
CITY OF KELOWNA

MEMORANDUM

Date: October 26, 2007
File No.: 6140-40
To: City Manager
From: Parks Manager
Subject: Mountain Bike Community Profile

Report Prepared by: *B. Davidson, Parks Planner*

RECOMMENDATIONS:

THAT Council accept as information the Mountain Bike Community Profile final report as prepared by Fay Baker Consulting and dated September 2007;

AND THAT Council approve the forwarding of this Council Report and the Mountain Bike Community Profile final report to the Regional District for their review.

BACKGROUND:

The Parks Division has partnered with the Regional District of the Central Okanagan and BC Parks to develop a city-wide mountain bike strategy. The objective of the Mountain Bike Strategy is to look at current and future mountain biking opportunities in the area. It is expected to be completed in 2008.

An initial step in the preparation of the Mountain Bike Strategy was to conduct research about the mountain biking community in the Kelowna area. To that end, proposals were requested to facilitate public consultation in the form of a series of workshops, an online survey and interviews of other BC communities with existing mountain biking facilities. The firm of Fay Baker Consulting was retained.

The goal of this initial study was to determine the composition of the mountain biking community including who mountain bikes, as well as where and in what form mountain biking takes place in our area. This research is important to help establish a framework and clear direction to take in preparation of the larger Mountain Bike Strategy.

Consultation with the community played a major role in the information gathering process:

- Four workshops were hosted to obtain input on key issues related to mountain biking in the Central Okanagan. These included a youth workshop, an adult workshop, a government stakeholder workshop and a workshop with the steering committee. Participants at the youth workshop totalled 26 and at the adult workshop totalled 22.
- An on-line mountain biking participant survey was hosted on the City of Kelowna website for a period of two weeks. A total of 651 legitimate survey responses were collected and analyzed by a statistician. Due to the fact that this on-line survey did not allow for random sampling

from a known population, it is not considered to be statistically valid, but none-the-less it provides valuable information.

- Interviews with seven other BC communities with mountain bike facilities were completed including: Merritt, Squamish, Surrey, Kamloops, Parksville, Capital Regional District and Rossland.

Information obtained from the community workshops, participant surveys, and interviews with other communities are analyzed and summarized within the report. Some of the survey results include:

- The top five mountain biking spots in the area include: Knox Mountain, Myra-Bellevue / Crawford, Mission Greenway, Gillard, and Powers Creek.
- The top two issues include development of new trails and protection & maintenance of existing trails.
- The types of facilities desired include single track/off road, touring/pathways, downhill/free riding and a skills training park.
- 75% of survey respondents reside within Kelowna's city limits, and 12% on the West Side.
- 72% of respondents are male; 28% female.
- Nearly equal interest in touring/pathways, cross country, downhill/free riding and urban/street. The two youngest age groups (15 to 24 years old) prefer downhill and free riding disciplines; mountain bikers aged 25 to 54 years old prefer cross country and cyclists older than 55 prefer touring and pathways. It appears as mountain bikers mature their interests shift.
- 70% of all respondents cycle at least 1 to 2 times per week, with more than 14% cycling 5 or more times per week.
- 86% claim to be intermediate/recreational skill level, while only 9% identify themselves as extreme. 14% identify themselves as novice riders.
- 72 % of respondents ride in the spring, summer and fall.
- The two top reasons for mountain biking are fun/enjoyment and health/fitness.
- 76% bike outside the Kelowna area a few times a year.
- 80% of respondents feel that mountain biking opportunities in the Kelowna area are good to very good.
- 85% feel it is important or very important to provide mountain bike facilities.
- The two top roles of the mountain biking community should be trail construction and maintenance.
- 28% are not willing to pay for improved services, while 72% are, (33% are willing to pay between \$1 and \$20 per year; 17% are willing to pay between \$21 and \$40 per year; and 22% are willing to pay more than \$40 per year). This question was not asked in the context of tax requirements with the City, and therefore this answer may change if faced with a 2.5% tax increase for other civic services.

Through research and interviews with other mountain biking communities several common issues were identified including:

- Trail use conflicts amongst non-motorized users (including hikers, bikers and equestrians) and motorized vehicles (dirt bikes, ATV's);
- Construction of non-sanctioned rogue trails;
- Lack of amenities and consistent signage with trail difficulty ratings;
- Risk management - including potential for injury and risks incurred by land managers;
- Environmental impacts - existing trails and construction of new trails that impact the environment and potentially create erosion;

- Trail design, construction & maintenance - multi-use trails are often constructed by volunteers, organized clubs and others;
- Planning and coordination – multi-use trails are often multi-jurisdictional spanning City, Regional District and crown lands.

Proven strategies to overcome these challenges include:

- Involve all user groups in discussions and planning;
- Identify motorized and non-motorized use areas and post notification of designated trail uses;
- Provide sanctioned Skills Parks / Technical Training Areas (TTA);
- Adopt trail design and construction standards;
- Develop maintenance and inspection schedules;
- Ensure inspectors hold current Canadian Playground Safety Inspector (CSPI) certification;
- Ensure all staff and volunteers have obtained International Mountain Biking Association (IMBA) trail building qualifications;
- Develop signage standards and clearly mark features with the appropriate level of difficulty;
- Implement emergency response procedures;
- Ensure appropriate liability insurance;
- Provide facilities to meet the needs of 90% of mountain bikers;
- Follow environmental regulations and best management practises;
- Encourage use of existing sanctioned trails;
- Educate trail users on the importance of environmental stewardship;
- Decommission trails in environmentally sensitive areas;
- Develop a Trail Coordination Committee which includes representatives from all levels of government and stakeholder groups.

NEXT STEPS:

- Completion and adoption of a Mountain Bike Strategy in 2008 as approved in the current budget.
- Locate, design and estimate costs for a Mountain Bike Skills Park, subject to budget approval.
- Preparation of a standards manual including construction, maintenance and signage standards, as a future initiative.

INTERNAL CIRCULATION TO:

Transportation Division – Active Transportation Coordinator
Financial Services - Risk Manager

EXISTING POLICY:

Preparation and implementation of the Mountain Bike Strategy supports the goals and objectives of the Strategic Plan by fostering the social and physical well being of residents and visitors. This project speaks to the following actions identified in the Strategic Plan:

- Develop park and open space areas to ensure they meet the needs of the growing population,
- Increase the amounts of no and low cost recreational opportunities in parks to keep them accessible to all socio-economic levels
- Support the development of City trails in an effort to provide a comprehensive network,
- Continue to develop linear pathways which connect neighbourhoods, including public access to Okanagan Lake.

FINANCIAL/BUDGETARY CONSIDERATIONS:

In the 2007 budget Council approved \$50,000 to fund the Mountain Bike Strategy. Regional Government has contributed an additional \$20,000. The fees for this initial phase are just under \$20,000, and the remaining funds will be used to complete the strategy.

EXTERNAL AGENCY/PUBLIC COMMENTS:

External Circulation of the final report to:
Regional District of the Central Okanagan – Parks Division
BC Parks – Area Supervisor

Considerations that were not applicable to this report:

LEGAL/STATUTORY AUTHORITY:

LEGAL/STATUTORY PROCEDURAL REQUIREMENTS:

PERSONNEL IMPLICATIONS:

TECHNICAL REQUIREMENTS:

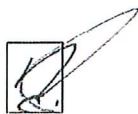
ALTERNATE RECOMMENDATION:

Submitted by:



B. Davidson, Parks Planner

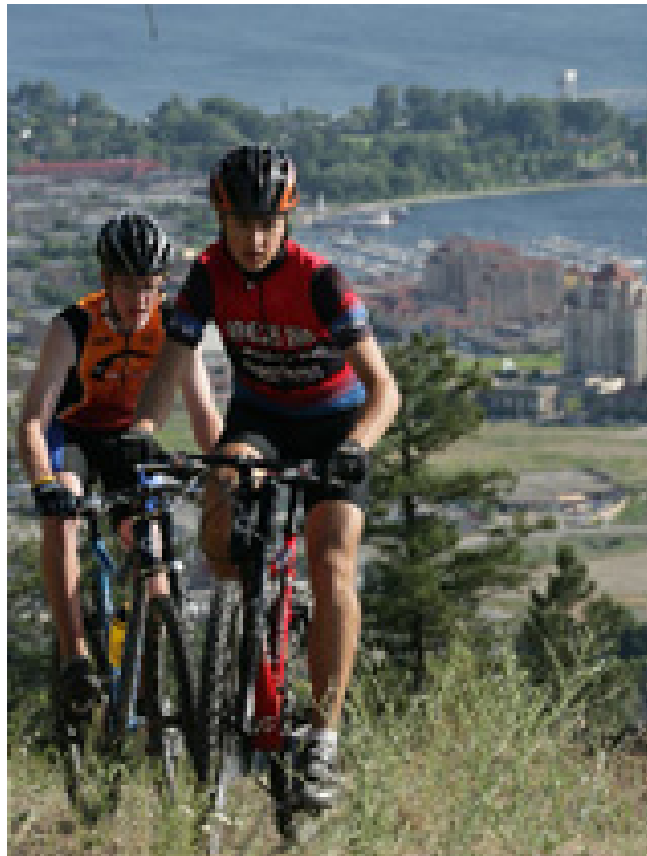
Approved for Inclusion:



Cc: Transportation Division – Active Transportation Coordinator



MOUNTAIN BIKE COMMUNITY PROFILE for the Central Okanagan



SEPTEMBER 2007

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EXECUTIVE SUMMARY

The City of Kelowna together with the Regional District of the Central Okanagan and BC Parks, are in the preliminary stages of developing a city-wide mountain bike strategy which will review the current and future mountain biking opportunities in the Central Okanagan area. The purpose of this Mountain Bike Community Profile, an initial step in preparation of the Mountain Bike Strategy, was to conduct research to determine the composition of the local mountain biking community, identify key issues relating to mountain biking, identify the demand for mountain bike facilities, and outline the role that local governments and the mountain bike community should play in the provision of mountain bike facilities. It should be recognized that additional research will be required in some areas.

Key issues for mountain bike facilities in the Central Okanagan have been identified as: development of new trails, maintenance and protection of existing trails, trail use conflicts, risk management, non-sanctioned trails, environmental impact, trail amenities and signage, planning and coordination of trails, and destination tourism. Descriptions of the key issues and solutions are identified within this report.

By gathering research on the demographics of the local mountain bike community, obtaining input from local mountain bikers, stakeholders and local governments, and interviewing other communities within British Columbia with mountain biking facilities the following recommendations should be considered:

RECOMMENDATIONS:

By gathering research on the demographics of the local mountain bike community, obtaining input from local mountain bikers, stakeholders and local governments, and interviewing other communities within British Columbia with mountain biking facilities the following recommendations should be considered:

1. The City of Kelowna, Regional District of Central Okanagan, and BC Parks should proceed with the development of a **Mountain Bike Strategy** including involvement from stakeholders, partners and the local mountain bike community.

A. The Mountain Bike Strategy should consider broadening to **include additional partners** such as:

- The District Municipality of the West Side. Many of the popular mountain biking areas identified in both the workshops and in the survey are currently within Regional District jurisdiction but will be incorporated within the boundaries of this new municipality.

- The Ministry of Tourism, Sport and the Arts (MoTSA) as they control uses on Crown Lands.

- Other communities within the Regional District to determine if they wish to be involved in preparation of the Mountain Bike Strategy, i.e., Peachland and Lake Country.

B. The economic impact of mountain biking has been well documented in other B.C. communities and is significant. Research to quantify the **economic impact** of mountain biking in the Central Okanagan should be considered as part of the Mountain Bike Strategy. This research will assist local governments in the decision to provide future funding for mountain bike infrastructure and trail management. In this way, local residents will greatly benefit from enhanced infrastructure that has been developed as a result of mountain bike tourism.

C. The Mountain Bike Strategy should consider **Mountain bike facilities** for all levels of ability and provide for a natural progression of skill as riders mature and their interest changes. Research indicates that mountain biking appeals to a variety of age groups and a variety of disciplines (e.g. cross country, freeriding, downhill, etc.). However, increasing opportunities for active youth should be the initial focus.

D. The Mountain Bike Strategy should consider making recommendations regarding planning and developing a **sanctioned mountain bike trail network** that accomplishes many objectives at once, including sustainability and protection of large natural areas, promoting active communities, and providing facilities for all trail user groups (i.e. hikers, mountain bikers, equestrians, etc.).

E. The Mountain Bike Strategy should consider making recommendations regarding planning and development of a **Technical Training Area** (Skills Park) including funding allocation, selecting and acquiring a suitable site, and working with a planning committee. The skills park should be developed with and for mountain bikers of all ages and include technical training features for beginner, intermediate and advanced riders. By planning and developing a technical training area in conjunction with local riders, which is centrally located in the community, there should be a reduction in “rogue” facilities being constructed.

F. In order to maintain existing mountain bike facilities and ensure future development of infrastructure the Mountain Bike Strategy should consider recommending a policy of **no net loss of trails** during the approval and permitting processes required for new developments. It is recognized that development will occur and that the existing unsanctioned trail network on private and crown lands may be reduced. Critical trails and off-road connections lost to development need to be relocated in close proximity to their previous locations by **ensuring that off-road trails are addressed in area structure plans** prepared by the developer. In addition, an **access agreement** with landowners, which outlines the responsibility of local government and the mountain bike community, should be considered for implementation.

G. The Mountain Bike Strategy should consider recommending inclusion of public participation in the planning, development and management of mountain bike facilities. A **Trail Coordination Committee** should be encouraged as a mechanism for local mountain bike club(s) and trail user groups, including equestrians and hikers, to be involved in planning and development of a trail network and contribute to trail management. The Trail Coordination Committee could consist of representation from all trail user groups, local government(s), stakeholders and land managers.

H. The Mountain Bike Strategy should consider recommending the creation of a position of a qualified **Trail Coordinator** to work with the Trail Coordination Committee and to be responsible for the day to day operation of trail planning, construction and maintenance of a trail network in the region. Joint funding of this position between the local government agencies involved in the Mountain Bike Strategy should be considered.

I. The Mountain Bike Strategy should consider the feasibility of developing a partnership with **Sport Kelowna** to assist in focusing on the economic development potential of mountain biking by promoting and conducting sanctioned events, tours, beginner level mountain bike workshops, etc.

J. Identifying and developing **partnership opportunities** with community organizations, businesses, agencies and others will be advantageous in enhancing and promoting mountain bike facilities and should therefore be considered.

K. Once mountain bike trails have been developed, and coordinated mapping and signage has been completed, **Kelowna Tourism** has indicated partnership opportunities are available to assist in creating a strategic advertising and marketing plan that promotes Destination Mountain biking in the region. Pursuit of this partnership opportunity is recommended.

L. It is recommended that local governments support the re-development of the **Kelowna Mountain Bike Club** to be the representative umbrella group for all mountain biking disciplines.

2. Kelowna Mountain Bike Club(s), Sport Kelowna, tour groups, bike retailers, and community organizations should consider coordinating and promoting a community **mountain bike event** (e.g., fat tire festival) to increase the awareness of mountain biking as a physical fitness activity for all ages, the levels of involvement in mountain biking, and change the public perception of who participates in mountain biking.

3. Partnerships with the **International Mountain Bike Association** (IMBA), the **Western Canada Mountain Bike Tourism Association** (MBTA) and others should be considered to assist with providing a coordinated approach and sharing of resources in the development, management, and promotion of mountain bike facilities.

1.0 INTRODUCTION



1.1 Purpose of the Project

The area of Kelowna and the southern interior of B.C. provide scenic beauty, excellent weather and natural environments that create a fabulous quality of life. The extensive outdoor recreation opportunities serve to benefit the local residents and increasingly attracts destination tourists to the area. Growth in the area is increasing rapidly, with the population over the next ten years expected to exceed 25% growth. The challenge is to meet the ever-changing needs of a growing and vibrant community while maintaining the natural landscapes and attributes that help define the area.

Local government recognizes that mountain biking supports a healthy, active lifestyle. The City of Kelowna together with the Regional District of the Central Okanagan and BC Parks, are in the preliminary stages of developing a city-wide mountain bike strategy. The primary objective of the Mountain Bike Strategy is to review the current and future mountain biking opportunities in the area.

The purpose of this Mountain Bike Community Profile, an initial step in preparation of the Mountain Bike Strategy, was to conduct research to determine the composition of the mountain biking community including who mountain bikes, as well as where and in what form mountain biking takes place in the Central Okanagan area.

The primary objectives of the Mountain Bike Community Profile are as outlined:

- Conduct research to identify key issues related to mountain biking in the Kelowna area, and the southern interior of BC and identify examples of solutions developed to address those issues.
- Determine the size of the mountain biking community in relation to the size of other sports.
- Determine the demographics of the local mountain biking community including what age group(s) actively mountain bike; gender; where they live; where they mountain bike and how often; what level of skill should be catered to (i.e., novice versus extreme); what different types of mountain biking are pursued in the area. (Refer to Appendix A for definitions of types of mountain biking)
- Identify what kinds of facilities are in demand (i.e., single track off-road, skills training, destination tourism, staging areas connecting to crown land, etc.) and the gaps in provision of those facilities.
- Determine the expectations of the public regarding the role of local government.
- Determine strategies to empower the local mountain biking club(s).
- Identify possible partnership opportunities between the mountain biking community and the three levels of government for the design, construction, maintenance and monitoring of facilities.

1.2 Consultation

Consultation with the mountain biking community played a major role in the planning process. The following were the key components of the consultation process:

- An on-line mountain biking participant survey was hosted on the City of Kelowna website www.kelowna.ca for a period of two weeks. A copy of the survey and a detailed report of all survey responses is included in Appendix B.
- Four information gathering workshops were hosted to obtain input on key issues related to mountain biking in the Central Okanagan area. A summary of workshop discussions is included in Appendix C.
- Interviews with seven communities with mountain bike facilities were completed including: Merritt, Squamish, Surrey, Kamloops, Parksville, Capital Regional District and Rossland. Contact information and a summary of interviews is included in Appendix D.

Information obtained from the community workshops, participant surveys, and interviews with other communities with mountain biking facilities have been analyzed and summarized within the various sections of this report.

2.0 RESEARCH

2.1 Local Mountain Biking Community

A total of 651 legitimate survey responses were collected and analyzed from the mountain bike participant on-line survey. Due to the fact that this on-line survey did not allow for random sampling from a known population, it is not considered to be statistically valid. The following is a summary of responses and key findings based on the data collected.

Survey Respondents by Area

Respondent Areas	Frequency
Downtown Kelowna / Old Glenmore / Pandosy	136
South Kelowna / Mission	136
North Glenmore	101
Rutland	87
Westbank	40
Westside Road / Casa Loma / Lakeview Heights	37
Black Mountain / Joe Riche	23
South Okanagan	20
Winfield / Lake Country	15
Penticton	2
<i>Others (refer to Appendix B)</i>	39
<i>None Given</i>	2
Total	651

(Mountain Bike Participant Survey, 2007)

Responses and Summary:

1. Fewer females than males responded, which may reflect the participation ratio.
2. The two youngest age groups prefer downhill / free riding, but this activity becomes less attractive to the older cyclists, who prefer touring / pathways. It could be suggested from this that: "Young people (ages 24 and under) want to see what they can do. Older people (ages 55 and older) want to see where they can go."
3. Cross country / all mountain was the dominant type among mid-age groups (25-54 years old).
4. Kelowna's mountain bikers are very consistent about their chosen activity, with well over half of them cycling at least 1 or 2 times per week.
5. One of the main concerns identified is that many of the existing trails are located on private and crown land that may be subject to development pressure in the future. Loss prevention of these valued trails needs to be addressed through the planning process. The development of new trails and the maintenance of existing trails were also seen as main issues.
6. Those calling themselves 'advanced / competitive' and 'extreme' generally diminish as a percentage of each advancing age group, although they are even a minority in the youngest two age groups. The 'novice / beginner' levels actually increase somewhat with age levels, suggesting that many mid-to-older age adults are taking up the sport. The 'intermediate / recreational' segment is the largest, and increases in the older age groups.
7. Essentially identical rates of participation occur in the spring, summer and fall, and some cyclists even continue on through the winter.
8. Saturdays and Sundays are the most popular days for biking, in the evening and morning particularly. Many cyclists also show a willingness to bike during the week, especially in the evening. Weekday mornings are also quite popular.
9. 'Fun/Enjoyment' was the leading reason for participating in mountain biking, followed closely by 'Health/Fitness.'
10. Over 80% of respondents rate biking in Kelowna as good or very good.
11. A large majority of the respondents (76%) claim that they have mountain biked in areas outside of Kelowna at least a few times in the last year. A substantial number (6%) claim they did mountain bike outside the area 5 or more times per month.
12. Over 80% of the respondents felt that the provision of bike facilities was "important" or "very important." Less than 2% of the respondents felt it was "not important."
13. Regarding a willingness to pay for improved services, the largest number of responses came at the extreme ends of the continuum, i.e. "Not willing to pay a fee" and "More than \$40".
14. The predominant sources of information in Kelowna for mountain bikers (combining for 79% of responses) are word-of-mouth and local bike shops.
15. The majority of the respondents (460) reside within the Kelowna city limits (North Glenmore 101, Rutland 87, Downtown Kelowna/Old Glenmore/Pandosy 136, South Kelowna/Mission 136), followed by residents from the west side (87) with (Westbank 40, Westside Road/Casa Loma/Lakeview Heights 37).

Key Findings From The On-line Mountain Bike Survey:

1. The title of the survey, “City of Kelowna, Mountain Bike Community Profile”, may have unintentionally eliminated the participation of some bicyclists, particularly some older ones, who may take part in some of the activities mentioned herein (e.g. ‘urban / street’ and ‘touring / pathways’) but who do not consider themselves “mountain bikers.” This potential sub-population should not be overlooked as they have a major impact on the use of urban and destination trails.
2. There is a rather striking ‘age group’ effect among these respondents, suggesting that the mountain biking community is far from being homogeneous. There is a substantial difference in biking type preferences among the younger and older respondents, with the mid-age respondents bridging the gap. The political ramifications of this should not be overlooked.
3. The maintenance and protection of current trails and the construction of new ones should be kept as a primary objective.
4. The claimed high levels of participation and skill among these respondents suggest a dedicated population that is likely to voice their opinions readily. An on-going web site or e-mail address for getting continuous feedback from them may provide useful formative information as well as an outlet for concerns and requests.

2.2 Importance of Mountain Bike Facilities

Recent statistically valid research by Ipsos Reid identified that citizens perceive Kelowna’s recreation and cultural opportunities favourably. Citizens value their parks, recreation and cultural opportunities, particularly those that allow them to be outdoors and with their family and friends.

Attitudes Towards Parks, Recreation, and Culture

Survey Response	Strongly Agree	Somewhat Agree	Total
Recreation and culture are an important part of quality of life	74%	22%	92%
I enjoy participating in activities that allow me to be outdoors and close to nature	69%	26%	95%
I would much rather participate in outdoor activities than indoor activities	54%	33%	87%
I am looking for recreation and cultural activities that allow me to participate with my family	45%	35%	80%

(Ipsos Reid, Demographics and Trends Research, July 2006)

When asked, “What types of parks, recreation and cultural facilities, if any, would you like to see more of in Kelowna?” Overall, 22% of citizens said they would like to see more “parks and green space” in Kelowna. Other types of facilities that citizens would like to see more of in Kelowna include **trails, paths, and walkways (11%)**, unspecified cultural facilities (9%), leisure facilities (9%), an Aquatic Centre, including water parks, water slides, and pools (8%), sports and recreation centres (6%), youth-oriented facilities and programs (6%), improvements to existing facilities (6%), family-oriented facilities and programs (5%), pet or dog parks (5%), and sports fields (5%). *(Ipsos Reid, Demographics and Trends Research, July 2006)*

2.3 Participation in Mountain Biking

Within the Central Okanagan area, residents have an opportunity to participate in a wide variety of recreational activities which contributes to the livability and “quality of life” in the region and promotes participation in regular physical activity. Regular physical activity improves health and well-being. It reduces stress, strengthens the heart and lungs, increases energy levels, helps you maintain and achieve a healthy body weight and it improves your outlook on life. Research shows that physical inactivity can cause premature death, chronic disease and disability. Health Canada encourages Canadians to integrate physical activity into their every day life. (*Health Canada*)

Today's youth are less active than ever before, and according to the U.S. Surgeon General, the percentage that is overweight has nearly tripled in the past two decades. Forecasts predict that the current generation of children in the United States could actually have a shorter life expectancy than their parents as the epidemic of childhood obesity continues. "Mountain biking is an activity that can help reverse the trend toward childhood obesity," says Hill Abell, president of IMBA. "Mountain biking is a great physical activity and the perfect way for adults and children to enjoy the outdoors and get some exercise together. Mountain biking builds self-confidence and offers kids and adults an adrenaline-packed adventure while giving them an effective, low-impact workout." (www.imba.com)

The Ipsos Reid report identified cycling/biking as the seventh highest ranked type of physical activity or exercise that residents of the City of Kelowna participate in on a regular basis. Fifty percent (50%) of residents surveyed walk on a regular basis; 17% participated in gym activities; 13% jog or run; 7% swim; 6% weight lift; 6% ski; while 5% of those surveyed rank cycling or biking as the form of exercise they participate in. Cycling/biking ranked above golfing, hockey, volleyball and martial arts. By combining walking (50%) and cycling/biking (5%) a total of 55% of survey respondents would enjoy using trails developed for multi-use. (Ipsos Reid, Demographics and Trends Research, July 2006)

The following table summarizes the type of physical activity that residents of the City of Kelowna participate in on a regular basis.

Types of Physical Activity

Survey Response	Percentage
Walking	50%
Gym	17%
Running (including jogging)	13%
Swimming	7%
Weight lifting	6%
Skiing	6%
Cycling / biking	5%
Golfing	4%
Hockey	4%
Volleyball	3%
Martial arts	3%
Yoga / pilates	2%
Soccer	2%
Various household / work tasks	2%
Basketball	2%
Aerobics	2%
Hiking	2%
Bowling	2%

(Ipsos Reid, Demographics and Trends Research, July 2006)

The Outdoor Industry Foundation, in the United States created *The Next Generation of Outdoor Participants* to gauge and understand the outdoor recreation participant and the impact on the long term trends of outdoor participation. The following table identifies the participation of mountain biking in comparison to other outdoor recreation activities among youth and young adults in the United States.

2006 Outdoor Participation Among American Youth and Young Adults

Outdoor Recreation	% of Population
Running/Jogging	25.8%
Bicycling (Road/Paved Surface)	25.6%
Fishing (Freshwater/Other)	23.5%
Camping (Within ¼ Mile of Vehicle/Home)	21.6%
Hiking (Day)	14.1%
Skateboarding	12.4%
Camping (RV)	8.8%
Wildlife Viewing (More Than ¼ Mile From Home/Vehicle)	7.6%
Hunting (any type)	7.2%
Canoeing	5.9%
Fishing (Saltwater)	5.2%
Climbing (Sport/Indoor/Boulder)	4.6%
Backpacking Overnight (More Than ¼ Mile From Home/Vehicle)	4.4%
Bicycling (Mountain/Non-Paved Surface)	4.3%
Birdwatching (More Than ¼ Mile From Home/Vehicle)	2.9%
Trail Running	2.8%
Fishing (Fly)	2.8%
Kayaking (Recreational)	2.2%
Bicycling (BMX)	2.1%
Rafting	2.1%

(The Next Generation of Outdoor Participants, The Outdoor Industry Foundation, 2007)

2.4 Demand for Mountain Bike Facilities

Current Use of Mountain Bike Facilities

Respondents of the on-line mountain bike participant survey indicated that the top five mountain bike areas most regularly visited in the area include Knox Mountain (308 respondents), Myra-Bellevue / Crawford (287 respondents), Mission Greenway (258 respondents), Gillard (237 respondents) and Powers Creek (192 respondents).

Youth and adults who attended the community workshops were asked where they ride on a regular basis with the following responses:

Responses from Youth - Gillard, Knox Mountain, Silver Star, Powers Creek, Ben Lee Skate Park, Cox Road, (Lakeview Heights – Kalamo Regional Park), Crawford, North Glenmore, Dilworth, Kettle Valley, Mission, Postill, Shannon Dirt Jump, DBP (Ditchin Bike Park), Star Place (Trepanier Road, Peachland), Fox Road (Westside near Sensisysten Community Centre) and Galaxy Road.

Responses from Adults - Gillard, Knox Mountain, Glenmore Highlands, Myra-Bellevue, Powers Creek, Smith Creek, Mission Greenway, Okanagan Mountain Park, Rose Valley

Demand for Mountain Bike Facilities in the Future

Respondents of the on-line mountain bike participant survey indicated that the type of mountain bike facilities needed include single track/off road (354 respondents), touring/pathways (314 respondents), downhill/free riding (308 respondents), and skills training/bike park (292 respondents). Clearly, the need for the development of additional mountain bike facilities for all types of riding has been identified by local mountain bikers.

Both youth and adults that attended the community workshops were asked “What type of mountain bike facilities are needed in the Central Okanagan area and ideally where should they be located?” The combined survey and workshop responses include:

Identification of Future Mountain Bike Facilities

Youth Responses	Adult Responses
Skills park (dirt jumps) Indoor foam pit Slope style course Downhill race course	Skills park for all levels Trails for entry level riders Long loop trails Cross country trails “Marquee” or signature trail Connecting trails with access through residential areas Epic trails

The three locations were identified by youth for a skills park included: Dilworth Mountain, Smith Creek on the West Side, or Crawford. The key criteria for the location of a mountain bike skills park is that it is located central to all areas of the Regional District and that the location be accessible and “not up a hill”. (E.g. the base of Dilworth Mountain).

Adult mountain bikers identified Crawford, Myra-Bellevue Provincial Park (Lost Lake & Flamingo Flats), Gillard, Glenmore Highlands, Smith Creek and McDougall Rim as future mountain biking facility sites.

2.5 Destination Tourism and Economic Impact of Mountain Biking

The International Mountain Bicycling Association (IMBA), based in Denver, Colorado, graded British Columbia with an “A”, placing it first in the world for mountain biking facilities. (*IMBA Trail News, Autumn 2003*) The review stated that BC is a freeriding hub; provides abundant trails, clubs, and culture and is the ‘global superstar’ of mountain biking. The review went on to comment “Open any cycling magazine or view the latest crop of adrenaline, gravity-defying films and it’s easy to see that the focus of the mountain biking world remains squarely on British Columbia, Canada”. Additionally, British Columbia received special recognition from the annual report in the following categories:

Best Freeriding Locations – first place ranking
People’s Choice (Online Poll) – second place ranking (to Missouri)
Best Overall Trails and Scenic Quality – third place ranking (to Idaho and Colorado)
(*City of Kamloops, Management Plan, Kamloops Bike Park*)

British Columbia is well known for its unique and challenging mountain biking trails. While communities and tourism organizations acknowledge that mountain biking tourism generates economic activity, quantifiable data is needed to demonstrate the value of the trails, encourage investment in infrastructure, and establish appropriate trail management policies. To meet these objectives, the Western Canada Mountain Bike Tourism Association (MBTA) has conducted a pilot study to measure the economic impact of mountain biking in the Sea to Sky Corridor which includes the communities of the North Shore (North

Vancouver and West Vancouver), Squamish, and Whistler. The trail systems of the North Shore, Squamish and Whistler, are estimated to have collectively generated \$10.3 million in spending from riders that live outside of the host community over the period from June 4 to September 17, 2006. (*Sea to Sky Mountain Bike Economic Study – Overall Results*)

One recent survey on mountain bike tourism, (*Green, 2003*) conducted on International Mountain Bike Association members, found that there were 10,000,000 (3% of total population 301,139,947) mountain bikers in the United States. Approximately 80% of those riders had taken a trip of at least one or more nights specifically to go mountain biking. Of the riders surveyed, 89% had been cross country riding, 23% had ridden freestyle and 18% had been down-hilling (overlap is due to mountain bikers participating in more than one style). The average trip length was 4.6 nights, of which 3.8 days were spent mountain biking (indicating that mountain biking was almost the exclusive activity). The average age was 38 years, and then average annual income was US \$75,000. Factors influencing the destination choice included reputation, variety / difficulty of terrain, number of trails and scenery. Over 30% of the survey respondents had visited Moab, Utah, the highest percentage of any mountain bike destination in the United States. (*Squamish Mountain Bike Management Plan, 2005*)

Peter Robinson, the Chief Executive Officer, Mountain Equipment Co-op, confirmed that although sales in camping gear and backpacking equipment are down, activities such as cycling, climbing and paddling are on the rise. Overall, the adventure industry is increasing at a rate of 11% per year. (*Squamish Mountain Bike Management Plan, 2005*)

BC Parks staff have indicated that the Myra-Bellevue Park and Kettle Valley trestle system is a major tourism destination, with participation estimated at 43,000 visitors this past year and 100,000 visitors forecasted to the area for 2008. Within the next ten years, approximately 250,000 visitors are expected to travel to this well known mountain bike tourist destination.

Research obtained for the Surrey Parks, Recreation and Culture, Outdoor Recreation Program Business Plan (*Fay Baker, Consulting, 1999*) involved thirty-five private operators/outfitters completing an extensive questionnaire and personal interviews with ten outfitters in order to obtain specific information on outdoor programs, target markets, resources required to develop successful partnerships, and trends. The most significant trends identified by the operators/outfitters included the following:

- Participation in outdoor activities is increasing rapidly
- Increasing family participation
- Eco-tourism focus
- Respect for the environment, “clean, green and safe”
- Soft adventures for all age groups
- Learning and educational opportunities
- ‘Women’s only’ programs
- Active holidays, easy access wilderness adventures
- Overnight lodge stay or weekend retreats
- Multi-day trips to explore new locations

Adventure travelers are entry level adventurers learning new outdoor activities over the period of a few days. These travelers are well educated, affluent, fitness conscious and regard adventure as a learning experience. A study of adventure travelers in BC revealed that more strenuous, risky activities such as mountaineering, kayaking, river rafting, heli-skiing and scuba diving have more appeal to 20 – 34 year olds than older age groups. Activities such as cycling, cross-country skiing, heli-skiing, sailing and nature observation are more popular with people aged 35 – 54. (*Ecotourism Market Literature Review*)

Primary Purpose for Travelling Elsewhere to Mountain Bike

Local mountain bikers who attended the adult community workshop were asked the question: “*What is the primary purpose for travelling elsewhere to mountain bike?*” Responses included:

Mountain bikers....

- become bored with a finite number of local rides and travel elsewhere for new experiences
- like a variety of terrain and scenery to explore
- travel to race, to vacation, and experience epic riding
- like to explore extensive trail networks in new locations
- combine mountain biking with vacation travel

Best Practices Research

IMBA has provided research and best practices on the success of mountain biking tourism. The article, *Mountain Bike Tourism Success Stories* outlines how several communities around the world have prospered from mountain bike tourism. Six communities are identified that have international reputations for excellent bicycling. In addition, IMBA has prepared a list of common denominators that have helped these six areas prosper, *Destination Mountain Biking: Positioning Your Community for Mountain Bike Tourism*. These two articles along with articles, *15 Tips from IMBA on Developing Mountain Bike Tourism* and *Travel Patterns of Destination Mountain Bikers* are provided in the resource file.

The major factors that must be considered when positioning your community for mountain bike tourism include the following:

- Provide great maps that make it easy for visitors and show the best trails for mountain biking.
- Promote trails for riding levels that helps to establish the area as a first-rate mountain biking destination.
- Get the community involved by emphasizing the economic benefits.
- Help the community understand mountain biking.
- Showcase the land's natural beauty.
- Photograph bike trails professionally, for inclusion in mountain bike tourism brochures, magazines and websites.
- Encourage the media by providing exposure to cycling magazine editors.
- Promote construction of bike hotels – convenient lodging with cyclists in mind that are located near trailheads, and provide bike storage, and tour packages.
- Advertise other amenities in the area including restaurants and tourism activities
- Develop package offers that appeal to mountain bikers by combining lodging, meals, and bike shop services.
- Develop sustainable singletrack trails (design an interconnecting singletrack trail network)
- Design, produce and post accurate trail signs
- Support bike shops – bike shop staff are ambassadors for promoting mountain biking in the area (tourists usually ask local bike shops where to ride, lodge and eat).
- Quantify your success to ensure continued community buy-in and investment in infrastructure improvements. Track accurate readings of how the community is impacted, by examining sales tax, lodging and traffic counts. (www.imba.com) (Article: *Destination Mountain Biking: Positioning Your Community for Mountain Bike Tourism*).

Involvement with Tourism Kelowna

When mountain bike facilities are organized, trail maps are available, and good signage is provided, information should be included in Tourism Kelowna advertising and promotional materials. Once a “product” is ready, whether golf, mountain biking or wine tasting, it falls under the Kelowna brand and a partnership is developed. Tourism Kelowna would develop strategic advertising and a marketing plan for the promotion of mountain biking in the area. Tourism Kelowna and the Kelowna Mountain Bike Club

would become partners, pooling their resources and funding for general advertising, in addition to direct mail and “destination oriented” marketing. (*Nancy Cameron, Tourism Kelowna*)

Destination Tourism

The largest tourism-buying group is the British Columbia resident market. Almost 30% of all tourism traffic is generated from within the province. The main reasons for travelling within British Columbia include leisure vacations, visiting friends and relatives, and business. Being centrally located in the province, the Central Okanagan is positioned with an extensive mountain bike trail network, natural scenic beauty, accommodation, restaurants and bike shops/outfitters that could work with the tourism industry to develop a “world renowned” mountain bike destination.

Mountain bike festivals and race events encourage riders to travel to designated locations such as Moab (Fat Tire Festival), Fruita (Fat Tire Festival), Durango (Ironhorse Race and Fat Tire Festival), Rossland (Seven Summits Treasure Hunt), Whistler (Crankworx Mountain Bike Festival) and Squamish (Test of Metal Race). The economic impact of the Test of Metal resulted in nearly \$400,000 spent in Squamish by participants on the day of the event, by spectators at the event and pre-race training by participants. (*Sea to Sky Mountain Biking Economic Study – Overall Results*) A complete list of mountain bike races and events hosted throughout North America is provided in the resource file.

2.6 Role of Local Government

Participants who attended the community workshops and representatives from other communities interviewed were asked “What the role of local government should be in the provision of mountain bike facilities?” The combined workshop and interview responses include:

- Work with Planning and Development Services to include trail alignments within new developments prior to approvals and permitting, (i.e.: no net loss of trails due to development)
- Education and safety
- Liability and risk management
- Planning and trail development
- Monitoring and maintenance of trails
- Enforcement of mountain bike trail standards as well as bylaws and other regulations
- Environmental education
- Land for development of mountain bike trails
- Land acquisition and selection of suitable trail locations
- Assist in the re-development of the Kelowna Mountain Bike Club
- Recognition of volunteers
- Develop a mountain biking strategy and policies to base decisions on

2.7 Strategies to Empower the Local Mountain Bike Club(s)

The involvement of local mountain bike club(s) is critical to the success of expanding mountain bike facilities. By developing a partnership agreement between local governments and a mountain bike club, users are able to contribute to all aspects of trail management activities.

Role of Local Mountain Bike Club(s)

- Represent all mountain biking disciplines (i.e. cross country, downhill, freestyle, etc.)
- Provide “in kind” contributions to assist with maintenance of trails
- Promote safe mountain biking
- Assist with trail development and maintenance
- Coordinate trail building and maintenance training courses
- Provide input for trail etiquette and trail use guidelines

- Assist with enforcement of trail use procedures
- Coordinate group rides and mountain bike courses (ie: beginner's, women's)
- Coordinate and host mountain bike events
- Provide environmental education for mountain bike members and non-members
- Ensure mountain biking is environmentally responsible
- Provide feedback on planning of future mountain bike facilities
- Act as an "advisory committee" to the planning process
- Provide a voice for the sport of mountain biking - advocacy
- Assist in managing the expectations of the mountain biking community
- Access grants not typically available to government agencies
- Gain status as a non-profit society
- Report maintenance issues to appropriate government jurisdictions in a timely fashion

The Kamloops Bike Ranch Association Society has a formal Agreement between City of Kamloops and the KRBA. The Society and its members shall act as role models in the community in respect of the development, operation and promotion of the bike park.

The KRBA Society agrees to the following:

- Assist the City in the design and construction of the bike park, including all trails and features within the bike park, all under the direction and supervision of the City.
- Assist the City with the maintenance and operation of the bike park, all under the direction and supervision of the City.
- Coordinate volunteer participation for the design, construction, operation and maintenance of the bike park.
- Report to the City any maintenance or repair issues as soon as they becomes aware, including any required maintenance of or repair to any fences, trails, signage, structures or buildings.
- Ensure that its members comply with the terms of the Leases, and in particular, ensure that no members ride outside the boundaries of the bike park, and that no members create features of any kind within the bike park without receiving the City's prior written approval.
- Host and/or co-host recreational, training and competitive events at the bike park, all under the direction and supervision of the City. (*City of Kamloops and Kamloops Bike Riders Association Management Agreement*)

2.8 Partnerships

Developing partnerships with community organizations, local business, agencies and others will be an integral component of expanding mountain bike facilities.

Kelowna Mountain Bike Club

In order to encourage volunteer involvement in the planning, development and management of mountain bike facilities, local government should support the re-development of the Kelowna Mountain Bike Club. With an active mountain bike club, many opportunities will be available to develop partnerships between the mountain biking community and the three levels of government for the design, construction, maintenance and monitoring of facilities.

Bike Shops/Retailers

Local mountain bikers and inbound tourists rely on local bike shops to provide maps of mountain bike trails, equipment, bike repairs and general information on the area (accommodation, restaurants, entertainment). Bike shops provide a social connection for riders by organizing evening group rides, training sessions, shuttle services and in sponsoring events. Good relationships and ongoing communication with local bike shops is necessary in an attempt to involve these key stakeholders in the future development of mountain bike facilities.

Tour Operators/Outfitters

Working with private tour operators both locally, provincially and internationally is important. Tour operators provide qualified instructors, quality equipment, instructional programs, and shuttle services. Responsible private operators are passionate about their field of expertise and this passion is evident in the ways they motivate program participants, promote safety and operate in a economically, environmentally and socially sustainable manner. Successful tour operators and outfitters maintain their position in the industry by keeping well informed of outdoor recreation trends and future directions.

Kelowna Cycling Coalition

A partnership with the Kelowna Cycling Coalition will highlight the use of linear parks for non-motorized transportation between neighborhoods, urban trail use as community connections, link transportation corridors, and promotes "going green".

Tourism Kelowna

Tourism Kelowna is structured to deliver Destination Sales and Marketing and Visitor Servicing to a number of customer types through the following distribution channels: direct sales and service; print communication and electronic communication. (www.tourismkelowna.com)

Sport Kelowna

Sport Kelowna is a community based partnership committed to supporting Kelowna's sports community through sport development, sport tourism and sport partnerships. There is a great opportunity for the Kelowna Mountain Bike Club to access the resources provided by Sport Kelowna such as Event Services and Organizational Development. Services include assisting sports groups in the bidding and hosting events and developing programs and resources that build organizational capacity and strengthen the sport community, therefore helping Kelowna to become a 'preferred sports and event destination'.

Private Sector

Many opportunities to partner with the private sector are available with the need for construction materials, equipment, and volunteer workers in the development of mountain bike facilities. Bike park facilities and amenities have been built with "in kind donations" in both Merritt and the Capital Regional District. The Merritt Bike Park was built on land provided by the City and local business provided \$30,000 "in kind donations" for construction materials and volunteer labour. Hartland Bike Park washrooms were built by the Construction Association of Victoria in 2003 as a community project involving a total of twenty-seven private sector businesses, who provided goods and services including plumbing, electrical, concrete, lumber and painting.

Service Clubs

Many opportunities to partner with service clubs are available to provide funds and volunteers to assist with the construction of mountain bike facilities. Bike parks have been developed in both Merritt and Kamloops with partial funding being provided by service clubs such as the Rotary Club.

International Mountain Biking Association - IMBA

The International Mountain Biking Association provides research, knowledge and expertise in all aspects of mountain biking in addition to hosting local training events such as the IMBA Trail Care Crew, Trail Building School. Utilizing the resources, research and expertise of IMBA, will assist local government, stakeholders and the mountain biking community to work in a cooperative and collaborative manner.

3.0 ISSUES AND SOLUTIONS

Information obtained from the participant survey, community workshops and research of various communities with mountain biking facilities have been analyzed and the following key issues related to mountain biking have been identified:

3.1 Trail Use Conflicts

Conflicts on multiple-use trails have been described "as problems of success-an indication of the trail's popularity" (*Ryan, 1993*). With increasing participation in a variety of outdoor recreation activities, conflicts among trail users have become a major concern. Mountain bikers, hikers, equestrians all share access to single track trails throughout the Central Okanagan area. In addition, trail conflicts occur amongst non-motorized users and motorized vehicles including dirt bikes and all-terrain vehicles.

Trail conflicts can occur among different user groups, among different users within the same user group, and as a result of factors not related to trail user activities at all. Conflict has been found to be related to activity style, focus of trip, expectations, attitudes toward and perceptions of the environment, level of tolerance for others, and different norms held by different users. (www.imba.com)

Solutions:

Conflicts on Multiple-Use Trails (12 Principles for Minimizing Conflicts on Multiple-Use Trails)

The U.S. National Recreational Trails Advisory Committee identified trail-user conflicts on multiple-use trails as a major concern that needs resolution. The Committee asked the U.S. Federal Highway Administration to help identify ways to avoid and minimize multiple-use trail conflicts. A report entitled "Conflicts on Multiple – Use Trails" provides 12 principles for minimizing conflicts on multiple-use trails. Although this report is about conflicts on trails, it is intended to promote cooperation and understanding among trail users and to inspire ideas that will help reduce trail conflict. By adhering to the 12 principles should help improve sharing and cooperation on multi-use trails. (www.imba.com)

1. Recognize Conflict as Goal Interference
2. Provide Adequate Trail Opportunities
3. Minimize Number of Contacts in Problem Areas
4. Involve Users as Early as Possible
5. Understand User Needs
6. Identify the Actual Sources of Conflict
7. Work with Affected Users
8. Promote Trail Etiquette
9. Encourage Positive Interaction Among Different Users
10. Favor "Light-Handed Management"
11. Plan and Act Locally
12. Monitor Progress

Ways to Avoid or Minimize Conflicts on Multiple-Use Trails

A survey prepared by the U. S. Rails-To-Trails Conservancy identified ways to avoid or minimize conflicts on multiple-use trails. The following techniques are recommended to overcome conflict-related problems on their trails: signage, education, meeting with user groups, expanding facilities, police or ranger patrol, enforcement of regulations, brochure articles in newsletters or local newspapers, imposing speed limits, volunteer trail patrols, partial closing, bicycle bell give-aways. (www.imba.com)

User Group Involvement

The U.S. National Recreation Trails Advisory Committee's report on Conflicts on Multiple-use Trails indicates that by actively involving users in trail planning, management, and conflict resolution, they are compelled to work together and, as a result, can begin to better understand and appreciate one another's needs, expectations, and perspectives. Trail advocates, planners, and managers should attempt to work with unaffiliated individual users and/or with organized user groups before resorting to obtrusive regulations or trail closures. There are many compelling reasons to involve trail users in trail planning and management. Most important, involving users does the following:

- Gives different users the opportunity to learn about and work with one another.
- Gives different users the opportunity to understand one another's needs and see their similarities with one another.
- Builds understanding, cooperation, and trust through working together.
- Gives trail advocates, planners, and managers an efficient channel to learn from users and communicate with them. (www.imba.com)

By involving the various trail users i.e.: mountain bikers, hikers, equestrians, all-terrain vehicles in trail planning, managing and conflict resolution they gain a better understanding of each others usage of trails. For example, the District of Squamish facilitates discussions with organized user groups which are represented at an "all users" committee to identify solutions to conflicts or disputes amongst trail users.

Notification of Designated Trail Use

In some locations it may be necessary to designate trail use to specific user groups that are more appropriate than others E.g.: conflict between mountain bikers, hikers, equestrians and all-terrain vehicle users. It is important to ensure adequate signage is located at trail heads in order to inform users of appropriate use of trails.

Identify Motorized and Non-motorized Use Areas

Establish and identify trails that have been specifically defined for either motorized or non-motorized use and ensure adequate signage is located at trail heads in order to inform users of appropriate use. By establishing motorized and non-motorized use areas and providing appropriate notification and signage at trail heads identifying the use may assist in reducing trail use conflicts. It may be, given the distance motorized vehicles can travel in a short time frame and the land base that would be necessary, that separate use trails are more appropriate outside of the city limits on Crown Lands, where they would also be further removed from populated areas (i.e. noise).

3.2 Non-sanctioned Trails

With the increasing popularity of free-riding and dirt jumping, mountain biking enthusiasts are building informal or “rogue” facilities on government land and private property. These facilities are not built to any construction standard, and lack regular maintenance or monitoring, creating risks for users and liability for property owners. When mountain bike facilities are not properly constructed, erosion of steep slopes and water drainage become major issues. It is essential that all trail builders are qualified and follow design and construction standards prepared by the International Mountain Biking Association (www.imba.com)

The International Mountain Biking Association (IMBA) guide *Trail Solutions: IMBA's Guide to Building Sweet Singletrack* (2004) provides an invaluable guide to trail construction techniques and drainage solutions for trail builders. Based on frequency and intensity of use, mountain/dirt biking constitutes the highest potential for trail damage. Since cycling can be expected on almost any trail and since IMBA's guidelines are also applicable to hiking trails, they should be adopted as a comprehensive set of guidelines for trail construction. (*Sea to Sky Corridor Recreation Trail Strategy, Ministry of Tourism, Sport and the Arts, 2007*)

Solutions:

Technical Training Area – TTA Skills Park

Provide a sanctioned technical training area (TTA) to reduce the use of unsanctioned areas. By providing an area for riders to practice their technical skills, the incidence of “renegade” riders looking for (or building) new challenges on or off existing trails will be reduced. (*South Island Mountain Bike Society, www.simbs.com*) By planning and developing a technical training area in conjunction with local riders, which is centrally located in the community, there should be a reduction in “rogue” facilities being constructed. Additional advantages of building a technical training area in a central location include: a) younger age groups like to be seen by others, b) availability of emergency first aid responders, c) families and community watching – leading to a greater understanding and support of the sport. (Some locations for a skills park suggested at the youth workshop include: the base of Dilworth Mountain, Crawford Estates, and Smith Creek.)

3.3 Trail Design, Construction and Maintenance

Throughout the Central Okanagan area, multi-use trails have been constructed by volunteers, organized clubs and individuals wanting to expand their options for riding. As mountain biking throughout BC expands, guidelines and standards for trail design and construction need to be adopted.

Trail Design and Construction

The *Sea to Sky Corridor Recreation Trail Strategy – Trail Design and Construction Guidelines* provide a good example of guidelines that must be adhered to in the planning and construction of trails. These guidelines include:

1) Minimize environmental impacts

- Avoid environmentally sensitive areas or features including wetlands and critical habitat areas.
- Avoid historic, cultural or archeological sites.
- Avoid sensitive plant communities.
- Avoid constructing trails parallel to watercourses within riparian areas. Trails should approach streams and creeks at right angles to minimize potential for erosion.

2) Resist erosion

- Avoid highly erodable, steep slopes prone to erosion.
- Plan trail grades to avoid fall lines and flat spots; utilize grade reversals.
- Ensure trails have “outslope” to direct water off the surface.
- Understand soils you are working with and construct accordingly.

3) Blend with existing environment

- Plan contours and “flow” appropriately for trail type and expected use.
- Utilize existing natural features where possible including view points, rock outcroppings, forest features.
- Plan trail networks to consider all users; easier trails located in proximity to trails

Solutions:

Trail Construction Standards

Follow the “Trail Construction Standards” that recommended for the construction of single track trails and technical trail features (TTF's) which are outlined in the *Sea to Sky Corridor Recreation Trail Strategy, 2007*. Additional resources for trail construction standards are identified in: *Trail Solutions: IMBA's Guide to Building Sweet Singletrack, 2004*.

Maintenance and Operational Guidelines

Develop appropriate maintenance and operations guidelines that are required to ensure that routine inspections are conducted on all mountain bike facilities. “Inspection frequency and maintenance needs will vary depending on the type of facility, the number of built or constructed features, the level of use, and the over all user numbers.” (*Surrey Bicycle Recreation Facilities Strategy, 2007*)

The City of Surrey, maintenance and inspection standards are adapted from the Canadian Standards Association publication, *Children's Play Spaces and Equipment* in addition to construction guidelines from the American Bicycling Association (ABA). Bike park facilities are treated similar to playground apparatus with detailed inspections completed a minimum of twice per year. The bike park inspections are the responsibility of a parks staff person who holds current Canadian Playground Safety Inspector (CPSI) certification. (*Surrey Bicycle Recreation Facilities Strategy, 2007*)

The City of Kamloops, Bike Ranch is inspected by parks staff at least twice a week and detailed inspections occur twice a year. All City staff involved with inspecting the bike park have obtained International Mountain Bike Association (IMBA) trail building qualifications.

3.4 Trail Amenities and Signage

Key issues identified by the Central Okanagan mountain bike community was the lack of consistent signage on all trails whether under the jurisdiction of the City of Kelowna, Regional District of Central Okanagan or BC Parks. Secondary issues included ancillary amenities located at mountain bike facilities such as parking lots, washrooms, bike wash and an air hose.

Solutions:

Consistent Signage

Develop consistent signage located at all mountain bike facilities in the Central Okanagan to ensure local mountain bikers and visitors will not find themselves lost and that features are clearly marked with appropriate level of difficult.

Entrance Signs providing trail users with information about the trail network including maps, degree of challenge, length of trail, trail rating, type of trail, emergency contact information and regulations.

Trailhead Signs that identify the trail name, technical difficulty, length of trail, type of user permitted on the trail, and warnings of Technical Trail Features (TTF's).

En Route Signs that indicate the specific technical difficulty ahead, name of trail and direction of travel and are often located at trail junctions.

TTF Warning Signs warn users of a technical trail feature of a higher difficulty than the overall trail rating. These post and marker signs displaying degree of difficulty of a technical trail features i.e. double black diamond, etc. (Sea to Sky Corridor Recreation Trail Strategy, 2007)



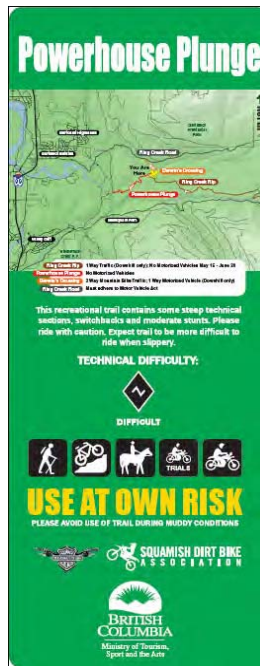
Trailhead Signs



Entrance and Trailhead Signs



En Route Sign



Trailhead Sign

(Sea to Sky Corridor Recreation Trail Strategy, 2007)



**Technical Difficulty Rating Signs
Merritt Bike Park**

Mountain Bike Facility Amenities

Where appropriate, washroom facilities and vehicular parking should be accommodated. For example, the Capital Regional District, Hartland Bike Park has become a very popular destination riding location not only for the mountain biking terrain and technical training area, but also for the available parking, washrooms, information kiosks with maps, bike wash and air hose available for riders at staging areas.



Hartland Bike Park Amenities
Washrooms, map, bike wash, air hose

3.5 Risk Management

Risk management and safety are major concerns for local government agencies responsible for mountain biking facilities. The term 'risk' as it applies to trail management has two meanings. The first describes the relationship of the trail user to the risks (both perceived and real) of travelling in an uncontrolled environment. The second and perhaps more important meaning in trails management are the risks incurred by land managers (and private land owners) of providing access to recreational trails for a variety of uses (*Keen, 2006*). The practice of risk management does not intend to eliminate risks, but instead to identify, reduce and manage them in order to decrease both risk to the user and potential liability to land managers and/or partners. (*Sea to Sky Corridor Recreation Trail Strategy, 2007*)

The potential for injury especially with the increased popularity of free-ride mountain biking has brought this issue to the forefront. The development of trails that include natural and man-made features (technical trail features – TTF's) create an exciting experience for the rider but are of great concern to government agencies.

Free ride mountain biking is intrinsically linked to the perception of risk involved in the experience. While riders do not intend to injure themselves it is the challenge of overcoming the risks that make the experience enjoyable. The reduction or elimination of perceived risks to the user, particularly in the case of mountain bike trails, is counter productive to the purpose of the trail itself. Risk management therefore, should focus on eliminating unreasonable 'hazards' from the trail (including unsafe or unsound TTF's) and proactively reducing the exposure of land managers, partners or private land owners to liability arising out of lawsuits. (*Sea to Sky Corridor Recreation Trail Strategy, 2007*)

The International Mountain Bicycling Association has developed a strategy for managing risk associated with freeriding. This strategy has been incorporated into the following steps to make mountain bike networks “reasonably safe”.

Follow best practices that are used for trail construction and maintenance:

- Ensure knowledge of trends and standards in trail maintenance,
- Determine shared use or single use,
- Provide trails, features and facilities for skill development,
- Place technical features appropriately,
- Use trail filters as a gateway or qualifier
- Provide optional lines or alternative routes,
- Provide adequate fall zones, and
- Follow construction guidelines, and best environmental practices.

Adopting a risk management strategy that includes:

- Designating a risk management coordinator,
 - Regular inspection of trails, structures and facilities,
 - Up to date, visible, effective and consistent signage system,
 - Adoption of educational signage, including a code of conduct for trail users,
 - Adoption of trail standards, with a consistent trail rating system, and with consistent trail conditions over time,
 - Documentation of inspection and trail maintenance activities,
 - Understanding local liability laws, and related case law, and
 - Building partnerships and creating a forum for communication.
- (Squamish Mountain Bike Management Plan, 2005)*

Solutions:

Risk Management Strategy

Develop risk management strategies that outline a framework to reduce the exposure to liability. Communities such as Kamloops, Surrey and Squamish have implemented well planned risk management strategies.

Trail Design and Standards

Ensure the development and implementation of mountain bike trail standards in regards to signage and technical trail features. It is necessary to design trails and trail features that follow the industry standards in order to maximize rider safety.

Technical Training Area

Providing a technical training area increases rider safety. More and more riders are looking for greater technical challenges (particularly of the “North Shore” and “Freeriding” style). Providing riders with a technical training area, gives novice riders a place they can learn and practice skills. By providing skill-graded obstacles, riders can gradually build skills rather than finding themselves in dangerous situations on the trails. It is important to locate a technical training area close to a trail staging area, or in a central location with easy access. Should any accidents occur, injured riders will be close to the parking lot making transport/extraction much easier for emergency response teams. (www.simbs.com)

Signage

Signs are a critical component of a coordinated trail strategy. Signs ensure users have the information they need to make informed choices about their recreation experience. Adequate and informative signage also constitutes a necessary component of a comprehensive risk management program. By clearly explaining risk associated with a trail and adequately marking those risks on the trail, managers minimize their exposure to potential liability. (*Sea to Sky Corridor Recreation Trail Strategy, 2007*)

Emergency Response Plan

Implement emergency response procedures that are well planned in conjunction with emergency services. For example: the City of Kamloops Bike Ranch has emergency response locations identified in the bike park. Each sign has ambulance access points and emergency response procedures associated. The Capital Regional District has developed an emergency plan and located an emergency phone at the trailhead of the Hartland Bike Park.

Mountain biking has “risks” associated with the activity as riders are travelling in an uncontrolled environment. With the number of mountain bikers increasing and free riding gaining popularity, there may be an increase in the number of incidents of various types of injuries. It is important to work with local health authorities to record the impact on the emergency room and coordinate emergency planning. Parallels may be drawn with skiing and snowboarding and how injuries from these sports impact health service providers.



Emergency Response Indicators
Kamloops Bike Ranch



Emergency Phone
Hartland Bike Park

Liability Insurance

Liability insurance for mountain bike clubs has recently become available from some insurance providers. Available policies can insure clubs for liability arising from events like club rides, trail maintenance, trail patrols and other club activities. It can also provide coverage for completed operations, which means that if a club builds a trail and is subsequently sued by a trail user on the basis of that trail building, the policy will cover defense of the suit (*McKay, 2006*).

Merritt - The Merritt Mountain Bike Association, which is a registered society, has \$2 million general liability. The City of Merritt provides liability coverage for the bike park as it is a designated city park. The

Merritt Mountain Bike Association has purchased Director's and Officer's insurance coverage for a fee of \$800.00/year. Race insurance for special events is purchased through Cycling BC.

Capital Regional District - The licensed agreement with the South Island Mountain Bike Society and the Regional District outlines contractual arrangements. SIMBS is required to be responsible for the Hartland Bike Park at all times as the "license holder" and have not less than \$5 million liability insurance.

Parksville - The Arrowsmith Mountain Bike Club has insurance provided by Cycling BC. The club dues of \$30.00 per year, covers the cost of insurance for members while participating in club activities. In addition the mountain bike club purchases Director's and Officer's insurance coverage.

Kamloops - The Kamloops Bike Riders Association (KBRA) is covered under the City of Kamloops insurance. The city's coverage is \$35 million insurance with a \$250,000 deductible. In order to host mountain biking events the KBRA has not less than \$5 million insurance with the City named as additional insured. The KBRA, IMBA and MoTSA are in the process of developing a Provincial Mountain Bike Strategy and will determine insurance requirements for local mountain bike clubs.

Squamish - The District of Squamish is insured through the Municipal Insurance Association of BC along with the Squamish Lillooet Regional District. The District of Squamish carries liability insurance coverage of \$35 million.

Surrey - The Surrey Off Road Cycling Enthusiasts, SORCE is responsible for obtaining third party liability insurance of \$5 million, with the City named as additional insured.

Rossland - The Kootenay Columbia Trails Society covers landowners and board members for general liability, plus volunteers for accidents while working on trails. It is important that the insurance covers the private and corporate land owners, which sign an "access agreement" with the Society.

3.6 Environmental Impact

With the increased popularity of mountain biking, trail networks have been developed that do not necessarily consider the effect on erosion and impact on the environment. It is necessary that planned trails are designed, constructed and maintained to protect the integrity of the natural environment. Enforcement of appropriate use of trails and education on the etiquette of multi-use will need to be addressed as the volume of users increases.

Solutions:

Develop Technical Training Area

Providing a technical training area reduces the total number of on-trail riding hours, thereby reducing stress on all of the existing trails. (www.simbs.com)

Maintain Existing Mountain Bike Trails

Encourage the use of existing sanctioned trails to limit the impacts on the environment. Rehabilitate currently disturbed areas / rogue trails to their natural condition.

Education

Educate mountain bikers and other trail users on the importance of environmental stewardship. Partner with agencies, educational institutions and user groups to plan environmental initiatives, trail maintenance days and environmental awareness events.

Other Trail Users

When there are multiple users such as hikers, equestrians, mountain bikers and motorized vehicle riders (ATV's and dirt bikers), there is more impact on the environment. It is necessary to involve the Okanagan Trail Riders Association, the Kelowna Mountain Bike Club, the Back Country Horsemen, the Friends of South Slope, the Okanagan Naturalists Club and other stakeholders, as applicable, to review the heavy use impact on the local environment.

Adjacent Landowners

Encourage involvement of and communication with adjacent land owners to ensure their commitment to providing access on private land continues and that land is available for development of future mountain bike trails.

3.7 Planning and Coordination

The objective of developing a Mountain Biking Strategy is to involve the three levels of government (City of Kelowna, Regional District of Central Okanagan and BC Parks) in looking at current and future mountain biking opportunities for the Central Okanagan. A planned approach is necessary when involving various levels of government, the mountain biking community, volunteers, user groups and stakeholders in future trail development, construction and management of mountain bike facilities.

Solutions:

Trail Development Coordinator

Create a staff position for a Trails Coordinator that is shared by the City of Kelowna Parks Division, the District Municipality of the West Side and the Regional District of Central Okanagan, (e.g. Squamish, Kamloops, and Rossland.) This position would be responsible for liaison and communication with all three levels of government, key stakeholders, mountain bike club(s), other trail user groups, bike shops, event organizers, the International Mountain Bike Association, coordinating grant applications, managing mountain biking facilities, and coordinating volunteer participation. This person should have IMBA certification; be a skilled communicator; understand mountain biking; have experience in GPS (global positioning system) and GIS (geographic information systems, i.e., ESRI's ArcInfo software); and have post secondary education in a tourism, outdoor recreation and/or planning discipline.

Re-development of the Kelowna Mountain Bike Club

Redevelopment of the Kelowna Mountain Bike Club as a major volunteer base is required for development, construction and maintenance of the trails and skills park. In addition an active club could provide programs and mountain bike events for all levels of riding from beginner to elite level competition.

Involvement of Other User Groups

As the majority of mountain bike trails are designated "multi-use" it is necessary to involve other user groups such as equestrians, hikers and motorized vehicles. Communication between key stakeholders and trail user groups (various levels of government, land owners, Okanagan Trail Riders Association, Friends of South Slope, equestrian, hiking and biking clubs, and environmental groups) must be facilitated on a regular basis to build consensus. For example, in Kamloops, the Trail Stewards Group is a committee representing mountain bikers, hikers, equestrians, land developers and businesses that have an interest in planning and developing future mountain biking facilities.

4.0 RECOMMENDATIONS

By gathering research on the demographics of the local mountain bike community, obtaining input from local mountain bikers, stakeholders and local governments, and interviewing other communities within British Columbia with mountain biking facilities the following recommendations should be considered:

1. The City of Kelowna, Regional District of Central Okanagan, and BC Parks should proceed with the development of a **Mountain Bike Strategy** including involvement from stakeholders, partners and the local mountain bike community.

A. The Mountain Bike Strategy should consider broadening to **include additional partners** such as:

-The District Municipality of the West Side. Many of the popular mountain biking areas identified in both the workshops and in the survey are currently within Regional District jurisdiction but will be incorporated within the boundaries of this new municipality.

-The Ministry of Tourism, Sport and the Arts (MoTSA) as they control uses on Crown Lands.

-Other communities within the Regional District to determine if they wish to be involved in preparation of the Mountain Bike Strategy, i.e., Peachland and Lake Country.

B. The economic impact of mountain biking has been well documented in other B.C. communities and is significant. Research to quantify the **economic impact** of mountain biking in the Central Okanagan should be considered as part of the Mountain Bike Strategy. This research will assist local governments in the decision to provide future funding for mountain bike infrastructure and trail management. In this way, local residents will greatly benefit from enhanced infrastructure that has been developed as a result of mountain bike tourism.

C. The Mountain Bike Strategy should consider **Mountain bike facilities** for all levels of ability and provide for a natural progression of skill as riders mature and their interest changes. Research indicates that mountain biking appeals to a variety of age groups and a variety of disciplines (e.g. cross country, freeriding, downhill, etc.). However, increasing opportunities for active youth should be the initial focus.

D. The Mountain Bike Strategy should consider making recommendations regarding planning and developing a **sanctioned mountain bike trail network** that accomplishes many objectives at once, including sustainability and protection of large natural areas, promoting active communities, and providing facilities for all trail user groups (i.e. hikers, mountain bikers, equestrians, etc.).

E. The Mountain Bike Strategy should consider making recommendations regarding planning and development of a **Technical Training Area** (Skills Park) including funding allocation, selecting and acquiring a suitable site, and working with a planning committee. The skills park should be developed with and for mountain bikers of all ages and include technical training features for beginner, intermediate and advanced riders. By planning and developing a technical training area in conjunction with local riders, which is centrally located in the community, there should be a reduction in “rogue” facilities being constructed.

F. In order to maintain existing mountain bike facilities and ensure future development of infrastructure the Mountain Bike Strategy should consider recommending a policy of **no net loss of trails** during the approval and permitting processes required for new developments. It is recognized that development will occur and that the existing unsanctioned trail network on private and crown lands may be reduced. Critical trails and off-road connections lost to development

need to be relocated in close proximity to their previous locations by **ensuring that off-road trails are addressed in area structure plans** prepared by the developer. In addition, an **access agreement** with landowners, which outlines the responsibility of local government and the mountain bike community, should be considered for implementation.

G. The Mountain Bike Strategy should consider recommending inclusion of public participation in the planning, development and management of mountain bike facilities. A **Trail Coordination Committee** should be encouraged as a mechanism for local mountain bike club(s) and trail user groups, including equestrians and hikers, to be involved in planning and development of a trail network and contribute to trail management. The Trail Coordination Committee could consist of representation from all trail user groups, local government(s), stakeholders and land managers.

H. The Mountain Bike Strategy should consider recommending the creation of a position of a qualified **Trail Coordinator** to work with the Trail Coordination Committee and to be responsible for the day to day operation of trail planning, construction and maintenance of a trail network in the region. Joint funding of this position between the local government agencies involved in the Mountain Bike Strategy should be considered.

I. The Mountain Bike Strategy should consider the feasibility of developing a partnership with **Sport Kelowna** to assist in focusing on the economic development potential of mountain biking by promoting and conducting sanctioned events, tours, beginner level mountain bike workshops, etc.

J. Identifying and developing **partnership opportunities** with community organizations, businesses, agencies and others will be advantageous in enhancing and promoting mountain bike facilities and should therefore be considered.

K. Once mountain bike trails have been developed, and coordinated mapping and signage has been completed, **Kelowna Tourism** has indicated partnership opportunities are available to assist in creating a strategic advertising and marketing plan that promotes Destination Mountain biking in the region. Pursuit of this partnership opportunity is recommended.

L. It is recommended that local governments support the re-development of the **Kelowna Mountain Bike Club** to be the representative umbrella group for all mountain biking disciplines.

2. Kelowna Mountain Bike Club(s), Sport Kelowna, tour groups, bike retailers, and community organizations should consider coordinating and promoting a community **mountain bike event** (e.g., fat tire festival) to increase the awareness of mountain biking as a physical fitness activity for all ages, the levels of involvement in mountain biking, and change the public perception of who participates in mountain biking.

3. Partnerships with the **International Mountain Bike Association** (IMBA), the **Western Canada Mountain Bike Tourism Association** (MBTA) and others should be considered to assist with providing a coordinated approach and sharing of resources in the development, management, and promotion of mountain bike facilities.

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Appendix A Mountain Bike Definitions

Mountain Bike Definitions

Trail Riding can be broken down into three sub-groups: cross-country, downhill, and free-riding.

Cross country is the most popular and least 'extreme' form of mountain biking, as it is more focused on distance than excitement. It requires substantial trail lengths and variable terrain, although loop trails are common in both urban and rural areas.

Downhill mountain biking consists of riding down steep and technical gradients as fast as possible.

Free-riding, the most technically demanding of the trail disciplines consists of descending steep trails and variable terrain in the most creative manner possible. Free-ride trails often include a variety of man-made obstacles such as teeter-totters, ladder bridges and wall rides. The North Shore mountains are home to some of North America's premier free-ride hill trails.

Freestyle Mountain Biking can be broken down into three sub-groups: dirt-jumping, skills/trials, and street/urban.

Dirt jumping consists of launching a bike over large man-made dirt jumps, attempting aerial tricks in the process. Facilities are much like those used by BMX dirt jumpers.

Skills/trials mountain biking consists of riders manoeuvring the bike by hopping, jumping and dropping man-made obstacles (e.g. boxes, ramps, tables) and natural obstacles (e.g. rocks, logs, hillsides). True trials riding is very technically demanding, requiring specialized equipment as well as excellent balance and a high level of technique. Skills parks are becoming popular, are easy to develop in small spaces, and embrace a variety of skill levels and bike types.

Street/urban mountain biking consist of riding in concrete urban areas, off obstacles such as ledges, stairs, and walls.

(Surrey Bicycle Recreation Facilities Strategy, February 2007)

Filters and Gateways – Mountain bike trail builders locate the hardest stunts at the start of a trail so the rider knows what he/she is getting into and will make the appropriate decision based on their ability and skill level. For example: A rider is heading down a "green" difficulty rated trail and then joins onto a "black diamond" trail, it allows for a "trail transition" and riders will not make a mistake, getting into a situation that is well beyond their ability without a safe way out.

(Trail Solutions: IMBA's Guide to Building Sweet Singletrack, 2004)

Appendix B Mountain Bike Participant Survey and Survey Results

2007 Mountain Bike Survey Results

Mountain Bike Community Profile

Report for:
City of Kelowna,
Regional District of the Central Okanagan,
and BC Parks

September, 2007

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Introduction

Representation:

Question...

Do this survey's respondents represent the area's mountain biking community?

Answer...

External validity is always in question with self-selected surveys that are open to anyone. No random sampling from a known population could be attempted here. However, both genders ended up being represented in every age group (see the graph in the demographic section), and it can be argued that, since ample advertising occurred, those "most interested" likely responded.

Data Filtering:

Records were considered spoiled if 10 or more questions were not answered.

Records were considered duplicates and deleted when BOTH of the following conditions were met:

1. identical postal codes were given, and;
2. all other fields were also identical, with the possible exception of a single comment being modified or added.

As a result, the analysis involved the following:

Records collected	698
Records found to be spoiled	2
Records determined to be duplicates	<u>45</u>
Records considered legitimate	651

Sequence of Report:

This report is divided into the following sections:

1. Demographic Analysis
2. Survey Question Summaries
3. Conclusions and Recommendations

1. Demographic Analysis

Age of Kelowna's Population:

The 2006 Stats Canada Census Data show that Kelowna's population is older than that of any other city in Canada. (Peterborough, Ontario and Victoria BC rank 2nd and 3rd respectively.)

Compared to BC's total population, Kelowna has a smaller percentage of working age people from 20-54 years of age, and a greater percentage of retirement age people over 60 years old. (See the graph below.)

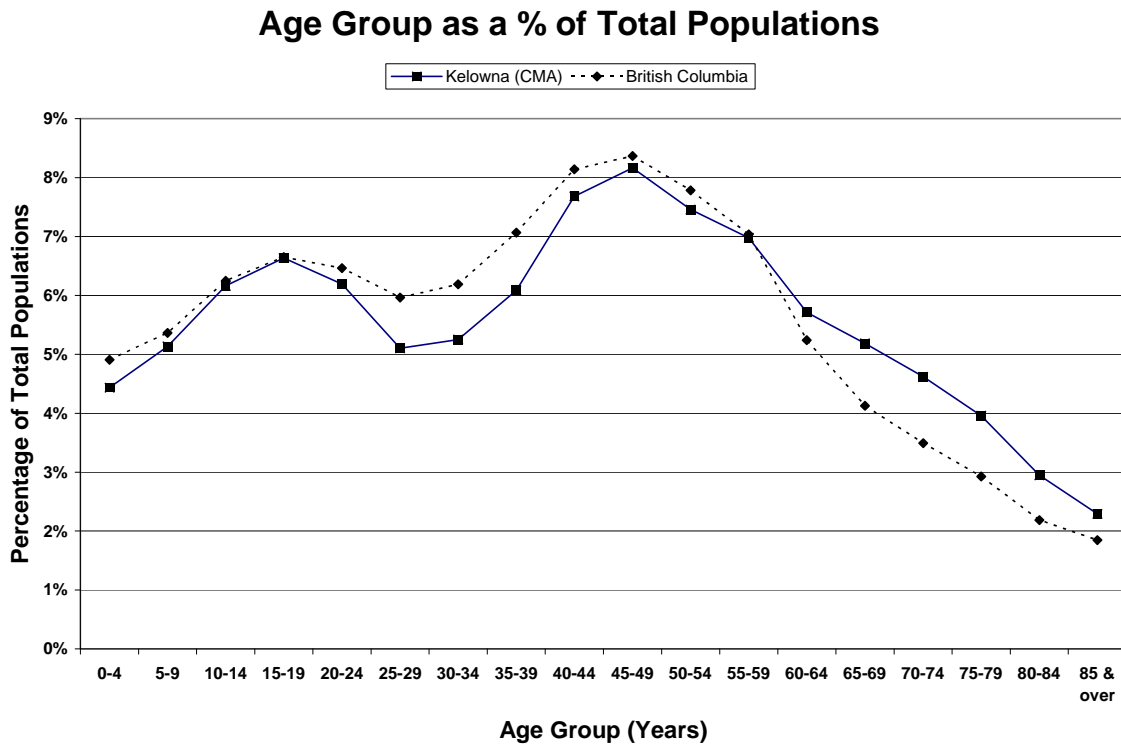


Figure 1: Age groups expressed as a percentage of the total populations of Kelowna and BC. (From Statistics Canada 2006 Census data.)

Gender of Kelowna's Population:

As with the total BC population, Kelowna has slightly more males in the younger age groups, and increasingly more females from 30 years old and up.

Females survive longer than males, on average, and therefore represent a greater percentage of each of the older age groups.

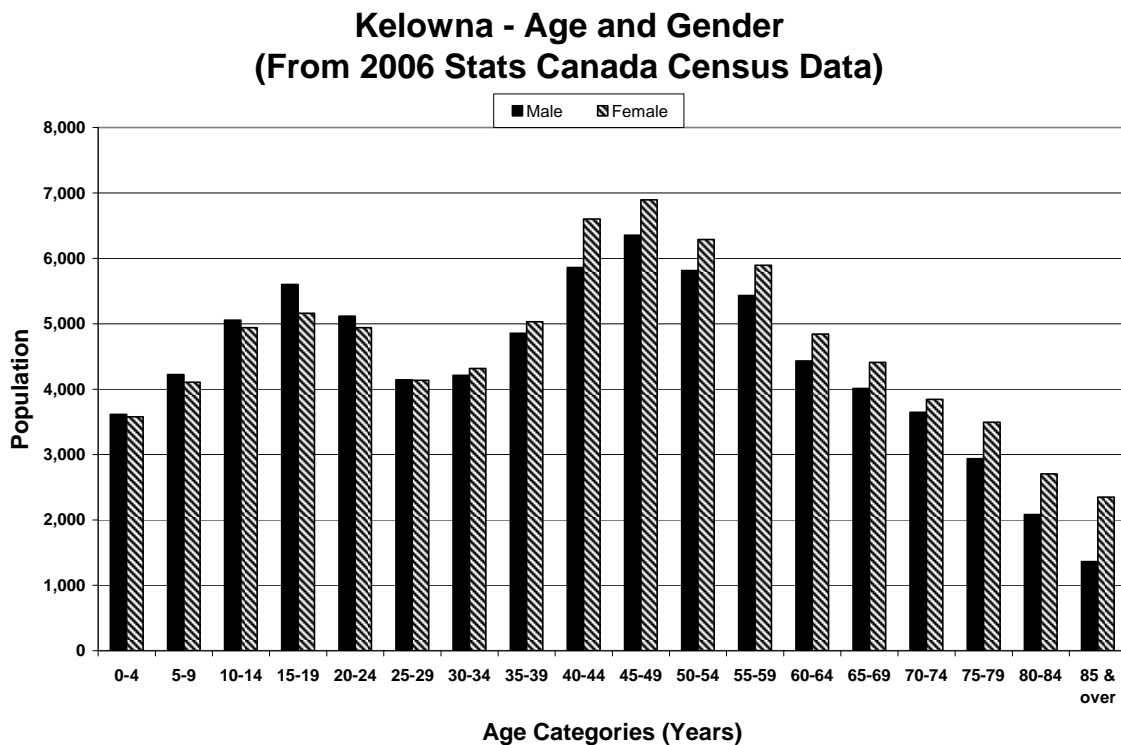


Figure 2: Gender counts within Kelowna's population age groups.
(From Statistics Canada 2006 Census data.)

Survey Respondents:

The survey respondents were as follows:

Males	457
Females	177
Gender Undeclared	<u>17</u>
Total	651 Respondents

All age groups were represented; see next 2 slides for 'age groups' and 'gender by age groups'.

Age of Respondents:

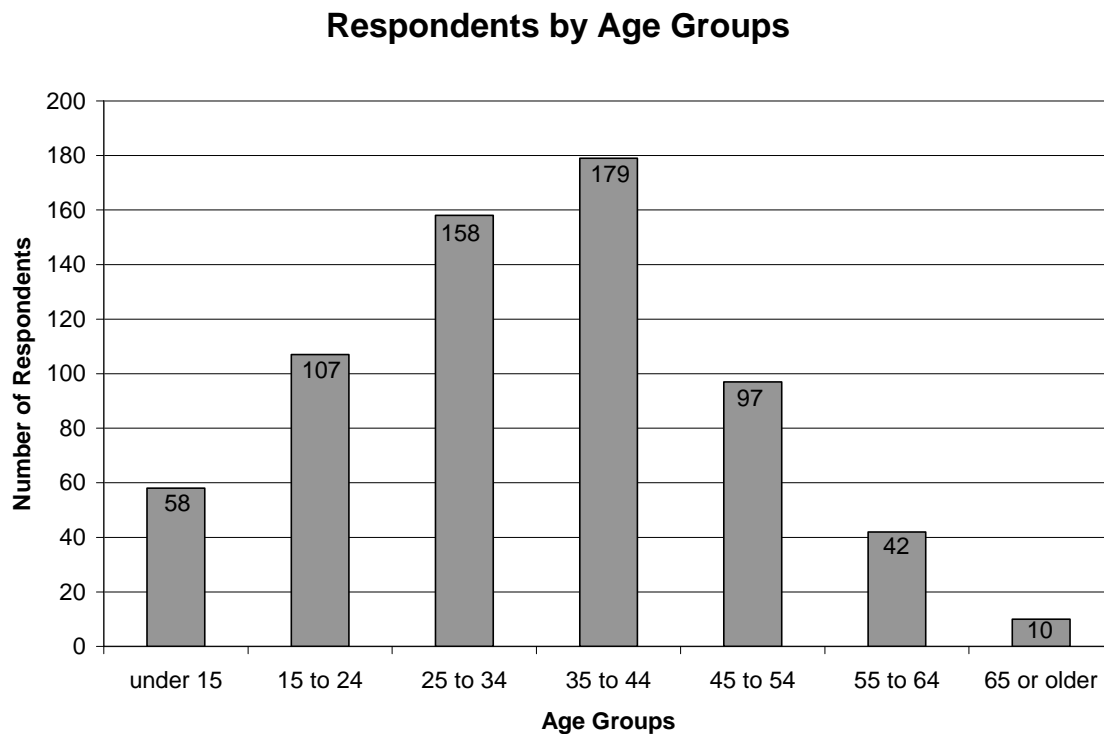


Figure 3: Survey respondents categorized by age groups.

Gender by Age:

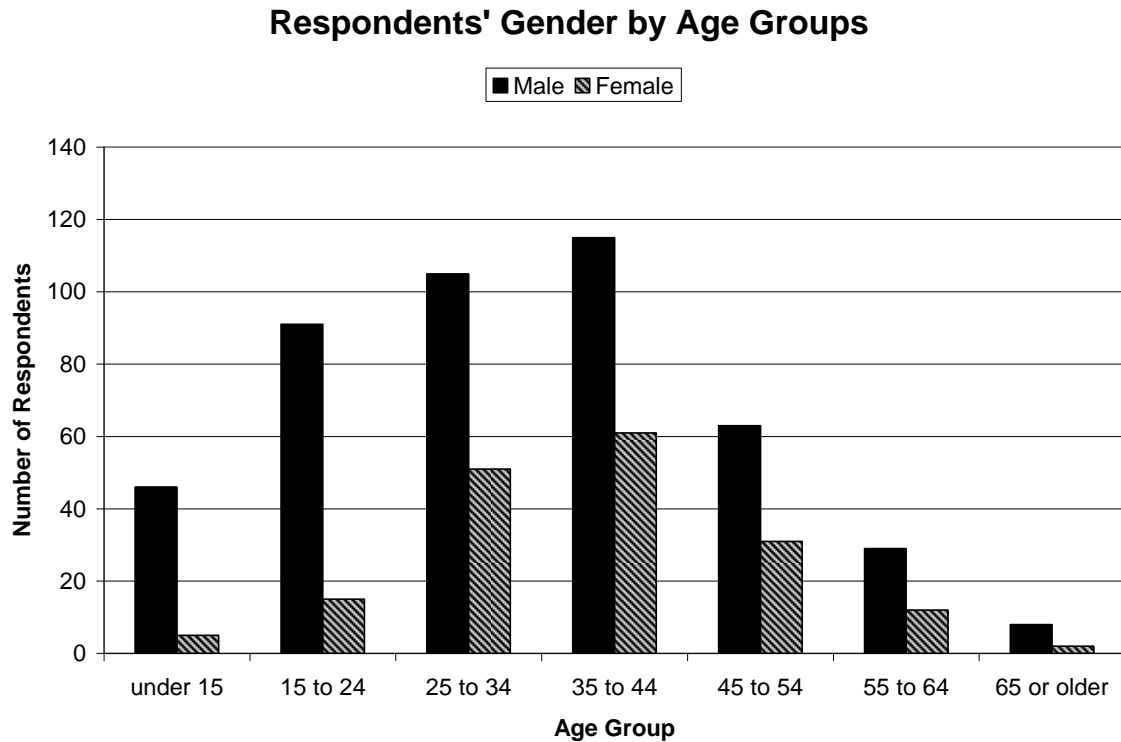


Figure 4: Survey respondents categorized by gender within age groups.

Overall, males represented 72% of the declared respondents, while females were 28%. It is unknown what the actual ratio of males to females is in mountain biking in the Kelowna area.

The following table provides the numbers used to create figure 4, above:

Age Group	Male	Female	Totals
under 15	46	5	51
15 to 24	91	15	106
25 to 34	105	51	156
35 to 44	115	61	176
45 to 54	63	31	94
55 to 64	29	12	41
65 or older	8	2	10
Totals	457	177	634
Undeclared			17
Total Number of Respondents			651

Table 1: Survey respondents categorized by gender within age groups.

2. Survey Question Summaries

Question 1: What type of mountain biking do you participate in?

Overall Response to Type of Mountain Biking:

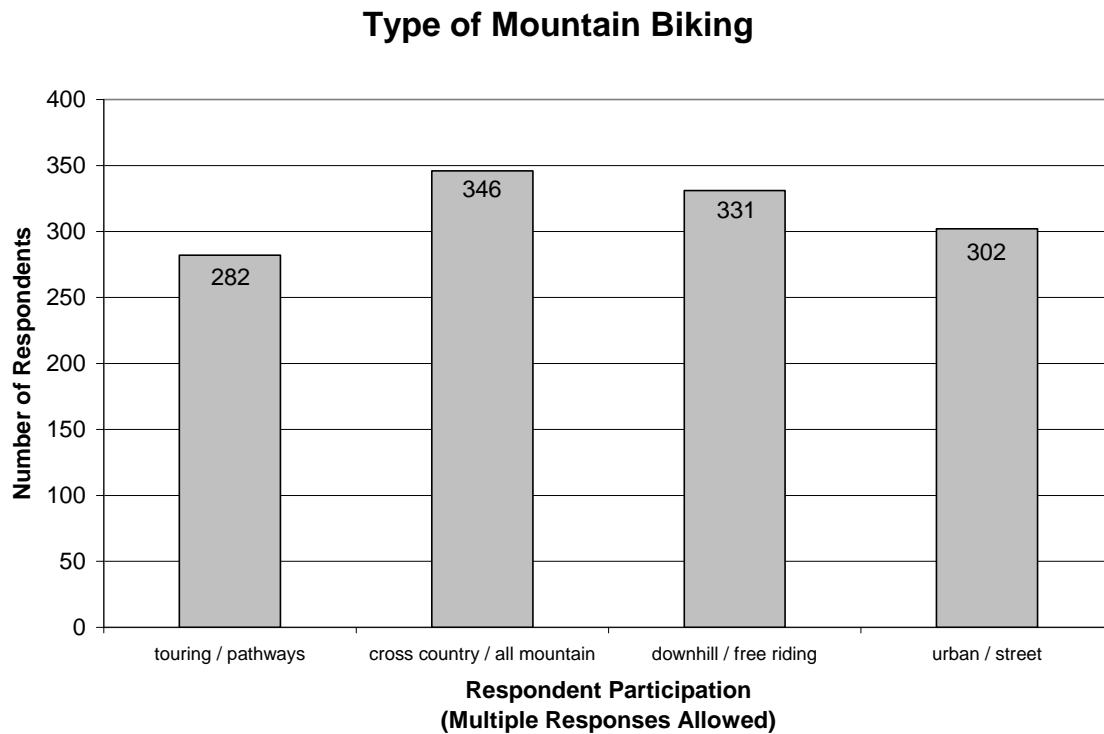


Figure 5: The number of respondents that take part in the different types of mountain biking in the Kelowna area. Note: Multiple responses were allowed for each respondent.

Multiple responses were allowed on this question, so the total numbers (1261) exceed the number of respondents (651).

The previous graph indicates a nearly equal interest in all 4 categories of mountain biking. However, the age effects on preference for type of mountain biking are quite dramatic, as can be seen on the next slide.

Age Group and Biking Preference:

Age Group Percentages and Biking Type

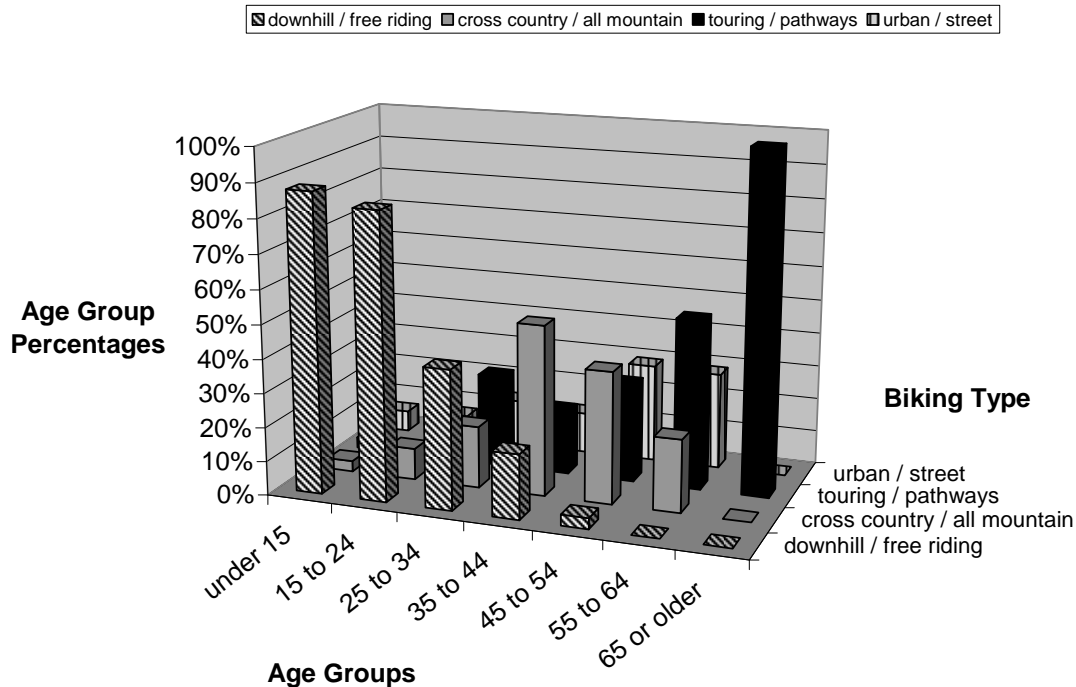


Figure 6: Biking type participation by percentage of each age group. The total for each age group is therefore 100%.

Downhill / free riding is clearly the preference among the two youngest age groups, but becomes increasingly less popular with the older age groups. On the other hand, touring / pathways has little popularity among the youth, and greater popularity with increasing age. Cross country / all mountain has greatest appeal among the mid-age groups (25-54 years of age).

Table 2 provides the percentages upon which the graph in figure 6 was based:

Mountain Biking Type	under 15	15 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 or older
downhill / free riding	88%	84%	41%	19%	3%	0%	0%
cross country / all mountain	3%	9%	18%	50%	39%	21%	0%
touring / pathways	3%	0%	27%	19%	29%	50%	100%
urban / street	6%	7%	14%	12%	29%	29%	0%
	100%	100%	100%	100%	100%	100%	100%

Table 2: Biking type participation by percentage of each age group. The total for each age group is therefore 100%.

Question 2: In the past 12 months, approximately how many times have you participated in mountain biking?

Overall Participation Rates:

Figure 7 (below) shows the number of respondents that claim to be at each participation rate.

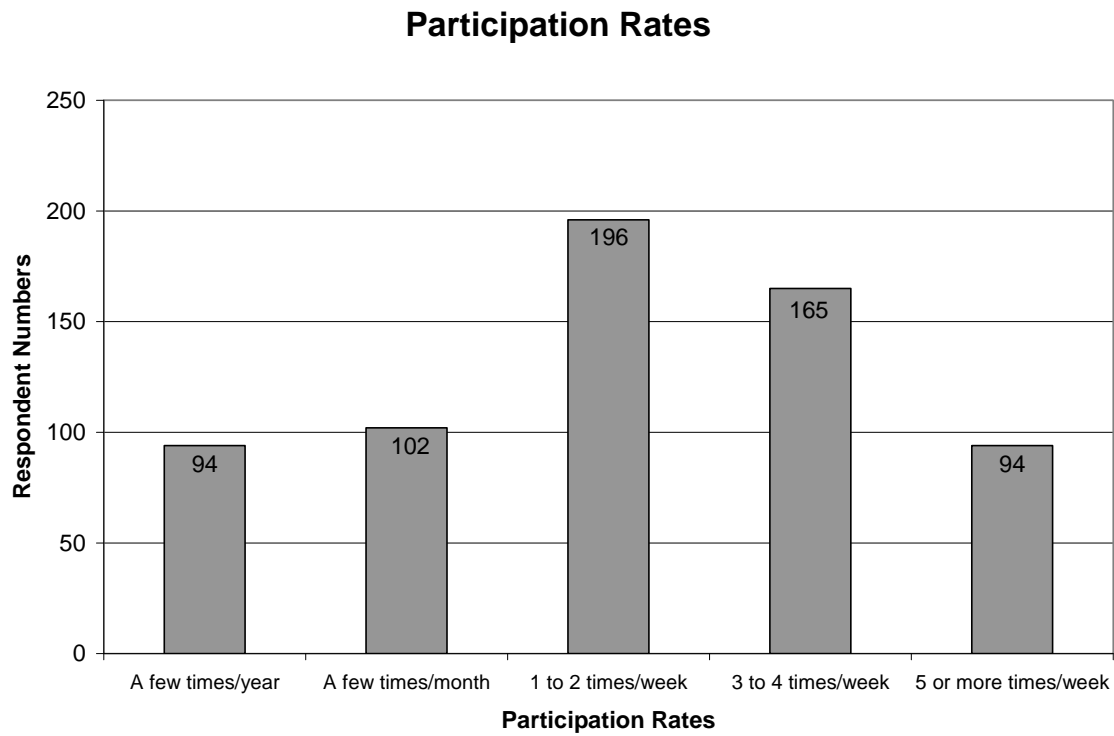


Figure 7: The number of respondents at each participation rate.

Mountain bikers in Kelowna are quite consistent about their chosen activity. Seventy percent of all respondents cycle at least 1 to 2 times per week, with more than 14% of all of them cycling 5 or more times per week.

Participation Rates by Age:

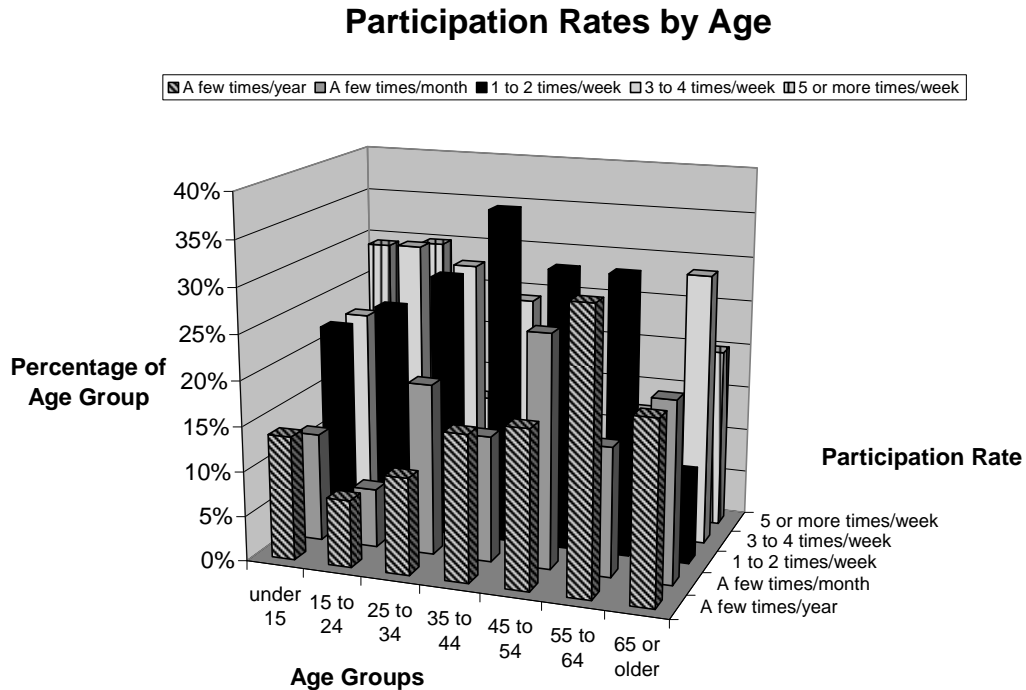


Figure 8: The percentage of each age group that claims each participation rate. The predominance of tall bars at the back of this graph indicates the majority of more frequent participation rates.

More than 50% of each age group cycles on a weekly basis!

The following table provides the percentages upon which the previous graph was based.

Participation Rates	under 15	15 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 or older
A few times/year	14%	7%	11%	16%	18%	31%	20%
A few times/month	12%	7%	19%	14%	26%	14%	20%
1 to 2 times/week	22%	25%	29%	37%	31%	31%	10%
3 to 4 times/week	22%	31%	29%	26%	19%	14%	30%
5 or more times/week	29%	30%	12%	7%	7%	10%	20%
Totals	100%	100%	100%	100%	100%	100%	100%

Table 3: The percentage of each age group that claims each participation rate.

Question 3: At what skill level do you mountain bike?

Overall Skill Levels:

The following graph summarizes the results of this question.

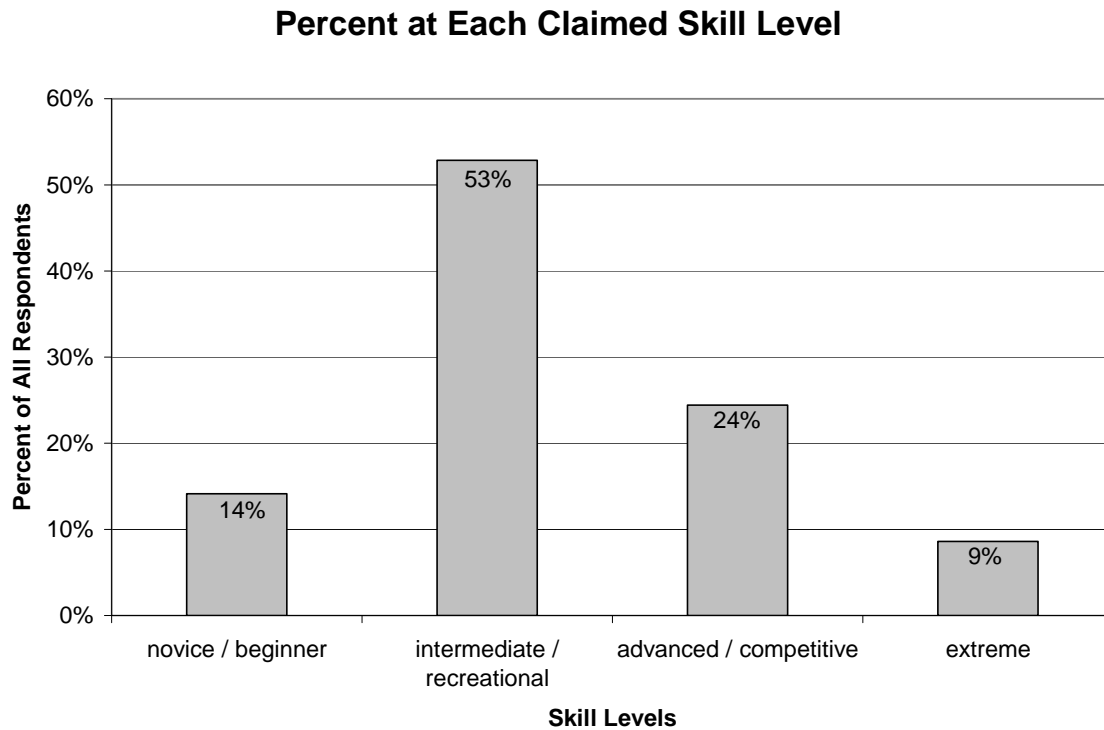


Figure 9: The percentage of all respondents who claim to be at the various skill levels.

It should be noted that 86% of all respondents claim to be at least at the intermediate/recreational level, with only 14 % as novices.

Skill Level by Age Groups:

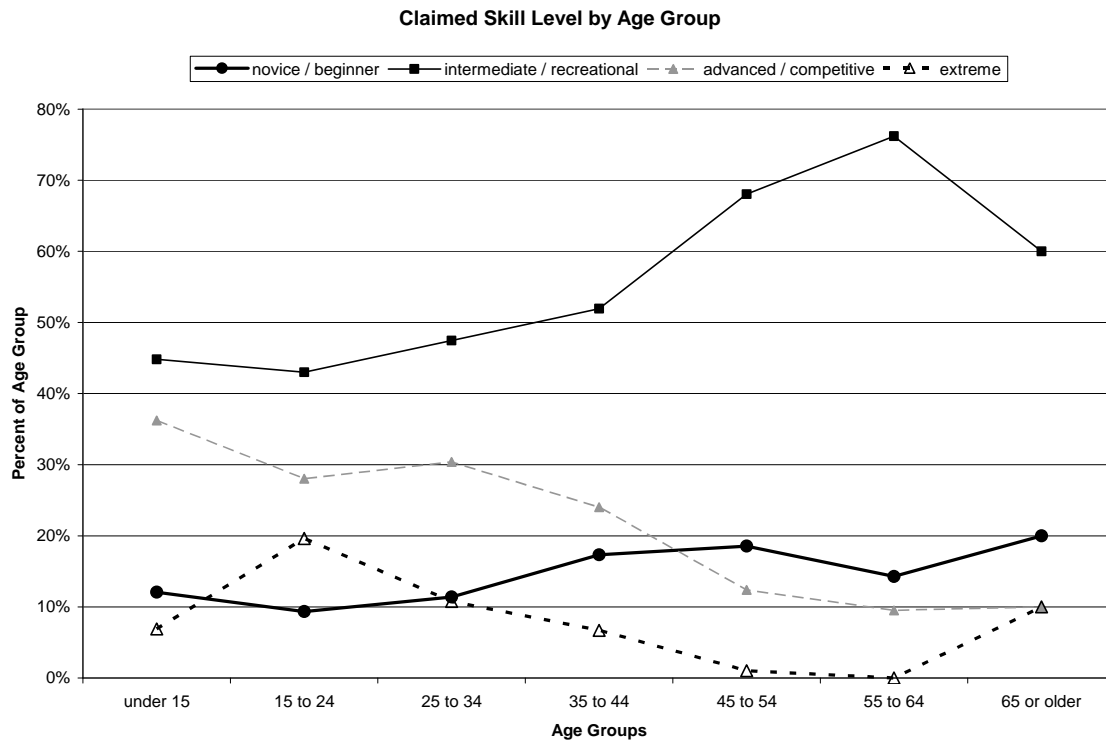


Figure 10: The percentage of each age group that claims to be at each skill level.

Those calling themselves ‘advanced / competitive’ and ‘extreme’ generally diminish as a percentage of each advancing age group, although they are even a minority in the youngest two age groups.

The ‘novice / beginner’ levels actually increase somewhat with age levels, suggesting that many mid-to-older age adults are taking up the sport.

The ‘intermediate / recreational’ segment is the largest, and increases in the older age groups.

The following table provides the percentages upon which figure 10 was based:

Claimed Skill Level	under 15	15 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 or older
novice / beginner	12%	9%	11%	17%	19%	14%	20%
intermediate / recreational	45%	43%	47%	52%	68%	76%	60%
advanced / competitive	36%	28%	30%	24%	12%	10%	10%
extreme	7%	20%	11%	7%	1%	0%	10%
Totals	100%	100%	100%	100%	100%	100%	100%

Table 4: The percentage of each age group that claims to be at each skill level.

Question 4: What seasons do you mountain bike?

All Responses to Seasons Biked:

The following table (table 5) shows the multiple responses allowed to this question. The graph (figure 11) shows the total responses by season.

Multiple Responses	Respondents
Fall	4
Fall, Spring	22
Fall, Spring, Summer	470
Fall, Spring, Summer, Winter	111
Fall, Spring, Winter	1
Fall, Summer	12
Fall, Winter	1
Spring, Summer	19
Spring, Summer, Winter	1
Summer	9
Summer, Winter	1
Total	651

Table 5: Table showing frequency of multiple responses to question. Note that very few respondents cycle only in one season.

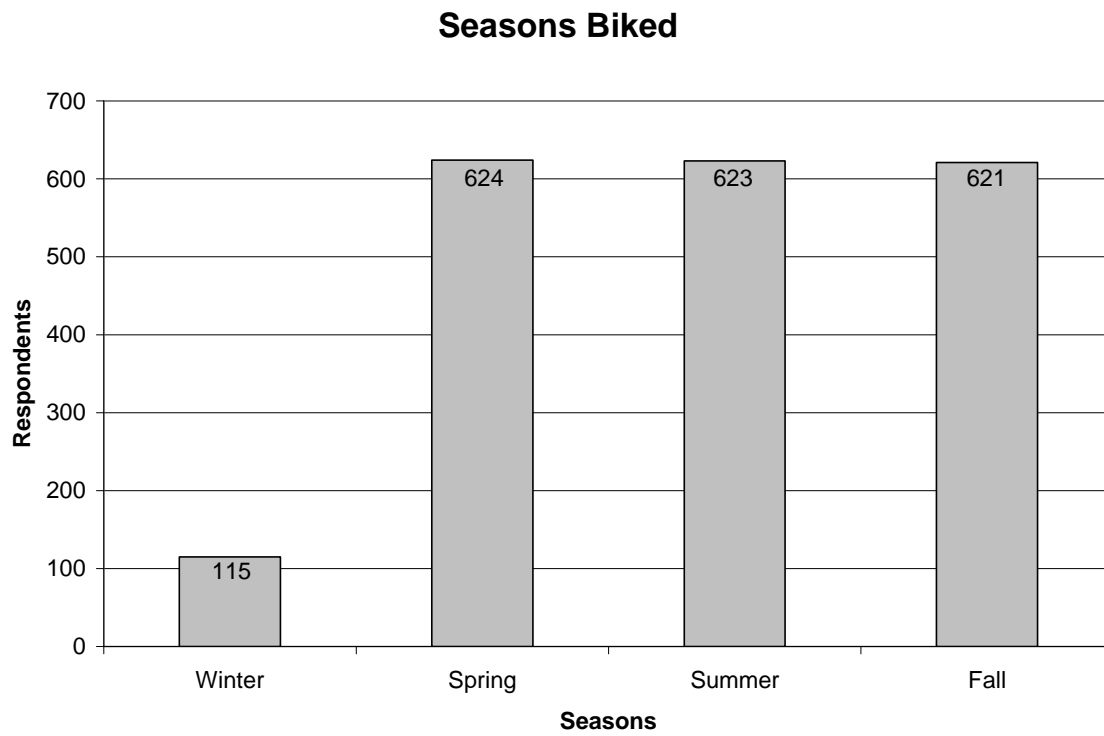


Figure 11: Graphs displays total responses by season.

Essentially identical rates of participation occur in the spring, summer and fall, and some cyclists even continue on through the winter.

Question 5: What are the best days/times for you to mountain bike?

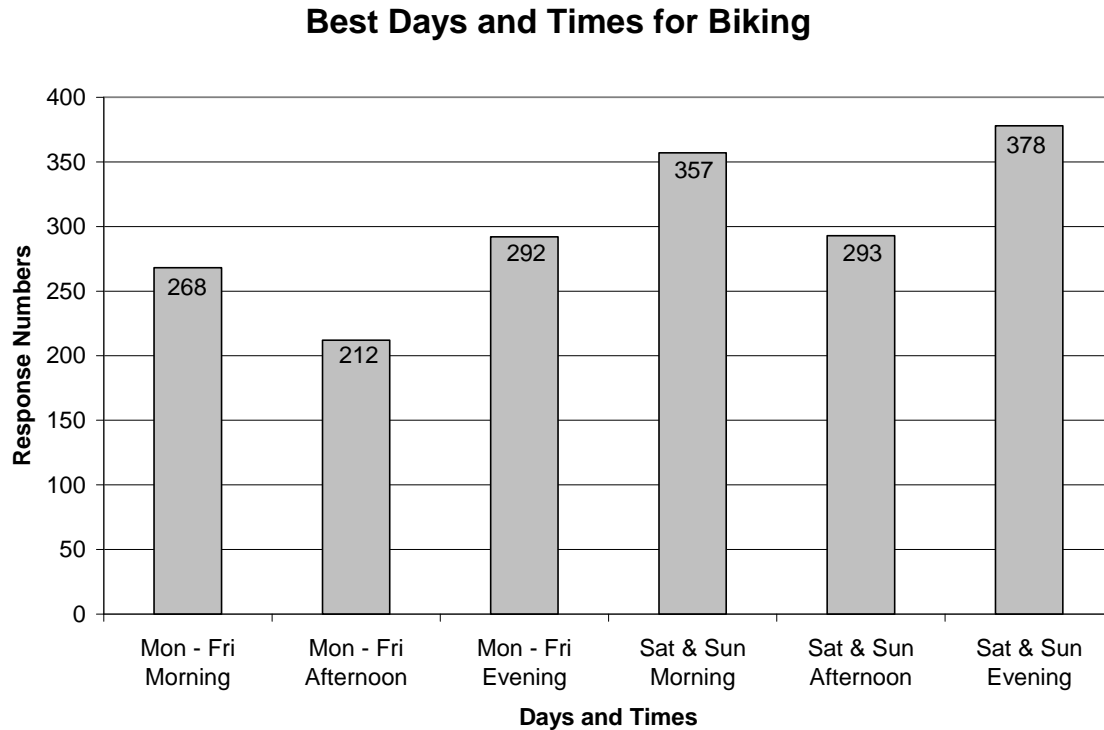


Figure 12: Multiple responses were allowed to answer best days and times for biking.

Saturdays and Sundays are reported to be the most popular days for biking, in the evening and morning particularly. Many cyclists also show a willingness to bike during the week, especially in the evening. Weekday mornings are also quite popular.

Days	Morning	Afternoon	Early Evening
Monday to Friday	268	212	292
Saturdays and Sundays	357	293	378

Table 6: Multiple responses were allowed to answer best days and times for biking.

Question 6: What is the main reason you mountain bike?

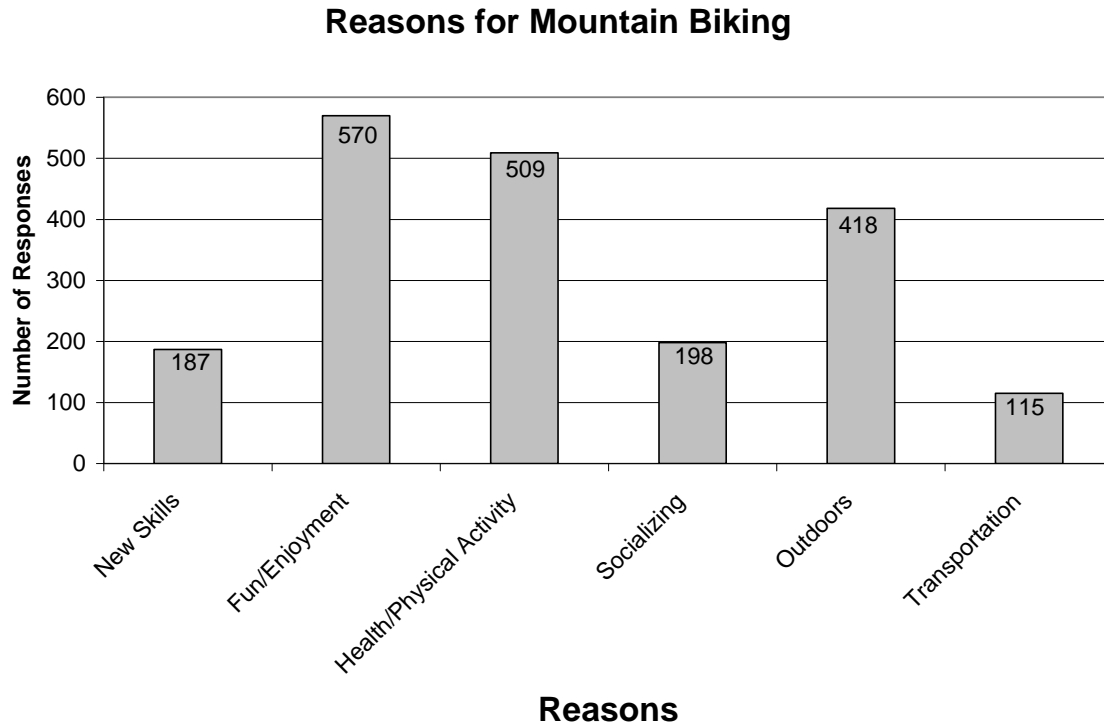


Figure 13: Reasons for mountain biking.

'Fun/Enjoyment' was the leading reason for participating in mountain biking, followed closely by "Health/Fitness."

Question 7: What mountain bike areas do you regularly visit?

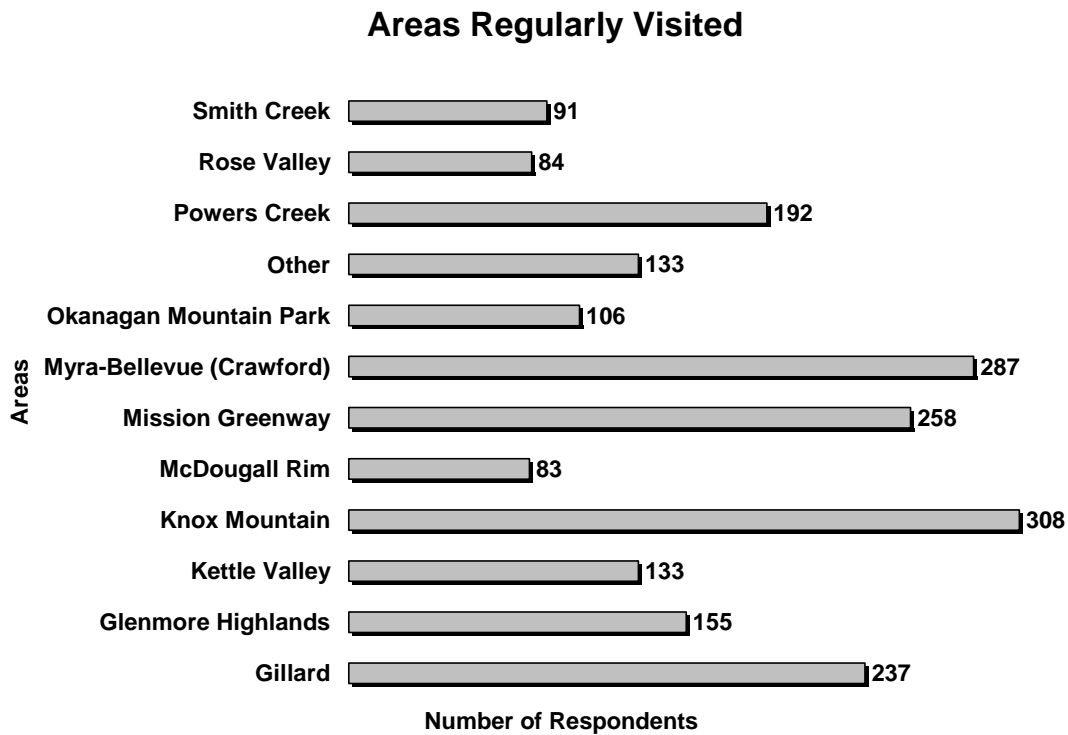


Figure 14: Multiple responses show areas around Kelowna regularly visited.

Areas Regularly Visited	Respondents
Gillard	237
Glenmore Highlands	155
Kettle Valley	133
Knox Mountain	308
McDougall Rim	83
Mission Greenway	258
Myra-Bellevue (Crawford)	287
Okanagan Mountain Park	106
Other	133
Powers Creek	192
Rose Valley	84
Smith Creek	91

Table 7: Multiple responses show areas around Kelowna regularly visited.

Question 8: What kinds of mountain bike facilities are needed?

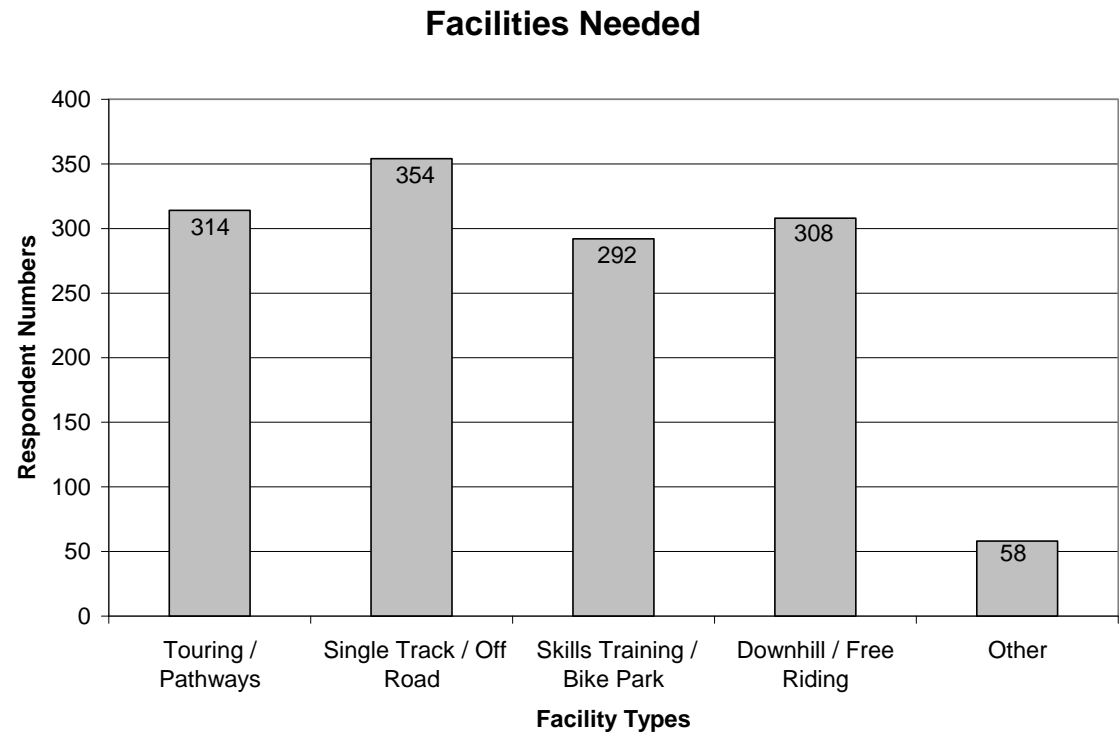


Figure 15: Multiple responses show preferences for types of facilities needed.

Question 9: Overall, how would you rate current mountain biking opportunities in the Kelowna area?

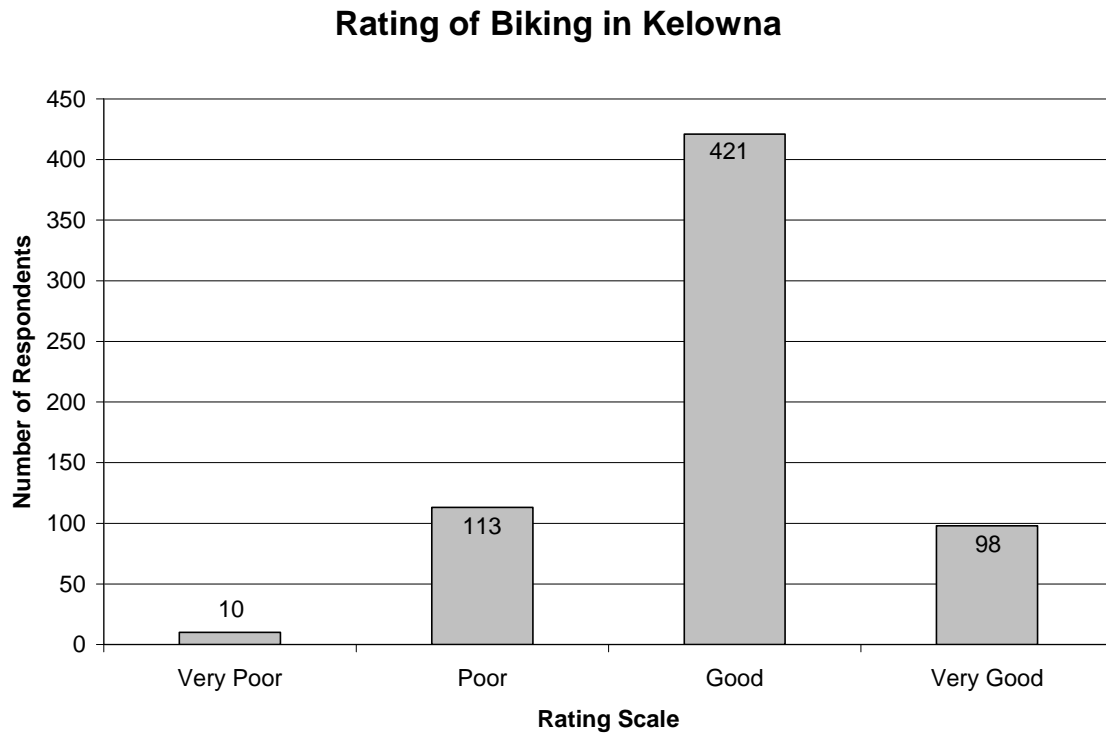


Figure 16: Respondent rating of mountain biking in the Kelowna area.

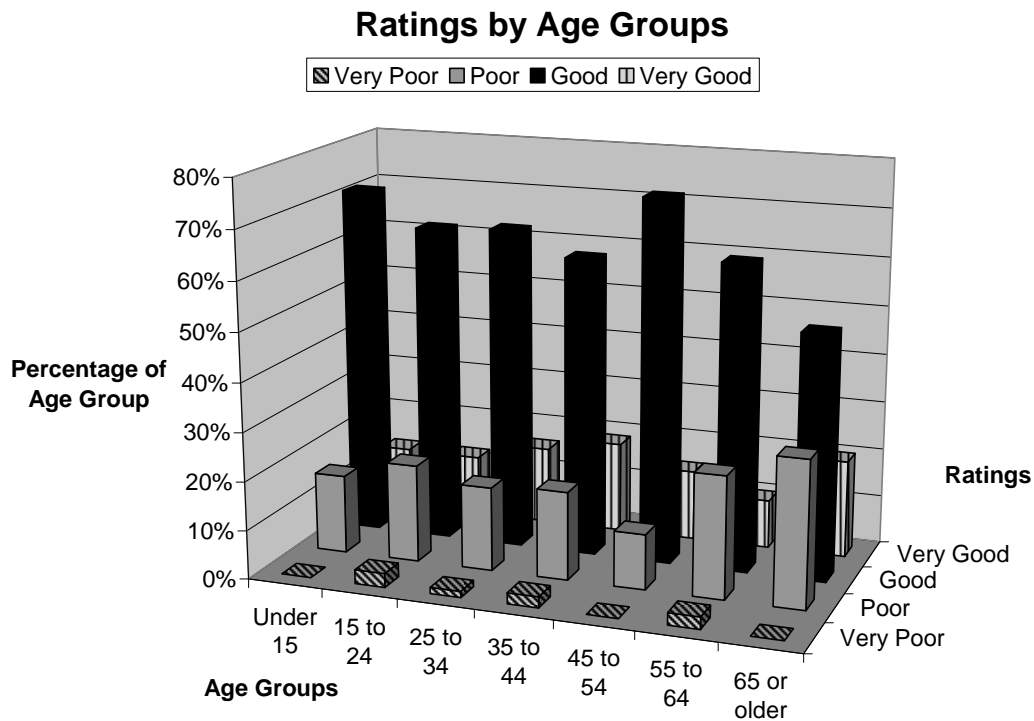


Figure 17: Ratings of biking in Kelowna by age groups.

The previous graph and the table below show no substantial difference in ratings by age group.

Rating	Under 15	15 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 or older
Very Poor	0%	3%	1%	2%	0%	3%	0%
Poor	16%	20%	17%	18%	11%	25%	30%
Good	71%	65%	66%	61%	74%	63%	50%
Very Good	13%	12%	16%	19%	14%	10%	20%
Totals	100%	100%	100%	100%	100%	100%	100%

Table 8: Ratings of biking in Kelowna by age groups.

Over 80% of respondents across all age groups rate biking in Kelowna as good or very good.

Question 10: Where do you travel to mountain bike at already organized facilities, outside the Kelowna area?

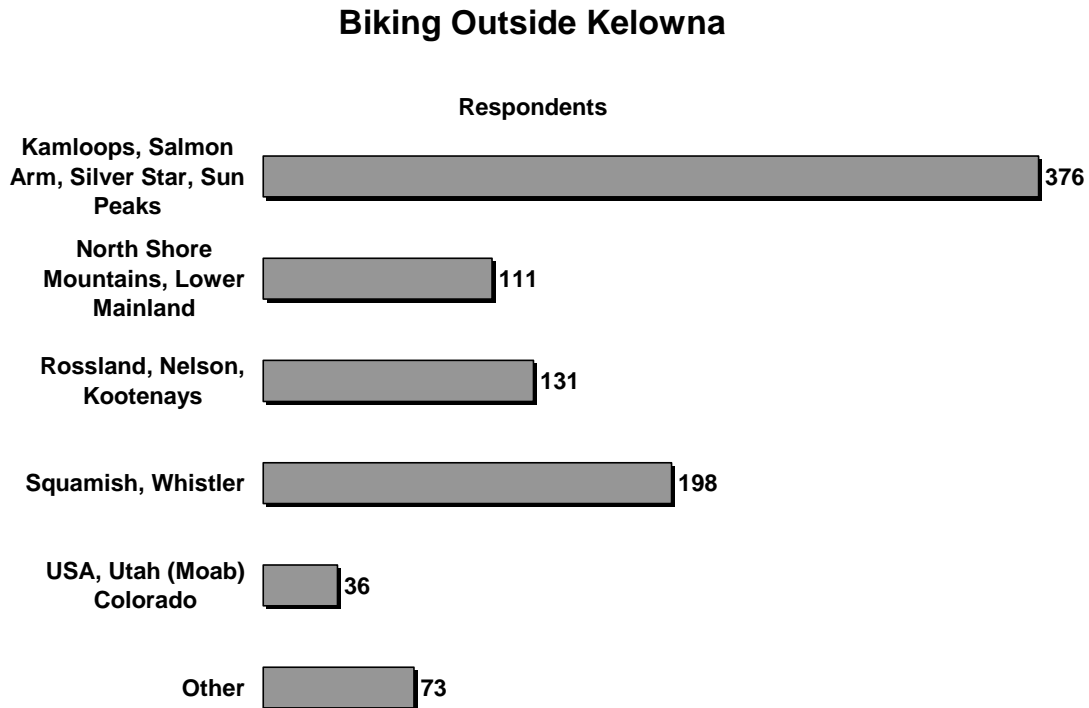


Figure 18: Travel preferences for biking outside the Kelowna area.

The table below provides the data for the previous graph.

Biking Outside Kelowna	Respondents
Kamloops, Salmon Arm, Silver Star, Sun Peaks	376
North Shore Mountains, Lower Mainland	111
Rossland, Nelson, Kootenays	131
Squamish, Whistler	198
USA, Utah (Moab) Colorado	36
Other	73

Table 9: Travel preferences for biking outside the Kelowna area.

Other areas listed include the rest of BC, Alberta, California and the Pacific Northwest.

Question 11: In the past 12 months, how often have you visited other mountain biking areas?

A large majority of the respondents (76%) claim that they have mountain biked in areas outside of Kelowna at least a few times in the last year.

A substantial number (6%) claim they did that 5 or more times per month!

Frequency of Visits Outside Kelowna	Respondents
None	153
a few times/year	308
1 to 2 times/month	106
3 to 4 times/month	48
5 or more times/month	36

Table 10: Frequency of visits to other mountain biking areas.

Question 12: Compared to all the various recreation activities provided (sport/recreation centres, cultural facilities, parks, sports fields) how important is the provision of mountain bike facilities?

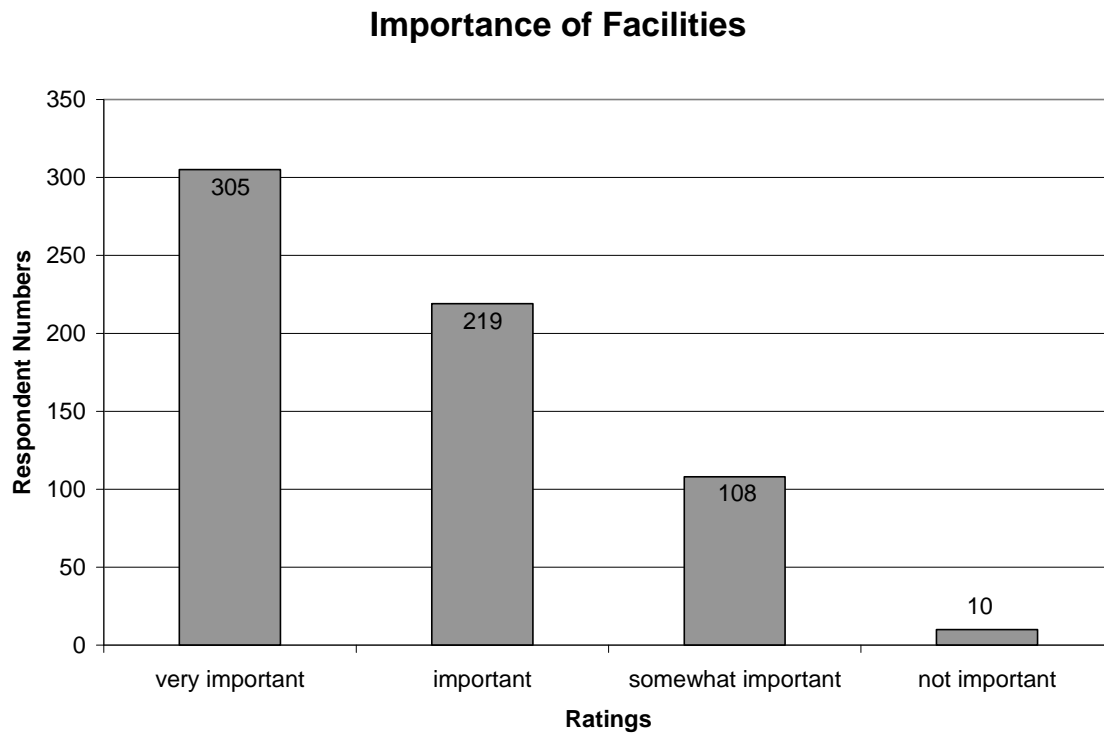


Figure 19: Importance of provision of mountain bike facilities.

Less than 2% of the respondents felt that the provision of mountain bike facilities was “not important.” Over 80% felt that it was “important” or “very important.”

Importance of Facilities	Respondent Ratings
very important	305
important	219
somewhat important	108
not important	10
Totals	642

Table 11: Importance of provision of mountain bike facilities.

Question 13: In your opinion, what are the two (2) most important issues related to mountain biking in the next few years?

(Please select your top two responses.)

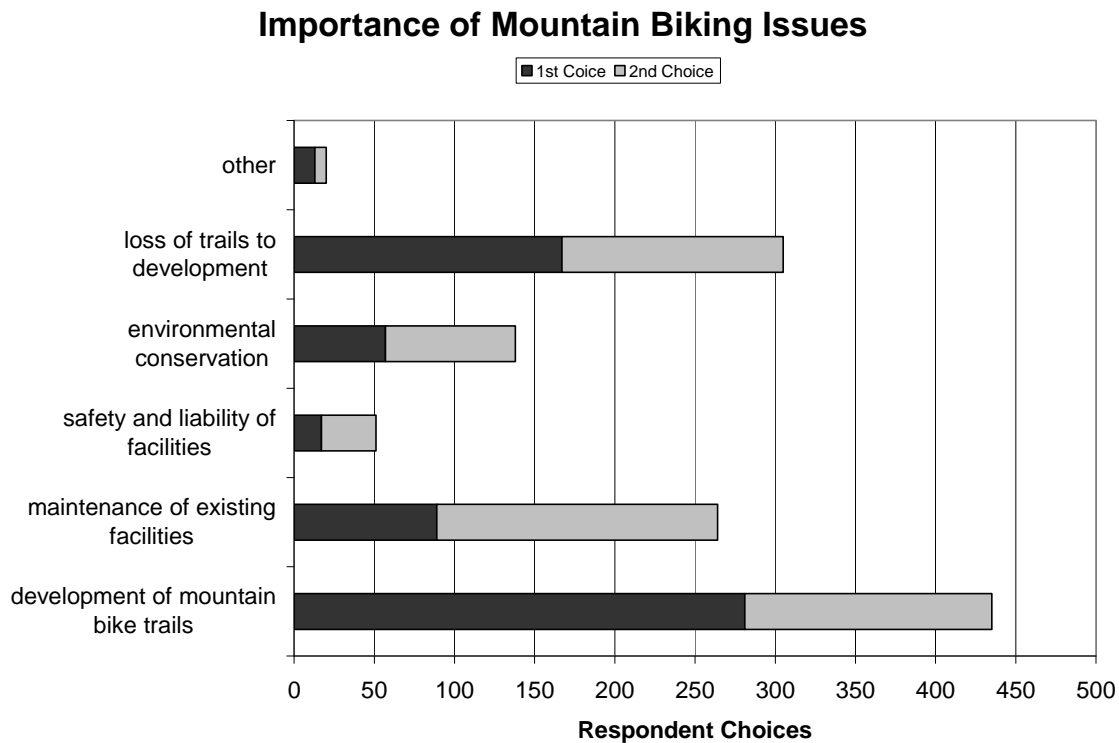


Figure 20: Dual responses to two most important mountain biking issues.

The previous graph was based on table 12 (below) of 1st and 2nd choices regarding important issues related to mountain biking. The development of new trails, and the maintenance and protection of existing ones, were seen as the two main issues.

Issues	1st Coice	2nd Choice
development of mountain bike trails	281	154
maintenance of existing facilities	89	175
safety and liability of facilities	17	34
environmental conservation	57	81
loss of trails to development	167	138
other	13	7
Totals	624	589

Table 12: Dual responses to two most important mountain biking issues.

Question 14: What should the role of the mountain bike community be?

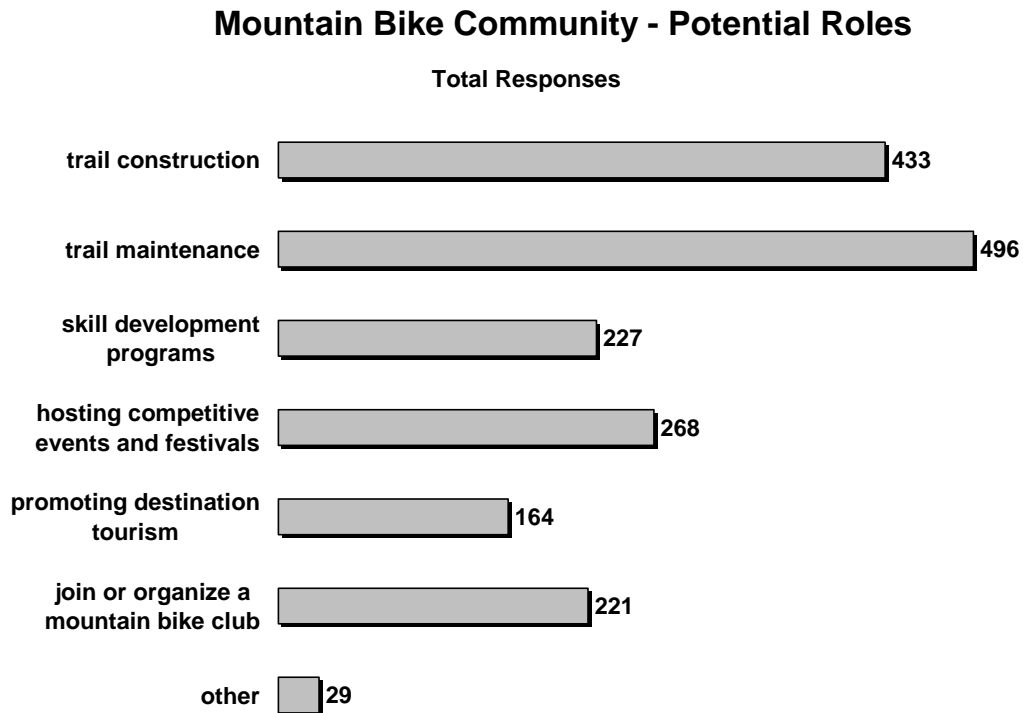


Figure 21: Multiple responses regarding potential roles of mountain biking community.

The main focus of the respondents is on the mountain bike trails: maintenance of current ones and construction of new ones. These are also the two main “issues” reported on a previous slide, in response to question number 13.

Potential Roles	Total Responses
trail construction	433
trail maintenance	496
skill development programs	227
hosting competitive events and festivals	268
promoting destination tourism	164
join or organize a mountain bike club	221
other	29
Total Responses	1838

Table 13: Multiple responses regarding potential roles of mountain biking community.

Question 15: How much would you be willing to pay, per year (out of your own pocket) for improved mountain biking services?

Overall Willingness to Pay:

Regarding a willingness to pay for improved services, the largest number of responses came at the extreme ends of the continuum, i.e. “Not willing to pay a fee” and “More than \$40.”

Payment Amount	Respondent Numbers
Not willing to pay a fee	182
\$1 - \$10	97
\$11 - \$20	120
\$21 - \$30	64
\$31- \$40	45
More than \$40	143
Totals	651

Table 14: Respondents' willingness to pay for improved services.

Willingness to Pay by Age Groups

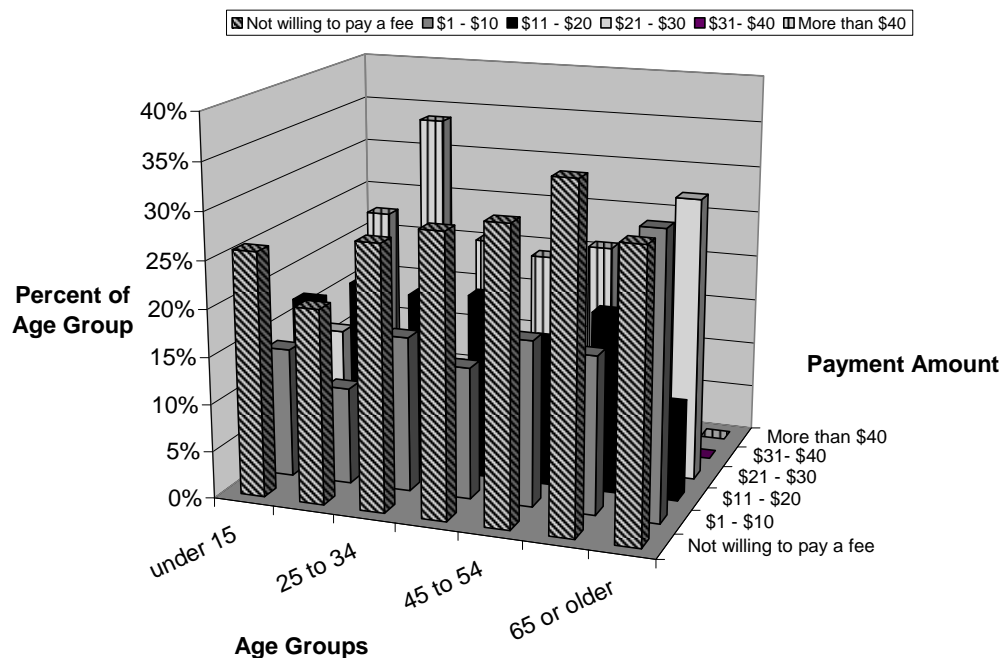


Figure 22: Willingness to pay by age groups.

Willingness to Pay by Age:

The analysis by age group showed no large age effects, although the older age groups showed a trend towards slightly more resistance to paying.

Payment Amount	under 15	15 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 or older
Not willing to pay a fee	26%	21%	28%	30%	31%	36%	30%
\$1 - \$10	14%	10%	16%	14%	18%	17%	30%
\$11 - \$20	17%	20%	19%	20%	15%	19%	10%
\$21 - \$30	12%	7%	9%	11%	11%	5%	30%
\$31 - \$40	9%	9%	7%	7%	4%	5%	0%
More than \$40	22%	34%	20%	19%	21%	19%	0%
Totals	100%	100%	100%	100%	100%	100%	100%

Table 15: Willingness to pay by age groups.

Question 16: Gender

Question 17: Age

Question 18: Please provide your postal code.

Postal codes were requested on the survey and in most cases were provided.

Question 19: Where do you currently find information regarding mountain biking opportunities in the Kelowna area?

Word-of-mouth and local bike shops are the predominant sources of information in Kelowna for mountain bikers (combining for 79% of responses).

Sources of Information	Responses	Percent
mountain bike clubs	46	4%
local bike shops	428	37%
word of mouth	495	42%
websites	180	15%
other	22	2%

Table 16: Local Sources of Information.

Question 20: What websites do you frequent to obtain mountain biking information? (*Please list top 3 websites.*)

Most Popular Biking Web Sites

<http://www.pinkbike.com/>

This was by far the most popular web site.

<http://www.nsmb.com/>

<http://www.kelownacycle.ca/>

<http://www.cyclepathkelowna.com/>

<http://www.okanagacycling.com/>

3. Conclusions and Recommendations

Conclusions:

1. The self-selected survey attracted both genders from all age groups. Fewer females than males responded, but this may reflect a greater biking participation rate among males.
2. The two youngest age groups prefer downhill / free riding, but this activity becomes less attractive to the older cyclists, who prefer touring / pathways. It could be suggested from this that:
 “Younger people want to see what they can do.
 Older people want to see where they can go.”
3. Cross country / all mountain was the dominant type among mid-age groups (25-54 years old).
4. Kelowna's mountain bikers are very consistent about their chosen activity, with well over half of them cycling at least 1 or 2 times per week.
5. Those calling themselves 'advanced / competitive' and 'extreme' generally diminish as a percentage of each advancing age group, although they are even a minority in the youngest two age groups. The 'novice / beginner' levels actually increase somewhat with age levels, suggesting that many mid-to-older age adults are taking up the sport. The 'intermediate / recreational' segment is the largest, and increases in the older age groups.
6. Essentially identical rates of participation occur in the spring, summer and fall, and some cyclists even continue on through the winter.
7. Saturdays and Sundays are the most popular days for biking, in the evening and morning particularly. Many cyclists also show a willingness to bike during the week, especially in the evening. Weekday mornings are also quite popular.
8. 'Fun/Enjoyment' was the leading reason for participating in mountain biking, followed closely by 'Health/Fitness.'
9. Over 80% of respondents rate biking in Kelowna as good or very good.
10. A large majority of the respondents (76%) claim that they have mountain biked in areas outside of Kelowna at least a few times in the last year. A substantial number (6%) claim they did that 5 or more times per month!
11. Less than 2% of the respondents felt that the provision of bike facilities was “not important.” Over 80% felt that it was “important” or “very important.”
12. The development of new trails, and the maintenance and protection of existing ones, were seen as the main issues.
13. Regarding a willingness to pay for improved services, the largest number of responses came at the extreme ends of the continuum, i.e. “Not willing to pay a fee” and “More than \$40.”
14. Word-of-mouth and local bike shops are the predominant sources of information in Kelowna for mountain bikers (combining for 79% of responses).

Recommendations:

1. The title of the survey, "City of Kelowna, Mountain Bike Community Profile", may have unintentionally eliminated the participation of some bicyclists, particularly some older ones, who may take part in some of the activities mentioned herein (e.g. 'urban / street' and 'touring / pathways') but who do not consider themselves "mountain bikers." This potential sub-population should not be overlooked.
2. There is a rather striking 'age group' effect among these respondents, suggesting that the mountain biking community is far from being homogeneous. There is a substantial difference in biking type preferences among the younger and older respondents, with the mid-age respondents bridging the gap. The political ramifications of this should not be overlooked.
3. With over 80% of the respondents feeling that the provision of mountain bike facilities was "important" or "very important", their main focus on mountain bike trails – the maintenance and protection of current ones and the construction of new ones – should be kept as a primary objective.
4. The claimed high levels of participation and skill among these respondents suggest a dedicated population that are likely to voice their opinions readily. An on-going web site or e-mail address for getting continuous feedback from them may provide useful formative information as well as an outlet for complaints and requests. The low current reliance on mountain bike clubs for getting local information suggests another possible vehicle for enhancing the mountain bike community.

Appendix C Summary Notes from Community Workshops

1. Local Government Staff Workshop
2. Mountain Bike Community (Youth)
3. Government Stakeholders Workshop
4. Mountain Bike Community (Adult)

**City of Kelowna, Regional District of Central Okanagan and BC Parks
Mountain Bike Community Profile
Local Government Staff Workshop
August 15, 2007 from 9:00 a.m. – Noon**

Participants:

Barb Davidson, Parks Planner, Parks Division, City of Kelowna
Terry Barton, Parks Planner, Parks Division, City of Kelowna
Mike Kittmer, Active Transportation Coordinator, City of Kelowna
Carla Stephens, Parks Communications, City of Kelowna
Mike Ladd, Area Supervisor, East Okanagan Parks and Protected Areas, Ministry of Environment
Wayne Darlington, Parks Technician, Regional District of Central Okanagan

Regrets:

Andrew Gibbs, Parks Design & Construction Supervisor, Parks Division
Murray Kopp, Regional District of Central Okanagan

Identify Key Mountain Biking Issues for the Central Okanagan:

- Liability – who carries the policies, how much is required in the event of injuries
- Partnerships – community volunteer based sport – challenged to find an individual person to work with in the volunteer mountain bike club
- Funding – ten year plan in the works for land acquisition - City of Kelowna is in a pinch re: tax increase due to other recreation facility developments underway
- Bike trails used by unauthorized users e.g. ATV's, quads, motorized vehicles
- City of Kelowna's philosophy for liability – could be covered under the City's general insurance policy. Risk manager has determined that a separate policy should be taken out by a third party (non profit group.) The City of Kelowna could grant a non profit group the premium costs
- Non-profit clubs would need to have Directors liability insurance, if the insurance was held by the club
- Scope of riding styles that the City will support – e.g. should the city support trail riding versus more extreme styles of free riding
- Land tenure issues – Crown land, BC Parks, where the mountain bike trails are developed
- BC Parks land is the domicile for trails, and the maintenance and safety standards are not upheld – how to deal with compliance issues with the mountain biking community
- Control of the building of stunts on trails, due to erosion of the trail and the environment
- Rogue parks that are being developed by unauthorized user groups
- Need for a strong united vision by key decision makers and the partners involved that need to buy into the overall plan
- Trying to get the trail riding development plan on the agenda of decision makers – can be framed as good value for dollar cost, to service youth at risk, as well as economic advantages i.e. sport tourism and the growth of physical activity
- Multi-use of trails – building trails to encourage many different user groups, year round access can be more problematic than constructing single use trails
- Maintenance of trails to reduce environment degradation
- Volunteer groups could adopt a trail and the volunteer system could be a viable way to maintain trails
- IPSOS Reid demographic and trends research shows that walking and biking are growth activities
- Loss of terrain due to housing development eliminates access to trails

- The Planning Departments, DCC charges to developers could be allocated for trails
- Land owner concerns with trespassing by cyclists on privately held land
- Operational concern on how staff will coordinate partnerships e.g. City of Kelowna, BC Parks and Regional District
- Next steps of planning needs to engage more senior level decision makers
- Disconnect between the on-road and off-road transportation routes (bike lane commuter routes and trails)
- Encouraging clubs to become more organized, so they become one of the partners
- Recreation programmers could provide biking programs and facilitate the re-development of the mountain biking club
- Vandalism affects signage, toilets, fences, structures and trails
- Search and rescue, emergency response, and safety have to be part of the overall plan
- Signage for rating of trails, indicating the level of difficulty - safety
- International Mountain Biking Association is a source for standards and other useful information
- Cycle BC is the provincial sport organization that provides insurance for mountain biking events and provides other resources
- Amenities ancillary to mountain bike trails i.e. parking, washrooms, location of trail head, stunt park, etc.
- Communication needs to occur for and with key stakeholders and user groups i.e., land owners, various levels of government, local businesses (hiking, biking, outdoor retailers), clubs, partner groups etc.

Issues identified are grouped into major categories of:

- Coordinated Planning (vision, strategic plan, destination tourism, information sharing)
- Partnerships (stakeholders, cross-government collaboration and commitment, permits)
- Liability & Safety (insurance, public safety, policies, signage, EMS)
- Funding (capital and operational business case development)
- Trail Development and Management (facility construction, trespassing, rogue parks, vandalism, standards, and maintenance (IMBA)
- Volunteer Development (clubs, trail support, volunteer groups coordination)
- Environment due to "other users" - land owners concerns of erosion
- Programs & Services (events, recreation division's role in providing "learn to" programs)

Identify top priorities for more detailed discussion at the workshop: (as determined by nominal vote process by the workshop participants)

- Coordinated Planning
- Funding
- Environmental Concerns
- Standards and Maintenance
- Partnerships
- Programming and Service Delivery

Strengths:

- Key departments are all committed by attending the meeting (City of Kelowna, BC Parks, and the Regional District of Central Okanagan)
- Public consultation process is underway
- People visit Kelowna as tourists, because the biking is good even though it is not fully developed
- Bike maps exist and are available at bike shops
- Myra-Bellevue (BC Parks has a developed trail system and it is well used)

Challenges:

- Rogue parks and trails
- Motivating the user groups to get organized and get involved
- Maintenance of trails
- City of Kelowna needs to coordinate between the various departments i.e. planning, transportation and land use
- Bureaucratic challenges and resistance to change is a barrier to overcoming how to work cross-governmentally
- How to manage expectations of the public and user groups as the plan develops (and the time frame it will take)
- Maintaining momentum and support as we implement a plan, once it is completed
- Education and public awareness regarding the environmental impact of a trail network
- How to engage the public and volunteers in the political push process
- Negative press about conflict of users on trails
- 1% of the mountain bikers often provide the negative public perception of the other 99% of bikers
- IPSOS Reid research – statistics that support or do not support the development of mountain biking

Opportunities:

- Role of volunteer clubs could involve the development and construction of the physical facilities, training and education of etiquette of trail users, sense of ownership, trail maintenance assistance, political advocacy, event management, etc.
- FOSS – research could provide the age/gender demographic of the current users of mountain biking trails
- Clubs and hosting of events has fundraising capability to support the development of mountain biking
- BC Parks is examining the possibility of a local club to be the holder of the liability insurance policy
- Role of government partners will reflect each of the jurisdictions and the higher level issues i.e. BC Parks - permits, tenure of land, and amenities need to be provided by which ever level of government is hosting the trail head
- Local government that is responsible for the land on which a trail is located should manage other amenities such as signage, parking, etc.
- There needs to be designated resources e.g. a staff person who is accountable to the partners for the implementation of the mountain bike strategic plan
- A key stakeholder from MoTSA needs to be part of the consultation – Crown land use for trails and the tenure issue (John Glaspie)
- Many other municipalities facilitate the inspection of the trails and utilize the IMBA guidelines

Solutions:

- When the strategic plan is developed ensure that it is phased and has clear step by step key success indicators that are achievable and can be communicated to build support
- Partner with other city programs i.e. KickStart and Active Transportation to show the health benefits for residents
- Sustainability issue locally is maintaining green space and the strategic plan can be shown to support sustainability
- Develop economic impact studies that support tourism
- Service club participation – involve Rotary Club, etc., who like to serve youth groups and can help fund mountain bike facilities

- City coordinating with other municipalities that have already developed their plans – learning from other municipalities
- Host the International Mountain Biking Association event to show Kelowna's progress in the sport development
- Re-develop the Kelowna Mountain Bike Club to involve the volunteers for engagement in the project
- Involve other user groups - engagement of trail runners, back country horseman, etc.
- Include the motorized user groups that use the land base - engage them in a meaningful role in the partnership (land use management plans - other recreational uses)
- On a regional level, coordinate on road and off road user groups - Transportation Demand Management could include an overall coordinated bike plan

Funding Options/Solutions:

- Must report to Council and Administration to generate support for the next steps in the planning process
- Need to develop a cost/benefit analysis and build a business case for the investment (demand for activities for youth, economic benefit, etc.)
- Exploration of other funding sources i.e. IMBA for trail building
- Other funding sources: service clubs – Rotary, Federal/Provincial funds, and ActNow BC
- Exploration of development cost charges use for this kind of utilization
- Private sector contributions
- Expand the facilities for support multi-use of trails
- Hotel tax utilization for development of mountain biking facilities
- User fees for trails
- Gas tax – utilization of funds for trail development (green infrastructure)
- Grant exploration – foundations, etc.
- Partnering funding – to leverage the amount of dollars and show commitment
- Corporate funding potential – retailers, suppliers, etc.
- UBCM – BC Healthy Community support/funding opportunities
- Parks, Recreation and Culture Master Plan is currently underway – budget projections are included and opportunity for linkages
- City of Kelowna 10 year Capital Plan is currently in the planning stages and the City Corporate Strategic Plan which are both linked to budget projections
- The Mountain Bike Strategic Plan has to be identified as a line item in budget projections

Next Steps:

The next meeting with the consultant is scheduled for September 19th from 9:30 a.m. – 12:30 p.m. in the Parks Conference Room. A copy of the report will be distributed to this workgroup prior to the final presentation on September 19, 2007.

**City of Kelowna, Regional District of Central Okanagan and BC Parks
Mountain Bike Community Profile
Youth Workshop
August 15, 2007 from 5:00 p.m. – 7:30 p.m.**

Participants:

Staff: Barb Davidson, City of Kelowna, Parks Planner
Stirling Grassick, Casey Groves, Ben Leong, Dylan Roberts, Harrison Mendel, Brandon Andres, Kyle Andres, Aeron Learmouth, Jackson Bloebel, Rory Cameron, Wes Barber, Matt Gretzinger, Brian Mueller, Logan Leier, Matt Butterworth, Spencer Graf, Greg Christie, Shawn LaFave, Brady Schmidt, Connor McKinley, Jeremy Weiss, Dylan Roberts, Tyson Oland, Peter Muri, Graham Groves (father), Norm Letnick (City Councillor)

Flip chart exercise – five groups of youth were given flip chart paper and a felt marker to draw/sketch the kind of riding they participate in and where they ride

Kind of mountain biking:

Dirt jumping, free-riding, downhill, street riding, slope style

Note: Dirt jumping was identified by all riders as the major type of riding for this age group

Where do youth ride locally?

Gillard, Knox Mountain, Silver Star, Powers Creek, Ben Lee Skate Park, Cox Road, Crawford, North Glenmore, Dillworth, Kettle Valley, Mission, Postill, Shannon Dirt Jump, DBP (Ditchin Bike Park), SFG (Star Fox Galaxy Road)

Other locations visited: Silverstar, Rosehill (Kamloops), Whistler, Vedder Mountain (Chilliwack)

What is great about mountain biking in the Kelowna area?

- Nothing yet
- Good mountains
- Dedicated trail builders
- Great bike shops in Kelowna
- Great exercise through cycling
- There are a lot of different places to ride
- Good destinations for downhill and free riding
- Silver Star is nearby

What areas of mountain biking need improvement?

- A dirt jump park that is in Kelowna (19/25 voted in favour)
- An indoor foam pit (18/25 voted in favour)
- A slope style course and a magic carpet (15/25 voted in favour)
- Hosting downhill racing events in Kelowna (6/25 voted in favour)
- A better and cleaner skate park
- Groomed and well maintained trails like Silver Star
- Lift access bike trails
- A better road up to Gillard (paved road)
- A lake jump
- Rental bike availability for water jumps

- A skate park more oriented to biking (like Penticton)
- More competitions for all levels and styles
- Trail and facility maps graded beginner to advanced
- Clubs and volunteer involvement in trail/park development
- Corporate sponsorship (construction companies and other financial “in kind” donations) to build the bike facilities

The group of 25 participants voted in a nominal priority setting process and the vote numbers reflect the consensus of the most important issues to the bikers.

What opportunities are there for mountain biking in the future?

- The City has to involve the bike users in the development of mountain bike facilities
- Priorities need to be set for the suggestions, can't do everything
- Bike clubs, bike shops, parents all need to be involved together in partnership to develop the strategic plan for the future
- Province of BC needs to be involved when crown land is the area where the trails exist
- Provincial parks, crown lands, Regional District of Central Okanagan and the City of Kelowna jurisdictions are all areas where trails exist and there are different requirements for use and trail development depending on where the trail development is desired

Where do you think the location(s) should be for a bike park in the Kelowna area?

Question: If one bike park was built, where would the best location be for it?

Youth participants in the workshop live in following area:

- Mission & Crawford (9)
- West Side (6)
- Glenmore (4)
- Lake Country (3)
- South Central Kelowna/KLO (1)
- Rutland (0)
- Downtown (0)

Suggestions for a bike park location:

- Base of Dilworth Mountain because it's central to all areas (show of hands majority consensus supported this location)
- Lots of crown land on the West Side – Smith Creek
- In Crawford, where they said they were going to build one (multi-use court location)
- Ensure the location is accessible (not up a hill)

Note: Postill Lake and Shannon Lake are both areas that riding occurs but are not identified on the maps.

Next Steps: Barb Davidson, City of Kelowna, Parks Division thanked the participants and announced: “This is the first step in gathering information and research about building a mountain bike strategy. It will likely be approximately one year before a plan would go to City Council for their consideration”. Barb asked if anyone in the group would be interested in being a member on an ongoing committee, working with the Parks Division and received excellent response. Barb will distribute an email update “newsletter/bulletin” to everyone who attended the workshop keeping them posted about the next phase of the mountain bike strategic planning process.

**City of Kelowna, Regional District of Central Okanagan and BC Parks
Mountain Bike Community Profile
Government Stakeholders Workshop
August 16, 2007 from 9:00 a.m. - Noon**

Participants present:

Barb Davidson, City of Kelowna, Parks Division, Parks Planner
Sharon Mandrusiak, Ministry of Tourism, Sport and the Arts
Brent Magnan, Regional District of Central Okanagan, Environment Division
Wayne Darlington, Regional District of Central Okanagan, Parks Technician
Corey Davis, City of Kelowna, Environment Division
Scott Isfan, KickStart Kelowna

Key Issues:

- Conflict of various user groups on the trails Example; Knox Mountain – at the bottom of the mountain there is an area where the bikers come racing down and a child/parent were playing on the slope in the path of the biker, but not visible to the biker – biker bailed off to the side (demonstrates the safety issue that exist)
- Injuries are decreased when designated areas are established with skill level gradients
- Lots of trans-boundary trails – trails start in the Regional District or private land and end in the City - from environmental perspective there are erosion issues
- Kelowna relies on community water sheds and the trail systems are in close proximity – the areas water quality could be impacted
- Development (subdivisions) are encroaching upon existing trails
- Rogue trails are being constructed in the woods and the builders (bikers) don't know whose property the trail is on
- Private property owners feel there are liability issues of bikers using their property without authorization. In one known instance, the owner clear cut the property of all vegetation in an effort to eliminate the rogue trails/users (impact on the environment)
- As mountain biking is becoming more popular, people coming into the KickStart (Active Communities) office requesting information about trails – they are referred to the bike retailers/shops
- Tourists in Kelowna are looking for mountain biking facilities (traveling to Silverstar but wanting to bike locally)
- The trailhead identification and signage particularly on the south slope where the fires occurred is very poor or non-existent
- Confusion and fear of getting lost is an issue for potential riders – both local residents and tourists
- Myra-Bellevue Park and the Kettle Valley Trestle system is a major tourist draw - participation is estimated at 20,000 - 30,000 visitors to Myra-Bellevue this past year and forecasted 100,000 visitors to the area in the next few years, with 250,000 forecasted in ten years (this is a significant tourism destination with economic impact)
- Sensitive ecosystems – Regional District of Central Okanagan and the City of Kelowna have been mapping the ecosystems, particularly on the south slope and west side of the Regional District - SEI (sensitive eco-system inventory) should be referenced in the Master Plan/OCP and bike trail planning
- The sensitivity and impact on the eco-site can be mitigated by the type of the riding i.e. there is less impact by a cross-country rider on an ecosystem than other kinds of riding
- Attention to trail planning will ensure that the impacts are minimized on the ecosystem
- In the regional parks system, there is an inventory of authorized trails and informal rehabilitation takes place – however, there currently is not a plan in place

- Okanagan Trail Riders Association (motorized-dirt bikes, quads) - there is a conflict in trail use between mountain bikers and dirt bikers - there is more impact on the environment by dirt bikes - look at the model OTRA and review the heavy use impact on the environment
- The Regional District and the City of Kelowna have also been doing SHIM (GPS mapping of the streams, wetlands etc) - this would be valuable for identifying appropriate (and not) areas for mountain biking trail development
- Essential that the planning departments of all levels of government, develop a partnership and are involved in the strategic planning process
- Bear Creek (BC Parks) project and the experience of the trail planning, maintenance (authorized and unauthorized) and rehabilitation be an information reference in the planning process
- Enforcement of appropriate use of the trails/parks and education/awareness of the etiquette of multi-user groups is an issue that will need to be addressed as the volume of users increases over the coming years
- Beaver Lake Chain – example of volunteer groups that help with trail maintenance
- Risk management – anything that governments want to do that is creative, seems not to pass through the risk management levels of screening easily
- Wildlife conflicts – trails that go through wildlife wintering grounds (rattlesnakes, etc)
- Trend in the increased use of trails - important to encourage people to bike further away from the population base
- Link off road with on road trails – urban and rural trails and the planning of staging areas (rails to trails)

Categories of issues identified by participants:

- Trail Planning – sanctioned/unsanctioned and linkages to the urban trail system (6/6 votes)
- Environmental Impacts – erosion, wetlands, wildlife habitats (5/6 votes)
- Partners/Government – trans boundary and multiple jurisdictions (4/6 votes)
- Role of Volunteer Groups – trail maintenance, development, etiquette, awareness (2/6 votes)
- Tourism/User Groups – signage at trailheads (1/6 votes)
- User Group Conflict – motor vs. mountain bikers and different types of riders
- Marketing, Communication and Public Awareness
- Risk Management – policies and education

Strengths:

- Rails to trails system potential is significant and it is being implemented currently
- Mission Creek linear trails – link the urban to rural areas
- Kelowna is a draw for mountain biking even though it hasn't been actively marketed to date – great potential
- Gillard area is marketed to the younger mountain bikers
- Trails in general have been identified by the public as a priority for further development
- McDougall Rim trail is a fabulous trail on crown land from a scenery perspective and although it is unplanned and unsanctioned, it is a spectacular ride from a biker's viewpoint (Bartley Road access) – A potential cross country destination tourism ride
- Kettle Valley is an epic ride and significant draw for destination tourism
- As urban sprawl continues to grow, the trails become more accessible to people who live in those neighborhoods
- The trail system goes through a variety of ecosystems (nature education and awareness)

Challenges:

- Need to determine how to develop an east/west trails system
- Provincial legislation directs trail development away from creeks
- Who plans, who funds, who is accountable, who constructs, who maintains the trails are complex issues to plan for with multiple partnerships
- Land acquisition and coordinating between the various administrations (Regional District, City of Kelowna, BC Parks, MoTSA) and the various permits required
- The politics of the various jurisdictions for support and commitment to the overall coordinated plan
- When a recreation area is designated, you need to go through a public approval/referral process with various agencies, First Nations, etc. to solicit support

Opportunities:

- Mountain biking trail development in the Kelowna area has a significant potential for positive economic impact in the destination tourism field
- Develop a cost benefit business plan that justifies the cost of trail development based on the positive economic impact that the sport has for the cities benefit
- Sport hosting potential is great and the city has sport host grants available to assist with the trail development and mountain biking events (e.g.: 10,000 people attending Crank Works mountain biking event at Whistler)
- Destination tourism – establish and advertise a multi-day epic ride (e.g. High Rim starts at OK Park and goes to Vernon on the east side of the valley)

What types of mountain biking facilities are needed in the Central Okanagan area?

- The survey being conducted on-line asks the general public what kind of biking they do, where they ride, as well as what is the desired future facility development
- Need to see signage, kiosks, and amenities (washrooms etc.) at the trail heads and staging areas
- Desire to determine a trail site that has the potential to be developed over time in stages/phases
- There are already staging areas in existing parks and they could be developed and expanded relatively easily to accommodate mountain biking

What type of partnership opportunities between the mountain biking community and the three levels of government are worth exploring for the design, construction, maintenance and monitoring of mountain biking facilities?

- Funding opportunities – sport grant programs
- Infrastructure grants – if we build it, they will come
- Kelowna clubs / user groups need some assistance with organization development – FOSS is identified as the key group currently, but support is needed to help volunteer organizations to become more sophisticated
- Planning – all three levels of government need to be involved very early in the initial stages of planning
- IMBA standards need to be adopted by all three partners
- Tour companies i.e. Monashee Adventures and other private organizations are potential partners as well as tour companies based in Alberta and the United States

What role should the local mountain biking groups play in providing and maintaining mountain biking facilities?

- To a certain extent, the local groups could provide “in kind” contributions to assist with maintenance of trails, take ownership and assist with enforcement, as well as assisting with trail development
- Event hosting capacity and coordinating mountain bike events
- Advocacy role – providing feedback on planning and influencing political decisions
- Leaders of local mountain biking groups should be represented on an advisory committee to the planning process

What is the expectation of the public regarding the role of local government?

- As government/staff we need to play a role in helping to develop the clubs
- Education, safety, standards enforcement
- Maintenance of the trails
- Environmental education
- Public expects the Regional District to ensure trails are more than just within the city - there are different expectations of BC Parks from the City and the Regional District
- Public may expect government to provide the land (depending where the land is located)
- Planning functions including land acquisition and suitable location selection

Other comments/closing remarks:

The tourism/economic development representatives that were unable to attend today will be important to consult with in the next steps of the planning process.

The various levels of government will need to place this project high on their radar screens, if the next steps of developing a Mountain Biking Strategy are to be supported.

Barb Davidson, City of Kelowna, Parks Division, thanked all participants and announced that the Mountain Bike Community Profile report will be distributed to the individuals and organizations that were consulted, so that it can be used as a platform to table the first stages of the planning process.

**City of Kelowna, Regional District of Central Okanagan and BC Parks
Mountain Bike Community Profile
Adult Workshop
August 16, 2007 from 6:30 p.m. – 9:00 p.m.**

Participants:

Staff: Barb Davidson, City of Kelowna, Parks Division
Rich Deakin, Andrew MacIntosh, Stuart Evans, Mike Kittmer, Wendy Majewski, Carol Boyd, Don Chancey, William Barnes, Nick Fiorante, Chelsea Hupper, Shannon Grain, Brant Lyon, Brian Stainsby, Norm Cook, Gordon Forsyth, Ellen Henderson, Todd Avison, Jason Poitras, Jennifer Houiellebecq, Kelly Barnes, Lucas Brett, Gordon Henderson.

Where do you ride on a regular basis (more than twice a month)?

Mountain Bike Area	Percentage of Responses
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Gillard	17%
Knox Mountain	17%
Glenmore Highlands	15%
Myra – Bellevue	15%
Powers Creek	10%
Smith Creek	8%
Mission Greenway	8%
Okanagan Mountain Park	5%
Rose Valley	5%

Where else do you go to ride other than the Central Okanagan area?

Whistler, Revelstoke, Rossland, Penticton, Kamloops, Fernie, Mt. Washington, Silverstar, Williams Lake, Sun Peaks, Alberta, Colorado

What is the primary purpose for traveling elsewhere to mountain bike?

- Become bored with a finite number of rides – like to have variety of terrain and scenery
- To race, to vacation, experience epic riding, explore extensive trail networks

Note: Tourists come to Kelowna to experience the riding in the area
People have moved from other provinces to the Kelowna area, specifically to ride

Issues:

- Preservation of trails – e.g. Glenmore trails are disappearing due to development
- Redevelopment of Crawford Trails – these trails were used, but not since the fire
- The Crawford area was destroyed by fire and trails have not been rebuilt
- Increase in vehicular traffic en-route to the trailhead
- Need for bike lanes to get to the staging areas
- Gillard is at risk because of the proposed development
- Knox Mountain is at risk of having bikers being banned due to the liability/conflict issues
- Conflict of use of trails between hikers, free riders, cross country riders
- Lack of signage is an issue at Knox Mountain (also Crawford)

- Signage at Powers Creek is provided on a voluntary basis and is not consistent
- The lack of organization/club development – in other communities the clubs often are managing, developing and assisting to maintain trails
- Kelowna Mountain Bike Club is currently not fully functioning and needs to be re-invented to help educate all the riders about etiquette, particularly in the different disciplines/age groups, etc.
- Beginner & intermediate trails are seriously lacking in the area and those that exist are not well maintained
- Trail maintenance is done very randomly
- BC Parks has said there is too much liability to have people with chainsaws going into the trails to clear them of debris – yet they don't have the staffing or budget
- Post fire conditions have made trail maintenance even more difficult with tree blow downs
- If you want to help maintain trails – contact FOSS and you can adopt a trail and assist
- Capilano College has a certificate program for trail maintenance and development (potential candidates for summer student assistance)
- Mountain biking should be on the radar screen when development permit applications are applied for and mountain biking trails should be considered a priority when building developments are issued (e.g. Coyote Ridge/Glenmore, south of McKinley Reservoir)
- Tourism is key and with good development of mountain biking, Kelowna could be a mountain biking destination
- The economic impact studies show other communities in BC reap huge financial benefits from being a sport/host destination
- There are a number of plots of land where development plans are already approved and there is no provision for a trail system - there are areas where it may be too late
- If you develop a strong effective mountain bike club you create a unified and strong voice to advocate for the development of the sport at the political level, the mechanism for collaboration with other user groups, and have an ever stronger voice
- The mountain bike club can play an important role in educating/training new/younger riders in the etiquette of the various disciplines of the sport
- Accessibility – e.g. cross country ski trails that could be used during the summer months
- Private vs Provincial land use rules have shifted and have different rules / regulations
- More mapping needs to be completed (a good example is Crawford trails) but more can always be done
- Amenities need to be at the staging area – washrooms, parking, signage, and maps
- Culture of secrecy of the trails – want to protect them from degradation and don't want them torn down if they aren't sanctioned (i.e. rogue trails)
- Cost of construction of the trails
- Community clubs often have a 20/20 rule - \$20 donated to the club or you volunteer twenty hours of work on trail maintenance
- Lack of support in the community by the local businesses i.e. giving back to the sport and helping develop new riders (mountain bike shops particularly)
- People don't think that the loss of trails and access issues are a problem, so they don't advocate for the preservation/development of mountain biking
- The concept of “free leisure” and outdoor recreation without user fee's seems not to be well understood by newcomers to the region and impacts the growth of the sport
- Stereotypical image of a mountain biker is inaccurate (extreme, downhill, jumps, glamorized, TSN) and needs to shift to reflect all the users
- Impact of the mountain pine beetle in the local area

Opportunities:

- City of Kelowna, Planning and Development Services (who are the first to see development applications) should convince developers that having amenities near or in the subdivisions such as trails, helps market their new homes – marketing approach
- Recreation, Parks and Culture needs to do more – i.e. mountain biking for women / beginners, etiquette workshops for new riders, etc.
- Organized shuttling for the bikers - can reduce the vehicular traffic and increases accessibility
- Become a sport host of mountain biking events such as Test of Metal – great economic generator for the community
- Development cost charges to developers are currently used for land acquisition – suggest that some of the DCC's be used for trail development and maintenance
- GPS grants from government are available for the mapping that needs to be completed
- Liability insurance – the City could cover premiums for partner groups
- Create a tax for trail building
- Kelowna has at least 3 famous mountain bikers (and likely others) – these role models could be great ambassadors for the sport in a variety of ways

What types of mountain biking facilities are needed in the Central Okanagan area and ideally where would they be located?**Types:**

- Skills Park
- Skills park for all levels (e.g. Rossland has wooden structures that are marked for easy, intermediate and difficult levels)
- Trails development targeted for the entry level rider
- Designated long loops and interconnected trails
- Cross country trails
- Develop connecting links
- Connect trails down to roads accessing subdivisions

Locations:

- Crawford, Lost Lake (Myra Bellevue Provincial Park), Flamingo Flats (Myra Bellevue Provincial Park)
- Myra-Bellevue Provincial and Crawford, Gillard
- Glenmore Highlands
- Regional District area above Smith Creek on Westside and McDougall Rim area
- Rural and urban
- Myra-Bellevue and Gillard
- New development areas

What type of partnership opportunities between the mountain biking community and the three levels of government are worth exploring for the design, construction, maintenance and monitoring of mountain biking facilities?

- Sport & Recreation Division staff could provide initial support (seed money and direction) to get the mountain bike club system and volunteers revitalized
- Mountain bike club and Sport and Recreation Division staff partner to provide instruction, education, etiquette and “learn to” skill development programs for mountain biking
- Insurance and liability issue has to be solved and government should play a role
- Mountain bike club directors would require liability insurance to ensure the mountain bike club executive are protected
- Government should provide paid staff to manage the overall coordinated mountain bike trail system – this position should be a shared position between the City of Kelowna and the Regional District of Central Okanagan

What role should the local mountain biking groups play in providing and maintaining mountain biking facilities?

- Trail maintenance, licensed chain saw operators training etc,
- Offering awareness and education of user groups
- Offer group rides and programming
- Offer mountain biking courses, particularly women's and beginners
- Environmental education, awareness of the ecosystems, and how to protect the area
- Organize and host mountain bike events
- The local mountain biking club needs to be re-energized with an organizational structure that can include all the biking disciplines under one umbrella
- Advocacy and a voice for the sport at the key decision making level
- A club could play a role to bring the retail industry / bike shops into the fold and work together more effectively
- Other companies that have social responsibility and have been involved in mountain biking - they can play a positive role in the sport development (e.g. Wynn Rentals)

What is the expectation of the public regarding the role of local government?

- Liability and access to funding were the two major issues that affected the previous mountain bike club leadership - local government should facilitate finding solutions to these issues
- Realistic expectations of the mountain bike community - members of City Council need to understand the sport and the issues that affect it
- Use the pro-active approach and involve interested City Council members to help advocate for mountain biking
- Provide initial funding and leadership to keep the ball rolling
- Ensure limited degradation on Kelowna's trail system
- Continue to provide services e.g.: trail development and maintenance
- An economic impact study should be undertaken by the City in partnership with Tourism or UBCO/OC and the Regional District of Central Okanagan
- Advocate trail development within new developments prior to approvals

Summary and Next Steps

Barb Davidson, City of Kelowna, Parks Division outlined the next steps in the process. Barb indicated that the notes from the workshops will be presented in a “newsletter” format and emailed to all participants. The attendees applauded the three levels of government for taking a leadership role in hosting the workshops requesting input from the mountain biking community.

Appendix D Interviews with Other Communities

Merritt, Squamish, Surrey, Kamloops, Parksville,
Capital Regional District, and Rossland

Interview and Tour of Other Mountain Bike Communities

Community/Organization: Merritt Mountain Bike Association

Contact: Darren Coates

Phone: 250-378-5856

Email: dpcoates@uniserve.com

What type of mountain bike facilities and / or parks exist in your community?

Merritt Bike Park –The latest creation of Jay Hoots, targeted to middle school and high school youth. Ladder bridges, rock gardens, and low skinnys flow throughout the park, along with an incredibly buff set of dirt jumps, ranging from tiny to huge, and all with flat tops so learning is made safe. (Source: Jay Hoots website)

Extensive trail network on crown land, for all levels of ability.

Trails do not have many stunts and structures – not geared for extreme bikers.

Please identify your major “highlights/successes” (e.g.: bike park, trail development):

Bike Park developed on city land, which is not completely finished yet.

First club to have a signed management agreement with MOTSA – The Ministry of Tourism, Sports and the Arts.

What are the key issues and challenges your community faces with mountain bike facilities?

The impact of motorized use of trails (which may change in two year's with legislation for licensing for ATV's).

Convincing the city that mountain biking and the bike park is not a liability risk.

Money that needed to be raised for the Bike Park (\$30,000.00 in kind donations).

Long term maintenance of the Bike Park – gates, fountain, watering.

Please identify examples of solutions developed to address these major issues and challenges:

Keeping council on board and informed of the clubs plans

Utilizing the power of “parents” with politicians

Working the system and persistence

Credibility of the mountain biking club – key community leaders involved in the club

Good relationship building between the city and the mountain bike club

What type of facilities are in demand? (ie: single track, skills training, destination tourism, staging areas next to crown land) and where are the gaps in provision of these facilities?

Demand for making trails to be more user friendly with maps and signage.

Cross country trails for local mountain bike riders and visitors – the majority of mountain bikers are 20 – 40 years old.

Provide a good infrastructure and maintain existing trails.

Are there existing conflicts regarding bike trail use (ie: pedestrians, equestrian, dirt bikes, etc.) and how do you overcome them?

Key conflict is between the mountain bikers and ATV's with a number of Lower Mainland motor homes pulling a trailer of ATV's arrive for weekends during the summer.

Limited conflict with cattle rancher's – Sign on Trails: *We on trail use: share the crown land in this area with among other users, ranchers. Please close all gates that you open so that we can continue our good relations to date. Be wary when pedestrians are on the trail.*

Who builds and maintains trails and bike parks? (mountain bikers, government, private sector)

Trails - A core group of volunteers (Merritt Mountain Bike Club) provided with equipment builds and maintains trails. Currently club volunteers have not attended IMBA trail building courses.

Bike Park – A group of youth are given a key to the toolbox and they maintain the bike park.

The Merritt Mountain Bike Association strives to build sustainable trails and quality structures. The defacto standard for construction of structures is the Whistler standard at www.whistler.ca/Community/Biking & www.ownthetrail.com/TrailStandards_Whistler.pdf

Volunteer recognition occurs at the Cow Trail Classic race for key trail maintenance volunteers.

Who manages facilities after construction?

Same core group of volunteers manage the trails after construction.

Bike Park is a city park and provides any major maintenance. The mountain bike club manages the bike park but the local youth manage the day to day operation.

What is the frequency of inspections and by whom (i.e., qualifications)?

Bike Park – This new facility will be inspected by the city and the mountain bike club once a year (ongoing maintenance and repairs will be completed as required).

Trails are regularly inspected as club members are riding. Trails in Merritt have no big bridges or structures that need to be inspected by a qualified person.

What type of maintenance work and schedule do you follow?

No schedule – maintenance is completed as required. Volunteer observe the trails as they are riding and then organize a work group to complete all types of trail maintenance.

What criteria have you used for selecting sites for mountain biking facilities?

Trails have historically evolved. Usually there is an existing dirt road which a bike trail is developed branching off. Eventually a "loop" is added for convenience of riders. A few key members of the club work in Forestry, so they obtain the appropriate orthographic maps and they walk a potential trail route. The area is marked out and volunteers develop the new mountain biking trail.

How do you finance acquisition of land for mountain biking facilities?

The City provided land for the bike park and mountain bike trails are all on crown land. How do you finance trail development? (joint cost sharing, partnerships, grants)

Federal grant was obtained to employ a worker for the creation of GIS mapping
The Cow Trail Classic race raises funds of \$1,000 - \$2,000
Funds obtained from the sale of trail maps
Grant-In-Aid from the city of \$1,500 - \$3,000
Rotary Club donation - varies
Bike Park development of \$30,000 (in kind donations)
Next year the goal is to apply for a grant to access a summer trail crew, similar to what Rossland is doing this summer.

Do you have liability insurance? If not, who carries the liability insurance and what amount of liability insurance coverage does your community carry? What risk management / safety concerns are there?

The club has \$2 Million general liability and is a registered society.
The Bike Park is covered by the city's liability as it is a designated park.
The Merritt Mountain Bike club purchased Director's and Officer's insurance for \$800.00/year.
Race insurance for special events is purchased through Cycling BC.

What strategies has your community successfully used to empower / assist local mountain biking clubs?

Recruit a solid core group of mountain bike volunteers and register as a society.
Obtain support from city council.
Great word of mouth and connections within the community.
Approximately 40 members in the club, however 10 members provide all the trail maintenance work, coordination and event organizing.

What are the expectations of the public regarding the role of local government?

City should be providing support for the development of mountain biking facilities.
Bike Park – the city provided the land, sight preparation (ie; water line, gates, signage) and \$3,000 to start up the project.

What is the role of the local mountain bike clubs?

The Merritt Mountain Biking Association's role is advocacy for mountain biking including land access, education and planning group rides / fun.

(Source: website: www.merrittmountainbiking.com) The MMBA came into being in Spring 2000 with the intentions of advocating for land access. The MMBA was the first and as of March 2007, is one of only a handful of mountain bike clubs in the province to have an agreement for trail management and trail construction with the Ministry of Forests (now actually Ministry of Tourism, Sports, and the Arts). They are quite proud of this as it goes along way towards ensuring long term land access for riders.

Identify partnership opportunities you have used that have been successful (for the design, construction, maintenance and monitoring of facilities)?

KVR – Kettle Valley Railway coming through town.
Bike Park has become a "tourism resource" as many parents that drive through Merritt once, come back again and stop at the bike park for a few hours with their children.
Rotary Club in developing pedestrian pathways.

What special events, festivals and races occur? Who organizes them?

CowTrail Classic, May 27th – Club operated event which is sanctioned by Cycling BC. The Cow Trail Classic race is a great event for beginners and recreational racers alike. It is a sanctioned event so top racers participate, as well as weekend warriors, just for the fun of it. Regular group rides and social activities are organized by the club

Do you have any research or statistics (reports or surveys) on mountain bikers in your community that you could share with us (i.e., age, hometown, frequency of visits, etc.)?

No official reports or statistics. Observations are:
Kamloops riders will drive to Merritt to enjoy the trails.
Bike Park is family oriented and draws visitors as they are driving through Merritt.
Majority of mountain bikers using the trails are ages 20 – 40 and are from the Lower Mainland who enjoy the varied cross country terrain - "mellow riding".

Are you aware of any other relevant information not specific to your community?

Not specifically.

Does your community promote mountain biking as a tourism destination and if so how?

MEC, Mountain Equipment Co-op has Merritt trail maps available.
Informational brochure – "101 things to do in Merritt"
Photo's displayed at trade shows – BC Outdoor Adventure Show

What funding mechanisms are used in promoting mountain biking tourism (e.g. hotel tax, municipal taxes, club dues, user fees etc.)?

Club memberships - \$20.00 family, \$10.00 individual. (Planning to introduce \$20.00 of membership fees traded for 20 hours of volunteer work).
Grant-in-Aid from the city of \$1,500 - \$3,000 per year.

Other comments:

Can't over organize mountain bikers or become too beaurocratic. The mountain bike club AGM is once a year with beer and nacho's. Great social fun encourages good volunteer involvement.

Interview and Tour of Other Mountain Bike Communities

Community/Organization: The District Of Squamish

Contact: Todd Pope

Phone: 604 815 4962

Email: tcpope@squamish.ca

What type of mountain bike facilities and / or parks exist in your community?

Many kilometres of single track, double track and multiuse trails within and surrounding our community. Squamish has become known as a community that can put on some of the best Mountain Biking races in Canada with the Test of Metal and Gear Jammer.

The District of Squamish is in the process of opening a BMX track in the middle of August that is run by volunteer. The land was made available through the District and is located at the Brennan Park Recreation Centre.

Please identify your major “highlights/successes” (e.g.: bike park, trail development):

The realization of the importance of the trail network to the community and for tourism as the District now has a Trails Coordinator. The partnership with the Squamish Lillooet Regional District, Whistler, Pemberton and the Ministry of Sport Tourism and the Arts is supporting a cooperative approach to developing mountain bike trails in the Sea to Sky Corridor.

What are the key issues and challenges your community faces with mountain bike facilities?

The area is under extreme pressure from development and land exchanges with the Squamish First Nation. Squamish is unsure on how these will affect the future development of trails and is working on bringing the existing network into being recognized mountain biking facilities within the Provincial Government.

Key issue is ensuring “no net loss” of trails due to development.

Communication amongst biking clubs, user groups, event organizers, city staff, and the provincial government. Future goal is to develop a Trails, Master Plan with all user groups and agencies involvement.

Please identify examples of solutions developed to address these major issues and challenges:

Partnerships with the Squamish Lillooet Regional District as stated above. Squamish is one of 8 pilot projects in the Province. Working with key stakeholders, volunteers and not for profit groups.

The hiring of a Trails Coordinator for the District of Squamish and within the Squamish Lillooet Regional District highlights the importance that the governments are placing on the trail network.

Hosting a developer’s summit in the future, to discuss “no net loss” of trails and identify solutions.

Education of volunteers – IMBA trails schools and WCB training for chainsaw operators who are developing and maintaining trails. Ninety nine percent of trail building is by volunteers.

Coordination of bike events – an “All Users Committee” has been developed with representation from commercial operators, bike tour companies, bike clubs and race organizers.

What type of facilities are in demand? (ie: single track, skills training, destination tourism, staging areas next to crown land) and where are the gaps in provision of these facilities?

Single track trails, skills training - for volunteers to be able to have the knowledge base and skill set to build, maintain and develop the trail network. The area of Squamish is being promoted as a "destination" with the new Destination Marketing Organization. Todd has started to provide some training to the volunteers with a chainsaw course and an IMBA trail building seminar this past spring.

Are there existing conflicts regarding bike trail use (ie: pedestrians, equestrian, dirt bikes, etc.) and how do you overcome them?

The Sea to Sky Corridor and mainly in the Squamish area has had conflicts with the different trail user groups. For every different trail user there is an established group that represents their activity in the Squamish area i.e. Squamish Off Road Cycling Association, Squamish Dirt Bike Association, The Equestrian Association, The Squamish Trail Society, The Free Riders, seniors walking and hiking groups, etc.

The City has provided a forum for communication and has regular updates involving the groups in the process.

Who builds and maintains trails and bike parks? (mountain bikers, government, private sector)

The established trail user groups provide the volunteers to build and maintain trails. Todd indicates that they have come to the time where the government needs to step up to the plate and provide more support and take on the leadership role.

Who manages facilities after construction?

The Municipality of Squamish has partnerships with established groups (as identified in question #6), non-profit groups, and the Regional District in conjunction with the Ministry of Sport Tourism and the Arts.

What is the frequency of inspections and by whom (i.e., qualifications)?

This is a new process and Squamish is in the middle of developing policies at the moment with the Squamish Lillooet Regional District. Most likely inspections will occur once a year and be monitored by the user groups with notifications if something is damaged to the Sea to Sky Trails Committee. Qualifications will be based on the IMBA and Whistler Trails standards.

What is your maintenance schedule, i.e., frequency and what are the nature of your maintenance tasks? By whom is maintenance conducted?

As repairs are required, the Sea to Sky Trails Committee organizes volunteers and provides maintenance.

What criteria have you used for selecting sites for mountain biking facilities?

This is an issue that the Municipality is working on and are developing a formal approval process. Currently the interested parties make the case for an area/site and the city reviews the feasibility, the ownership of the land, consults with the different parties involved and makes the decision.

How do you finance acquisition of land for mountain biking facilities?

Squamish has not run into this problem yet.

Who finances trail development? (joint cost sharing, partnerships, grants)

Partnerships with local biking clubs, Provincial grants, and developers provide funding.
MOTSA – The Ministry of Tourism, Sports and the Arts grant application - \$50,000.00 to manage the contract of trail development within the Diamond Head area.

Ministry of Highways and the Regional District has provided \$867,000.00 to build a commuter trail from Depot Road to the Chief.

Who carries the liability insurance and what amount of liability insurance coverage does your community carry? What risk management / safety concerns are there?

The Municipalities are insured through Municipal Insurance Association of BC along with the Squamish Lillooet Regional District. The District of Squamish carries a liability insurance coverage of 35,000,000.

The Squamish Lillooet Regional District has signed an agreement with the Province to take on the responsibility to maintain the trails in the Sea to Sky Corridor. By providing proper signage of type of trail, warnings of Technical Terrain Features and provide alternatives along with the maintenance and inspections the Municipality believes that risk management and safety concerns will be met. (Key requirements are proper signage and maintenance schedules)

What strategies has your community successfully used to empower local mountain biking clubs?

Recognition of volunteers

Provision of Grants in Aid

Involvement of clubs in the process – The Trails Coordinator's role is to provide coordination and strong communication between mountain bike clubs, trail users, event organizers, municipal government and the private sector.

What are the expectations of the public regarding the role of local government?

To take over the responsibility of planning, maintaining, development, training and advocating for the community that the trails are an important part of the community and should be treated as another ball field or recreation facility.

What should the role of the local mountain bike club be?

It is up to the clubs to decide what they want to be with the support of the local government. Some clubs have been successful as just a riding club, others have been successful as an advocate, while others do not want to be involved at all and just ride.

Identify partnership opportunities you have used that have been successful between the mountain bike community and local government for the design, construction, maintenance and monitoring of facilities?

Providing training with IMBA

Partnering with the different not for profit groups to take on different projects

Managing projects

Providing a forum to communicate

Working with developers and the community groups to upgrade, replace or build new trails

Applying for various grants

What special events, festivals and races occur? Who organizes them?

SORCA race season starts (Squamish Off-Road Cycling Association)

Test of Metal (2nd weekend) www.testofmetal.com

Squamish GearJammer MTB XC Race www.gearjammer.ca

Sept 22, Sun: Cheakamus Challenge

SORCA Bill Landry Lunar Enduro www.sorca.ca

Do you have any research or statistics (reports or surveys) on mountain bikers in your community that you could share with us (i.e., age, hometown, frequency of visits, etc.)?

Sea to Sky Mountain Biking Economic Impact Study, prepared by the Western Canada Mountain Bike Tourism Association (copy provided)

Does your community promote mountain biking as a tourism destination and if so how?

Yes, starting with the Destination Marketing Organization

Is your hotel tax, or any other funding mechanism used in promoting mountain biking tourism?

Just starting the process of looking into the hotel tax with our Destination Marketing Organization

Other comments: Reports provided include: Sea to Sky Recreation Trails Program, District of Squamish Trails Standards Manual, Squamish Mountain Bike Management Plan, Trail Maps, Squamish Tourism Development Update, and the Squamish Outdoor Recreation Capital of Canada information package.

Interview and Tour of Other Mountain Bike Communities

Community/Organization: Surrey Parks, Recreation and Culture

Contact: Owen Croy, Manager of Parks

Phone: 604-598-5762

Email: OCCroy@surrey.ca

What type of mountain bike facilities and / or parks exist in your community?

Bike Parks

South Surrey Bike Park – Cross Country, Dirt Jump, Free Ride

Port Kells Park – Dirt Jump

Cloverdale Athletic Park BMX Track – Skills Park, Urban BMX, BMX Racing

Action BMX - Urban BMX Park

Trails

Surrey is known as the “City of Parks” and provides extensive interconnecting trail systems of gravel multi-use pathways throughout the City.

Please identify your major “highlights/successes” (e.g.: bike park, trail development):

Council supporting and endorsement of the “Surrey Bicycle Recreation Facilities Strategy” report.

Note: the CD video on mountain bike greatly influenced council's vote to adopt the report.

What are the key issues and challenges your community faces with mountain bike facilities?

“Rogue” facilities (unsanctioned) popping up in neighbourhood parks (jumps, drops, bridges).

Liability and risk of “rogue” facilities.

South Surrey Bike Park was only serving that specific neighbourhood (local participants) not mountain bikers throughout the entire city.

Mountain bikers were creating erosion and disturbances to wildlife habitat.

Please identify examples of solutions developed to address these major issues and challenges:

Developed more bike parks and BMX parks in locations dispersed throughout the City.

Developed a long range plan (Surrey Bicycle Recreation Facilities Strategy) to determine the location of new neighbourhood based bike parks.

What type of facilities are in demand? (ie: single track, skills training, destination tourism, staging areas next to crown land) and where are the gaps in provision of these facilities?

In a recent mail out survey, gathering data for the 2007 Parks, Recreation and Culture Strategic Plan, bike parks ranked much higher than sports fields as facilities the public would like to see developed in their community.

Bike parks with specifically “dirt jumps” are the most requested facility.

Commuter cycling on gravel pathways to provide effective and safe “off street” commuting, connecting to parks. Surrey has developed a well received “greenways program”.

Are there existing conflicts regarding bike trail use (ie: pedestrians, equestrian, dirt bikes, etc.) and how do you overcome them?

Not at this time. The gravel pathways are multi-use, non-vehicular (no ATV's or dirt bikes) and are primarily pedestrian and bike. The bike parks have become a location for bikers to practice and play on jumps, drops, bridges rather than building them randomly throughout the City in neighbourhood parks.

Who builds and maintains trails and bike parks? (mountain bikers, government, private sector)

The City of Surrey builds bike parks in partnership with the local bike club SORCE, the Surrey Off-Road Cycling Enthusiasts.

The Boundary Bay – Mud Bay Park is a joint venture with the City of Surrey and the GVRD (Greater Vancouver Regional District). The City developed the gravel pathway and parking lot on their land, while the GVRD developed the gravel pathway all along the Boundary Bay waterfront.

Who manages facilities after construction?

The City of Surrey is ultimately responsible for the bike parks after construction, however SORCE provides the day to day evaluation and minor maintenance of the physical components such as bridges and rails.

What is the frequency of inspections and by whom (i.e., qualifications)?

City of Surrey, Parks Division staff inspect the bike park sites two times per year. SORCE volunteers who regularly ride the trails and bike parks provide ongoing inspections and identify any repairs required.

Inspection frequency and maintenance needs vary depending on the type of facility, the number of built or constructed features, the level of use and the over all user numbers. Maintenance and inspection is carried out as outlined in the Guidelines for Bicycle Recreation policy guide, Section 9, "Hazard Inspection Procedure for Bicycle Recreation Facilities".

The standards outlined in the document adapted from the Canadian Standards Association publication, Children's Play Spaces and Equipment (CAN/CSA-Z614-98) in addition to construction guidelines from the American Bicycling Association (ABA), the experience of other jurisdictions, and input from advanced BMX and mountain bike riders. (Source: Surrey Bicycle Recreation Facilities Strategy)

What type of maintenance work and schedule do you follow?

As outlined in the Guidelines for Bicycle Recreation policy guide.

What criteria have you used for selecting sites for mountain biking facilities?

The primary criteria used in selecting a site, is to provide mountain biking facilities equally distributed throughout the entire City.

The following principles are outlined in the Surrey Bicycle Recreation Facilities Strategy:

Accessible: Proposed facilities are to serve all Surrey communities, major non-traditional riding groups and user abilities.

Flexible: Proposed facilities are to be designed to be flexible, allowing them to be changed and/or expanded over time as rider preferences and user groups change and evolve.

Integrated: Facilities are to be connected to one another through a proposed Green Line bike network that will be developed over the medium-term. The Green Line will allow users to access parks more easily on their bicycles.

Safe: Facilities will include features for a wide range of abilities and age groups, from young, beginner riders to more advanced, intermediate riders. All stunts will be designed for safe and fun riding.

Economical: Wherever practical and feasible, proposed facilities shall be located in parks with existing facilities, including parking, washrooms and water.

A preliminary concept plan for a bike park is developed for public and staff review. The plan is presented at a public open house for the public's comment to "test the community appetite". It is either developed into a final concept plan, or in some cases the bike park has been relocated.

How do you finance acquisition of land for mountain biking facilities?

The City has a Park Land Acquisition Reserve, which is funded by Park Land DCC's and partial "cash in lieu". The range is 5% - 15% dedication. Density bonuses are received up to 10%. Averaging- \$27 million annually for parks acquisition over the last three years.

How do you finance trail development? (joint cost sharing, partnerships, grants)

Funding is provided by the Park Development Capital Program – Operating Budget. Funds are also secured from direct contribution from developers.

Do you have liability insurance? If not, who carries the liability insurance and what amount of liability insurance coverage does your community carry? What risk management / safety concerns are there?

When formal agreements are developed with clubs, the bike club (eg: SORCE) is responsible to obtain third party liability of \$5 million, named the City.

The City does not have any risk management/safety concerns, as they follow maintenance and operations guidelines and provide appropriate signage at all mountain biking facilities.

What strategies has your community successfully used to empower / assist local mountain biking clubs?

SORCE – came to the City first and initiated the development of the South Surrey bike park. Parks staffs have facilitated the growth of the club and have benefited greatly from their involvement. The only concern is that the bike club needs to be continually recruiting more volunteers as the City increases the number of mountain biking facilities.

What are the expectations of the public regarding the role of local government?

Provision of land and "basic" services such as rough grading a bike park site.

Provision of basic trail facilities throughout all areas of the city.

Key role for local government is to develop a mountain biking strategy and policies to base decision on, then partner with a mountain biking club to provide more elaborate services.

What is the role of the local mountain bike clubs?

Advocacy

Support for basic maintenance of existing mountain biking facilities

Report to the Parks Division in a timely fashion any maintenance issues

Identify partnership opportunities you have used that have been successful (for the design, construction, maintenance and monitoring of facilities)?

SORCE – Surrey Off-Road Cycling Enthusiasts has been extremely successful (refer to the Surrey Bicycle Recreation Facilities Strategy) on the level of the club's involvement.

What special events, festivals and races occur? Who organizes them?

Bike Festival organized by SORCE – Fifth Annual Surrey Bike Fest in June, 2006 held at the South Surrey Bike Park. The events featured an off-road cycling trade expo, demonstration bikes to try out, clinics, and a kid's bike rodeo. Over 400 people attended the event.

Sanctioned mountain biking events.

Demonstrations and skills programs at the bike park.

Do you have any research or statistics (reports or surveys) on mountain bikers in your community that you could share with us (i.e., age, hometown, frequency of visits, etc.)?

Yes, surveys and public open houses were completed in preparation of the Surrey Bicycle Recreation Facilities Strategy. (A copy of the survey and results is included in this report).

The City has prepared a six minute Bike Park video that was shown to City Council and helped in Council determining to adopt the Surrey Bicycle Recreation Facilities Strategy. (A copy has been provided).

The City of Surrey, Design, Construction and Maintenance Standards Report has also been provided.

Are you aware of any other relevant information not specific to your community?

The GVRD – Greater Vancouver Regional District has research on outdoor activities and the level of involvement for their mountain biking planning.

Does your community promote mountain biking as a tourism destination and if so how?

No, our responsibility is to serve our residents / the domestic market not tourism.

What funding mechanisms are used in promoting mountain biking tourism (e.g. hotel tax, municipal taxes, club dues, user fees etc.)?

The city is not promoting mountain biking tourism.

Other comments:

Contact: Jim Richardson – SOURCE (Surrey Off-Road Cycling Enthusiasts)

Research the SOURCE website

GVRD Parks – inquire about mountain biking statistics and research available

Interview and Tour of Other Mountain Bike Communities

Community/Organization: City of Kamloops

Contact: Kelly Johnston, Senior Natural Resource Technician
Natural Parks & Resources

Phone: 250-828-3317

Email: kjohnston@kamloops.ca

What type of mountain bike facilities and / or parks exist in your community?

Kamloops Bike Ranch - Through support and partnership with the Kamloops Bike Riders Association (KBRA), the City of Kamloops' Parks, Recreation and Cultural Services Department has completed Phase 1 of the Kamloops Bike Park, dubbed "The Kamloops Bike Ranch". The Kamloops Bike Ranch is a 26 hectare area located in the terraced and gullied silt bluffs of pine trees, sage brush, and open grasslands between Valleyview and Juniper Ridge neighbourhoods. The initial site has an elevation change of 132 m over its 1.1 km length. This is a sanctioned downhill mountain bike park, located within the city.

Phase 1 features a fast-flowing, A-line style downhill trail boasting a multitude of tables and "berms" rated for the expert rider; a jump park for expert and intermediate riders; and a BMX track to Canadian Cycling Association standards. Phase 2 will create more diverse bike park features including a trials area, cross-country trails, biker cross track, and a kid's park. Cross Country Trails – Kenna Cartwright and Peterson Creek are mountain biking cross country trails located in natural areas.

Please identify your major "highlights/successes" (e.g.: bike park, trail development):

Kamloops Bike Ranch – this bike park is a great success and is primarily focused on local kids.

What are the key issues and challenges your community faces with mountain bike facilities?

Many uninvited trails being developed on private lands (eg: rancher's) where the landowners are complaining. The construction of bike jumps on private land and in sensitive natural areas. (i.e. rogue bike parks)

Please identify examples of solutions developed to address these major issues and challenges:

Creating the mountain bike park was the major solution and pursuing public education through the Kamloops Bike Riders Association.

What type of facilities are in demand? (ie: single track, skills training, destination tourism, staging areas next to crown land) and where are the gaps in provision of these facilities?

The Kamloops Bike Ranch (Bike Park) falls short of what the riders want for downhill. Need to develop cross country trails network throughout the city.

Are there existing conflicts regarding bike trail use (ie: pedestrians, equestrian, dirt bikes, etc.) and how do you overcome them?

ATV and equestrian conflicts are the most prevalent. Mountain biking and hiking are not an issue at the moment. All trail users have been invited to meetings facilitated by the City of Kamloops to

discuss the use and responsibility of multi-use trails. Signage also warns all trail users of the need for cooperation and safety in the natural areas.

Key success is the Trail Stewards Group – representing hikers, mountain bikers, equestrian, ATV's, private business. The bringing together of all users at a meeting to deal with complaints and conflicts regarding trail use.

Who builds and maintains trails and bike parks? (mountain bikers, government, private sector)

The City of Kamloops built the bike park in conjunction with the KBRA – Kamloops Bike Riders Association. The KBRA also has an agreement with the Ministry of Tourism, Sport and the Arts for managing the freeride trail network at Harper Mountain.

The City of Kamloops is also looking at incorporating trails within the development plan, during the application phase for developers.

Who manages facilities after construction?

The City of Kamloops is responsible for the bike park and provides regular inspections and liability. Major work at the bike park is provided by the KBRA (work groups), but the daily work and management of the facility is provided by the city. (Refer to the Agreement between the City of Kamloops and the Kamloops Bike Riders Association)

What is the frequency of inspections and by whom (i.e., qualifications)?

City staff inspects the bike park daily or at least twice a week. Detailed inspections occur twice a year. All bike parks staff have IMBA trail building qualifications.

What type of maintenance work and schedule do you follow?

With daily and weekly bike park inspections, maintenance work occurs as required. If jumps, bridges, ladders require repair, it is handled immediately. However, major work parties are provided by the KBRA for larger projects and expansion of the bike park.

What criteria have you used for selecting sites for mountain biking facilities?

The availability of vacant land and free land. (Some locations have already unsanctioned trails and jumps). The elevation gain and loss, suitability of the terrain. The City of Kamloops follows the industry standards which are the Whistler standards for developing mountain biking facilities and signage.

How do you finance acquisition of land for mountain biking facilities?

The City of Kamloops purchases the appropriate land. Also, there has been a land exchange for development access.

How do you finance trail development? (joint cost sharing, partnerships, grants)

Kamloops Bike Ranch - The KBRA fund 50 per cent of the capital construction costs and form a vital link between mountain biking and the facility. The KBRA matches with "in kind" donations to the City of Kamloops in developing the bike park. (\$65,000 1st year for the initial development of the bike park, \$30,000 in the 2nd year, and \$15,000 in the 3rd year.)

Do you have liability insurance? If not, who carries the liability insurance and what amount of liability insurance coverage does your community carry? What risk management / safety concerns are there?

KBRA is covered under the City of Kamloops insurance. The City has \$35 million insurance with a \$250,000.00 deductible.

The KBRA has the following in order to host mountain biking events: "The Society shall supply Comprehensive General Liability Insurance, against any and all claims for bodily injury, death and property damage whatsoever arising out of the Services performed hereunder by the Society and/or any recreational, training or competitive events hosted or co-hosted by the Society. Such insurance shall name the City as an ADDITIONAL INSURED and shall cover for not less than 5 million dollars."

The KBRA is working with IMBA and MoTSA to help develop the provincial Mountain Bike Strategy and determine insurance requirements for local clubs.

Risk management / safety concerns include the importance of emergency response procedures. The City of Kamloops has emergency response locations in the bike park (signs with identification numbers eg: Q1) Each sign has ambulance access points and emergency response procedures associated with it.

What strategies has your community successfully used to empower / assist local mountain biking clubs?

The City of Kamloops has a staff person assigned to the bike park and natural trails to liaise with the KBRA and manage the mountain biking facilities.

The KBRA has four or five key people who have developed good working relationships with the City staff. The bike club is finding it difficult to recruit new members and increase the size of the KBRA. The local bike shops have pulled out of the mountain biking club and are focusing on operating their own businesses rather than providing volunteers.

What are the expectations of the public regarding the role of local government?

The City is responsible to fence the bike park boundaries and construct and implement all signage and buildings.

The City is responsible for:

- the overall conduct, management and operation of the bike park;
- the direction and supervision of all volunteer activities;
- conducting all maintenance and repair activities, including the maintenance and repair of all fences, trails, signage, structures and buildings; and
- setting, implementing, monitoring and enforcing the bike park rules and standards.

The City is expected to control the mountain bikers, especially on private land. To control the mountain bikers on the 10,000 hectares of natural land to ensure preservation of natural resources. To provide liability coverage and insure that the industry standards for trail development and signage are adhered to. eg: Whistler standards

What is the role of the local mountain bike clubs?

The KBRA main role is to assist the City with regards to the management of the bike park, hosting events, hosting trail development workshops, and support the IMBA standards. The KBRA has received funding from MoTSA to develop mountain biking trails on crown land.

(The following information was obtained from the formal Agreement between the City of Kamloops and KBRA) The Society and its members shall act as role models in the community in respect of the development, operation and promotion of the bike park.

The Society agrees to provide the following services:

Assisting the City in the design and construction of the bike park, including all trails and features within the bike park, all under the direction and supervision of the City.

Assisting the City with the maintenance and operation of the bike park, all under the direction and supervision of the City.

Co-coordinating volunteer participation for the design, construction, operation and maintenance of the bike park.

Reporting to the City any maintenance or repair issues of which it becomes aware, including any required maintenance of or repair to any fences, trails, signage, structures or buildings.

Ensuring that its members comply with the terms of the Leases, and in particular, ensuring that none of its members ride outside the boundaries of the bike park, and that none of its members create features of any kind within the bike park without receiving the City's prior written approval.

Hosting and/or co-hosting recreational, training and competitive events at the bike park, all under the direction and supervision of the City.

Identify partnership opportunities you have used that have been successful (for the design, construction, maintenance and monitoring of facilities)?

Kamloops Bike Ranch partnership between the KBRA and the City.

Trail Stewards Group which is a committee representing mountain bikers, hikers, equestrian, developers and business who have an interest in planning/developing for the future.

KBRA and MoTSA in the agreement to manage the freeride trail network at Harper Mountain.

KBRA, IMBA and MoTSA in developing a provincial MTB strategy and determining insurance requirements for local clubs.

What special events, festivals and races occur? Who organizes them?

BC Cup at the mountain bike park

Red Bowl Dirt Jumping event

BC Summer Games – mountain biking

BC Cup – cross country and downhill events

Mountain bike filming - many films have been shot in the bike park and the Kamloops area

Mountain bike events and races are organized by the KBRA in conjunction with the City, Cycling BC, sponsors and co-hosts of the specific event.

Do you have any research or statistics (reports or surveys) on mountain bikers in your community that you could share with us (i.e., age, hometown, frequency of visits, etc.)?

A professor at Thompson River's University (Tourism Sector) has researched the economic impact of mountain biking in the area.

Are you aware of any other relevant information not specific to your community?

Sun Peaks provides a "fee for service" lift for mountain biking. Tourists stop off at the Kamloops bike park on their way to Sun Peaks ski hill.

Does your community promote mountain biking as a tourism destination and if so how?

Byron McCorkell, City of Kamloops parks, recreation, and cultural services director says, "The construction of the Kamloops Bike Ranch will provide a world-class mountain bike facility for residents and visitors, promote fitness and appreciation of the natural environment, and build on the City of Kamloops profile as the Tournament Capital of Canada."

A trails counter at the bike park identified that 22,000 visits/year occurred in 2006. The bike ranch is a draw for tourism related to mountain biking.

The economic spin off to the bike shops has been noticed, with four local bike shops increasing business, especially the sale of expensive high end mountain bikes \$3,000 and up.

What funding mechanisms are used in promoting mountain biking tourism (e.g. hotel tax, municipal taxes, club dues, user fees etc.)?

City taxes funded the construction and operation of the bike park. The bike park has no user fees or membership required.

Other comments:

A major barrier is the perception of "who the riders are". The culture of "free riding" is not to be confined. With all the media coverage and filming of downhill and free riding the average cross country mountain biker is not the profile.

Interview and Tour of Other Mountain Bike Communities

Community/Organization: Arrowsmith Mountain Bike Club (Parksville, Vancouver Island)

Contact: Kristenn Magnusson, President

Phone: 250-228-2113

Email: arrowsmithmtbclub@gmail.com

What type of mountain bike facilities and / or parks exist in your community?

Top Bridge Mountain Bike Park – cross country trails, dual slalom race course, freeriding with jumps and bridges

Hammerfest – cross country trails and a downhill race course

Please identify your major “highlights/successes” (e.g.: bike park, trail development):

Hammerfest trails developed by the Arrowsmith Mountain Bike Club.

The “Island Cup” race series which involves 7 cross country races, 6 downhill races and 3 marathon races.

The Arrowsmith Mountain Bike Club originally started in 1994 with approximately 65 members and now enjoys a membership of 150 people of all ages.

What are the key issues and challenges your community faces with mountain bike facilities?

The Island Cup race series was developed as a grass roots series and it has become more frustrating and more difficult to host events with Cycling BC insurance and liability.

Land ownership – the mountain bike club is building and maintaining trails and then the area is logged.

Please identify examples of solutions developed to address these major issues and challenges:

Island Cup race series – the Arrowsmith Mountain Bike Club is researching alternative liability coverage and is possibly going to purchase the same insurance coverage as the “Test of Metal” race event in Squamish.

Past president and a few long time club members are becoming frustrated with private land owners where trails exist.

What type of facilities are in demand? (ie: single track, skills training, destination tourism, staging areas next to crown land) and where are the gaps in provision of these facilities?

There is a diverse enough demographic to support additional single track for all ages, freestyle and downhill facilities (geared for younger riders)

Updated maps and signage of trails

Washrooms and bike wash at starting points

Are there existing conflicts regarding bike trail use (ie: pedestrians, equestrian, dirt bikes, etc.) and how do you overcome them?

Very little conflict between users – the equestrian club uses the same trails at Hammerfest. The horse riders work cooperatively with the mountain bike club. Concern of the destruction of trails by dirt bikers and quads.

Who builds and maintains trails and bike parks? (mountain bikers, government, private sector)

Both the Top Bridge Mountain Bike Park and the trails at Hammerfest have been built and are maintained by the Arrowsmith Mountain Bike Club. One club member has the responsibility of being the “trail boss” and he coordinates trail maintenance provided by volunteers.

Who manages facilities after construction?

The Arrowsmith Mountain Bike Club manages all facilities and provides regular maintenance. The club is not constructing jumps and ramps and do not have IMBA certification.

What is the frequency of inspections and by whom (i.e., qualifications)?

No official inspection schedule. Regular riders provide ongoing inspection and then contact the “trail boss” should there be any need for repairs or maintenance.

What type of maintenance work and schedule do you follow?

On an “as needs” basis.

What criteria have you used for selecting sites for mountain biking facilities?

Terrain available, low impact on the environment and ability to “enjoy the scenic beauty”.

How do you finance acquisition of land for mountain biking facilities?

The Arrowsmith Mountain Bike Club has not had to acquire land to date. The Top Bridge Mountain Bike Park is on city park land. Hammerfest mountain bike trails are on private logging land.

How do you finance trail development? (joint cost sharing, partnerships, grants)

Funds are raised from the club hosting mountain bike race events. The main source of income is obtained from hosting the BC Cup.

Do you have liability insurance? If not, who carries the liability insurance and what amount of liability insurance coverage does your community carry? What risk management / safety concerns are there?

The Arrowsmith Mountain Bike Club has insurance provided by “Cycling BC”. The club dues of \$30.00 per year, covers the cost of insurance for members while participating in club activities. In addition the mountain bike club has Director’s and Officer’s insurance coverage. At this time the club is reviewing future insurance needs to include not only the hosting of mountain bike events but club members going to other events. One suggestion has been to create a Vancouver Island Mountain Bike Club, with representation of all smaller clubs and develop a Vancouver Island Race Series insurance plan with Cycling BC. In this way, all riders would be covered no matter which events they participate in throughout the entire Vancouver Island, rather than insurance coverage being required for each event they register for.

Arrowsmith Bike Club Disclaimer:

"The Arrowsmith mountain bike club does not warrant that the backroads and trails indicated in these maps are passable, nor does it claim that the maps are completely accurate. We make no indication as to whether or not the lands that occupy these trails are private or public, and the user bears any responsibility in this regard."

"Please note that mountain biking is inherently dangerous and without limiting the generality of the foregoing, you may encounter unexpected traffic, poor weather, low or no trail maintenance. Please use common sense and caution when using these trails."

What strategies has your community successfully used to empower / assist local mountain biking clubs?

A consistent and strong core group of volunteers on the executive of the club.
Arrowsmith mountain bike club has a lawyer and a doctor on the executive who are helpful in regards to risk management and safety issues.
Need to continue expanding the involvement of volunteers in the club.
Hosting events has helped to develop interest in the club.
Local downhill "celebrity" riders act as a role model to involve younger riders in the club.

What are the expectations of the public regarding the role of local government?

Provide land for the mountain bike club to develop more trails.
Promote mountain biking within the recreation department.
Assist with developing maps, promoting events and providing programs.

What is the role of the local mountain bike clubs?

The Arrowsmith Mountain Bike Club started in 1994 with 65 members and has grown to 150 members of all ages. The club focus is on promoting the sport, providing social riding opportunities, trail building and maintenance, training camps, hosting races and most of all having fun.

Identify partnership opportunities you have used that have been successful (for the design, construction, maintenance and monitoring of facilities)?

The club has not developed many partnerships. The core group of volunteers constructs and maintains trails and facilities. There is not a strong partnership with the city.

The partnerships that have been successful are with other mountain bike clubs (e.g. Nanaimo Mountain Bike Club) in organizing the Vancouver Island Cup Race Series and in hosting events.

Partnerships with dog walking groups and hiking clubs to provide ongoing trail maintenance.

What special events, festivals and races occur? Who organizes them?

Vancouver Island Cup Race Series – Hammerfest Cross Country Race (50 – 70 riders)
Hammerfest Downhill Race (165 riders)
Marathon Cross Country – Rhododendron Ramble (80 riders)
Fall Brawl – Cross Country, Downhill and Dual Slalom Races

Do you have any research or statistics (reports or surveys) on mountain bikers in your community that you could share with us (i.e., age, hometown, frequency of visits, etc.)?
NO

Are you aware of any other relevant information not specific to your community?

Cumberland – A great trail system has been developed in this area.
Hartland Bike Park in Capital Regional District
Riders travel to different locations to explore new trails and terrain.

Does your community promote mountain biking as a tourism destination and if so how?

No, however there is a great opportunity to take a “regional approach” and promote mountain biking all over the Vancouver Island.

What funding mechanisms are used in promoting mountain biking tourism (e.g. hotel tax, municipal taxes, club dues, user fees etc.)?

Nothing at the moment, however the Parksville area has many younger and early retirement people choosing this community for the mountain biking, hiking, golfing, coastal experiences.

Other comments:

Club dues are \$30.00 per year which covers the cost of insurance for members while participating in club activities. Members also receive a 10% discount at local bike shops (which ends up covering the cost of annual club dues).

“What is needed in the future is more development of mountain biking facilities and the preservation of what we already have.” Kristenn Magnusson, president.

Interview and Tour of Other Mountain Bike Communities

Community/Organization: Capital Regional District – South Vancouver Island

Contact: Lynn Wilson, Park Planner
Richard Waterfield, Parks Operations Supervisor (Hartland)

Phone: 250-478-3344

Email: lwilson@crd.bc.ca

What type of mountain bike facilities and / or parks exist in your community?

Hartland Bike Park – sanctioned bike facility with multi-use trails and a technical training area. Proposed “new” for 2009 a mountain biking site at Sea to Sea Regional Park (see maps)

Please identify your major “highlights/successes” (e.g.: bike park, trail development):

Hartland Bike Park – being able to build a mountain bike park like Hartland. The park was established ten years ago and the development of the bike park has been a great success. The bike park includes a variety of single track trails for all levels, beginner, intermediate and advanced as well as a technical training area (TTA) /skills park.

Embracing the concept that another mountain bike site will be developed – more development for additional trails at the Sea to Sea Regional Park – this will be a “world class” facility with multi-use trails.

What are the key issues and challenges your community faces with mountain bike facilities?

The Regional District is not dealing with many issues in regards to the Hartland Mountain Bike Park. SIMBS (South Island Mountain Bike Society) deals with the management and operation of the bike park.

The Regional District has recognized that mountain biking is occurring on many “unauthorized” trails that are creating environmental damage.

The only challenge has been dealing with the “local land owners” around the bike park area. At times with overflow usage of the bike park, cars are parked along the roadside to the staging area and there is additional traffic along the access road.

Please identify examples of solutions developed to address these major issues and challenges:

Building the Hartland Bike Park which was a location where a number of “unauthorized” trails were already developed by mountain bikers.

Partnership with SIMBS has been very successful and has solved most all issues relating to the bike park. Involving the “adjacent land owners” in the planning process of the bike park diffused a number of the major issues.

What type of facilities are in demand? (ie: single track, skills training, destination tourism, staging areas next to crown land) and where are the gaps in provision of these facilities?

More legitimate areas to mountain bike in Regional Parks – more major sanctioned mountain biking areas. Development of single track, technical training areas/skills parks close to parking lots and long distance “epic rides”.

Are there existing conflicts regarding bike trail use (ie: pedestrians, equestrian, dirt bikes, etc.) and how do you overcome them?

Not at this time. Adjacent land owners need to part of the planning process. There are always trespassers with mountain bikers going off the trails to adjacent property.

Who builds and maintains trails and bike parks? (mountain bikers, government, private sector)

SIMBS – The South Island Mountain Bike Society constructs and maintains the Hartland Bike Park. The Regional District provides very little support in maintaining the trails.

Currently the IMBA guidelines for trail development are used. In the future, the Regional District will be using the “Whistler” standards of trail development and maintenance.

Who manages facilities after construction?

Hartland Bike Park is co-managed between the Regional District and the South Island Mountain Bike Society. (Refer to the Mount Work – Hartland License Agreement)

SIMBS meets with the Parks Operations Supervisor on a regular basis to discuss management and operational issues related to the Hartland Bike Park. The Regional District has not received any complaints in regards to the operation of the bike park.

SIMBS will contact the Regional District who is responsible to dismantle any “rogue” trails.

What is the frequency of inspections and by whom (i.e., qualifications)?

SIMBS has a Trails Committee who is responsible for regular inspections. All riders report any need for repairs to the trails committee.

What type of maintenance work and schedule do you follow?

Organized maintenance days are scheduled once a month on the third Sunday of the month.
Note: Any chain saw operation is provided by the Regional District.

What criteria have you used for selecting sites for mountain biking facilities?

- a) Availability of land
- b) Historically, if mountain biking was already occurring in the regional park
- c) Demand for preserving the wilderness and environmental suitability

How do you finance acquisition of land for mountain biking facilities?

Land Acquisition Fund – 10 year capital fund (\$1.6 million / year)
The Regional District tax base - \$10.00 levy per year to acquire land

Capital Regional District provides 65% towards to cost of land, while the Land Conservancy provides 35%.

How do you finance trail development? (joint cost sharing, partnerships, grants)

Regional District provides funding for new trail development from their capital project budget and they also have a park establishment fund. The annual operating budget provides funding for support materials such as lumber, gravel, tools and equipment for trail development.

The partnership with SIMBS has been excellent in that this volunteer group assists with providing the work force to develop and manage mountain bike trails.

"In kind donations" for building washrooms and parking amenities.

Do you have liability insurance? If not, who carries the liability insurance and what amount of liability insurance coverage does your community carry? What risk management / safety concerns are there?

The licensed agreement with SIMBS and the Regional District outlines contractual arrangements. SIMBS is required to be responsible for the Hartland Bike Park 24 / 7 as the "license holder" and have not less than \$5 million liability insurance. SIMBS is re-evaluating their contractual arrangement which expires on March 1, 2008. In the negotiations to renew the contractual agreement, SIMBS may wish to not be the "license holder" and obtain insurance coverage only for organized trail days and the hosting of events.

- a) All TTF's (technical trail features) follow the IMBA guidelines to ensure that technical trail features are safe
- b) An Emergency Plan has been introduced at Hartland Bike Park regarding risk management.
- c) SIMBS insurance covers organized trail days and hosting of mountain bike events.
- d) SIMBS is responsible for allocating "Special Use" permits for commercial and on commercial services which attract participants and spectators, such as races, competitions, group training, lessons or bicycle shows.

What strategies has your community successfully used to empower / assist local mountain biking clubs?

The Regional District indicates that the successful relationship with SIMBS is based upon "lots of consensus building". With clear guidelines and responsibilities outlined in the license agreement the Regional District has limited involvement with the ongoing operation of the bike park.

IMBA guidelines for sustainable trail design are followed by the mountain bike club.

SIMBS appoints two representatives to serve as liaison persons between the Society and the Regional District.

An annual report is submitted to the Parks Administrator by March 1 of each year, which includes a financial statement setting out the income earned from Special Use of the License Area, a summary of activities and attendance during the preceding year, as list of all special events and activities to be held in the coming year, and proof of public liability insurance.

What are the expectations of the public regarding the role of local government?

Local government should provide mountain bike facilities and trails. The expectation from the public is that the public lands have been paid for by taxes, therefore trails and services should be provided by government.

What is the role of the local mountain bike clubs?

Promote safe mountain biking
Ensure mountain biking is environmentally responsible
Act as an advocacy groups
Ensure standards are maintained for trail maintenance
Self policing
Educating mountain bike members and non-members

South Island Mountain Bike Society Mission Statement

"The voice of Vancouver Island's Mountain Bike Community"

Purpose:

- a) To act to preserve and increase mountain biking access on south Vancouver Island.
 - b) To promote responsible off-road cycling.
 - c) To organize volunteers to aid in the restoration, development, and maintenance of mountain bike trail systems.
 - d) To participate in the planning process for and the management of recreational land as it relates to mountain bike access and use.
 - e) To conduct research on how mountain biking affects recreational land.
 - f) To provide off road cyclists with education programs including : (i) mountain bike safety, (ii) mountain bike practices that minimize user conflicts, trail damage and ecological impact, (iii) mountain bike trail planning, building and maintenance.
- Identify partnership opportunities you have used that have been successful (for the design, construction, maintenance and monitoring of facilities)?

Partnership with SIMBS – Hartland Bike Park

Partnership with IMBA – large advocacy base and providing trail building crews

What special events, festivals and races occur? Who organizes them?

SIMBS is responsible for administering “park use permits” for races, mountain bike classes, school programs and events. Hartland Bike Park is a “special use license area” where a fee is charged for private instruction and use.

SIMBS organizes the following monthly and bi-weekly events in addition to sanctioned races and special events:

SIMBS Board Meeting, first (non holiday) Tuesday each month 7:00 p.m.

Introductory Ride at Hartland, second Sunday of each month 9:45am, Guided, separate beginner and advanced groups, all ages.

Youth Ride at Hartland, second Sunday of each month, 9:45 am. Families are also welcome.

Women's Ride at Hartland, second Sunday of each month 9:45am, all abilities, and all ages.

Trail Maintenance work groups at Hartland on the third Sunday of each month, at 9:00 a.m.

Do you have any research or statistics (reports or surveys) on mountain bikers in your community that you could share with us (i.e., age, hometown, frequency of visits, etc.)?

Hartland Bike Park has a traffic counter which records the number of visits. (This information has been requested)

The Hartland Bike Park parking lot capacity is forty vehicles. On weekends, the parking lot is full, and vehicles are parked down the access roadway to the parking lot.

Are you aware of any other relevant information not specific to your community?

Mountain biking is increasing and the demand for additional bike parks has become evident. The support for the development of new “world renowned” mountain bike facility is exciting.

Does your community promote mountain biking as a tourism destination and if so how?

Not at the moment. The development of the bike park has been primarily for local residents.

What funding mechanisms are used in promoting mountain biking tourism (e.g. hotel tax, municipal taxes, club dues, user fees etc.)?

The community of Sooke is benefiting from the revenues generated from attracting mountain biking tourism to the area (e.g.: restaurants, local bike shop)

Other comments:

Hartland Bike Park has been a major success and both SIMBS and the Regional District are looking forward to building a new world class mountain biking facility. The Regional District believes that the number of mountain bikers is only increasing, although they do not have any statistical data to support this.

How to mix the demand of all other users with mountain biking. Environmental conservation is the Regional District's primary priority. Need to determine how to balance recreational use and environmental conservation in regional parks.

Interview and Tour of Other Mountain Bike Communities

Community/Organization: Kootenay Columbia Trails Society / Rossland

Contact: Stewart Spooner, Trails Manager

Phone: 250-362-5905

Email: stewspooner@telus.net Address: Box 1701 Rossland, BC V0G 1Y0
info@rosslandtrails.ca

Website: www.rosslandtrails.ca (maps and trails)

What type of mountain bike facilities and / or parks exist in your community?

Rossland has a diverse network of 40 multi-use trails in the area for walking, hiking, biking, snowshoeing, and cross-country skiing. The network provides cross-country trails, freeride trails and a skills park – Rossland is known as the “Mountain Bike Capital of Canada”.

Please identify your major “highlights/successes” (e.g.: bike park, trail development):

IMBA designated, the “Seven Summits” as an epic trail.

The vast multi-use trail network with a variety of mountain biking options and number of trails. The Society developed a clear “vision” of what they wanted to see for the development of mountain bike trails and is moving forward to achieve their goals.

What are the key issues and challenges your community faces with mountain bike facilities?

Trails are on private land, so obtaining permission to use trails has been a challenge. Development pressure on the lands surrounding the town of Rossland (e.g. residential growth and real-estate developments).

Available workers – labourers available to employ as mountain bike trail builders.

Please identify examples of solutions developed to address these major issues and challenges:

The Society board members and staff have remained firm in their commitment to making the trail system work for the landowners first and the trail users second.

The Society developed and introduced an “Access Agreement” with landowners to ensure landowners were satisfied and access on private lands continued to be available for trails.

The Society hired a part-time “Trails Coordinator” to manage trail development, supervise staff, coordinate volunteers, and act as a liaison with local government.

What types of facilities are in demand? (i.e.: single track, skills training, destination tourism, staging areas next to crown land) and where are the gaps in provision of these facilities?

Rossland area has a sub-culture of mountain biking with demand for “socially built” trail networks with big jumps and technical trails.

Actual demand is for fewer “stunts” and more high quality, fitness oriented cross country trails with viewpoints and scenic locations.

Gender issue of a large majority of “girls/women” are requesting cross country trails, nothing too technical or difficult.

Are there existing conflicts regarding bike trail use (ie: pedestrians, equestrian, dirt bikes, etc.) and how do you overcome them?

No, there is an understanding of trail users and groups naturally segregating themselves to specific areas. (e.g. equestrian is not a large user group in the area and they are riding primarily in segregated areas). Motorized use on trails may become a concern in the near future.

Who builds and maintains trails and bike parks? (mountain bikers, government, private sector)

The "Trails Manager" supervises part time contractors who build the trails. The Kootenay Columbia Trails Society employs the equivalent of 3 full time staff for the summer. In addition, they receive a summer grant for 3 full time positions funded through a HRDC Job Creation partnership.

Who manages facilities after construction?

Kootenay Columbia Trails Society "Trails Manager" has a trail crew, which involves 4 employees for 26 weeks/year that are responsible for managing the mountain bike facilities. Funding for these positions is received from the Regional District of Kootenay Boundary.

What is the frequency of inspections and by whom (i.e., qualifications)?

Once a year, at the beginning of the summer an inspection is completed on all 37 official trails in the network to determine maintenance priorities and develop work plans.

What type of maintenance work and schedule do you follow?

Periodic maintenance inspections are ongoing by Society members and a core group of local riders. The Trails Manager is notified immediately should trail maintenance be required. Trails Day – volunteers assist with trail maintenance.

What criteria have you used for selecting sites for mountain biking facilities?

Availability of land, resources available, and assessment of "demand of use".

How do you finance acquisition of land for mountain biking facilities?

The Kootenay Columbia Trails Society does not purchase land. Land is accessed from local landowners by negotiating an "Access Agreement". The Society is not in the position to purchase land.

How do you finance trail development? (joint cost sharing, partnerships, grants)

Meeting the responsibilities of the landowners, managing and maintaining an extensive, high quality trail network requires consistent funding. The primary source of operating funds is obtained from the Regional District of Kootenay Boundary at an amount of \$60,000/year.

Do you have liability insurance? If not, who carries the liability insurance and what amount of liability insurance coverage does your community carry? What risk management / safety concerns are there?

The Society covers both landowners and board members for general liability in addition to volunteers for accidents while they are working on trails. The corporate land owners include Cominco and local logging companies. Capri Insurance based in Summerland provides

insurance coverage for the Kootenay Columbia Trails Society. This company is also the insurance provider for the Trails Society of BC for the management of the Trans Canada Trail.

What strategies has your community successfully used to empower / assist local mountain biking clubs?

The Society developed a clear vision.

A major key element of the Society's ongoing success is the skill of its staff person. The Trails Manager is responsible for maintaining and developing the trail network and working with the board to ensure the trails are responsibly managed.

What are the expectations of the public regarding the role of local government?

The public expects local government to fund and manage a well built and maintained multi-use trail network. The provision of trails is a high priority for the community. "Trails have been identified as a core community value". The trail network has been recognized as a valuable regional recreational facility by both local government and the public.

What is the role of the local mountain bike clubs?

The Society must live up to its responsibilities identified in the "Access Agreements" i.e. signage, maintaining and mapping trails, and maintaining liability insurance coverage. The Society has a responsibility to communicate with its members, trail users and funding agencies.

Identify partnership opportunities you have used that have been successful (for the design, construction, maintenance and monitoring of facilities)?

"In kind services" from the staff at the Regional District of Kootenay Boundary who assisted with mapping and the identification of rural landowners.

HRDC Job Creation partnership for 3 full time positions for trail building and maintenance.

What special events, festivals and races occur? Who organizes them?

The focus for special events is targeted to recreational races – "fun competitive" events. Ross Fest – is a community festival with a Mountain Lifestyle Focus. During Ross Fest, the Society organizes mountain bike events including the "Seven Summits Treasure Hunt". Riders dress up as pirates and participate in a fun/competitive/social treasure hunt.

Do you have any research or statistics (reports or surveys) on mountain bikers in your community that you could share with us (i.e., age, hometown, frequency of visits, etc.)?

Community survey was completed years ago to determine how many people are utilizing the multi-use trails (80% – 90% of local residents are using the multi-use trails for biking, hiking, walking their dogs, snowshoeing, and cross country skiing). Additional and updated statistical research would be very useful.

Are you aware of any other relevant information not specific to your community?

Research on the North Shore Mountain trails network. Stewart works as a consultant and was involved in developing the North Shore Mountain Bike Strategy.

Does your community promote mountain biking as a tourism destination and if so how?

The Society has a focus on building a trail network for the local community. However, the Seven Summits has been developed as a "tourism trail". IMBA has designated this trail as an "epic trail". The editor of Bike Magazine lives in the Kootenays (Nelson) and has promoted the area's mountain biking facilities. Website article prepared by North Shore Mountain Biking has promoted the Seven Summits trail.

What funding mechanisms are used in promoting mountain biking tourism (e.g. hotel tax, municipal taxes, club dues, user fees etc.)?

The Columbia Basin Trust provided \$25,000 to be spent on marketing the Seven Summits trail.

Other comments:

Stewart Spooner, Trails Coordinator has an extensive background and knowledge of the mountain biking industry. He has developed excellent partnerships and is well connected with IMBA. Stewart assisted with developing the mountain biking strategic plan for the North Shore Mountains. Kootenay Columbia Trails Society memberships are \$10.00 per individual and \$20.00 per family.