Trail through Valleyview to meander between both sides of the Trans Canada Highway, and include on-street and off-street segments in order to be completed in a cost-effective manner. This enables the Rivers Trail to also make use of facilities that have either been constructed or are planned for construction. These include the Valleyview interchange project and the overpass of Trans Canada Highway at the Jimeva lands. Despite this change, it does not preclude the City from pursuing the long-term desire to have as much of the Rivers Trail located adjacent to the river.

### *Valleyview Interchange Area*

The City has completed construction on the Valleyview interchange project. It includes a multi-use pathway adjacent to the Trans Canada Highway off-ramp and under the Trans Canada Highway and Yellowhead Highway overpasses will be constructed. In addition, a pedestrian and bicycle bridge will cross the CP Rail line to Lorne Street to provide a connection to the existing Rivers Trail that runs along River Street. This project connects City Centre and Valleyview with a multi-use pathway on the north side of Valleyview Drive from Rose Hill Road to Battle Street and Nicola Street.

### *Valleyview - Jimeva Lands*

Through Valleyview, it is recommended that the existing sidewalk be widened to 2 m along the north side of Valleyview Drive connecting into Orchards Walk at Grand Boulevard. This construction in the public right-of-way would complement the existing bicycle lanes along Valleyview Drive. A pedestrian and bicycle overpass of the Trans Canada Highway is planned to connect Orchards Walk to the Jimeva lands that will be developed into a new park. There, the Rivers Trail would follow the South Thompson River as a multi-use pathway.

### *Other Trails*

The upgrade and designation of four north-south trails connecting Juniper Ridge to Valleyview is proposed. These trails complement the high quality downhill bicycling facility at the Kamloops Bike Ranch. The Valleyview Nature Park offers a unique recreational opportunity, and a trails network similar to Kenna Cartwright Park will attract people from across the city. As a commuter and recreational route, a trail is proposed to connect Barnhartvale to Juniper Ridge to Rose Hill to Peterson Creek Park. There are a couple of locations where a right-of-way will be required to allow public access and those should be pursued.

### *Proposed Staging Points*

#### City Wide:

- Rivers Trail near the Jimeva lands.

#### Community:

- West end of Qu'appelle Boulevard;
- Rose Hill; and
- Capilano Park.

### 3.10 Dallas, Campbell Creek, and Barnhartvale (Map 3.1.10)

#### *Rivers Trail*

In Dallas, the Rivers Trail is proposed to be a multi-use pathway through publicly-owned riverfront property to Kipp Road where it would cross the Trans Canada Highway on the existing Kipp Road pedestrian overpass to Dallas Drive. A new multi-use pathway would be constructed along Viking Drive connecting into the existing multi-use pathway that accesses Dallas Elementary School and Dallas Park ending at Mountview Drive. Some private and School District property may be required to facilitate this connection. From there, a multi-use pathway would be developed adjacent to Mountview Drive (in the provincial right-of-way) connecting to the existing Pat Road pedestrian overpass. At Pat Road, the Rivers Trail will be along Furrer Road to the riverfront property of China Road Park.

From China Road Park the Rivers Trail will follow the South Thompson River bank to Lafarge. There will be right-of-way or property acquisition required through this area. Long-term, a pedestrian and bicycle overpass of the Trans Canada Highway is desired to provide a connection to the BC Wildlife Park.

#### *Other Trails*

A multi-use trail is recommended to connect Dallas to Valleyview at the base of the silt bluffs south of the Trans Canada Highway. This connection was identified in the Bicycle Master Plan as mainly a commuter route. This trail would be used recreationally as well and is in addition to the proposed Rivers Trail through this area. A duplication of trails in this area is proposed because of the different types of users the two trails are intended for.

The Barnhartvale Horse and Hiker Club has an agreement with the provincial government for an extensive trail network in Barnhartvale. For the City, an upgrade and designation of a trail from Morris Place to Barnhartvale Road is recommended.

#### *Proposed Staging Points*

##### City Wide:

- BC Wildlife Park.

##### Community:

- Rivers Trail near Pat Road overpass;
- Rivers Trail near Kipp Road overpass;
- Rivers Trail near south end of the Lafarge bridge; and
- West end of McLeod Drive.

## 4.0 NETWORK EVALUATION

### 4.1 Cost Estimates

The total construction value of the Rivers Trail upgrades and expansion is expected to be \$12.8 million. Table 4.1 summarizes the construction value for each portion of the Rivers Trail.

**Table 4.1: Rivers Trail**

Rivers Trail Section	Length (m)	Trail Cost	Lighting Cost	Staging Points		Staging Cost	Total Cost
				CW*	Com**		
Westside Upgrades	1,710	\$342,000	\$273,600	1	2	\$38,100	\$653,700
Brocklehurst Upgrades	13,469	\$2,655,200	\$2,087,040	3		\$42,600	\$4,852,840
North Shore Upgrades	1,466	\$293,200	\$234,560	2		\$28,400	\$556,160
City Centre		\$-	\$-	1		\$14,200	\$14,200
Valleyview Proposed	4,773	\$1,527,360	\$763,680	1		\$14,200	\$2,305,240
Dallas/Campbell Creek Proposed	12,098	\$2,419,600	\$1,935,680	1	3	\$50,050	\$4,405,330
Jimeva Lands Overpass							TBD
<b>Total</b>	<b>33,516</b>	<b>\$7,237,360</b>	<b>\$5,294,560</b>			<b>\$187,550</b>	<b>\$12,787,470</b>

\*CW = City-wide

\*\*Com = Community

The construction value to build the trails network components that are not part of the Rivers Trail are summarized in Table 5.1.

**Table 5.1: Trails Network Upgrades**

Neighbourhood	Length (m)	Trail Cost	Staging Points		Staging Cost	Total Cost
			CW*	Com**		
Brocklehurst	425	\$85,000				\$85,000
Batchelor Heights	TBD					TBD
Rayleigh/Heffley Creek	14,118	\$2,823,600				\$2,823,600
City Centre	6,591	\$1,357,180				\$1,357,180
West End/Lower and Upper Sahali	4,679	\$106,820		4	\$47,800	\$154,620
Southgate/Mount Dufferin	3,620	\$190,600		1	\$11,950	\$202,550
Aberdeen/Pineview Valley	19,083	\$1,505,060	1	5	\$73,950	\$1,579,010
Juniper Ridge/Valleyview	11,712	\$382,440		2	\$23,900	\$406,340
Barnhartvale/Dallas	4,624	\$450,305		1	\$11,950	\$462,255
<b>Total</b>	<b>64,852</b>	<b>\$7,447,720</b>			<b>\$169,550</b>	<b>\$7,617,270</b>

\*CW = City-wide

\*\*Com = Community

Appendix A contains cost estimates for the links in the trails network.

## 4.2 Evaluation Framework

Each link of the Trails Master Plan was evaluated based on the following criteria. Each criterion is measured high (5), medium (3), or low (1), and each criterion is weighted equally. Each link is given a total score and the list is broken into three sections: high, medium, and low. This list can be used to guide future investment in the Trails network.

### *Cost*

- High = links with an estimated cost below \$99,999
- Medium = links with an estimated cost between \$100,000 and \$499,999
- Low = links with an estimated cost greater than \$500,000

### *Network Contribution*

- High = links connecting to or part of the Rivers Trail
- Medium = links connecting to existing trails
- Low = isolated links not connecting to any major trail networks

### *Practicality*

- High = links that are easy to implement
- Medium = links that require detailed design
- Low = links that require private property right-of-way or significant engineering design (retaining walls, stairs, or bridges)

### *Accessibility*

- High = links that will be used by many types of user groups
- Medium = links that will be used by two or three user groups
- Low = links that will be used by only one user type

### *Appeal*

- High = links that will attract users from across the city and region
- Medium = links that will attract users from the surrounding areas
- Low = links that will attract users from the local neighbourhood

### *Environmental Impact*

- High = links that have a positive environmental impact
- Medium = links that have no environmental impact
- Low = links that will have a negative environmental impact on the adjacent land

### 4.3. Network Priorities

Based on the evaluation framework, priorities have been identified and classified as high, medium, and low. Generally, the high priorities for implementation include:

- Expanding the Rivers Trail east and west from the existing core components; and
- Adding a multi-use pathway through Peterson Creek Park to connect Sahali to the City Centre

Appendix B contains a detailed list of the evaluation.

### 4.4. Facilities and Support Programs

There are various types of support programs and facilities that can help raise the awareness of the trails facilities in Kamloops and help to better integrate the trails system into the quality of life experienced in the community. These support programs and facilities could include:

#### *Site Amenities*

Site amenities will be incorporated into the trails network to suit the specific needs of the trails and users of the trail system. Issues to consider when determining the type and quantity of amenities include:

- Trail type - amenities are likely to be easier to situate on flatter and wider trails than steeper, narrower trails;
- Location - access to site furnishings will be important for implementation and maintenance; remote trails are going to be more difficult to provide furnishings to than those that are in the urban area; and
- Type of trail user and traffic volume - Type I trails are likely to have higher user rates and consequently more demand for site furnishings than Type III or IV trails.

Amenities to consider for trails include the following:

#### *Signage*

The City has established signage standards for trails, and these will continue to be followed. Standards have been developed for entrance signage, trail markers, map signage and etiquette signage. With trails named, it is important to have wayfinding signage throughout the trail to guide people along the trail and enhance the trail experience. The addition of wayfinding signage was noted as a key desire for respondents to the community survey.

### *Trail Maps*

Trail maps may be incorporated on large display panels or distributed as handheld maps from a self-serve dispenser. Many communities provide online mapping information that can be viewed on a personal computer or other handheld device. Some handheld devices also offer real time mapping and directions while traveling the trail. These databases can be built for Kamloops trails.

### *Garbage receptacles*

Garbage receptacles may be installed at trail heads or staging points and at approximately 1.5 km intervals on higher volume urban trails. Different types of receptacles include:

- 187/300 gallon in-ground receptacles - placement in high volume urban areas where trash volume generation is extensive;
- 55 gallon in-ground receptacle - placement in low volume urban areas where trash volume generation is minimal and semi-frequent receptacle maintenance is possible;
- Small 45 gallon receptacle - placement in urban areas where in-ground installation cannot be achieved and frequent receptacle maintenance is possible; and
- Bear-resistant enclosures - placement in urban areas and trail systems adjacent to areas habitable by bears.

### *Benches*

All benches are part of the City's memorial bench program with in-ground mount or surface mount to concrete pad. Concrete pad mount is preferable where space is available to reduce erosion beneath the bench. Placement within the trail system is at locations having one or more of the following determining factors:

- Natural rest areas;
- Viewpoints of the city or other natural attraction; and
- High volume urban areas where trail users may require rest at typical intervals.

### *Toilet Facilities*

Toilet facilities should be readily available in high volume urban areas and at high volume, isolated trail systems lacking convenient access to urban facilities. In high volume urban areas, access to toilet facilities should be available to serve an approximate 3 km radius of trails. Isolated trail systems toilet facilities where serviced facilities are not available may use low maintenance composting toilets.

Where budget and space allow, composting toilets should be considered as they have lower maintenance requirements.

### *Dog Bag Dispensers*

Only dispensers that distribute new bags to users shall be installed, and these should be aligned with garbage receptacles.

### *Water source*

Where a pressurized water main is available immediately adjacent to a trail head or staging point, a water source for trail users should be considered. On high volume urban trails, the water source may include a drinking fountain with an attached dog bowl. In low volume or isolated trail systems where users typically bring their own water with them, the water source may be a lever action/self-closing hose bib.

### *Educational Programs*

Educational programs can take two forms. First is educating residents on where trails are and how they can be used. This would include providing better maps of the trails network in Kamloops which would include classification of trails so users would be better informed of the types of trails they would be accessing. Second is utilizing trails as a means of communicating the natural and human history of the Kamloops area. This is done to great effect on the Rivers Trail already, but could be extended to other trails in Kamloops and could be used to raise awareness of the sensitive ecosystems in the area. This has been mentioned as a significant desire in many surveys and anecdotal discussions.

### *Naming Trails*

Naming key trails would provide a more memorable way of identifying and communicating trails. This could also offer an opportunity to recognize key aspects of the city's natural and human heritage and could also be used to recognize key contributors to the development of the city's trails network.

## **4.5 Natural Environment Conditions Summary**

Kamloops is fortunate to have a wealth and diversity of natural features in the area. These include natural grasslands, rocky outcrops, silt bluffs, and riparian areas providing habitat for a multitude of species. These ecosystems have varying levels of sensitivity. Due to the attractiveness of these areas, they have been popular for hiking and biking as well as providing range land for local cattle operations. This has resulted in the creation of a number of formal and informal trails. Establishing trails in these areas can be both beneficial and detrimental depending on how the trail is designed, constructed, and used.

The benefits of developing good trails in these areas include:

- Offering the potential for education of residents on the vast wealth of natural features; and
- Encouraging users to stay on the formalized trails thus minimizing the impacts of people on adjacent land.

The potential detriments include:

- The impact to the natural environment is inevitable with any trail access; and
- Poorly designed trails could lead users to create their own "trail spurs", which can increase the disturbance.

Some of the key issues to consider moving forward include:

**Riparian areas** - the extension of the Rivers Trail eastward and westward is likely to occur in some riparian areas. The development of trails near riparian areas triggers the Riparian Areas Development Permit Area Guidelines. This will be considered in the development of the eastward section of the Rivers Trail, which would take place along the south bank of the South Thompson River. Due to sun shading, trees and shrubs located adjacent to the river have more value on the south side of the river to fish habitat. While there will be a desire to provide direct access to the river at various portions of the trail, it is important that these access points are well defined and designed sensitively to mitigate potential impacts and reduce the likelihood of people creating their own access points. Trail development could also be used as a means of rehabilitating riparian areas to enhance their habitat potential. For instance, plans could be developed for the control and removal of invasive species in the riparian area.

**Grasslands** - grasslands are extremely sensitive features of the Kamloops natural environment. The Kamloops area is home to some of North America's largest and most biodiverse grasslands. According to BC Parks, cryptogamic crusts are found in the grasslands that surround Kamloops. Cryptogamic crusts consist of a thin, fragile, living, organic crust comprised of bacteria, algae, lichens, mosses, fungi, and liverworts. These crusts occupy the soil surface between the grasses, forbs, and shrubs. This thin biotic layer, when fully developed, may include 30 or more different species on any one site. Because these organisms are so small and inconspicuous, they are often overlooked. The cryptogamic crust is vital to grassland ecosystems and extremely sensitive to various activities. For instance, if the crust is broken due to footfall, it will allow the invasion of weeds. In order to maintain these vital features, it is critical that trail development be undertaken in a sensitive manner and efforts made to ensure that trail users are discouraged from leaving the trails.

**Wildlife** - the natural areas of Kamloops are home to a wide variety of wildlife. Trails can become wildlife corridors. Conversely, inappropriately developed trails can increase the likelihood of human/wildlife conflicts; therefore, this should be considered when developing trails in natural areas. For example, some areas of Kamloops are prime rattlesnake habitat. In order to safeguard people and the snakes, it will be important to keep snakes off of the trails. One way to do this is to avoid known hibernacula (snake denning sites).

**Species at risk** - the biogeoclimatic zones of the Kamloops area is home to a number of wildlife species that are considered "at risk" by federal and provincial agencies. These include the American badger, western rattlesnake, burrowing owl, and Lewis's woodpecker among others. Habitat for these species may or may not exist in the areas where trails are proposed. Before trails are developed, a habitat assessment should be completed for these and other species to determine potential impacts and mitigation.

**Invasive species** - there have been significant issues in the Kamloops area with invasive plant species. Some of these invasive species are well established and include Russian olive, knapweed, burdock, hound's tongue, and toadflax. While there are a myriad of ways for these invasive weeds to spread in the area, a common way is through trail use. Mitigating this spread is important and can be influenced through good education and trail design.

For future trail development it is recommended that the following be undertaken:

**Provide education to trail users** - educating the public on these areas and the importance of protecting them is vital for their protection. These areas are extremely fragile and are easily disturbed by human activity, so the more public awareness that is offered, the better chance of protecting such areas. Incorporate environment enhancement with the design of the trails with the use of informative signs and nature viewing areas throughout the trails. Education pertaining to native plants and wildlife in the area should also be incorporated into the trails. Trails need to be well defined and provide good access to adjacent neighbourhoods and roads to limit the development of secondary trails.

**Ensure trail users are encouraged to remain on trails** - while it will be impossible to prevent people from leaving trails, through a combination of good trail design and education, it is believed that the likelihood of people straying from trails can be reduced. Education will stress the importance of users remaining on trails in order to protect fragile ecosystems while trail design will attempt to predict where users may want to go (i.e. interesting vistas) and provide well-defined trails to access these points.

**Ensure environmental input into the design of specific trails** - there should be environmental input into the design of trails, including habitat assessments, to ensure that specific environmental issues are considered and addressed appropriately such that not only is the impact mitigated but also that the natural environment conditions are improved.

## 5.0 IMPLEMENTATION

### 5.1 Capital Investment

The Trails Master Plan identified and prioritized numerous capital investments. The construction value to complete the Rivers Trail, including lighting, trail construction, and staging points is estimated at \$12.8 million. The estimated construction value of the trail network construction throughout the rest of the city is \$7.6 million. These projects will continue to grow and enhance the trail network in Kamloops.

#### *Major Capital Investments*

The Rivers Trail is a jewel of the trails network in Kamloops. There are segments of the Rivers Trail that require major upgrades and the eastern leg of the trail is currently in planning stages only. The connectivity of this trail is the main priority of the Trails Master Plan. Where the sections of the Rivers Trail align with the Bicycle and Pedestrian Master Plans, it is recommended to synergize the funding and implementation schedules. Other sections of the Rivers Trail will align with park development, such as the Jimeva lands.

Other trails network components that align the with Bicycle and Pedestrian Master Plans, such as the Peterson Creek multi-use trail, may progress concurrently with the Rivers Trail initiatives. Major projects like these will enhance existing trails in Kamloops Nature Parks.

#### *Minor Capital Investments*

One of the important initiatives of the Trails Master Plan is the implementation of a classification, wayfinding, and amenities program. The trail access and staging points will be upgraded to an appropriate level for the size of the access and the draw of the trail. These minor capital improvements can enhance the existing trail network to the benefit of the community.

### 5.2 Funding Opportunities

In 2012, the City's annual budget allocation in the Five-year Capital Plan for trail connections is \$100,000 per year in addition to \$160,000 for Nature Park development with trails as a component. Looking forward, the City should increase the funding allocation in order to implement capital improvements and to achieve the vision of this plan. This will expedite the implementation of this plan and help the City leverage larger amounts of funding from senior government sources. The City should also pursue all available private and public sector sources of funding for trail facilities and programs, including the programs identified below. To take advantage of many of the external public sector funding opportunities requires completed detailed designs and cost estimates. The costs of preparing detailed designs are sometimes not eligible for cost share funding - only the capital costs of construction are eligible.

### *Public Sector Funding Sources*

Potential public funding sources for trails development include:

- **Development Cost Charges:** the City charges developers a series of "development cost charges" (DCCs) on new developments. These one-time charges are set by by-law and approved by the Inspector of Municipalities. The intent of these charges is to assist the municipality in funding the costs associated with infrastructure to serve a growing and changing community. These charges include sewer, water, recreation, and transportation charges.
- **Transportation and recreation DCCs** collected can be used for expenditures included in the Trails Master Plan.
- **Public Transportation and Pedestrian Upgrade Reserve Fund:** the City has recently established a fund for alternative transportation based on contributions from developers who request a reduction in parking stalls. While this will be a relatively small fund, it can be used to help support the implementation of the Trails Master Plan.
- **Community Works (Gas Tax) Fund:** the City has access to substantial amounts of dedicated funding for "green" infrastructure projects. This funding could be used for trails facilities. In addition, the Gas Tax programs include the Innovations Fund and the General Strategic Priorities Fund, which are competitive grant programs that will fund infrastructure development.
- **Provincial programs:** the provincial government currently has several programs that provide funds for trail-related projects. These include:
  - **Provincial Cycling Investment Program (PCIP):** this program focuses on strategic investments to build important cycling corridors of regional and provincial significance. Some possible projects include new bicycle trails and bicycle lanes, improvements to existing cycling infrastructure, and providing for bicycle lockers and other equipment that makes cycling a safer and more convenient option for travelers. Eligible projects under this program could include regional high quality active transportation facilities such as off-street pathways and bicycle lanes.
  - **Cycling Infrastructure Partnerships Program (CIPP):** the purpose of this program is to encourage transportation cycling by accelerating the development of cycling infrastructure throughout British Columbia. Through this program, the Ministry of Transportation and Infrastructure provides up to 50% cost-sharing (to a maximum of \$100,000 per municipality) for new bicycle facilities, up to a total of \$500,000.
  - **Infrastructure Canada:** manages several programs that provide funding for environmental and local transportation infrastructure projects in municipalities across Canada. Typically, the federal government contributes one-third of the cost of municipal infrastructure projects. Provincial and municipal governments contribute the remaining funds, and in some instances, there may be private sector investment as well. A recent example has been the Building Canada Fund.

- Community Development Trust: the province, through the Community Development Trust, has been providing money for trails improvements to communities impacted by downturns in the forestry industry.
- Green Municipal Funds: the Federation of Canadian Municipalities (FCM) manages the Green Municipal Fund. This fund is intended to support municipal government efforts to reduce pollution, reduce greenhouse gas emissions, and improve quality of life. The expectation is that knowledge and experience gained in best practices and innovative environmental projects will be applied to national infrastructure projects. FCM provides grants for planning projects and a combination of very low interest loans/grants for capital projects.
- Other federal programs: at any given time, there is usually one or more federal grant programs for which trails facilities would be eligible.

### *Other Funding Sources*

Other sources of funding that can be considered for financing of trails facility projects and programs include:

- Private Sector: private sector businesses, non-profit community groups, and service clubs often times sponsor or provide donations to important community infrastructure projects such as installing high profile trails network facilities. This type of funding has been provided for projects in Kelowna, Salmon Arm, Sechelt, Vancouver, Burnaby, and New Westminster. In addition, non-profit groups often have access to funding programs that a municipality is not able to leverage directly. Working collaboratively with non-profit organizations to achieve shared objectives could enable the City to access these funds indirectly.
- Advertising: there are several options for obtaining funding for trails projects from advertising revenues. The costs of producing and distributing a trails route map can be partially or fully offset by selling advertising space on the map. In Kamloops, a prime example was the construction of components of the Rivers Trail that relied in part on donations of labour, funding, and materials.
- Deeds, donations, and dedications: In many communities, multi-use pathways have been funded in part and in whole by local residents who purchased "deeds" to sections of the pathway. The Trans Canada Trail, for example, is partially funded by sales of 1 M sections for \$40. Development of a pathway along Mission Creek in Kelowna was partially funded through community donations. The BC Equestrian Trails Fund is an example of a funding source that can help improve equestrian trails and horse camping sites throughout the province through the collection of donations. Often times, service clubs are also interested in assisting with these types of projects by donating labour or funding for the construction of trails. In addition, specific groups can take on a quasi-ownership role of trails systems by helping with ongoing operations. A local example is the Horse and Hiker Club in Barnhartvale.

### 5.3 Maintenance Guidelines

The City of Kamloops has developed a maintenance policy for trails throughout the city. All designated trails are inspected by staff twice a year. The Kamloops Trail Assessment Form is included in Appendix C. All other maintenance inspections will be done on a complaint basis and are responded to in two business days. The trails are repaired and refurbished as required to ensure public safety. Snow is removed from the Rivers Trail and some other paved and multi-use trails. Users of the trails can expect snow and ice conditions at times.



### 5.4 Land Acquisition Strategy

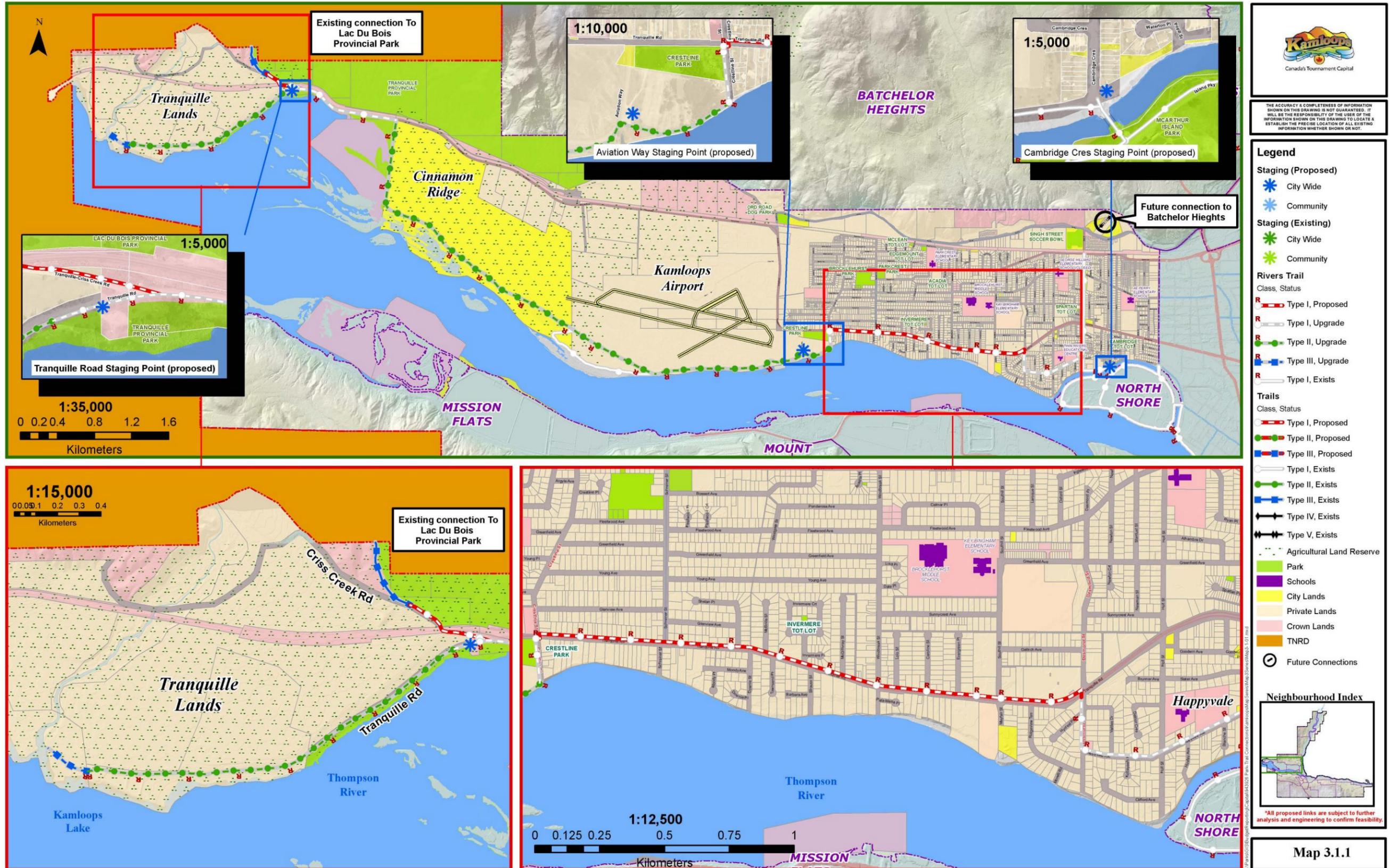
There are numerous trails identified in the Trails Master Plan that exist on private property or are desire lines for future trails. In order to create connectivity of the trails network, rights-of-way and property purchases will be pursued along identified trail corridors. City staff will leverage trail network connections from private property owners looking to subdivide or pursue a development application.

### 5.5 Moving Forward

Trails projects are just one component to capital projects in the city. Every year, staff will look at the priorities of this plan, the Bicycle Master Plan, Pedestrian Master Plan, and the Parks Master Plan to determine the highest benefit/cost projects to undertake. There are various action items the City will take to implement the Trails Master Plan, including:

- Funding:
  - Review capital funding allocation to the trails network for improvements, construction, and the amenity program;
  - Explore private and public funding opportunities with grant applications;
  - Identify shared projects that support the Pedestrian, Bicycle, and Parks Master Plans.
- Amenity Program:
  - Continue to implement the wayfinding signage for existing trails networks; and
  - Construct appropriate trail access amenities based on classification of the staging point.
- Promotion - the City will develop promotional materials to expand the awareness of the trails networks for residents and visitors of Kamloops. This will include producing up-to-date trail network maps for each area of the city and expanding available information for residents and visitors of Kamloops on the trail networks online.
- Partnerships - the City will explore options to partner with the Tk'emlúps te Secwépemc (TIB) and the Ministry of Transportation and Infrastructure to create a circuitous trail network beyond the Kamloops city limits and to connect TIB to the trails network.

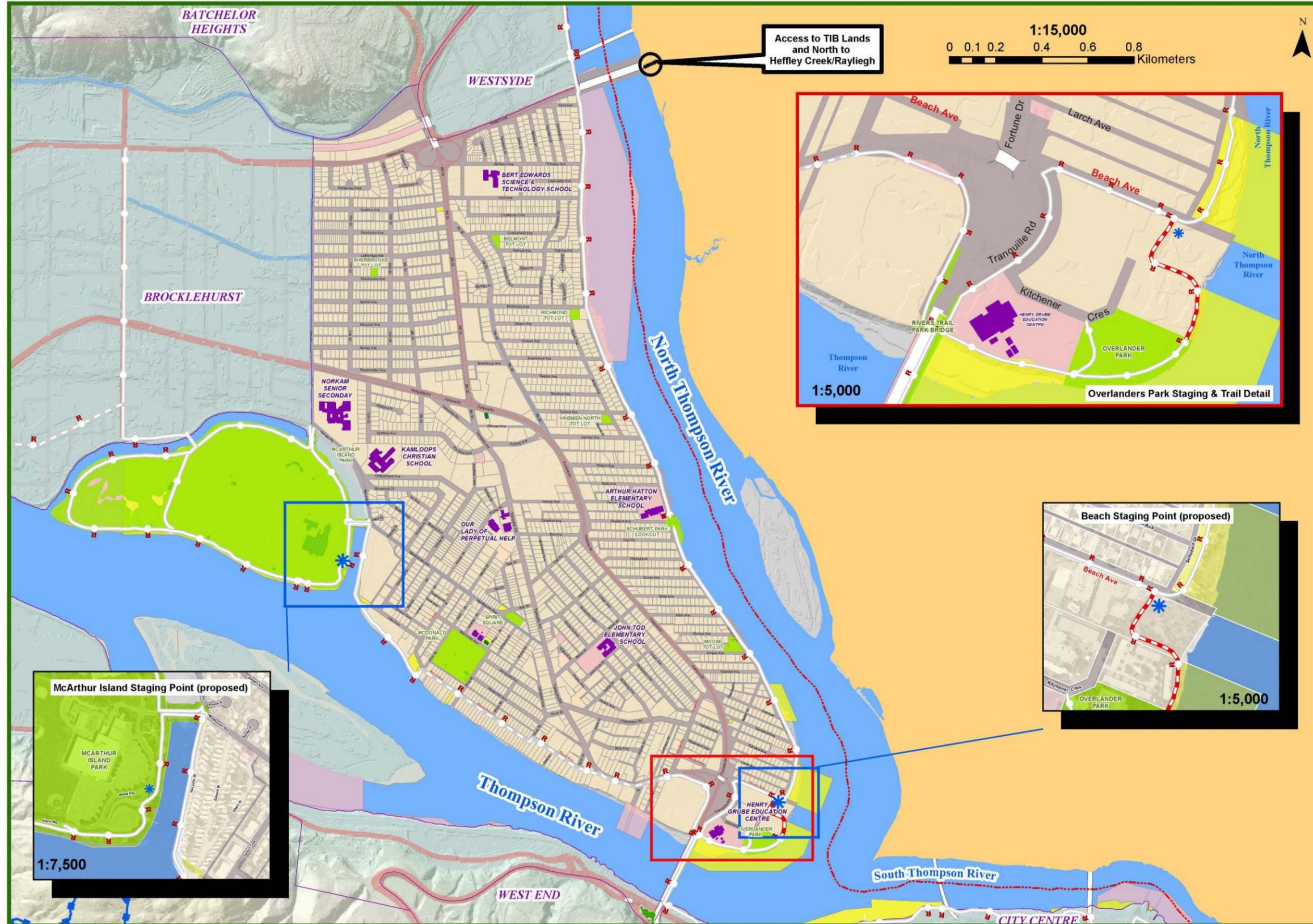
Proposed Trail Network



Proposed Trail Network Brocklehurst & Tranquille

Map 3.1.1  
Trail Master Plan Report

Proposed Trail Network



THE ACCURACY & COMPLETENESS OF INFORMATION SHOWN ON THIS DRAWING IS NOT GUARANTEED. IT WILL BE THE RESPONSIBILITY OF THE USER OF THE INFORMATION SHOWN ON THIS DRAWING TO LOCATE & ESTABLISH THE PRECISE LOCATION OF ALL EXISTING INFORMATION WHETHER SHOWN OR NOT.

**Legend**

**Staging (Proposed)**

- City Wide
- Community

**Staging (Existing)**

- City Wide
- Community

**Rivers Trail**

**Class, Status**

- Type I, Proposed
- Type I, Upgrade
- Type II, Upgrade
- Type III, Upgrade
- Type I, Exists

**Trails**

**Class, Status**

- Type I, Proposed
- Type III, Exists

Park

Schools

City Lands

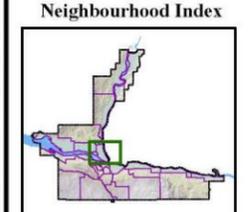
Private Lands

Crown Lands

TIB

TNRD

Future Connections

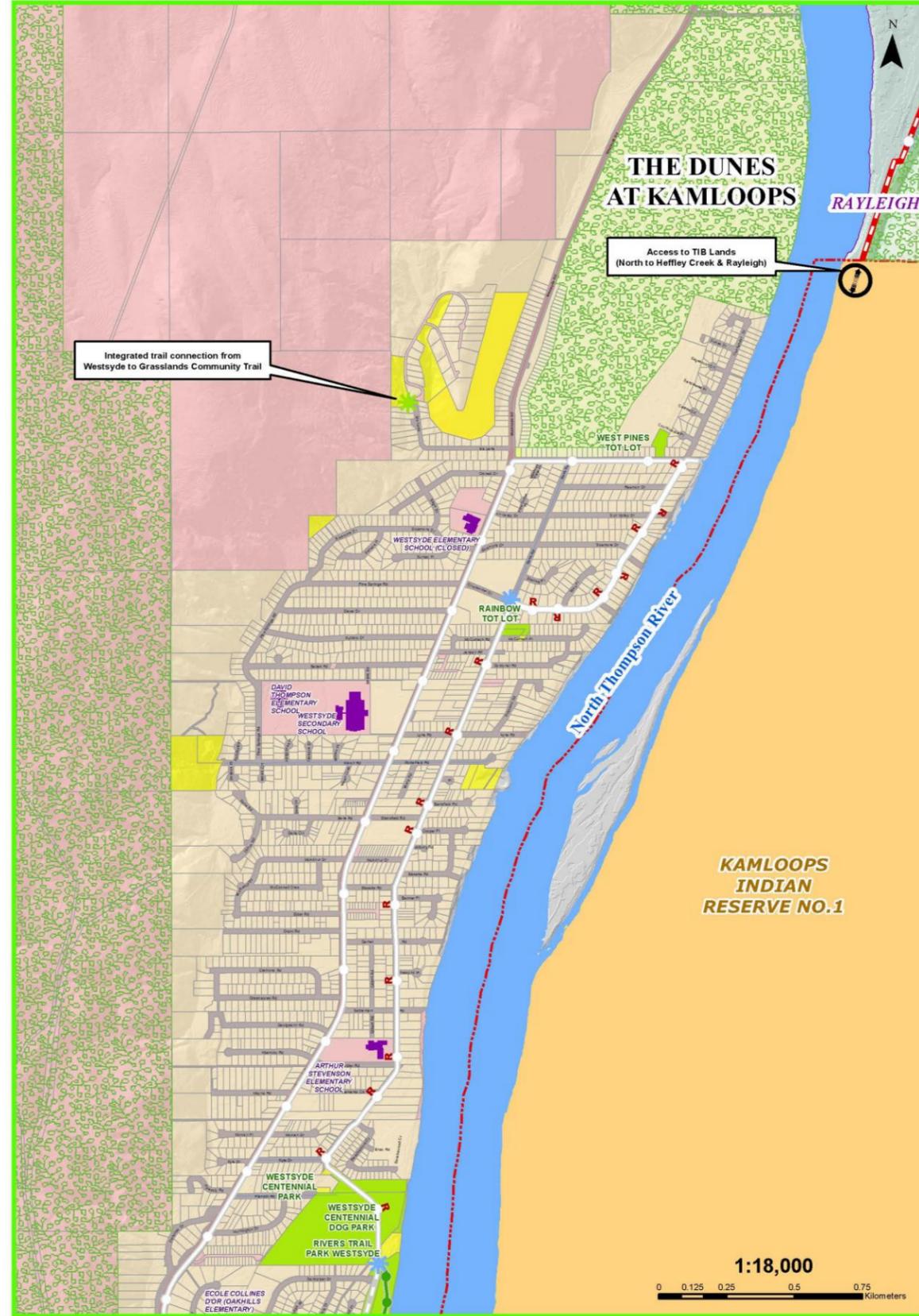
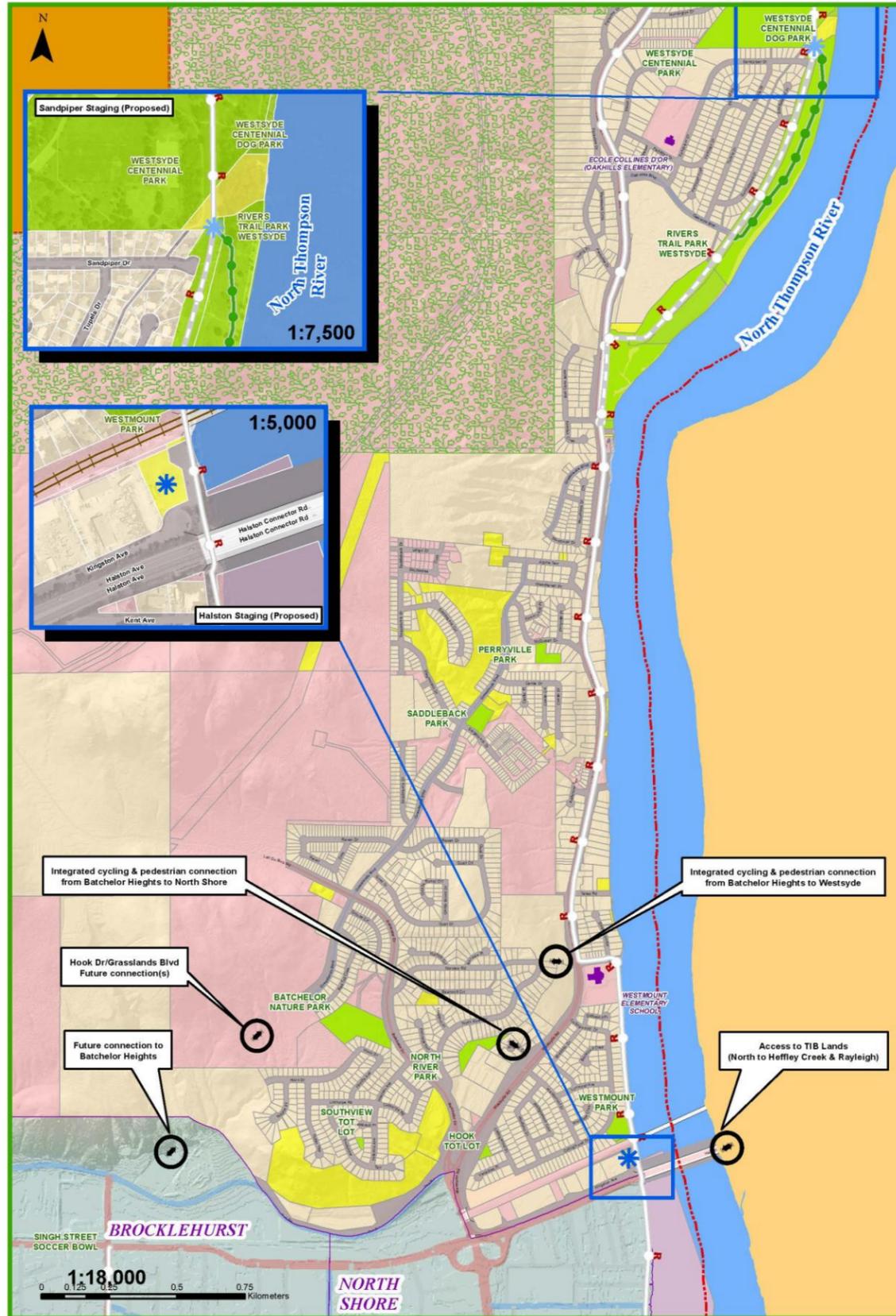


\*All proposed links are subject to further analysis and engineering to confirm feasibility.

Map 3.1.2

Proposed Trail Network North Shore

Proposed Trail Network



THE ACCURACY & COMPLETENESS OF INFORMATION SHOWN ON THIS DRAWING IS NOT GUARANTEED. IT WILL BE THE RESPONSIBILITY OF THE USER OF THE INFORMATION SHOWN ON THIS DRAWING TO LOCATE & ESTABLISH THE PRECISE LOCATION OF ALL EXISTING INFORMATION WHETHER SHOWN OR NOT.

**Legend**

**Staging (Proposed)**

- City Wide
- Community

**Staging (Existing)**

- City Wide
- Community

**Rivers Trail**

**Type, Status**

- Type I, Proposed
- Type I, Upgrade
- Type I, Existing
- Type II, Existing
- Type III, Existing

**Trail**

**Type, Status**

- Type I, Proposed
- Type II, Proposed
- Type III, Proposed
- Type I, Existing
- Type II, Existing
- Type III, Existing
- Type IV, Existing
- Type V, Existing

**Neighbourhood Index**

- Agricultural Land Reserve
- Park
- Schools
- City Lands
- Private Lands
- Government Parcels
- Crown Lands
- TNRD
- TIB
- Future Connection

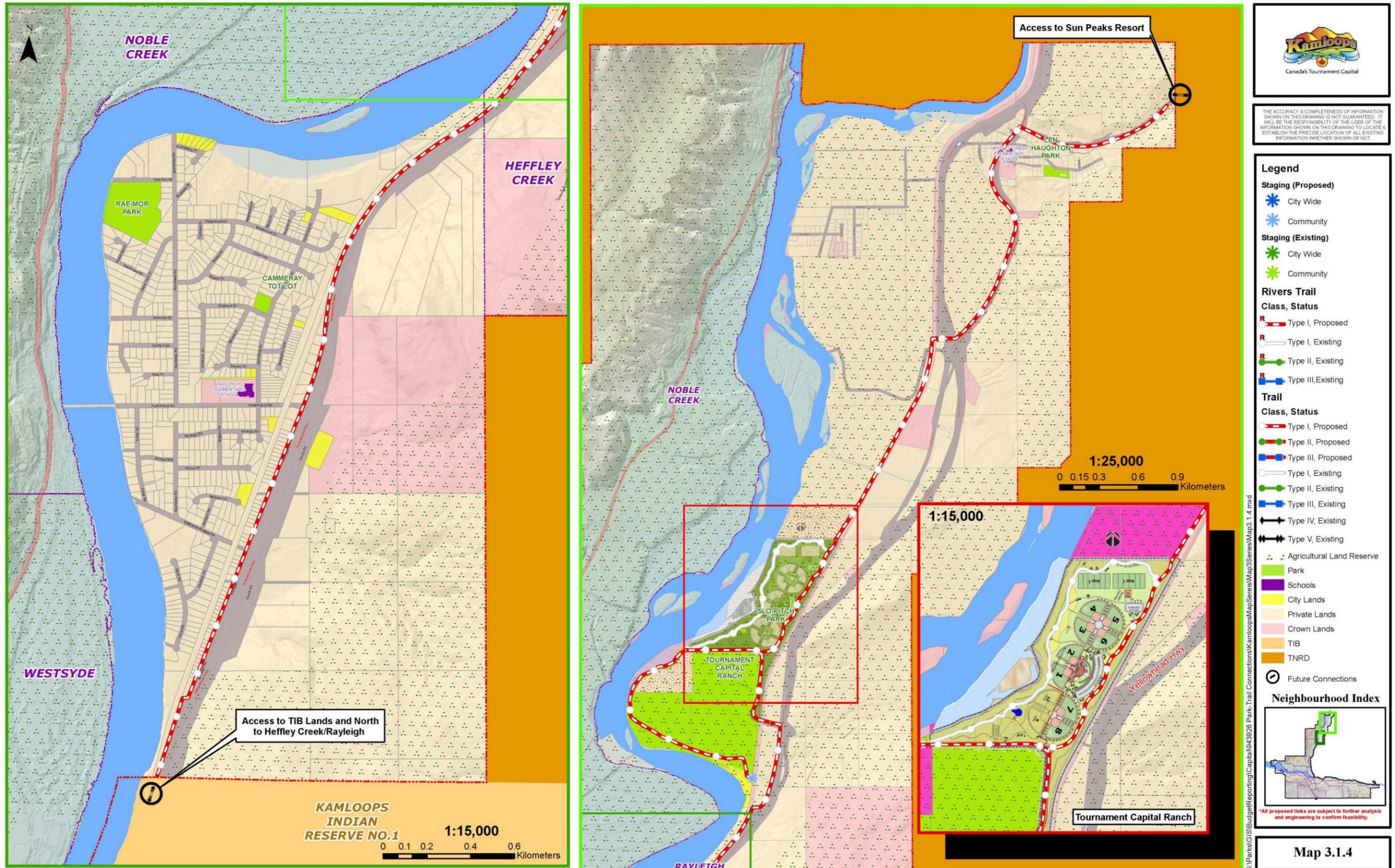
*\*All proposed links are subject to further analysis and engineering to confirm feasibility.*

**Map 3.1.3**

Trail Master Plan Report

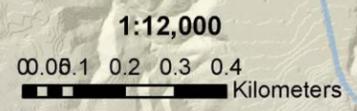
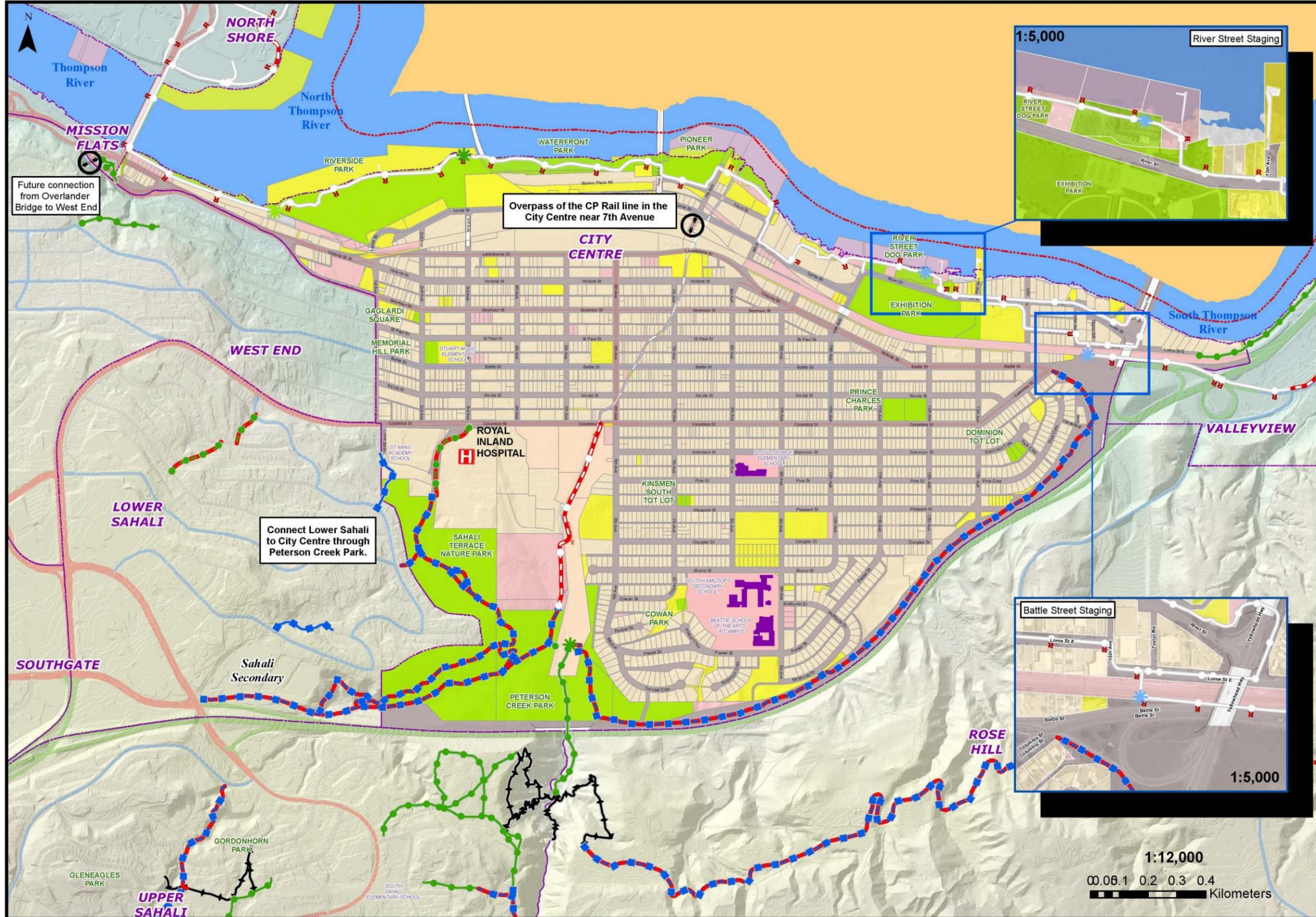
Proposed Trail Network Batchelor Heights & Westsyde

Proposed Trail Network



Proposed Trail Network Rayleigh & Heffley Creek

Proposed Trail Network





Canada's Tournament Capital

THE ACCURACY & COMPLETENESS OF INFORMATION SHOWN ON THIS DRAWING IS NOT GUARANTEED. IT WILL BE THE RESPONSIBILITY OF THE USER OF THE INFORMATION SHOWN ON THIS DRAWING TO LOCATE & ESTABLISH THE PRECISE LOCATION OF ALL EXISTING INFORMATION WHETHER SHOWN OR NOT.

**Legend**

**Staging (Proposed)**

- City Wide
- Community

**Staging (Existing)**

- City Wide
- Community

**Rivers Trail Class, Status**

- Type I, Proposed
- Type I, Existing
- Type II, Existing
- Type III, Existing

**Trail Class, Status**

- Type I, Proposed
- Type II, Proposed
- Type III, Proposed
- Type I, Existing
- Type II, Existing
- Type III, Existing
- Type IV, Existing
- Type V, Existing

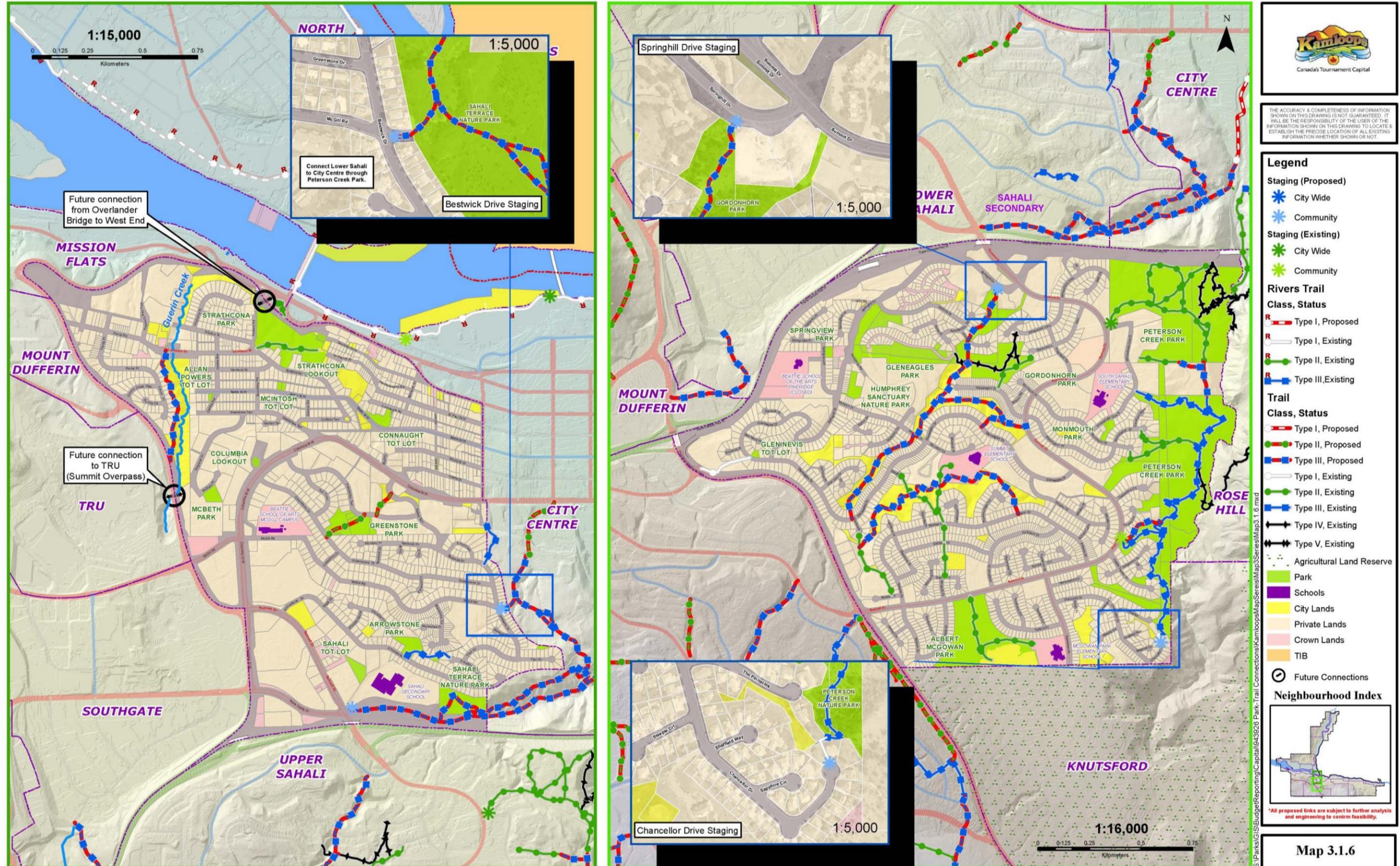
**Neighbourhood Index**

- Agricultural Land Reserve
- Park
- Schools
- City Lands
- Private Lands
- Crown Lands
- TIB
- TNRD
- Future Connections

**Map 3.1.5**

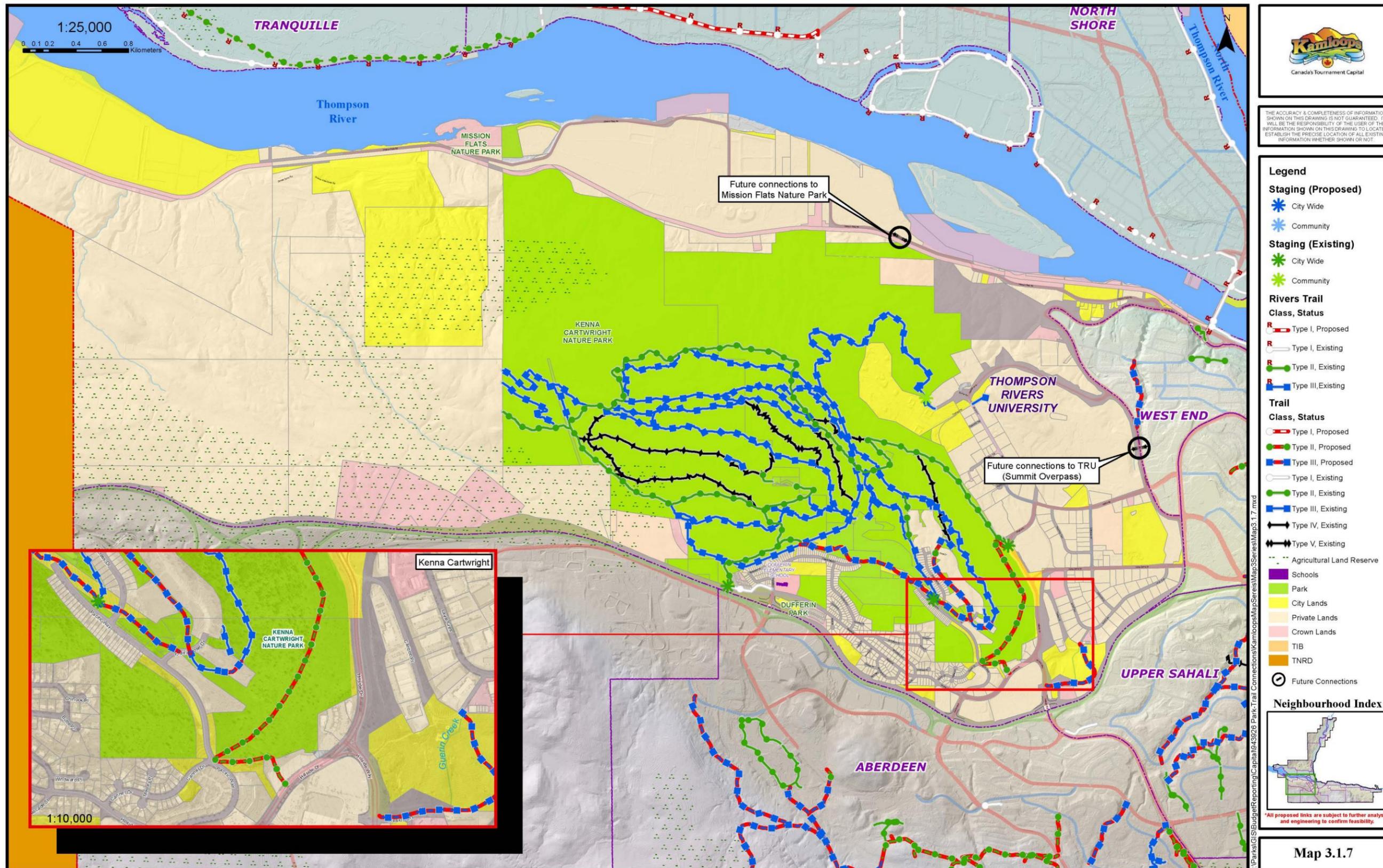
\*All proposed links are subject to further analysis and engineering to confirm feasibility.

Proposed Trail Network - City Centre



Proposed Trail Network West End - Lower Sahali & Upper Sahali

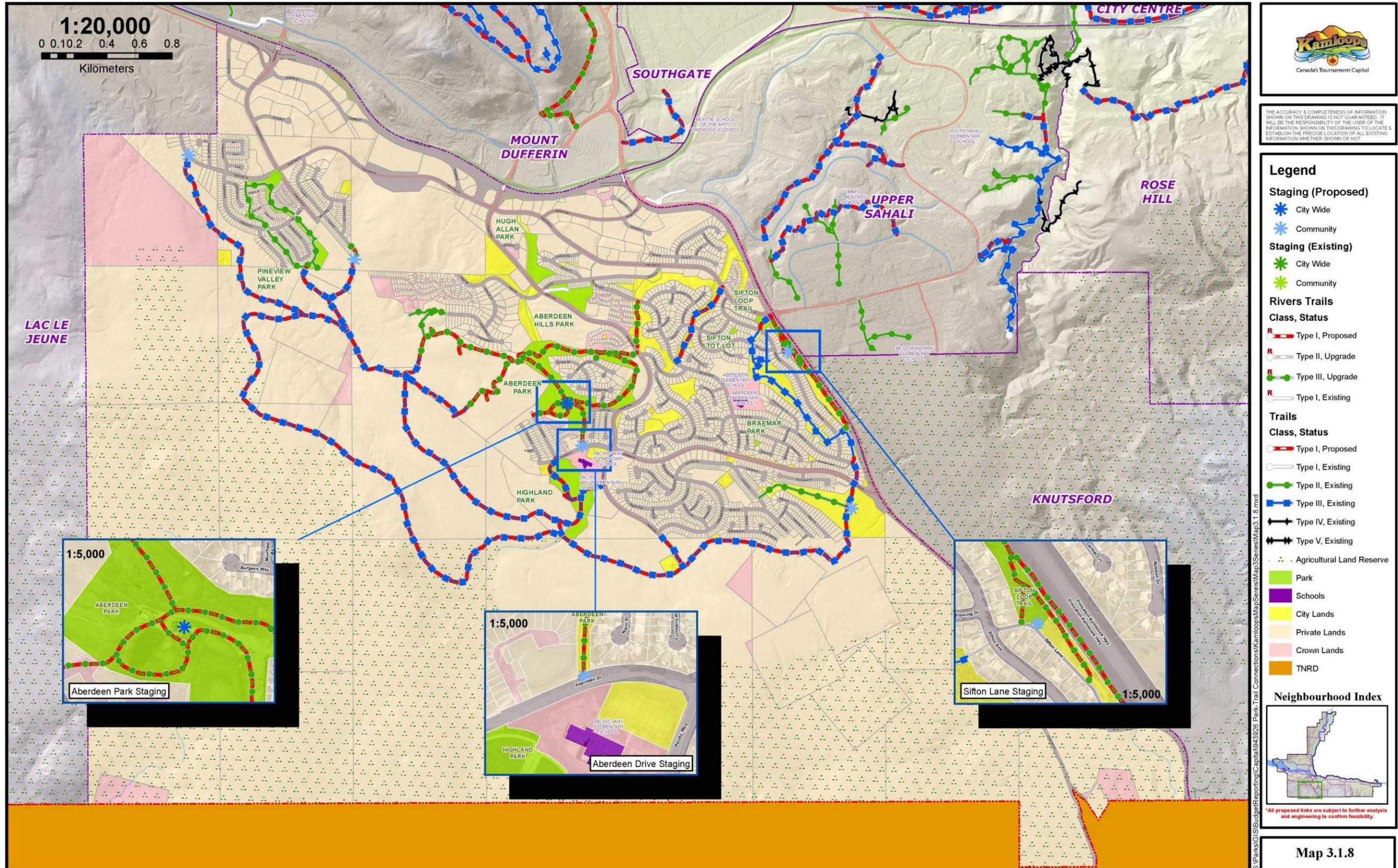
Proposed Trail Network



Proposed Trail Network - Mission Flats, Mount Dufferin, Southgate & T.R.U.

# Proposed Trail Network

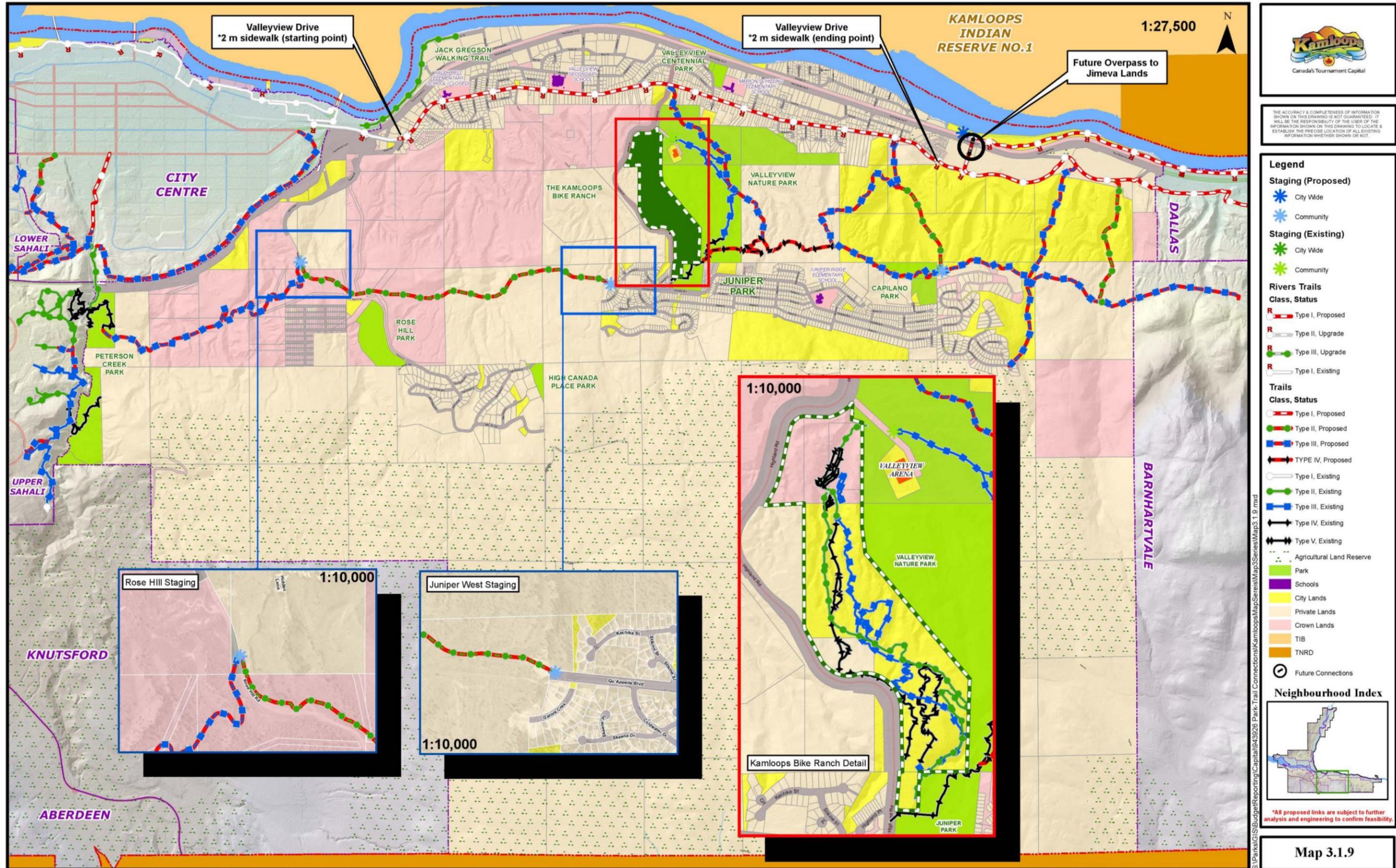
## Appendix A - Aberdeen and Pineview Valley



Proposed Trail Network - Aberdeen & Pineview Valley

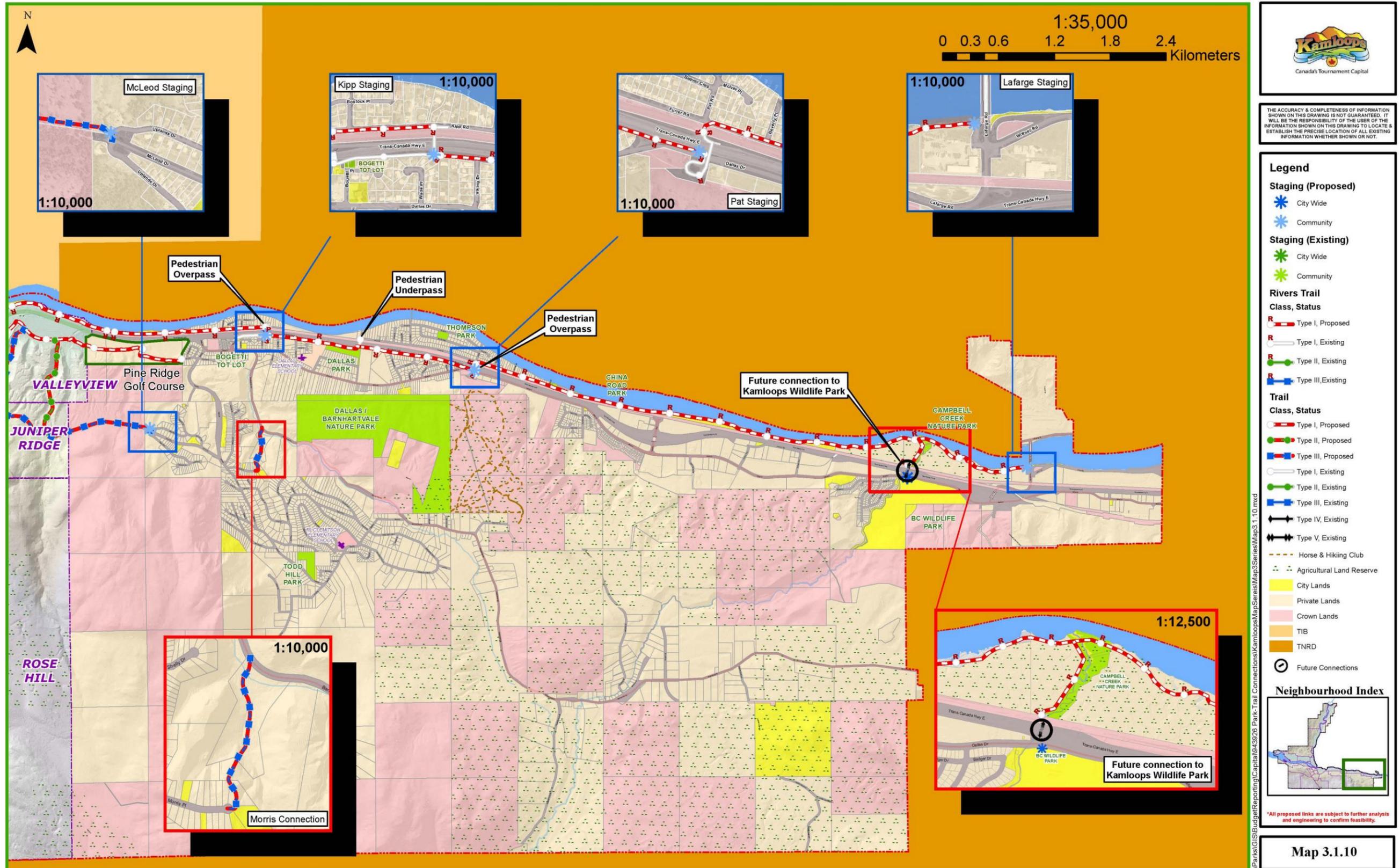
Trail Master Plan Report

Proposed Trail Network



Proposed Trail Network Juniper Ridge, Rose Hill & Valleyview

Proposed Trail Network



Proposed Trail Network Barnhartvale, Campbell Creek & Dallas

Appendix B - Trail Network Evaluation and Cost Estimates

	NAME	LOCATION	NEIGHBOURHOOD	TYPE	TOTAL COST	ACCESSIBILITY	APPEAL	PRACTICAL	COST	NETWORK CONTRIBUTION	ENVIRONMENT	TOTAL
HIGH	PETERSON CREEK PARK	HOSPITAL TO COLUMBIA	CITY CENTRE	TYPE II TRAIL	\$ 18,360	5	5	5	5	5	3	28
	PETERSON CREEK PARK	BESTWICK TO HOSPITAL	CITY CENTRE	TYPE II TRAIL	\$ 18,120	5	5	5	5	5	3	28
	PETERSON CREEK PARK	UPPER TRAIL TO SUMMIT	CITY CENTRE	SPECIAL	\$ 292,000	5	5	5	3	5	3	26
	PETERSON CREEK PARK	COLUMBIA TO GLENFAIR	CITY CENTRE	MULTI USE	\$ 135,600	5	5	5	3	5	3	26
	RIVERS TRAIL WEST	CRESTLINE STREET	BROCKLEHURST	MULTI USE	\$ 35,000	5	5	5	5	5	1	26
	RIVERS TRAIL WEST	TRANQUILLE RD: CRESTLINE TO DESMOND	BROCKLEHURST	MULTI USE	\$ 438,600	5	5	5	3	5	3	26
	RIVERS TRAIL WEST	TRANQUILLE RD: ROYAL TO LEIGH	NORTH SHORE	MULTI USE	\$ 65,000	5	5	5	5	5	1	26
	ABERDEEN PARK TRAILS	ABERDEEN PARK FUTURE CONNECTIONS	ABERDEEN/PINEVIEW VALLEY	TYPE II TRAIL	\$ 88,440	3	5	5	5	1	5	24
	KENNA CARTWRIGHT PARK	COPPERHEAD TO PRAIRIE ROSE	SOUTHGATE/MOUNT DUFFERIN	TYPE II TRAIL	\$ 87,840	5	5	1	5	5	3	24
	PETERSON CREEK PARK	SUMMIT TO GOVERNMENT PRECINCT	CITY CENTRE	SPECIAL	\$ 3,100,000	5	5	5	1	5	3	24
	PETERSON CREEK PARK	BESTWICK CONNECTION	CITY CENTRE	SPECIAL	\$ 787,000	5	5	5	1	5	3	24
	RIVERS TRAIL EAST	KIPP RD OVERERPASS TO PAT RD OVERPASS	BARNHARTVALE/DALLAS	MULTI USE	\$ 460,600	5	5	5	1	5	3	24
	RIVERS TRAIL EAST	JIMEVA LANDS	BARNHARTVALE/DALLAS	MULTI USE	\$ 368,600	5	5	5	3	5	1	24
	RIVERS TRAIL EAST	KIPP RD	BARNHARTVALE/DALLAS	MULTI USE	\$ 343,000	5	5	5	3	5	1	24
	RIVERS TRAIL EAST	VALLEYVIEW DR SIDEWALK IMPROVEMENT	JUNIPER RIDGE/VALLEYVIEW	2M SIDEWALK	\$ 1,527,360	5	5	5	1	5	3	24
	RIVERS TRAIL NORTH	OAK HILLS DYKE	WESTSYDE	MULTI USE	\$ 342,000	5	5	5	3	5	1	24
	RIVERS TRAIL WEST	KAMLOOPS LAKE TO CRISS CREEK	BROCKLEHURST	MULTI USE	\$ 418,000	5	5	5	3	5	1	24
	RIVERS TRAIL WEST	DESMOND - HAPPYVALE	BROCKLEHURST	MULTI USE	\$ 175,600	5	5	5	3	5	1	24
	RIVERS TRAIL WEST	CINNAMON RIDGE TO CRESTLINE	BROCKLEHURST	MULTI USE	\$ 1,283,000	5	5	5	1	5	3	24
	RIVERS TRAIL WEST	TRANQUILLE RD: CRISS CREEK TO CINNAMON RIDGE	BROCKLEHURST	MULTI USE	\$ 258,600	5	5	5	3	5	1	24
RIVERS TRAIL WEST	ROYAL AVENUE	NORTH SHORE	MULTI USE	\$ 181,400	5	5	5	3	5	1	24	

Appendix B - Trail Network Evaluation and Cost Estimates

	NAME	LOCATION	NEIGHBOURHOOD	TYPE	TOTAL COST	ACCESSIBILITY	APPEAL	PRACTICAL	COST	NETWORK CONTRIBUTION	ENVIRONMENT	TOTAL
<b>MEDIUM</b>	ABERDEEN PARK TRAILS	ABERDEEN PARK LOOP	ABERDEEN/PINEVIEW VALLEY	TYPE II TRAIL	\$ 171,000	3	5	5	3	1	5	22
	CAMPBELL CREEK NATURE PARK OVERPASS	TRAIL & OVERPASS TO WILDLIFE PARK	BARNHARTVALE/DALLAS	SPECIAL	TBD	5	5	5	1	5	1	22
	KENNA CARTWRIGHT PARK	PACIFIC WAY TO HILLSIDE DR	SOUTHGATE/MOUNT DUFFERIN	TYPE II TRAIL	\$ 455,000	3	5	3	5	3	3	22
	PETERSON CREEK PARK - UPPER	SOUTH OF TROPHY CT	WEST END/LOWER & UPPER SAHALI	TYPE III TRAIL	\$ 4,360	3	5	1	5	5	3	22
	RIVERS TRAIL EAST	CHINA ROAD PARK TO LAFARGE	BARNHARTVALE/DALLAS	MULTI USE	\$ 1,247,400	5	5	5	1	5	1	22
	RIVERS TRAIL EAST	JIMEVA LANDS OVERPASS	JUNIPER RIDGE/VALLEYVIEW	SPECIAL	TBD	5	5	5	1	5	1	22
	RIVERS TRAIL WEST	OVERLANDER PARK TO BEACH AVE	NORTH SHORE	MULTI USE	\$ 46,800	5	5	1	5	5	1	22
	CRISS CREEK TRAIL	TRANQUILLE RD TO LAC DU BOIS PARK	BROCKLEHURST	MULTI USE	\$ 85,000	3	3	3	5	3	3	20
	JUNIPER RIDGE TO VALLEYVIEW	SIMILKAMEEN TO ORCHARDS WALK	JUNIPER RIDGE/VALLEYVIEW	TYPE III TRAIL	\$ 37,720	3	1	5	5	3	3	20
	PETERSON CREEK PARK - UPPER	FROLEK	WEST END/LOWER & UPPER SAHALI	TYPE III TRAIL	\$ 5,720	1	5	1	5	5	3	20
	RAYLEIGH NATURE TRAIL	TOURNAMENT CAPITAL RANCH LOOP	RAYLEIGH/HEFFLEY CREEK	MULTI USE	\$ 831,800	5	5	5	1	1	3	20
	VALLEYVIEW NATURE PARK	EAST OF VALLEYVIEW ARENA	JUNIPER RIDGE/VALLEYVIEW	TYPE III TRAIL	\$ 34,140	3	1	5	5	3	3	20
	CAPILANO TRAIL	JUNIPER RIDGE TO BARNHARTVALE	JUNIPER RIDGE/VALLEYVIEW	TYPE III TRAIL	\$ 56,260	3	3	1	5	3	3	18
	GREENSTONE PARK	GREENSTONE TO PEMBERTON	WEST END/LOWER & UPPER SAHALI	TYPE II TRAIL	\$ 12,420	3	1	3	5	3	3	18
	GREENSTONE PARK	PEMBERTON TO SAHALI	WEST END/LOWER & UPPER SAHALI	TYPE II TRAIL	\$ 7,440	3	1	3	5	3	3	18
	HILLSIDE COURT	HILLSIDE CRT TO CARIBOO PL	SOUTHGATE/MOUNT DUFFERIN	TYPE III TRAIL	\$ 189,000	3	3	3	5	1	3	18
	HOLLYROOD	PACIFIC WAY TO VAN HORNE	ABERDEEN/PINEVIEW VALLEY	TYPE II TRAIL	\$ 16,680	3	3	3	5	1	3	18
	PETERSON CREEK TO ROSE HILL	PETERSON CREEK TO ROSE HILL	CITY CENTRE	TYPE III TRAIL	\$ 52,120	3	3	1	5	3	3	18
	SIFTON LOOP TRAIL	HUGH ALLAN TO LAURIER	ABERDEEN/PINEVIEW VALLEY	MULTI USE	\$ 252,400	3	1	5	3	3	3	18
	SPRINGHILL CREEK	HUGH ALLAN TO VAN HORNE	ABERDEEN/PINEVIEW VALLEY	TYPE II TRAIL	\$ 34,320	3	1	5	5	1	3	18
TRANSCANADA TRAIL	PETERSON CREEK TO BATTLE	CITY CENTRE	TYPE III TRAIL	\$ 53,980	3	1	1	5	5	3	18	

Appendix B - Trail Network Evaluation and Cost Estimates

	NAME	LOCATION	NEIGHBOURHOOD	TYPE	TOTAL COST	ACCESSIBILITY	APPEAL	PRACTICAL	COST	NETWORK CONTRIBUTION	ENVIRONMENT	TOTAL
LOW	HOLMAN ROAD	HOLMAN ROAD	BARNHARTVALE/DALLAS	TYPE II TRAIL	\$ 67,860	3	1	1	5	3	3	16
	PINERIDGE TRAIL	GRAND BLVD TO DALLAS DR	BARNHARTVALE/DALLAS	TYPE I NON PAVED	\$ 630,000	5	1	1	3	3	3	16
	ROSE HILL - JUNIPER RIDGE	ROSE HILL TO JUNIPER RIDGE	JUNIPER RIDGE/VALLEYVIEW	TYPE II TRAIL	\$ 171,780	3	3	1	3	3	3	16
	SPRINGHILL CREEK	GLENEAGLES TO MONARCH	WEST END/LOWER & UPPER SAHALI	TYPE III TRAIL	\$ 11,280	1	1	3	5	3	3	16
	SPRINGHILL CREEK	MONARCH TO SPRINGHILL	WEST END/LOWER & UPPER SAHALI	TYPE III TRAIL	\$ 17,660	1	1	3	5	3	3	16
	STRATHCONA TRAIL	OVERLANDER BRIDGE	WEST END/LOWER & UPPER SAHALI	SPECIAL	TBD	3	3	1	1	5	3	16
	UPPER SAHALI	GLENEAGLES TO SUMMIT	WEST END/LOWER & UPPER SAHALI	TYPE III TRAIL	\$ 4,940	1	1	3	5	3	3	16
	UPPER SAHALI	SPRINGHILL CREEK TO SUMMIT	WEST END/LOWER & UPPER SAHALI	TYPE III TRAIL	\$ 7,500	1	1	3	5	3	3	16
	VALLEYVIEW - JUNIPER	SUNSET LANE EAST LEG	JUNIPER RIDGE/VALLEYVIEW	TYPE II TRAIL	\$ 50,520	3	1	1	5	3	3	16
	VALLEYVIEW - JUNIPER	SUNSET LANE WEST LEG	JUNIPER RIDGE/VALLEYVIEW	TYPE III TRAIL	\$ 32,020	3	1	1	5	3	3	16
	GUERIN CREEK	SUMMIT TO LOMBARD	WEST END/LOWER & UPPER SAHALI	TYPE III TRAIL	\$ 10,900	1	1	3	5	1	3	14
	PINEVIEW VALLEY NATURE TRAILS	FUTURE PINEVIEW TO ABERDEEN TRAILS	ABERDEEN/PINEVIEW VALLEY	TYPE II TRAIL	\$ 5,520	1	1	1	5	3	3	14
	SKYLINE PARK TRAILS	ABERDEEN DR TO HIGHLAND PARK	ABERDEEN/PINEVIEW VALLEY	TYPE III TRAIL	\$ 34,500	1	1	1	5	3	3	14
	BARNHARTVALE TRAIL	BARNHARTVALE TO MORRIS PL	BARNHARTVALE/DALLAS	TYPE III TRAIL	\$ 10,320	1	1	1	5	1	3	12
	BATCHELOR WEST	ORD RD TO HOOK/GRASSLANDS	BATCHELOR HEIGHTS	SPECIAL	TBD	3	1	1	1	3	3	12
	UPPER SAHALI	ROBSON TO WENTWORTH	WEST END/LOWER & UPPER SAHALI	TYPE III TRAIL	\$ 24,600	1	1	1	5	1	3	12
	HIGHLAND PARK TRAIL	ABERDEEN DR THROUGH HIGHLAND PARK	ABERDEEN/PINEVIEW VALLEY	TYPE II TRAIL	\$ 649,800	1	1	1	1	3	3	10
	BATCHELOR EAST	WESTSYDE ROAD TO NORTH HAVEN	BATCHELOR HEIGHTS	SPECIAL	TBD	1	1	1	1	1	3	8
	MISSION FLATS TRAIL	MISSION FLATS TO OVERLANDERS BRIDGE	SOUTHGATE/MOUNT DUFFERIN	SPECIAL	TBD	3	1	1	1	1	1	8
	YELLOWHEAD TRAIL	RAYLEIGH	RAYLEIGH/HEFFLEY CREEK	MULTI USE	\$ 1,001,600	3	1	1	1	1	1	8
YELLOWHEAD TRAIL	HEFFLEY CREEK	RAYLEIGH/HEFFLEY CREEK	MULTI USE	\$ 990,200	3	1	1	1	1	1	8	

**Appendix C - Kamloops Trail Assessment Form**

**Kamloops Initial Trail Inventory and Assessment Form**

Check one:    **Add to Inventory**                      **Change Information**                      **Delete from Inventory**  
 Status:        **Open**                      **Under Development**                      **Planned**                      **Un-designated**

Date: \_\_\_\_\_ Observer: \_\_\_\_\_

Trail Name: \_\_\_\_\_

Park or Area: \_\_\_\_\_

Trail Uses: \_\_\_\_\_

Maintenance Priority (in terms of use):                      **Low**                      **Medium**                      **High**

Trail Access (Emergency and Other): \_\_\_\_\_

Managing Entity: \_\_\_\_\_

Length (m): \_\_\_\_\_

Estimated Walking Time: \_\_\_\_\_

Point of Commencement: \_\_\_\_\_

Elevation @ POC: \_\_\_\_\_ Elevation @ POT: \_\_\_\_\_

Average Grade (%) = Total elevation gain / total length of trail X 100

<b>Grades %</b>														
<b>Distances m</b>														
<b>Widths m</b>														

**Trail Classification**

<b>Average Trail Width (m)</b>	<b>2m</b>	<b>1.25m</b>	<b>.75m</b>	<b>.5m</b>
<b>Maximum Grade (%)</b>	<b>8%</b>	<b>10%</b>	<b>15%</b>	<b>N/A</b>
<b>Average Grade (%)</b>	<b>&lt;=5%</b>	<b>5-8%</b>	<b>As required</b>	<b>N/A</b>
<b>Trail Surface Type</b>	<b>Hardened or Surfaced</b>	<b>Prepared Surface</b>	<b>Natural Substrate</b>	<b>Natural Substrate</b>
<b>Current Type and Corresponding Symbol</b>	<b>I White Circle</b>	<b>II Green Circle</b>	<b>III Blue Square</b>	<b>IV Black Diamond</b>
<b>Recommended Type</b>	<b>I</b>	<b>II</b>	<b>III</b>	<b>IV</b>

\* Rate to most difficult feature i.e. narrowest width, steepest grade, and most challenging tread surface.

**Possible Trail Features**

<b>Trail Surface Conditions</b>	<b>Drainage Features</b>	<b>Hazards</b>	<b>Facilities</b>	<b>Sensitivities</b>	<b>MMFs</b>
<input type="checkbox"/> Ruts <input type="checkbox"/> Needs Hardening <input type="checkbox"/> Needs Grading <input type="checkbox"/> Widening or Braiding <input type="checkbox"/> Needs Rerouting <input type="checkbox"/> Wet <input type="checkbox"/> Firm <input type="checkbox"/> Even <input type="checkbox"/> Dry <input type="checkbox"/> Needs Widening to Average Width Standard	<input type="checkbox"/> Waterbars or Crossdrains <input type="checkbox"/> Culverts <input type="checkbox"/> Crowns <input type="checkbox"/> Ditches <input type="checkbox"/> Berms <input type="checkbox"/> Outsloping <input type="checkbox"/> Switchback Drainage	<input type="checkbox"/> Fire Hazards <input type="checkbox"/> Trees, Roots <input type="checkbox"/> Branches <input type="checkbox"/> Overgrowth <input type="checkbox"/> Holes <input type="checkbox"/> Steep Grades <input type="checkbox"/> Obstacles <input type="checkbox"/> Aggressive Animals <input type="checkbox"/> Disturbances <input type="checkbox"/> Vandalism	<input type="checkbox"/> Garbage Receptacles <input type="checkbox"/> Signage <input type="checkbox"/> Trail Counters <input type="checkbox"/> Toilets <input type="checkbox"/> Kiosks <input type="checkbox"/> Parking Lots <input type="checkbox"/> Emergency Access	<input type="checkbox"/> Sensitive Soil Type <input type="checkbox"/> Sensitive Wildlife <input type="checkbox"/> Sensitive Vegetation <input type="checkbox"/> Mountain Bike Damage <input type="checkbox"/> Steep Slopes <input type="checkbox"/> Noxious Weeds <input type="checkbox"/> Heavy Use Areas	<input type="checkbox"/> Bridges <input type="checkbox"/> Fences/Barriers <input type="checkbox"/> Gates <input type="checkbox"/> Picnic Tables <input type="checkbox"/> Handrails <input type="checkbox"/> Steps <input type="checkbox"/> Bollards <input type="checkbox"/> Viewing Platforms <input type="checkbox"/> Structures for Nature Viewing <input type="checkbox"/> Benches, Rest Areas

\*Check all features pertaining to trail and note particulars below

**Maintenance Notes**

<b>Section</b>	<b>Feature</b>	<b>Maintenance /Comments</b>

Overall Condition of Trail: 1 2 3 4 5 6 7 8 9 10

Notes: \_\_\_\_\_

\_\_\_\_\_



**City of Kamloops**

**COUNCIL POLICY**

SUBJECT:	SNOW/ICE CONTROL ON MUNICIPAL PROPERTIES	NO. PRS-13
FUNCTION:	PARKS AND RECREATION SERVICES	
DATE:	2001 NOVEMBER 27 (AS AMENDED)	PAGE 1 OF 5

1. Service Level

- a) These policies are to define to staff and/or contractors and the public the accepted procedures for snow/ice control on public property maintained by Parks and Recreation Services.

Services for first priority properties will be provided seven (7) days per week between 0700 hours (7:00 a.m.) - 2200 hours (10:00 p.m.).

Services for second priority properties will be five (5) days per week (Monday to Friday inclusive) and only between the hours of 0700 hours (7:00 a.m.) - 1500 hours (3:00 p.m.).

The winter season runs from approximately October 15 to April 15.

- b) Work will be undertaken when snow accumulation exceeds 2.5 cm (1") or when ice conditions are observed or reported to be on walkways, entranceways, stairs, fire exits. For parking lots, work will be undertaken when snow accumulations exceed 7.6 cm (3").

Snow accumulation will be determined by information provided by Environment Canada (Weather Information).

Snow and ice control may not be performed more than one time per day, even though snow conditions persist.

2. First Priority Properties

The service levels described in 1(a) and 1(b) are applied first to public properties. The following first priority properties are not listed in order of priority and pertain to sidewalks and paths:

- Station Plaza
- Yacht Club
- Valleyview Community Centre
- Parkview Activity Centre
- Heritage House
- Museum
- RCMP City Detachment
- Canada Games Aquatic Centre
- Hillside Cemetery/Pleasant Street Cemetery



SUBJECT:	SNOW/ICE CONTROL ON MUNICIPAL PROPERTIES	NO. PRS-13
FUNCTION:	PARKS AND RECREATION SERVICES	
DATE:	2001 NOVEMBER 27 (AS AMENDED)	PAGE 2 OF 5

2. First Priority Properties (Continued)

- McArthur Island Park - Multi-use Path, Perimeter Road, Sports Centre, Youth Centre Parking Lot
- Memorial Arena
- Valleyview Arena
- Brocklehurst Arena
- Westsyde Swimming Pool
- Sport Mart Place
- City Hall
- St. Andrew's on the Square/Gaglardi Square
- Engineering/Development Services Building
- Hal Rogers Community Centre
- Riverside Park including frontage walkway between 1st and 3rd
- Prince Charles Park frontage sidewalk and stairs
- Albert McGowan Park frontage sidewalk
- Memorial Hill Park including sidewalk fronting Battle Street/St. Paul Street
- 3rd Avenue Walkway Overpass
- Overlander Bridge Walkway/Bike Path
- Rivers Trail

3. Second Priority - Properties

The service levels described in items 1(a) and 1(b) will be given to second priority properties as time and manpower permits and subsequent in priority to those properties described in item 2. Second priority properties include public linkage walkways. These properties are listed in Appendix "A".

4. Properties Excluded

Properties not specifically described in items 2 and 3 will not receive snow and ice control.

5. Snow and Ice Removal Checklist and Concerns

- a) All inspections and work performed will be recorded on a City Inspection Report form. Completed Inspection Report forms will be forwarded to the applicable Supervisor/Crew Leader for review. These forms will then be forwarded to the Risk Management/Insurance Section for review and filing.
- b) Concerns from the public will be investigated by the applicable Supervisor/Crew Leader within 24 hours. All concerns will be logged in the City calls for service system.



## City of Kamloops

### COUNCIL POLICY

SUBJECT:	SNOW/ICE CONTROL ON MUNICIPAL PROPERTIES	NO. PRS-13
FUNCTION:	PARKS AND RECREATION SERVICES	
DATE:	2001 NOVEMBER 27 (AS AMENDED)	PAGE 3 OF 5

5. Snow and Ice Removal Checklist and Concerns (cont'd)
  - c) Concerns received with respect to public properties which are not maintained by Parks and Recreation Services will be referred to the appropriate City department.

6. Promotion

This policy will be advertised in the City section of the newspaper starting in October of each year and periodically during the balance of the winter season as space permits.

AMENDED: 2004 February 9  
2005 October 4



SUBJECT:	SNOW/ICE CONTROL ON MUNICIPAL PROPERTIES	NO. PRS-13
FUNCTION:	PARKS AND RECREATION SERVICES	
DATE:	2001 NOVEMBER 27 (AS AMENDED)	PAGE 4 OF 5

**APPENDIX "A"**

**SNOW AND ICE CONTROL  
WALKWAYS MAINTAINED**

- 10th Avenue underpass
- 4th Avenue and Battle Street Lot
- 500 Blk Seymour Street Lot
- 8th Street at Surrey Avenue Crosswalk
- 8th Street - Bus stop
- 2381 Abbeyglan Way
- Aberdeen Park Sidewalks
- Albert McGowan - Lot and Sidewalks
- Animal Control Parking Lot
- 238-218 Arrowstone Drive sidewalk/stairs only
- Barnhartvale Overpass - Southeast to Nina Place
- 94 Bestwick Court (stairs)
- 193 Bestwick Drive
- 187 Bestwick Drive to Greenstone Drive
- Braeview Place to Hugh Allan Drive stairs
- 1946 Cardinal Drive to 1891 Russet Wynd
- Columbia Street
- McGill Road to Pemberton Terrace frontage
- Pemberton Terrace down Columbia Street to stairs
- Cottonwood Avenue to Cottonwood Manor
- 672 Cumberland Avenue to Courtenay Crescent
- Dallas Overpass and Bus Loop ETCH
- Dallas Park Walkway to Underpass
- 748 Driftwood Place to 538 Collingwood Drive
- 707 Dunrobin Drive
- 702 Dunrobin Drive to Aberdeen Drive
- Employee Parking Lots (Lorne Street, Victoria Street West, and 1st Avenue)
- 2144 Farrington Court
- Fortune Drive/Baker Street Pathway
- 1908 Glen Gary Place - stairs Gleneagles Drive
- 184 Greenstone Drive
- 415 Greenstone Drive (front of park)
- 463 Greenstone Drive (to school)
- Halston Ramp off Kingston Avenue



SUBJECT:	SNOW/ICE CONTROL ON MUNICIPAL PROPERTIES	NO. PRS-13
FUNCTION:	PARKS AND RECREATION SERVICES	
DATE:	2001 NOVEMBER 27 (AS AMENDED)	PAGE 5 OF 5

**APPENDIX "A"**

- 1140 Hugh Allan stairs  
Juniper Park Sidewalk  
Engineering/Development Services Building to Centennial Building  
Kenna Cartwright Park Parking Lot  
Kenora Road/Kelly Drive (end of)  
Kinsmen Tot Lot South
- 590 Laurier Drive to 2150 Shaughnessy Hill to school  
MacKenzie Avenue and Yew Street Lots  
McBeth Place Sidewalk/Walkways
- 220 McGill Road to Pyramid Court
- 375 McGill Road to Arrowstone Drive  
McIntosh Park
- 1289 Monashee Court to top of stairs  
Mt. Dufferin Park Parking Lot  
Oakdale Trailer Park (2 stairways)  
- 2514 Elston Drive  
Parkcrest Avenue and Holt Street underpass
- 380 Pemberton Terrace to Columbia Stairs  
Schubert Drive Lookout Parking Lot
- 174 Seymour Street West - Divided Crossing
- 722 Sherwood Drive to Cottonwood Avenue - stairs  
Strathcona - Strathcona Street to St. Paul Street West
- 444-446 Tod Crescent  
Tranquille Road at 11th Street crosswalk  
Trans Canada Highway East underpass  
-2469 Frontage Road
- 681 Tunstall Crescent (stairs only)  
Western Canada Theatre Parking Lot  
Westmount Park Pathway  
Westsyde Park Parking Lot and Roadway
- 305-309 Whiteshield Crescent
- 683 York Avenue to Courtenay Crescent



*City of Kamloops*

**COUNCIL POLICY**

SUBJECT:	PUBLIC LINKAGE WALKWAY MAINTENANCE POLICY FOR VEGETATIVE CUTTING, LITTER PICKUP, REMOVAL AND SIGNAGE INSPECTION	NO. PRS-14
FUNCTION:	PARKS, RECREATION, AND CULTURAL SERVICES	
DATE:	2005 OCTOBER 4	PAGE 1 OF 3

1. Service Level

- Service levels will be provided five (5) days per week (Monday to Friday) between 0700 hours (7:00 a. m.) and 1500 hours (3:00 p. m.) between April 15 and October 15.
- Vegetative cutting will be completed once in mid-June and once in late August.
- Litter pickup and removal will be completed once per week except in the case of hazardous debris (i.e. broken glass), which will be completed after Parks staff have been notified.
- Walkway signage will be inspected twice per season in mid-June and late August and repaired and/or replaced as required.
- Snow and Ice Control is dealt with under Council Policy PRS-13.

2. Priority of Public Linkage Walkways

- Only designated walkways listed below will receive vegetation cutting, litter pickup, and removal and signage inspection:
  - Sahali
    - ▶ Abbeyglen Way - walkway across from 2382 complete right down to Dunrobin;
    - ▶ Sifton Avenue - walkway at 2048;
    - ▶ Sifton Avenue - 2068 parkland chain, sign, and boulevard across the street;
    - ▶ Fleming Circle - walkway at 993, 849, 2186, and 764;
    - ▶ Balfour Court - walkway at 2273; and
    - ▶ Robson - 230 and 403.
  - East End - Dallas, Barnhartvale, and Valleyview
    - ▶ Cardinal Drive - walkways at 1946 and 1931;
    - ▶ Qu'Appelle Boulevard - walkway at 2529;
    - ▶ Nechako Drive - walkway at 2101;
    - ▶ Thompson Drive and Sparrow Road - underpass entrances; and
    - ▶ Melrose Place - walkway and cul-de-sac.



SUBJECT:	PUBLIC LINKAGE WALKWAY MAINTENANCE POLICY FOR VEGETATIVE CUTTING, LITTER PICKUP, REMOVAL AND SIGNAGE INSPECTION	NO. PRS-14
FUNCTION:	PARKS, RECREATION, AND CULTURAL SERVICES	
DATE:	2005 OCTOBER 4	PAGE 2 OF 3

2. Priority of Public Linkage Walkways (Continued)

- South Shore and Downtown Area
  - ▶ Connaught Road - walkway Nicola Street and Lee Road;
  - ▶ Battle Street West - walkway at 491 through to Grandview Terrace;
  - ▶ Pemberton Terrace - walkway at 385 down to Columbia Street (beside and across);
  - ▶ Greenstone Drive - walkway at 463 and 184;
  - ▶ McGill Road - walkway at 220 and 375 gate area to bunkers;
  - ▶ Bestwick Drive - stairway at 187;
  - ▶ Tunstall Crescent - walkway at 685 down to alley; and
  - ▶ Penzer Street - walkway at 648.
  
- Westsyde and Batchelor Area
  - ▶ North River Road - 1739 walkway entrance;
  - ▶ Raven Drive - walkway;
  - ▶ Raven Crescent - walkway 1956;
  - ▶ Collingwood Drive - walkway at 344, 384, access to dyke, 538, and 502;
  - ▶ Driftwood Place - walkway 748;
  - ▶ Oak Hills - walkway behind store across from trailer court;
  - ▶ Bank Road - walkway to Morven Place;
  - ▶ Sage Drive - walkway; and
  - ▶ Sicamore Drive - walkway.

3. Properties not specifically described in item 2 above will not receive vegetative cutting, litter pickup, and removal and signage inspection.

4. Vegetative Cutting, Litter Pickup, Removal, and Signage Inspection, and Concerns

- All inspections and work performed will be recorded on a City Inspection Report Form. Completed Inspection Report Forms will be forwarded to the applicable Supervisor/Crew Leader for review. These forms will then be forwarded to the Risk Management/Insurance Section for review and filing.
- All concerns regarding public linkage walkways will be investigated by the applicable Supervisor/Crew Leader within 24 hours. All concerns will be logged in the City's calls for service system.
- Concerns should be directed to 828-3461.



*City of Kamloops*

**COUNCIL POLICY**

SUBJECT:	PUBLIC LINKAGE WALKWAY MAINTENANCE POLICY FOR VEGETATIVE CUTTING, LITTER PICKUP, REMOVAL AND SIGNAGE INSPECTION	NO. PRS-14
FUNCTION:	PARKS, RECREATION, AND CULTURAL SERVICES	
DATE:	2005 OCTOBER 4	PAGE 3 OF 3

5. Promotion

This policy will be advertised in the City section of the newspaper starting in April of each year and periodically during the balance of the season as space permits.