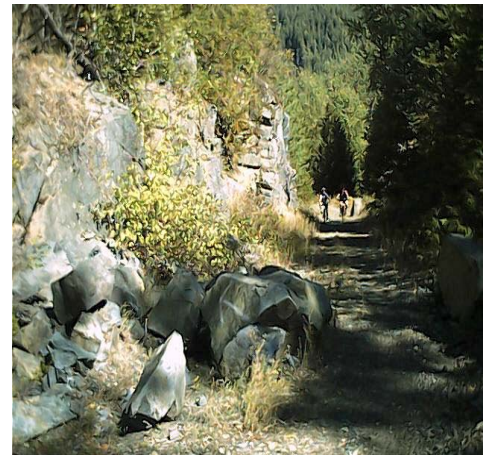


**BURLINGTON NORTHERN SANTA FE
RECREATIONAL TRAIL
MANAGEMENT PLAN**



**PREPARED FOR
REGIONAL DISTRICT OF CENTRAL KOOTENAY**



**BY: DONALD W. BARCHAM, MCIP, PIBC
CONSULTING SERVICES
NELSON, BC
DECEMBER 2003**

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Regional District of Central Kootenay

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EXECUTIVE SUMMARY

When the British Columbia Transportation Financing Authority acquired the BNSF right-of-way in 2001, between Salmo and Troup junction, its intent was to secure the corridor for long-term transportation needs. “Transportation” might be defined to include railways, roads, utilities, pipelines and trails of various types. The use of this and other similar corridors for recreational purposes, as trails linking communities, is considered appropriate in the interim. An additional and recognized benefit to trail use is the wide range of economic opportunities, related primarily to tourism and outdoor recreation, that such facilities generate.

Following acquisition of the BNSF right-of-way, the Ministry of Transportation began actively seeking and responding to local organized groups who had an interest in recreational use of the corridor. In order to explore opportunities for groups to assist in assuming stewardship roles, the Ministry sponsored two workshops, which were well attended by a wide cross section of people. Participants emphasized the need for an overall management plan for the corridor in order to ensure a common vision and clarity in the goals, principles, and objectives for trail use, development, and maintenance.

There are many accounts of this railway’s colorful evolution. The mileposts along the way were witness to more than a century of continuing operation from an era dependent on steam motive power, on both land and water, to a time of diesel locomotives, modern highways, and air travel.

In the early days the rail line formed an important connection for the West Kootenay mining towns, allowing efficient shipping of their rich ores to the United States. Passenger traffic between Nelson and Spokane took place from 1893 to 1941, after which the rail line carried mainly lumber products to American markets. All train traffic ended in 1989, except in the section between Waneta and Ross Spur that sees active rail use to this day. In 1998 the rails and ties were removed between Ross Spur and Salmo, in 1999 the removal of the rails and ties between Salmo and Troup was completed.¹

The rail corridor is contained entirely within the Regional District of Central Kootenay, in southeastern British Columbia. Running generally north-south, it extends from the Village of Salmo, on Highway 3, following Highway 6 to Nelson, then east to Troup Junction where it converges with the Canadian Pacific Railway on Kootenay Lake, about 10 km. east of Nelson.

This local facility is part of a much more extensive proposed system of trails known as “The Kootenay Loop”, which connects to the Trans Canada Trail network, in three locations. Currently, the Burlington Northern trail is used, primarily by local residents, for a variety of recreational activities including walking, mountain biking, cross country skiing, and motorized uses such as dirt biking, and snowmobiling.

Throughout its length, the corridor bisects lands that are home to numerous species of wildlife, including grizzly and black bears, moose, elk, and deer. The riparian areas along the Salmo River and particularly those featuring mature black cottonwood trees are particularly important to sustaining not only fisheries values, but also the habitats for 135 species of terrestrial vertebrates that recent studies have confirmed to exist in that zone.²

The rail corridor itself consists of 28 parcels of land in fee simple, owned by the British Columbia Ministry of Transportation. The lands include the Five Mile Creek outwash fan at Troup Junction.

¹ “Summary Report on the Burlington Northern Rail Line Between Salmo and Troup Junction; Seng Derkx, 1999.”

² Water-based Fish Sustainability Planning for the Salmo River: Riparian Ecosystem Profile, Draft Report , Pandion Ecological Research Ltd., 2003. See Appendix 1 for complete listing.

In order to develop the corridor for recreational use, the properties will be leased to the Regional District of Central Kootenay who intend to manage and administer the facility as a regional park, under Regional Park Plan By-law No. 528. It is anticipated that both internal resources and stewardship groups will operate and maintain the trail, under appropriate agreements among the respective parties. The Ministry of Transportation, as the legal owner, will continue to be responsible for the existing infrastructure such as trestles, public road crossings, and culverts. Leaseholder improvements, such as parking facilities, viewpoints, picnic areas, and their accoutrements will become the responsibility of the Regional District.

Goals are statements of “ideals” which express long-term direction, and upon which project policies and objectives are based. Day-to-day management and development decisions must relate to stated goals if progress is to be measurable. For the BNSF trail, the goals of the management plan are:

A Regional Park - To assist in establishing the BNSF trail as a Regional Park under the jurisdiction of the Regional District of Central Kootenay, through lease arrangements with the Ministry of Transportation.

Planning and Development - To plan, develop, and manage trail facilities and activities in a manner consistent with the preservation and enhancement of the environmental and social values inherent in both the corridor and the communities through which it passes.

User Safety - To provide opportunities for various modes of travel along the corridor consistent with public and user safety, after due consideration for risk management, liability, and the impact of user activities on adjacent properties.

Stewardship - To provide mechanisms for the establishment of stewardship agreements with community-based organizations to ensure their active and continuing participation in the planning, operation, and monitoring of the trail, its facilities and interpretive programs.

Fund Raising - To provide a consistent basis for fundraising activities in support of trail improvements and maintenance.

Economic Opportunity - To encourage use of the trail by both local residents and visitors to the region, and to support the development of economic opportunities which cater to those users.

IT IS RECOMMENDED THAT: The Regional District endorse the goals stated above.

The statements of principle below are suggested for the initial five years of the management plan.

Staged Development - For the first five years, the management focus should be on upgrading and maintaining the existing trail and related facilities. (These activities include, decking, rails and fire protection on bridges and trestles, maintaining culverts and drainage, brushing for utility and safety, developing and signing appropriate trailheads and other points of access, and providing basic amenities such as litter receptacles, outhouses, and rest areas.)

Continuity - The continuity of the trail must not be compromised.

Adjoining Property - The privacy and security of adjoining properties should not be unduly compromised. Where serious conflicts occur, appropriate steps shall be undertaken by the Regional District to mitigate the situation.

Monitoring - The Regional District will arrange to monitor the level and type of use on the trail. If conflicts between or among users occur, the Regional District, in consultation with appropriate groups and other jurisdictions, shall investigate the problems and identify solutions, using the principled negotiating approach.

Trail Ethics - The Regional District, in consultation with the stewardship groups, shall develop for trail users a code of ethics that reflects the public's concerns regarding each permitted use in the corridor.

Firearms - There shall be no hunting, and no discharge of firearms in the corridor. This shall not, however, prevent people from using the corridor to access areas that are open to hunting and firearms.

Utilities - Underground utilities may be accommodated within the corridor, subject to required permitting, and approval of plans by the Regional District to ensure compatibility with the recreational nature of the trail.

Safety - The safety of trail users is of paramount concern. Due diligence will be expected from all parties to ensure users of all sorts have a safe and enjoyable experience on the trail.

Access - The presence of the trail is not deemed to preclude access to adjoining lands for development and operational purposes. Existing accesses will be allowed to continue and new accesses subject to permit.

IT IS RECOMMENDED THAT: The Regional District endorse the principles stated above for the first five years of the management plan.

The Regional District Board, with recommendations from the Regional Parks Committee, will need to define the role the regional district will assume for the BNSF Trail. The responsibilities of the regional district and of others will then need to be identified.

There is a range of roles that the Regional District could assume: ownership, regulator, oversight, funding, operation and maintenance, and the future enhancements of the trail. Those roles not assigned to the Regional District would need to be assumed by stewardship groups or others.

Ownership – The Regional District would act only as the owner of the lease with all other roles given to the stewardship groups and others.

Regulator – The Regional District would be responsible for the regulation of uses and standards for the trail.

Oversight – The Regional District would be responsible for ensuring that the trail functions as intended, safety is maintained and disputes between parties are resolved.

Funding – The Regional District would provide funding, in whole or in part, for the trail including appropriate financial controls for all taxpayer money.

Operation and Maintenance – The Regional District would, through its own staff or through contracts with others, operate and maintain the trail. Contracts could be with stewardship groups, other government organizations or the private sector.

Future Enhancements – This role requires the Regional District to act as the long term planner for the trail and to provide direction to stewardship groups and others for building and refurbishing capital assets as well as plans for long term funding of the trail.

Once roles have been defined and responsibilities assigned, work can commence on more detailed plans for the trail.

IT IS RECOMMENDED THAT: The Regional District confirm their roles and responsibilities for the trail.

The trail assets; rail bed surface, trestles, signs and general environment, require regular maintenance in order that the trail remains in a usable state. The large capital items, trestles, surfacing and initial maintenance, will require innovative fund raising approaches to facilitate achieving the work plan goals contained in this document. The stewardship groups will play a key role in the success of this trail. The initial stages (first five years) require that the stewardship groups and the community as a whole commit to following the work plan. If the trail structures are allowed to fall into disrepair the costs associated with returning those structures to a usable state may become prohibitive and may result in loss of the trail itself. As the trail evolves, it is anticipated that commercial interests and government will be more willing to participate in furthering the profile of the trail. Similar trail projects that have been visited and reviewed have had a significant contribution from stewardship groups as well as all levels of government and industry.

It is important to emphasize the importance of the first five years of the trail as these will be examined to assess the interest level that there is in using this trail as well as the level of volunteer help that can be expected in the future. If the community demonstrates a high level of interest and involvement then fundraising from government will become more viable.

IT IS RECOMMENDED THAT: The Regional District review and prioritize the proposed 5 year work program.

IT IS RECOMMENDED THAT: The Regional District adopt gravel surfacing as the appropriate design standard for the trail.

IT IS RECOMMENDED: That the Regional District endorse an initial mechanical brushing and clearing project in the corridor consistent with aesthetic and environmental values, and user safety.

With respect to trail use, it is recommended that the trail be developed and managed to accommodate safely, a variety of non-motorized uses such as walking, bicycling, snowshoeing, cross-country skiing and horseback riding. Motorized uses can, by their nature, preempt the safety and enjoyment of the trail for other activities. It has been determined that motorized use carries with it too much liability and potential for litigation. Motorized use would also require a much higher level of maintenance to prevent foreseeable harm to the users. This duty of care would be shared by the Regional District, and they would have to indemnify the Province against all liability arising from Regional District activities on the trail

IT IS RECOMMENDED THAT: Throughout its length, the trail be developed, operated and maintained for non-motorized uses, with the exception of authorized maintenance, patrol, and emergency vehicles.

Local governments incur risk, assume liability and are subject to lawsuits simply by carrying out their normal operations including statutory responsibilities. The world in which they must operate has become more litigious, more focused on the rights of the individual and inclined to action by groups and individuals for enforcement of public responsibilities. This situation is driven in part by increased legislation and in part by emerging class action litigation and expanding tort law. Expansion of the regional parks function to include a popular, well used trail will undoubtedly increase the regional district's risk, potential liability and exposure to lawsuits.

No local government can prevent lawsuits but they can minimize the monetary consequences by adopting appropriate policies and procedures for all of their and their agents' actions.

The potential for liability originates from three sources:

- Provincial statutes such as the Highway Act,
- the Criminal Code which deals with criminal negligence causing bodily harm, and
- Common Law which includes torts (private legal actions brought by groups or individuals).

The Regional District must consider risk and liability but should not exclude a potential new service simply because they exist. Part of the decision process must be a review of the ability to manage risk and minimize liability.

The trail is used extensively now and stewardship groups have been predominantly responsible for the maintenance and improvements to the trail. It is anticipated that the situation will continue at least in the short term.

It is anticipated that any change to the current situation will occur incrementally. This will necessitate a phasing-in of the Regional District's involvement for the administration of the trail as well as for operations, maintenance and improvements. The Regional District will need to determine the level of financial contribution that it will make. Stewardship groups will need to continue to provide a major contribution to the trail's operation, maintenance and improvements.

The Regional Parks Committee will have to recommend to the RDCK Board the level of financial assistance that they are prepared to provide through taxation for the operations and improvements to the trail. One of the purposes of this Trail Management Plan is to start that discussion.

Currently the regional parks function for Nelson, Salmo and Areas E, F and G taxes \$25,000 per year. That is a tax rate of \$0.015 per \$1,000 of assessed value for a residential property (\$1.50 for a \$100,000 home).

The RDCK's current method of providing regional parks service is predominantly through contractors and stewardship groups (volunteers). Direct involvement of the RDCK staff is minimal and is limited for the most part to an oversight role. We assume that this model will be followed for the BNSF Trail, at least for the initial years.

The conflict and dispute resolution mechanisms will flow from the governance structure adopted by the Regional District. The structure that is anticipated by the trail management plan is similar to the existing structure for the Regional Parks Function.

The evolution to the BNSF rail line as a trail was a community-based initiative. The community will need to continue as the major force in the future development and operation of the trail for it to be sustainable.

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RAIL CORRIDOR MAPS

Digitized Maps of the Corridor were prepared using G.P.S. and submitted to the Regional District of Central Kootenay.

1.0 Purpose of the Plan

Following acquisition of the BNSF right-of-way, between Salmo and Troup junction, the Ministry of Transportation began actively seeking and responding to local organized groups who had an interest in recreational use of the corridor. In order to explore opportunities for groups to assist in assuming stewardship roles, the Ministry sponsored two workshops, which were well attended by of people representing a broad range of interests. Presentations were made, issues discussed, and solutions suggested.

Participants emphasized the need for an overall management plan for the corridor in order to ensure a common vision and clarity in the goals, principles, and objectives for trail use, development, and maintenance.

Prior to the second workshop, the Regional District of Central Kootenay agreed “in principle” to consider leasing the corridor from the Ministry as a regional park, subject to the preparation of a management plan. It is anticipated that the corridor will be classified as a “Regional Trail”² under the Official Regional Park Plan, and that leases and stewardship agreements will be similar to those currently in effect in existing regional parks. The development of stewardship agreements with organizations and individuals is considered vital to the success of the BNSF initiative. The proceedings of the workshops are contained in Appendix 1.

The management plan will provide consistent direction for all users and stewardship groups. It will be a working document that can be readily updated and it will form the basis for ongoing capital and maintenance programs and budgets, risk management, and trail monitoring.

2.0 Why a Rail-Trail?

When the British Columbia Transportation Financing Authority acquired the BNSF right-of-way in 2001, its intent was to secure the corridor for long-term transportation needs. “Transportation” might be defined to include railways, roads, utilities, pipelines and trails of various types. The use of this and other similar corridors for recreational purposes, as trails linking communities, is considered appropriate in the interim.

An additional and recognized benefit to trail use is the wide range of economic opportunities, related primarily to tourism and outdoor recreation, that such facilities generate.

3.0 History of the BNSF Rail Corridor

There are many accounts of this railway’s colorful evolution. The mileposts along the way were witness to more than a century of continuing operation from an era dependent on steam motive power, on both land and water, to a time of diesel locomotives, modern highways, and air travel. The capsule summary below captures that colorful past.

Driven by the finds of huge deposits of gold, silver, lead and copper in the area, the 1880’s and 1890’s saw massive railroad development in Western Canada and the US North West. The frantic pace of rail building was helped by the intense rivalry between the various railway companies.

² Regional trails are intended to provide for trail oriented recreation that could link communities, provide access to areas possessing scenic and special interest qualities, and provide access to Provincial recreation opportunities, Regional District Parks and other recreation sites. (RDCK Official Regional Park Plan Bylaw No. 528, Sec. 10.4)

The subject property is part of the rail line built by American Daniel Corbin. His Spokane Falls and Northern (SF&N) Railway reached navigable water on the Columbia River only 15 miles south of the Canada/US border in 1890. Corbin continued building his railroad north, and completed the Nelson and Fort Sheppard (N&FS) Railway in 1893, providing Nelson with an uninterrupted rail line to Spokane. Significant was the opening of the Great Northern Railway mainline from Spokane to Seattle, also in 1893.

The rail line was initially forced to use 'Mountain Station', high above Nelson, with a steamer dock at Troup, 5 miles north east of the 'Queen City' on Kootenay Lake. 1895 saw the completion of a loop at Troup with a line along the lake to the outskirts of Nelson called 'Bogustown', now Nelson's Fairview neighbourhood.

In 1898 Great Northern acquired a controlling interest in both SF&N and N&FS; 2 years later the company acquired running rights to the new CPR station in Nelson. Great Northern purchased SF&N outright in 1907, and the N&FS in 1944. Great Northern merged into the Burlington Northern system in 1970.

In the early days the rail line formed an important connection for the West Kootenay mining towns, allowing efficient shipping of their rich ores to the United States. Passenger traffic between Nelson and Spokane took place from 1893 to 1941, after which the rail line carried mainly lumber products to American markets. All train traffic ended in 1989, except in the section between Waneta and Ross Spur that sees active rail use to this day. In 1998 the rails and ties were removed between Ross Spur and Salmo, in 1999 the removal of the rails and ties between Salmo and Troup was completed.³

4.0 Regional Context

The rail corridor is contained entirely within the Regional District of Central Kootenay, in south-eastern British Columbia. Running generally north-south, it extends from the Village of Salmo, on Highway 3, (Lat. 49° 11' 49" Long. 117° 16' 39" .), following Highway 6 to Nelson, then east to Troup Junction where it converges with the Canadian Pacific Railway on Kootenay Lake, about 10 km. east. (Lat.49° 32' 59" Long.117° 14' 18")

This local facility is part of a much more extensive proposed system of trails known as "The Kootenay Loop", which connects to the Trans Canada Trail network, in three locations. Currently, the Burlington Northern trail is used, primarily by local residents, for a variety of recreational activities including walking, mountain biking, cross country skiing, and motorized uses such as dirt biking, and snowmobiling.

5.0 Local Context

Both historically, and at present, this corridor truly links communities. Beginning in the Village of Salmo, the trail winds north through a picturesque rural area in the environmentally sensitive Salmo River valley. Climbing for 30 km. at an average grade of 1%, the trail passes through the historic settlement of Ymir, a former mining town, to reach Summit, then descends past Cottonwood Lake Regional park, to form the south-eastern boundary of the City of Nelson, linking in numerous places with the street system. Leaving the city, the trail continues to descend at about 2.4% down to Troup Junction, where it crosses the active CPR, and terminates on the fan of Five Mile Creek, for a total distance of 48 km.

³ "Summary Report on the Burlington Northern Rail Line Between Salmo and Troup Junction; Seng Derkx, 1999."

Throughout its length, the corridor bisects lands that are home to numerous species of wildlife, including grizzly and black bears, moose, elk, and deer. The riparian areas along the Salmo River and particularly those featuring mature black cottonwood trees are particularly important to sustaining not only fisheries values, but also the habitats for 135 species of terrestrial vertebrates that recent studies have confirmed to exist in that zone.³ Of those, the Great Blue Heron and the Grizzly Bear are blue listed as vulnerable/sensitive, the red listed Western Screech-Owl and Townsend's big eared bat are considered threatened/endangered.

6.0 Legal Context

The rail corridor itself consists of 28 parcels of land in fee simple, owned by the British Columbia Ministry of Transportation. The lands include the Five Mile Creek outwash fan at Troup Junction. In order to develop the corridor for recreational use, the properties will be leased to the Regional District of Central Kootenay who intend to manage and administer the facility as a regional park, under Regional Park Plan By-law No. 528. It is anticipated that both internal resources and stewardship groups will operate and maintain the trail, under appropriate agreements among the respective parties. The Ministry of Transportation, as the legal owner, will continue to be responsible for the existing infrastructure such as trestles, public road crossings, and culverts. Leaseholder improvements, such as parking facilities, viewpoints, picnic areas, and their accoutrements will become the responsibility of the Regional District.

As the entire trail lies outside the City of Nelson, policing will fall upon the Nelson and Salmo detachments of the RCMP. Fire protection in the vicinity of the trail is the responsibility of fire departments based in Salmo, Ymir, and the City of Nelson. The Ministry of Forests responds to wildfires in areas outside those specified districts.

The responsibility for land use and zoning regulations for the trail itself, and adjoining properties, is divided among the RDCK, the City of Nelson, and the Village of Salmo, for their respective jurisdictions. Where the trail passes through the Agricultural Land Reserve, the Provincial Agricultural Land Commission will have influence on land use and zoning decisions related to activities both on and adjacent to the trail.

7.0 Goals of the Management Plan

Goals are statements of "ideals" which express long-term direction, and upon which project policies and objectives are based. Day-to-day management and development decisions must relate to stated goals if progress is to be measurable. For the BNSF trail, the goals of the management plan are:

A Regional Park - To assist in establishing the BNSF trail as a Regional Park under the jurisdiction of the Regional District of Central Kootenay, through lease arrangements with the Ministry of Transportation.

Planning and Development - To plan, develop, and manage trail facilities and activities in a manner consistent with the preservation and enhancement of the environmental and social values inherent in both the corridor and the communities through which it passes.

User Safety - To provide opportunities for various modes of travel along the corridor consistent with public and user safety, after due consideration for risk management, liability, and the impact of user activities on adjacent properties.

³ Water-based Fish Sustainability Planning for the Salmo River: Riparian Ecosystem Profile, Draft Report, Pandion Ecological Research Ltd., 2003.

Stewardship - To provide mechanisms for the establishment of stewardship agreements with community-based organizations to ensure their active and continuing participation in the planning, operation, and monitoring of the trail, its facilities and interpretive programs.

Fund Raising - To provide a consistent basis for fundraising activities in support of trail improvements and maintenance.

Economic Opportunity - To encourage use of the trail by both local residents and visitors to the region, and to support the development of economic opportunities which cater to those users.

IT IS RECOMMENDED THAT: The Regional District endorse the goals stated above.

8.0 Guiding Principles

A “principle” may be defined as a fundamental basis for decisions. While principles should be firmly entrenched, they are not cast in stone, and upon review, may evolve to reflect changes in circumstance, and need. The statements of principle below are suggested for the initial five years of the management plan.

Staged Development - For the first five years, the management focus should be on upgrading and maintaining the existing plant. (These activities include, decking, rails and fire protection on bridges and trestles, maintaining culverts and drainage, brushing for utility and safety, erecting required signing at trailheads and other points of access, and providing basic amenities such as litter receptacles, outhouses, and rest areas.)

Continuity - The continuity of the trail must not be compromised.

Adjoining Property - The privacy and security of adjoining properties should not be unduly compromised. Where serious conflicts occur, appropriate steps shall be undertaken by the Regional District to mitigate the situation.

Monitoring - The Regional District will arrange to monitor the level and type of use on the trail. If conflicts between or among users occur, the Regional District, in consultation with appropriate groups and other jurisdictions, shall investigate the problems and identify solutions, using the principled negotiating approach.

Trail Ethics - The Regional District, in consultation with the stewardship groups, shall develop for trail users a code of ethics that reflects the public’s concerns regarding each permitted use in the corridor.

Firearms - There shall be no hunting, and no discharge of firearms in the corridor. This shall not, however, prevent people from using the corridor to access areas that are open to hunting and firearms.

Utilities - Underground utilities may be accommodated within the corridor, subject to required permitting, and approval of plans by the Regional District to ensure compatibility with the recreational nature of the trail.

Safety - The safety of trail users is of paramount concern. Due diligence will be expected from all parties to ensure users of all sorts have a safe and enjoyable experience on the trail.

Access - The presence of the trail is not deemed to preclude access to adjoining lands for development and operational purposes. Existing accesses will be allowed to continue and new accesses subject to permit.

IT IS RECOMMENDED THAT: The Regional District endorse the principles stated above for the first five years of the management plan.

9.0 Roles and Responsibilities

The property is currently owned by the Ministry of Transportation and will remain so with the Regional District assuming the ownership of a lease for the right to use the lands. The Regional District Board, with recommendations from the Regional Parks Committee, will need to define the role the regional district will assume for the BNSF Trail. The responsibilities of the regional district and of others will then need to be identified.

There is a range of roles that the Regional District could assume: ownership, regulator, oversight, funding, operation and maintenance, and the future enhancements of the Trail. Those roles not assigned to the Regional District would need to be assumed by stewardship groups or others.

Ownership – The Regional District would act only as the owner of the lease with all other roles given to the stewardship groups and others.

Regulator – The Regional District would be responsible for the regulation of uses and standards for the trail.

Oversight – The Regional District would be responsible for ensuring that the trail functions as intended, safety is maintained and disputes between parties are resolved.

Funding – The Regional District would provide funding, in whole or in part, for the trail including appropriate financial controls for all taxpayer money.

Operation and Maintenance – The Regional District would, through its own staff or through contracts with others, operate and maintain the trail. Contracts could be with stewardship groups, other government organizations or the private sector.

Future Enhancements – This role requires the Regional District to act as the long term planner for the trail and to provide direction to stewardship groups and others for building and refurbishing capital assets as well as plans for long term funding of the Trail.

Once roles have been defined and responsibilities assigned, work can commence on more detailed plans for the trail.

IT IS RECOMMENDED THAT: The Regional District confirm their roles and responsibilities for the trail.

10.0 Asset Management

10.1 Trail Description

The Trail, at present, consists of the running surface of the rail line. It measures approximately 3.5 metres across the rail bed surface. The current usable width varies from 1 to 3 metres due to vegetation encroachment. There are 14 crossing structures ranging from 3 metres to 170 metres in length with some having side walkways. These structures cross a mix of rivers and gullies. All trestles have been assessed and are considered secure except trestle 29 that has had several supports severely damaged by debris flow some years ago. There is an engineering inspection report concerning all of the structures (see Appendix 2). The Trail has a variety of signs along its length varying from a few original mile markers and crossing signs to kilometre markers installed by MoT in the past two years.

The Trail crosses several different ecological zones and presents the users with the opportunity to view wildlife and a variety of plants native to the area. The Trail also represents a significant portion of the area's economic history. There are some sites that still have remnants of rail operations that may be of historical interest to users.

The rail corridor passes through many private properties that vary from lots within cities and municipalities to very rural farm settings. There are no existing structures that adequately delimit the extent of the corridor. A detailed description of the corridor is contained in Appendix 3.

10.2 Corridor Maps

The corridor maps, prepared at a scale of 1:10,000, represent the present and proposed uses along the corridor as of late summer 2003. These maps were created with the intent that they be utilized for trail planning purposes and they are intended to be living documents. As living documents the maps are expected to be modified to reflect the changing usage of the trail over time. These maps will also have a wide variety of trail information, in a textual format, incorporated into them. This information may include etiquette for a particular trail section, a table of changes to usage and maintenance records for that section as well as trail steward group information.

At the time of the creation of this report, there was limited inventory information available. The information that was available has been incorporated into these map documents. It is anticipated that eventually all of the trail will be inventoried and the map base updated.

10.3 Corridor Inventory and Inspection

The following tables provide an example of how information is currently being gathered from many sources. The format addresses the condition of the trail, its structures and their condition and the work required to maintain the trail in its present condition. The format was developed by the Ministry of Transportation for use by stewardship groups, and seems an adequate tool for the purpose.

Burlington Northern Santa Fe Recreational Trail Management Plan

**MINISTRY OF TRANSPORTATION
BNSF TRAIL INVENTORY FORM**

LOCATION	CULVERTS			RETAINING WALLS	SIGNS	TRAIL ACCESS POINTS	CROSS ROADS	MISC/ OTHER	
	km	SIZE (in mm)	TYPE: CONCRETE, METAL, WOOD	BURIAL DEPTH (metres from ground surface to top of culvert)	1. TYPE: CONCRETE; STONE WALLS 2. HEIGHT OF WALL	TYPE (language on sign)	TYPES: (walking trail, cycling trail, road, parking lot)	NAME of ROAD	HISTORICAL POINTS, CLIMBING FACES, HIGH WILDLIFE VALUES, ETC.
21.62	450	M		1.25					
20.86	900	M		2.3					
20.43	450	M		0.8					
20.24	400	M		0.4					
20.15	900	M		0.6					
19.2		W							
19.15	450	M		0.5					
18.82	600	M		0.5					
18.4	450	C		0.4					
18.3	450	M		0.5					
18.06	600	M		0.7					
18.04	450	M		0.3					
17.73	600	M		0.5					
17.42	600	M		1.6					
17	600	M		0.5					
16.77	750	M		0.3					
16.14	750	M		1.5					
15.66	500	M		0.3					
15.27	450	M		1					
15.17	450	M		1.1					

Burlington Northern Santa Fe Recreational Trail Management Plan



MINISTRY OF TRANSPORTATION *BNSF TRAIL INSPECTION FORM*

Date Inspected: June 6, 2003

Inspected By: Allan Macdonald/Scott Gilbert

Stewardship Group: Nelson Nordic Ski Club

INSPECTORS NAME	LOCATION		TRAIL CONDITION <small>(frequency of inspections – ideally once a week during spring runoff and late fall, once a month for summer and winter)</small>							WORK by STEWARDSHIP GROUP			WORK BY MoT
	FROM	TO	BRUSHING <small>Deadfall/ organic debris that requires removal, noxious weeds</small>	LITTER <small>Note areas that require cleanup</small>	CULVERT <small>Is it clear, providing drainage? Are the inlet/outlet also clear?</small>	ROCKFALL/SL IDES/ WASHOUTS <small>Est. volume and dimensions</small>	SURFACING <small>Muddy? Water ponding?</small>	TRAIL SIGNS <small>Missing or damaged</small>	OTHER <small>Parking/ Access/Safety issues (e.g. wild animals, etc.)</small>	EST. PERSON HOURS TO COMPLETE REPAIR	METHOD OF REPAIR	DATE	NOTIFY Mot YES/NO
Al & Scott	22.000	16.000	General Brushing										
		21.650		L						0.5	Pick-up to remove old lumber		
		20.860			H					16	Remove beaver dam @ outlet		
		20.250			L					8	Remove beaver dam @ outlet		
		20.075			L					2	Hand clean inlet/outlet		
		18.300			H					3	Backhoe to clean inlet/outlet		
		18.050			H					5	Backhoe to replace 450 culvert		
		16.770			L					2	Backhoe to clean inlet/outlet		
		15.660			L					0.5	Hand clean inlet		
		15.270			H					1	Hand clean inlet		

CONDITION RATING:

LOW: CONSIDERED ROUTINE WITH NO IMMEDIATE CONCERNS

HIGH: IS A RISK TO TRAIL AND TRAIL USERS

PLEASE NOTE: INSPECTIONS SHOULD BE DONE IN MINIMUM GROUPS OF 2 INDIVIDUALS

MINISTRY OF TRANSPORTATION, 4TH Floor, 310 Ward Street, Nelson V1L 5S4 FAX: (250) 354-6547

10.4 Public and Adjacent Land Owner Responses

10.4.1 Public Response

During the month of June 2003, public meetings were held in Nelson, Ymir, and Salmo, to present the trail concept and to solicit public input at the outset of the management plan process.

Clearly the most talked about issue at each public meeting was trail use, particularly motorized vs. non-motorized use.

Opinions varied but there was a significant segment of the public who spoke strongly against any form of motorized use (i.e., dirt bikes, ATV's and snowmobiles) anywhere on the trail. There was an equally strong segment of the public who spoke in favour of motorized use throughout the entire length of the trail. There was also a significant segment that took a multi-use point of view. It was also noted that the rail line has operated as an informal multi-use recreation trail for several years without seemingly too many problems. It was suggested that the proposed Management Plan should not try to over-regulate the situation. Some of the key issues identified include:

Segregation of the Trail by User Type – Several people, particularly at the Nelson meeting, proposed that the trail segment between Troup Junction and Cottonwood Lake, and perhaps further south to Hall Siding, should be established as a non-motorized trail. It was argued that because of the population density in the City and the high level of trail use in this area as well as the current mostly non-motorized pattern of trail use that this segment of the trail should be non-motorized. In contrast, regarding the trail segment south of Cottonwood Lake/Hall Siding, people at the Salmo and Ymir meeting were generally more supportive of both motorized and non-motorized use provided that steps were taken to encourage proper trail user etiquette and reduce impacts associated with noise, dust, excessive speed, vandalism and trespass.

Backcountry Access – It was noted that, particularly among motorized users and mountain bike riders, the trail provides access to adjoining backcountry trails and elimination of these trail uses would restrict access to other areas.

Development of a Trail Users Code of Ethics – There was much discussion about the conduct of the individual trail user with people recalling both positive and negative experiences. For example, in situation involving motorized and non-motorized trail users sharing the trail, where people acted with courtesy and respect, few negative experiences were noted.

Trail Design – It was noted that excessive speed by motorized vehicles is a problem particularly on long, straight and flat stretches of the trail at Hall Siding and north of Salmo. It was suggested that the trail should include measures such as water bars, speed bumps, "S" curves, off-set gates and signage to slow the speed of motorized users. This was of particular concern to adjacent landowners who have driveways crossing the trail and are concerned about colliding with a motorized vehicle.

Adjacent Landowner Concerns – Landowners in attendance spoke about noise, odour, dust and safety issues associated with motorized trail users as well as concerns about trespass and vandalism. From the outset of the project it has been recognized that adjacent landowners have unique concerns therefore the RDCK conducted a questionnaire survey of landowners in July.

Safety and Liability Concerns – It was noted that some motorized trail users are young persons who are unlicensed to operate a motorized vehicle. This results in safety concerns and legal liability issues for the users and trail operator.

Environmental Concerns – Several people noted the presence of important wildlife habitat in the area especially riparian areas associated with the adjacent Salmo River. It was argued that to reduce the impact on wildlife habitat the trail should be non-motorized.

Economic and Community Development Opportunities – At the Salmo and Ymir meetings people wanted to explore ways to market the trail as a tourism opportunity with associated local economic development benefits. On this point it was noted that a multi-use trail would appeal to a large base of potential tourists.

Trail Stewardship (operations and maintenance) – It was recognized that government agencies (Ministry of Transportation and the RDCK) have limited financial resources to pay for the upgrading and on-going maintenance and administration of the trail. It was acknowledged that individuals and local trail user groups have taken an active role in trail stewardship and that continued reliance on local volunteers is essential to the future operation of the trail. Secondly, it was noted that there ought not to be any user fees or additional local area taxes/service charges associated with the operation and administration of the trail. It was also mentioned that trail user groups should not be allowed to charge a user fee for use of the trail – the Nelson Nordic Ski Club situation was cited as an example.³

A summary of the comments received at those meetings is contained in Appendix 4.

10.4.2 Adjacent Land Owner Response

In August 2003, property owners within 60 metres of the corridor were given the opportunity to express their concerns about the proposal for a managed recreational trail on the BNSF right-of-way. It is appreciated that nearby property owners may have site-specific concerns, not generally shared by general users or the public. Experience in other rail-trail conversions suggests that mitigating those concerns can be difficult.

Of the 318 questionnaires that were mailed out, 123 were returned. While 82% indicated support in principle for the trail, that support was seldom unqualified. Overall, noise was the most frequent concern, (72%), followed by pollution, (46%), loss of privacy, (41%), and trespass, (39%). In their open comments, the majority of respondents indicated they are opposed to motorized use on all or portions of the trail, and many would not support the trail if motorized use is permitted.

Many of the respondents offered suggestions for mitigating their concerns. These included adequate signing to demarcate private properties, fencing to inhibit trespassing, appropriate planting to enhance privacy, keeping dogs on leashes and picking up after them, and restricting hours of use to prevent late night disturbances.

A graphic summary of the survey results is contained in Appendix 5.

³ Excerpted from a summary prepared by Bruce Gunn, RDCK.

10.5 Trail Uses

The trail will be developed and managed to accommodate safely, a variety of uses in all seasons. Current patterns suggest that walking, bicycling, cross-country skiing, snow shoeing, and horseback riding are the most popular non-motorized activities. These vary with the seasons, and are often combined with other activities such as wildlife viewing, photography, and fishing. In some areas, the trail is used to commute to work or school, and this practice is to be encouraged, particularly if it results in fewer pedestrians and cyclists on area roads and highways.

The question of motorized use is problematic. Adjoining property owners who responded to the questionnaire blamed motorized uses for many of their concerns regarding the effects of the trail on their properties. Although motorized uses have co-existed with others for several years now, particularly in southern portions of the trail, there is substantial opposition throughout the corridor to allowing the practice to continue. This feeling was not as evident at the public meetings in Ymir and Salmo, where numerous people supported “multi-use” of the trail. Those supporting such “multi-use” however, were usually motorized proponents. A major problem with motorized uses is that they can preempt the safety and enjoyment of the trail for other activities. Traditionally, it has been a standing principle in the field of community planning to separate wheels and feet, primarily to create safe streets and neighborhoods. If one message came out strongly at all the meetings however, it was that all users, regardless of mode, must use common sense and show courtesy and respect to others.

Concerns for personal and public liability have now become a significant consideration. Most of these concerns involve motorized uses, and particularly, trail bikes and ATV’s being operated by unlicensed and uninsured users, particularly underage drivers. Experience in other jurisdictions suggests that virtually every case of litigation involving recreational trails has been related to some form of motorized use. Given the significance of the situation, it is evident that the issue of liability should be a key determining factor in deciding whether or not to allow motorized use on the BNSF trail.

In 1995, the BC Court of Appeal held that a similar rail corridor was a “road” and therefore a “highway” under the Motor Vehicle Act. (ICBC vs Routley) Accordingly, all vehicles and drivers using the trail would have to be insured and licensed. Such vehicles as trail bikes, ATV’s and snowmobiles, which do not qualify, for insurance and licensing would therefore be precluded. The definition of a highway under the Highway Act is narrower in scope, and seems to exclude recreational trails. However, a recent legal opinion provided to the Ministry of Transportation by the Ministry of Attorney General suggests that if the trail is opened up to motorized use, it could be held to be a highway, and substantially increase both liability to the owner, and the amount of maintenance and upgrades required to prevent foreseeable harm to the users. As lessee, the Regional District would be considered the occupier, and would assume the same duty of care as the Province. In the event of a suit, (and the potential for litigation inevitably increases if motorized uses are allowed), both the Province and the Regional District would be named. The Province has been advised therefore that it must obtain indemnities from the Regional District to indemnify the Province from all liability arising out of, or in anyway relating to the actions, negligence, fault or otherwise of the Regional District in maintaining the trail.

During the public consultation process, it was suggested several times that motorized uses be allowed on some portions of the trail, but not on others. This raises the question of zoning the trail in segments, by use. While this may accommodate localized interests, doing so would disrupt the operational continuity of the trail for motorized users, and create uncertainty for others. Visitors to the area, anticipating experiencing the whole trail would find their motorized travel restricted, and their non-motorized activities disturbed or altered in designated areas. Such segmentation by use would put the corridor concept at risk.

In any event, certain motorized vehicles will have to be accommodated on the trail for maintenance, patrol, and emergency use. Consideration should also be given to permitting electric wheel chairs and “scooters” for handicapped persons, although the surface of the trail may not be suitable for them in some places.

IT IS RECOMMENDED THAT: Throughout its length, the trail be developed, operated and maintained for non-motorized uses, with the exception of authorized maintenance, patrol, and emergency vehicles.

10.6 Trail Operations and Maintenance

10.6.1 Access and Parking Plan

The trail has a variety of access points both from public and private lands. A number of these access points become safety concerns when used by the public. Most of the concern is with traffic impediments although private property has been impacted with parking area use.

All public vehicular parking areas must take into consideration the type of vehicles that may park there. This includes motor homes and trailers (livestock and power vehicle). Currently the parking areas are inadequate and will require some expansion to accommodate the anticipated level of use. A survey of usage will be required to determine the type and level of use that occurs at these public parking areas as well as where these areas are best located. There are access points along the major highway that will require either extensive construction works to create safe parking areas or they will require minor works to enforce no parking zones. The areas that fall into this category are the Cottonwood Lake crossing, the Apex /Busk crossing and the Salmo crossing. All of these areas pose significant risk of non-planned vehicular interactions with highway traffic.

Parking near the Cottonwood Lake crossing should be actively discouraged as the trail crosses the highway in the middle of an ‘S’ curve. The Regional District has a park facility developed at the north end of Cottonwood Lake that would lend itself to a much safer access point to the trail. The access to the trail from the park could be via a small bridge that would have to be constructed across Cottonwood Creek. This area would have to be plowed in the winter to maintain the access point.

The Apex and Salmo accesses should also be actively discouraged for parking as they are in the middle of highway curves. They do not appear to have viable alternatives for constructing safe access points at these intersections.

There is one area used extensively by the public to access the northern 5 km of the trail. It is situated above the 10th Street Campus at Trestle 30. Currently there is parking for approximately 8 single vehicles at the Anderson Creek trailhead, 8 vehicles at the Mountain Station trailhead and about 15 single vehicles at the Cottonwood Lake Park trailhead.

10.6.2 Rest areas, View Points, and Picnic sites

The opportunity to develop rest areas and picnic sites is almost limitless along the trail length. One major area would be Troup Junction with its access to water and some of the historical structures within that area. Another area for consideration is between km 22 and km 30, along the Salmo River. There are numerous places that would lend themselves to small picnic sites and rest stops with minimal impact to the surrounding area and minimal cost to develop.

It would be most economical for the stewardship groups to be approached with a proposal that they undertake to develop some of these sites for their group's use as well as the general public. Two examples of this situation would be the equestrian users developing a site that was mounted rider friendly and where water was accessible, another could be a winter stop developed by the skiers and other winter users for winter users. This initiative will serve several purposes:

- Give the public a sense of ownership of the sites and trail system.
- Use the specific expertise of specific user groups.
- Encourage different user groups to start dialogues amongst themselves and become familiar with the other user groups involved with the trail.

The specific sites should be identified in conjunction with user groups so as not to unwittingly restrict a group in its development of the site. A preliminary set of sites has been identified and located on the Corridor Maps. All concerned parties should visit these sites and any concerns or conflicts identified should be forwarded to the management team.

10.6.3 Gully and Water Crossing Structures

The major structures along the corridor will require the most attention over the life of the trail. There are many large structures that require professional inspections on a regular schedule. These inspections are to insure the structures are safe for public passage. It is anticipated that the stewardship groups could complete most of the works required. The repair of Trestle 29 will require heavy-duty machinery and is best completed by bridge repair professionals. The AGRA report (Appendix 2) estimates \$50 000.00 to repair the span.

The stewardship groups should be able to maintain the culverts under the supervision of a trail management specialist. This would include a spring inspection of all identified culverts for debris blockage and deterioration (for wood culverts) as well as a fall inspection for summer growth encroachment. The inspections would also include ditch inspections and hand cleaning as required. Areas that require mechanical works would be identified and inspected by the trail specialist in order to determine the most appropriate course of action.

10.6.4 Sanitary, Garbage, and Recycling Facilities

The trail is 48 km in length with no formal sanitary facilities accessible. There are facilities at Ymir, however they are small. There are facilities at the Salmo terminus of the trail. There are no facilities north of Nelson. The public has indicated that a spacing of 8 kilometres would be desirable for the toilet facilities. This report suggests that facilities at Salmo, Ymir, Nelson and Troup would provide adequate spacing.

It is anticipated that the Troup Junction will experience heavy use as a park type destination. In order to keep costs to a minimum two pit type outhouses are proposed at that location. These would be built for a cost of approximately \$1,000.00 per unit. The structures would be modeled after the Ministry of Forests recreational outhouse. These structures would have an expected life of between 7 to 10 years depending upon use. Due to the long distance from road access these structures will not be able to be pumped out and they would have to be moved to another site when full. The toilets would most likely be situated on a bench at km 1. The Troup Junction area is too low in elevation to meet health department requirements.

One more pit toilet is recommended on the southern outskirts of Ymir. This would address the lack of commercial facilities within Ymir itself. The toilet would be a pit type and

may be located in an area that allows pumping to occur. This toilet would cost approximately \$1500.00, as it would require a concrete base for the hole to facilitate pumping.

Domestic animal waste is best moved off the trail surface and into the surrounding bush. This includes horse manure. Wild animal waste is considered part of the natural experience associated with this trail. Once the waste has dried it becomes odorless and quite harmless. The current situation along the corridor is persons are either not removing the waste or leaving the waste in plastic bags where it will not decompose properly. If there were a requirement to remove waste along the entire length of the corridor then proper disposal facilities and supplies would have to be made available at appropriate intervals. It is unreasonable to expect that the public will carry animal waste great distances to dispose of it off site. There are two areas where animal waste should be disposed of off site: km 7 to km 11 (Nelson area) and km 23.5 to km 24 (Ymir area). These two areas have neighboring yards adjacent to the corridor and waste would negatively impact those properties. Facilities at km 8 (Mountain Station) would encourage the public to comply with this request and would allow easy maintenance of the receptacles. The public area at Ymir has garbage receptacles in place but would require a bag dispenser.

Garbage and recycling receptacles are not considered necessary at the current level of use. The corridor has been used for the past ten years with minimal accumulations of user generated garbage. The introduction of these types of receptacles into the corridor would act as wildlife attractants as well as adding great cost to the capital budget. Both the recycling and waste receptacles would have to be bear-proof type containers that presently cost upwards of \$1000.00 per unit. The public users have taken ownership of the corridor with respect to this issue and they should be commended for their efforts. If the user profiles change and receptacles are required then they may easily be added at a later date. In the meantime, “pack it in, pack it out” should prevail.

10.7 Work Program

The following matrix has been developed to provide the operators of the trail with a cohesive plan that will result in a safe and enjoyable experience for all users. There are several items that require detailed explanation in order to put the plan items in proper context.

10.7.1 Naming the Trail

This is a key issue in the life of the trail and affects all of the promotional material as well as signage. The trail needs to have a formal name and logo in order to give it an identity. It is our recommendation that the operator sponsor a public contest to capitalize on the local inventiveness and knowledge that exists about the trail. We also recommend that the operator make this item a priority as promotional and trail related signs depend upon the outcome.

10.7.2 Signage

Signage along the trail is one of the most effective methods with which to educate the public both about the manner in which they are expected to conduct themselves and features of the trail. The signage program is designed to aid in identifying the trailheads, facilities, points of interest and warnings, highlighting other activities within the area and promoting the further use and enjoyment of the trail.

Due to the abundance and prominence of the signs, commercial sponsorship opportunities should be explored to aid in producing the signs. The program has been developed to address the

basic needs of the users and operator, then, gradually adding more information to the trail as time and budgets allow.

It is important to maintain the local character of the trail in order to capitalize on future tourism considerations. For example: part of the sign program is to eventually replace the current kilometre markers with the original Railway mileposts and other signs of the era.

IT IS RECOMMENDED THAT: All signage be developed with the trail name and/or logo as a background.

The following matrix allows for varying budgets by identifying each item as separate and non-dependant entities. In the event that more funds are present than a phase requires, the excess should be used to complete works from a previous phase or carried forward to the next phase. These are suggested guidelines and items may be moved according to financial and manpower considerations.

10.7.3 Trestles

The order of trestle completion was developed using the following criteria:

- assessing the risk of injury at each trestle,
- the presence of an existing walkway,
- the length of the trestle, and
- the cost to complete the upgrade.

Those trestles that were considered to have a high risk of injury (i.e. were highest above the ground) were given highest priority. Next the presence of a walkway was considered. Those with a stable walkway were given a lower priority. The length of the trestle was then assessed. The longer the trestle, the lower the priority due to the increasing difficulty of completion. Cost was the final consideration when ordering the trestles. The higher the cost, the lower the priority in the matrix.

10.7.4 Trail Bed Upgrading

The public has mixed opinions regarding this large capital expenditure. These opinions vary from no interference with nature to moderate upgrading. The reality of the current and future use of the trail is that there will be both routine maintenance and upgrading activities required to accommodate the anticipated levels of use. The entire length of the trail will require some sort of durable cap material to prevent erosion of the current trail bed. There are sections of the trail that have had the finer material removed by erosion and human use resulting in a very loose surface that is difficult to negotiate both on foot and on wheeled transportation. As mentioned above, this is a very expensive undertaking and it will require a concerted effort on the part of the stewardship groups as well as the operator to raise the necessary funds to realize this goal.

The previous two topics (trestles and trail beds) are considered as very long-term goals. They are both very expensive and require major time commitments on the part of the stewardship groups. The topics are included in the works program in order to address all aspects of the trail development. It would be most prudent to encourage special interest groups to adopt either structures or sections of the trail to upgrade. This would allow the stewardship groups to focus on the routine maintenance of the trail and be able to participate in the more major projects

as they have the time and personnel. The focus of this initiative is to prevent excessive demands on the stewardship groups and to encourage the rest of the community to participate in the trail's life and development.

Each of the phases presented below has a one-year time span. The year is considered to start in the late fall/early winter and continue for 12 months.

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TRAIL DEVELOPMENT PROGRAM

PHASE	WORKS	COST	COMMENT
Start Up (Year 1)	Name the Trail Contest. (Oct. – Feb.)	\$3,000.00	Vital to giving the public ownership of the Trail. Require name and logo. Also required for production of the trail signs. Funds are for promotion of contest.
	Production of parts for Trestle 23. (Dec. – Mar.)	Approximately \$4,000.00. <i>See Appendix 6 for detailed cost estimate.</i>	Trestle is in Ymir with easy access to the site. It will be a good training exercise for the stewards.
	Decking and Railings for Trestle 32.	No cost. Labour donated by interest group.	Under supervision of trail specialist.
	Access Point Signage. (June – August)	\$2,000.00	Ten signs located at the major trailheads (Anderson Creek, Mountain Station, Cottonwood Lake Park, Ymir, and Salmo).
	Etiquette Signs (June – August)	\$2,000.00	Ten major signs located at major trailhead junctions. These signs will have the guidelines written out along with the appropriate symbols.
	Liability Waiver Signs (June – August)	\$2,000.00	Ten signs located at major trailhead junctions required informing users of risks associated with use of the corridor. Signs will be worded so as to demonstrate the operator of the trail is proceeding with repairs.
	Brushing Training for Stewardship Groups. (Sept. – Oct.)	No cost. Provided by trail specialist in fall of start up year.	Required to enable spring brushing to occur for next season.
	Rock Scaling Assessment	MoT responsibility	Required prior to opening sections of trail where the corridor passes under unstable cliffs. MoT should consider this as part of safety assessment for the trail lease agreement.
Phase One (Year 2)	Production of parts for Trestle 33. (Nov. – May)	\$7,000.00 <i>See Appendix 6 for detailed cost estimate.</i>	Material Costs. To be completed over the winter months in preparation for work through the summer.
	Decking and Railings for Trestle 33. (June – Sept.)	No cost. Labour donated by interest group.	High trestle with no walkway. Consider bringing materials to Troup and approaching trestle from the north.
	Etiquette Signs (June – August)	\$4,400.00	Twenty-Two symbol only signs at 11 secondary points of access. These will aid in educating the public about guidelines surrounding use of the trail.

Burlington Northern Santa Fe Recreational Trail Management Plan

Phase One (Year 2) continued	Semi-Annual Brushing Program starts. (June and Sept.)	No cost.	Anticipate stewardship groups will maintain trail under guidance of trail specialist. Tools to be provided by stewardship groups (this will ensure proper care of equipment).
	Educational institution competition for trestle fire suppression system.	Substantial education funding award.	Long term goal that is outside scope of this contract but a vital piece of preserving our heritage. This would be an RDCK/MoT sponsored event.
	Production of parts for Trestle 31. (Nov. – May)	\$12,300.00 <i>See Appendix 6 for detailed cost estimate.</i>	Material Costs. To be completed over the winter months in preparation for work through the summer.
Phase Two (Year 3)	Installation of Toilets at Troup and Ymir. (June – Sept.)	\$3,000.00	Installed by stewardship groups.
	Decking and Railings for Trestle 31. (June – Sept.)	No cost. Labour donated by interest group.	High trestle with no walkway.
	Interpretative Signs (June – Sept.)	Supplied by interest groups.	Consult with stewardship groups for areas of interest. Salmo Stream Keepers, Camp Busk, Nelson Nordic, mill owners should consider two signs (one at either end of their areas of interest).
	Replacement of RR mile posts. (June – Sept.)	\$2,000.00	15 signs at two-mile intervals. Approach the Nelson Steam Engineer society for aid.
	Semi-Annual Brushing Program. (June and Sept.)	No cost	Anticipate stewardship groups will maintain trail under guidance of trail specialist. Tools to be provided by stewardship groups (this will ensure proper care of equipment).
	Production of parts for Trestle 32. (Nov. – May)	\$15,900.00 <i>See Appendix 6 for detailed cost estimate.</i>	Material Costs. To be completed over the winter months in preparation for work through the summer.
Phase Three (Year 4)	Trail bed upgrading between Nelson and Ymir.	Undetermined as yet.	Required to improve the condition of the rail bed for two-way traffic. Requires surfacing material, compaction and leveling.
Phase Four (Year 5)	Trail bed upgrading between Nelson and Troup.	Undetermined as yet.	Required to improve the condition of the rail bed for two-way traffic. Requires surfacing material, compaction and leveling.

IT IS RECOMMENDED THAT: The Regional District review and prioritize the proposed 5 year work program.

10.8 Trail Bed Surfacing Options

The trail bed condition varies from a durable sealed surface to a loose layer of small cobbles. It is unclear at this time as to the reason for the varying conditions. There are several options available to the trail stewards:

Surface Type	Advantages	Limitations
Asphalt	<ul style="list-style-type: none"> • Durable • Weather proof • Accommodates wide variety of transportation modes • Limits vegetation growth on trail bed 	<ul style="list-style-type: none"> • Expensive to implement • Difficult assess options for equipment • Susceptible to frost breakdown
Gravel	<ul style="list-style-type: none"> • Relatively inexpensive • Easier to apply than asphalt • Keeps a more natural flavour to trail 	<ul style="list-style-type: none"> • Dust considerations • Not as durable as asphalt • Allows vegetation growth on trail bed
Natural	<ul style="list-style-type: none"> • No cost for implementation • Maintains natural flavour of trail 	<ul style="list-style-type: none"> • Susceptible to erosion and weathering • Allows vegetation growth on trail bed
Combination of above	<ul style="list-style-type: none"> • Can implement phased approach to development • Provide variety of trail use sections allowing the trail to have a diverse character • Address specific areas of use 	<ul style="list-style-type: none"> • Mechanism for development implementation • Higher costs for those sections to be developed may leave the steward with larger than anticipated maintenance costs.

IT IS RECOMMENDED THAT: The Regional District adopt gravel surfacing as the appropriate design standard for the trail.

10.9 Brushing and Clearing

Vegetation control is a continual maintenance item. The intensity of the works will vary from steward works with daily maintenance while enjoying the trail to concentrated mechanical programs. In terms of costs the steward group option is the most cost effective. It requires a paid coordinator and a dedicated effort of steward groups.

Initially a concentrated mechanical brushing and clearing project should be undertaken to remove the vegetation that is encroaching on the trail bed. The costs associated with this are estimated to be in the order of \$30 500.00 (based on 200 hours of work at \$150/hour + \$500 mobilization costs).

The regular maintenance of the trail should be a minimal cost. This cost would be consumables for hand tools, a nominal cost of \$1500 has been assumed.

IT IS RECOMMENDED: That the Regional District endorse an initial mechanical brushing and clearing project in the corridor consistent with aesthetic and environmental values, and user safety.

10.10 Winter Operations

Winter operations are currently an unknown. The following are issues that will be associated with winter use of the trail based on the user groups identified in the workshops and public meetings.

Nordic operations to date have been evident on most of the rail line. Commercial grooming has been present along the portion of the rail line that is within Nelson Nordic's operational area. This is the only area that has regular winter grooming operations present. All other areas have sporadic volunteer grooming for Nordic operations. Comments have been made at the public meetings identifying the desire to have groomed multi-use trails along the corridor. Contrary opinions were also recorded. There are safety issues with maintaining trails in the winter. The largest issue would be the level of maintenance. Poorly maintained trails create very hazardous conditions that can lead to injury of users. The cost associated with cat grooming of the trail would be in the order of \$85.00/hour. We cannot expand this cost estimate due to the unknown nature of trail use.

10.11 Issue Mitigation Plan

Where the condition of the trail presents a hazard to the safety of the public the steward of the trail will have to take corrective action. There should be a central body responsible for tracking the condition of the trail and ensuring that the trail is safe at all times.

Areas that present unsafe conditions to the public should have signs erected warning of the type of danger and the expected date for remediation to be complete. It is entirely reasonable to expect that portions of the trail may be permanently closed if they are deemed to be unsafe.

A trail safety inspection program should be incorporated into the annual operating budget. This would be a visual inspection of culverts and trail bed conducted by the steward groups. A five or ten year structure inspection should be included in the budget process. Should there be a significant issue with the trail bed (i.e. slide, washout) then a qualified professional should be retained to assess and prescribe mitigation works.

IT IS RECOMMENDED THAT: The condition of the trail be continuously monitored to ensure safety.

10.12 Protection of Environmental Values and Natural Assets

There are several areas that have been identified as environmentally sensitive. Most of these are reproductive areas for a variety of land and aquatic animals. These areas should be signed and the advice of qualified impartial professionals be acquired regarding the management of these areas. Human interaction with wildlife will occur. The responsibility for preserving the harmony that currently exists with all users should be preserved and promoted with the public.

The rail line has a corridor width of at least 30 metres and this area should be used to aid in the preservation and enhancement of all who travel the trail. This may include inviting the adjacent landowners to participate in habitat enhancement programs.

IT IS RECOMMENDED THAT: Areas identified as environmentally sensitive be mapped and signed and that qualified professionals be consulted regarding the management of such areas.

11.0 Risk Management and Liability

The safety of trail users and stewards is paramount. The regional District has liability insurance through the Municipal Insurance Association of British Columbia (MIABC). The district apportions the cost for that coverage to each function proportionately to its budget, at about 0.60%. The district also

has property insurance coverage, although it is not clear at this time whether trestles and other structures within the rail corridor would, or could, be covered under that policy.

Some user groups and organizations also carry insurance coverage for their members and activities. While stewards will be covered by the Regional District's insurance once the lease is signed, and the corridor is officially designated a Regional Park, groups and individuals involved in stewardship activities in the interim should ensure they are covered against accidents and injuries. Several options are available, and these were outlined in a report presented to the Trail Stewardship Workshop on February 25, 2003, which is appended as Appendix 1.

The simplest way to obtain coverage appears to be for individuals to become members of established organizations such as the Nelson Area Trail Society, Nelson Nordic Ski Club, and others who already have liability insurance for their members. The Regional District may also have a limited ability to obtain liability coverage for groups that do not have any other way of securing coverage.

Local governments incur risk, assume liability and are subject to lawsuits simply by carrying out their normal operations including statutory responsibilities. The world in which they must operate has become more litigious, more focused on the rights of the individual and inclined to action by groups and individuals for enforcement of public responsibilities. This situation is driven in part by increased legislation and in part by emerging class action litigation and expanding tort law. Expansion of the regional parks function to include a popular, well used trail will undoubtedly increase the regional district's risk, potential liability and exposure to lawsuits.

No local government can prevent lawsuits but they can minimize the monetary consequences by adopting appropriate policies and procedures for all of their and their agents' actions.

The potential for liability originates from three sources:

- Provincial statutes such as the Highway Act and....
- The criminal code which deals with criminal negligence causing bodily harm
- Common Law which includes torts (private legal actions brought by groups or individuals).

The Regional District must consider risk and liability but should not exclude a potential new service simply because they exist. Part of the decision process must be a review of the ability to manage risk and minimize liability.

12.0 Implementation Framework

12.1 Start-up and Phasing

The trail is used extensively now and stewardship groups have been predominantly responsible for the maintenance and improvements to the trail. It is anticipated that the situation will continue at least in the short term.

It is anticipated that any change to the current situation will occur incrementally. This will necessitate a phasing-in of the Regional District's involvement for the administration of the trail as well as for operations, maintenance and improvements. The Regional District will need to determine the level of financial contribution that it will make. Stewardship groups will need to continue to provide a major contribution to the trail's operation, maintenance and improvements.

12.2 Financial Implications

The Regional Parks Committee will undoubtedly have to recommend to the RDCK Board the level of financial assistance that they are prepared to provide through taxation for the operations and improvements to the trail. One of the purposes of this Trail Management Plan is to start that discussion.

Currently the regional parks function for Nelson, Salmo and Areas E, F and G taxes \$25,000 per year. That is a tax rate of \$0.015 per \$1,000 of assessed value for a residential property (\$1.50 for a \$100,000 home).

12.3 Annual Operating Budget

12.3.1 Administration Fee

The regional district charges each function an administration fee to allocate and recover overhead costs for administering the function. It recovers costs for budgeting, paying bills, the bylaw process and general administration costs. The current administration fees are approximately 1% of the budgeted expenditures for the function.

12.3.2 Liability Insurance

The regional district has liability insurance coverage through the Municipal Insurance Association of British Columbia (MIABC). The regional district apportions the cost for its coverage to each function based roughly on the functions budget. The current cost is approximately 0.60% of budget.

12.3.3 Property Insurance

The regional district has property insurance coverage through the MIABC. Costs are allocated between functions with structures that require coverage.

12.3.4 Administration Contract

We anticipate the regional district will enter into a contract with an individual or company to provide administrative support for the establishment of the service and the coordination required to bring together all of the stewardship groups and establish the initial processes and procedures to maintain and upgrade the trail. We anticipate an initial two-year contract. The contract should be reevaluated once the initial set up work is completed.

12.3.5 Maintenance Contracts

Stewardship groups have indicated that they are prepared to provide much of the maintenance required for the trail. The RDCK must ensure that proper maintenance is being done to keep the trail safe and to ensure liability is kept to a minimum. A minimum amount of taxpayer funded maintenance is contemplated particularly in the early years.

The Plan has identified some maintenance work will probably will require paid contractors. The cost of those works may be funded jointly through regional district tax dollars, other revenues raised by stewardship groups and through grants and donations.

For the purpose of the Plan it is assumed that some funding would be available through taxation for maintenance purposes. Funds not spent can be carried forward to succeeding years as an accumulated surplus.

12.3.6 Capital Works

Stewardship groups have also indicated that they are prepared to undertake capital works. These would be defined as trail improvements and structures that have a longer term useful life and a cost over a certain sum (perhaps \$1,000.00).

The Plan has identified a series of works of a capital nature. These works would be completed as money became available.

For the purpose of the Plan it is assumed that some funds would be available through taxation for capital purposes. Funds not spent can be placed in a Reserve Fund to be used in future years.

12.3.7 Contribution to a Reserve Fund

A Reserve Fund should be established to help fund future capital works and to help refurbish the trail infrastructure as it wears over time. The funding would come from taxation and from donations.

12.4 Estimated 5-Year Capital and Maintenance Costs

PROPOSED 5-YEAR FINANCIAL PROGRAM*

	Year 1	Year 2	Year 3	Year 4	Year 5
Revenue					
Property Tax	25,000	25,000	25,000	25,000	25,000
Donations	N/A	N/A	N/A	N/A	N/A
Grants	N/A	N/A	N/A	N/A	N/A
Total Revenue	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Expenditures					
Administration Fee	250	250	250	250	250
Liability Insurance	150	150	150	150	150
Property Insurance	N/A	N/A	N/A	N/A	N/A
Coordinator Contract	20,000	20,000	10,000	10,000	10,000
Maintenance Costs	2,600	2,600	7,600	7,600	7,600
Capital Works	1,000	1,000	6,000	6,000	6,000
Cont. to Reserve Fund	1,000	1,000	1,000	1,000	1,000
Total Expenditures	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000

**Assumptions:*

- *Donations and Grants have not been determined at this time.*
- *The property tax is based on a tax rate of \$0.015 which is the same level as the current regional parks function.*
- *No expenditure has been identified for property insurance because it is unclear what property, if any, the Regional District would need to insure.*
- *The coordinator's position has been calculated at 500 hours per year at \$40.00 per hour for the first 2 years and 250 hours per year thereafter.*
- *When the coordinator costs are reduced the funds would be split evenly between maintenance costs and capital works.*
- *The analysis assumes no inflation or increased assessments – these should more or less offset each other in the short term.*

12.5 Staffing Requirements and Stewardship Assumptions

The RDCK's current method of providing regional parks service is predominantly through contractors and stewardship groups (volunteers). Direct involvement of the RDCK staff is minimal and is limited for the most part to an oversight role. We assume that this model will be followed for the BNSF Trail, at least for the initial years.

The Regional District Administrator is responsible to the Board for all functions of the Regional District. It is assumed this will be the same for the BNSF Trail. There will be a requirement for consultation with user groups and coordination of their efforts and supervision of contractors and perhaps part-time maintenance employees. That will require a significant amount of time particularly in the start up phase. We recommend that a trail coordinator contract position be considered to provide the administrative assistance required to set up the operation and maintenance structure for the trail. We recommend that once the systems are in place the position be reevaluated and, if appropriate, the contract be continued for ongoing oversight of the function. A decision will be required by the RDCK officials on the reporting relationship for the contractor. That reporting relationship will depend on how the function is structured.

The Regional District Director of Finance is responsible for the preparation of the annual budgets, accounting for revenues and expenditures and oversight of all financial matters. We assume this will continue for the BNSF Trail. We anticipate that these functions can be performed with the existing regional district staff assisted by the Trail Coordinator Contractor position.

We assume that maintenance and capital work will be done in a similar to the Galena Trail in the Slocan Valley – through stewardship groups, contractors and part time seasonal employees (perhaps under summer student grants).

IT IS RECOMMENDED THAT: The Regional District retain a part time coordinator to manage the development program and liaise with stewardship groups.

12.6 Conflict and Dispute Resolution Mechanisms

The conflict and dispute resolution mechanisms will flow from the governance structure adopted by the Regional District. The structure that is anticipated by the trail management plan is similar to the existing structure for the Regional Parks Function.

STEP 1 - The first step in the process for resolving disputes will be for the impacted parties to discuss the issues among themselves and to propose any changes to the Regional District – through the normal administrative structure.

STEP 2 - The next step would involve the Trail Coordinator acting as a facilitator for the parties taking into consideration the Regional District's policies, regulations and bylaws regarding the trail. The Regional District Administrator may also be involved at this point.

STEP 3 - If there is an Advisory Committee or Commission of Management, there would be an appeal to them. This step would normally involve a requested change to the Regional District's policies, regulations or bylaws. This body provides recommendations to Regional Parks Committee.

STEP 4 - The Regional Parks Committee provides recommendations to the Board for changes to policies, regulations and bylaws. This would be the last mechanism for resolving disputes prior to the issue being presented to the full Regional District Board.

STEP 5 - The Regional District Board is the authority having jurisdiction over the trail and has the power to enact and enforce policies, regulations and bylaws.

Throughout the process, principled negotiating techniques should prevail.

12.7 Marketing and Fundraising Opportunities

It is recognized that funding for this initiative is limited. As all levels of government are exercising fiscal restraint, other sources must also be tapped. Fund raising activities such as organized tours, interpretation sessions, walkathons, auctions and cookouts can all raise cash. The participation of stewardship and service organizations is vital in this regard. Contributions in kind from businesses and individuals, be it labour, machinery or materials will all help to accomplish the five year development program, and assist in on-going maintenance. Perhaps commercial tour operators could be charged a fee, or make a donation for use of the trail.

Although the potential for fund raising is limited only by our creativity and imagination, it must be recognized that, in our small communities, there is substantial competition for limited resources. In order to enhance the economic development opportunities identified by the public, and as an economic generator, increase the possibility of attracting government and corporate grants;

IT IS RECOMMENDED THAT: A marketing plan targeting tourists and tourism agents and operators be developed for the trail.

12.8 Continuing Community Involvement

The idea of the BNSF rail line becoming a recreational trail evolved from a community based initiative. The continuing support of the community at large, as well as the stewardship groups must be encouraged and acknowledged if the initiative so well underway is to be sustainable. In this regard, consideration should be given to establishing a broadly based trail advisory committee to work with the Regional Parks Commission.

13.0 Public Response, November 2003

On November 18, 19 and 20, 2003 public meetings were held in Ymir, Salmo and Nelson respectively, to present and discuss the draft Management Plan. The meetings were sponsored and chaired by a member of the Areas E, F and G, Nelson and Salmo Regional Park Commission.

As was the case with the previous public meetings in June, the key issue discussed was trail use, specifically motorized and non-motorized use. The meetings were generally well attended with approximately 35 to 40 attending the Ymir meeting, 25 to 30 at Salmo and over 100 persons attending the Nelson meeting. However, there were relatively few comment sheets completed with people seemingly preferring to provide comments during the open forum phase of each meeting.

A summary of the comments made at each meeting appears below. This review is based on the comments sheets received at each meeting (Ymir – 8, Salmo – 6 and Nelson – 32) as well as the notes taken by RDCK staff. The information is not a verbatim reporting of all of the comments submitted but is intended to serve as a general overview and summary. Please see Appendix 7 for more details.

13.1 Ymir Public Meeting

Director Rick Korens of Salmo chaired the meeting. Following the Chair's opening remarks approximately 10 to 15 members of the public rose from their seats and left the meeting in protest. Those who departed are supporters of a motorized mixed-use option for the trail. They expressed the view that the consultant's recommendation for non-motorized use represents the position of the RDCK and therefore their continued participation in the meeting was irrelevant.

After the departure by some members of the public the chair reconvened the meeting. The discussion that followed focused on the question of trail use. Those who spoke in favor of a mixed-use motorized option noted that since this is public land, supported by public funds everyone should have the right to use the trail. It was also noted that because of restrictions on the use of nearby Crown land there are limited opportunities for motorized recreation in the area. The comments noted that with proper signage, patrolling, a user code of etiquette, public education and improvement to the trail to reduce speeding, that a mixed-use option is viable.

On the question of snowmobile use, it was noted that this activity dominates local trail use in the winter. It was further noted that there are local commercial tour operators who use a portion of the trail to guide clients to back-country trails and that elimination of motorized use would negatively impact these operators.

On this point, it was suggested that a "permit" system could be established for commercial operators.

Those who spoke in favor of a non-motorized use options noted that fundamentally motorized and non-motorized uses do not mix. If allowed, it renders the trail unsafe for non-motorized users. Some people spoke about personal experiences where they were concerned for their safety and the safety of children. The comment was received that snowmobile clubs and other motorized users organizations should develop alternative exclusive use trails for their recreational enjoyment.

There were those who expressed the view that regardless of what the RDCK's final position is on trail use, the trail will continue to be used by some for motorized recreation. They noted that the proposed plan does not address this "reality".

A submission was received from the "Back Country Horseman of B.C." in support of equestrian use of the trail.

On the subject of legal liability, some people suggested that too much emphasis is being placed on this issue. Others were concerned about operations and maintenance costs and the possibility of tax increases. There was a suggestion that the question of trail use should be put to a local referendum. Some people expressed the view that a referendum would polarize the community.

13.2 Salmo Public Meeting

Director Donna Macdonald of Nelson chaired the meeting. Similar to the Ymir meeting, the discussion at the Salmo public meeting focused on trail use.

Some members of the public felt the RDCK and the consultants are biased against motorized trail users. It was stated that the draft Plan did not reflect the general view of those attending the Salmo and Ymir public meetings in June, and that the trail should be planned as a mixed-use corridor. It was mentioned that motorized users are currently the majority user group in the southern portion and therefore the Plan should be drafted to reflect this reality. The comments received note that motorized users are generally agreeable to working with others to address issues of user etiquette, safety, noise, dust and other concerns raised by those favoring non-motorized use.

Others spoke about the impact a non-motorized trail would have on the local economy and existing businesses. It was stated that, motorized users spend more money locally than non-motorized users. For example, it was reported that the area attracts many snowmobilers from all over including American and Alberta residents who in turn spend money on local goods and services.

With respect to trail stewardship, it was noted that motorized users have taken the initiative to undertake trail stewardship in the past and the RDCK risks alienating this stewardship resource if the trail is non-motorized.

On the matter of insurance and liability, it was reported that third party liability insurance is available for motorized recreation vehicles. Others spoke about the lack of recreation opportunities for local kids and how society is becoming less tolerant of others. Still others stated that if all users cannot share the trail it should be left “as is”.

Adjacent owners who spoke in favor of non-motorized use expressed concern about the possibility of a loss in property values due to noise, dust, trespass and potential vandalism problems. It was stated that motorized use forces other users off the trail. Some people noted that they would be more likely to use the trail if it was non-motorized. It was noted that conflict between motorized and non-motorized users has existed since the rails were removed several years ago and that efforts to control “rowdy” motorized users have not worked in the past.

Some members of the public spoke about the current condition of the trail noting that in certain locations the surface has deteriorated so as to be difficult to walk or bicycle and repairs are needed. It was suggested that the RDCK needs to create a long-term vision for the trail that transcends the current conflict over trail use.

13.3 Nelson Public Meeting

Hans Cunningham, Director for Electoral Area ‘G’, chaired the meeting. Once again the discussion focused primarily on trail use.

Many comments were received recommending segmenting the trail by use with the portion between Troup Junction and Cottonwood Lake or perhaps Euphrates as non-motorized and Cottonwood Lake to Salmo as mixed-use motorized. On this point, a petition with 49 names was received in support

of non-motorized use from Troup to Euphrates while recognizing the traditional use of the trail by motorized users from Hall Creek to Salmo.

It was also noted that motorized users need to be heard and respected and their recreation opportunities accommodated if not on the BNR trail then elsewhere. Questions were raised about the extent to which current trail use patterns have been documented. It was stated that without such data it is premature to take a position on trail use that excludes any use type including motorized users.

It was noted that the Nelson Nordic Ski Club actively uses and maintains a portion of the trail in the Cottonwood Lake area for cross-country skiing. It was reported that the club has 600 members and has over 10,000 users per season.

Currently the club charges a user fee for access to its managed trails. This led to a discussion of “user fees” in general with people expressing views both in support and opposition to fees. Others suggested that “surplus” lands in the corridor should be identified and sold with the money used to develop the trail. Some people noted that the proposed RDCK budget (\$25,000 annually) was not adequate (too little) and that additional taxation may be appropriate.

Another suggestion dealt with the idea of designating the trail as a “heritage site” which may provide additional funding options particularly as they relate to trestle preservation and restoration. Many people viewed the trestles as an important feature of the trail.

In addition to those comments received supporting segmentation of the trail into motorized and non-motorized areas there were many who spoke in support of a non-motorized trail throughout the entire corridor. Comments received note the need to maintain continuity of trail use while other identified concerns with safety, noise, dust and trespass and the value in maintaining peace and quiet along the trail. There was a comment made that the trail should be accessible to the physically challenged.

13.4 Post Public Meetings Comments

Following the November public meetings in Ymir, Salmo and Nelson the RDCK continued to receive comments via email. As of December 12, 2003 204 emails were posted mainly from local area residents as well as from other parts of the Regional District and British Columbia. Some people have submitted more than one email but the vast majority have provided a single response. Two hundred emails deal with the issue of motorized vs. non-motorized use. In summary there are 188 responses favoring a non-motorized trail corridor and 12 favoring a mixed-use motorized option. The reasons stated in the responses both for and against motorized use are similar to those stated in the comments sheets and by those attending the public meetings.