



Schedule F

Operational Standards

Mountain Bike Trails

Attachment to the Agreement with _____ for Partnership Agreement No. _____.

1. MOUNTAIN BIKE TRAIL MANAGEMENT OBJECTIVE

British Columbia is renowned for high quality, innovative and exciting mountain bike trails. Trail building techniques that add challenge and excitement define the character of B.C. trails. A primary objective of the Province is being able to provide safe and sustainable mountain bike trails without compromising the exciting and challenging character that define them. Partnership Agreement Holders for mountain bike trails are required to adhere to these Operations Standards to ensure the Province achieves its objective for maintenance, management and provision of mountain bike trails on Crown land.

2. TRAIL MAINTENANCE OBJECTIVES

Trail maintenance is carried out to:

- a) *Provide user safety* - Safety considerations should *always* be the first priority. Unsafe conditions should be corrected or normal use restricted.
- b) *Protect the environment* - Environmental and trail damage should be corrected and actions taken to prevent further damage.
- c) *Provide high quality user experiences*

3. TRAIL MANAGEMENT GUIDELINES AND STANDARDS

Construction and maintenance of mountain bike trails must be carried out according to established best practices and standards. The Ministry's preferred guidelines for construction and maintenance of mountain bike trails are described in:

- (a) Trail Solutions: IMBA's Guide to Building Sweet Singletrack.
<http://www.imba.com/catalog/book-trail-solutions>

Additional specifications for trail and feature construction and management can also be found in Chapter 10 of the Recreation Manual

- (a) <http://www.sitesandtrailsbc.ca/documents/manual/chapter10.pdf>

Trail and feature classification and TTF standards, adopted by the Ministry are detailed in the *Whistler Trail Standards, First Edition*

4. TRAIL MAINTENANCE REQUIREMENTS

Annual trail maintenance efforts should be focused early in the mountain bike season to ensure each trail is safe, properly signed, clear of obstructions and free of environmental concerns. Following preseason maintenance, regular maintenance should focus on priority areas and as required. The following trail maintenance requirements must be carried out:

- a) **Signs**—all signs will be checked prior to the season of operation to ensure they are in place and visible and any additional signs required to meet the objectives of this Agreement should be installed. Special attention must be given to risk management signs including trail rating and TTF signs.
- b) **Deadfall**—at the beginning of the trail season and on a priority basis cut out windfall/deadfall over the trail, remove wood a minimum of 0.5 metre from the tread centre and dispose downhill when possible.
- c) **Brushing**—on a priority basis remove all juvenile trees and woody brush for 0.5 metre on either side of tread centre within 3 centimetres of ground level. Scatter the cut material out of sight of the trail.
- d) **Erosion control**—clean-out and repair any existing water bars and ditches as necessary to drain water away from the trail and prevent erosion.
- e) **Litter cleanup**—remove litter and garbage at the trailhead and along the trail.
- f) **Limbing**—remove tree limbs to allow 2.5 metres of overhead clearance above the trail, with 1.0-1.5 metres total clearance width. Scatter cut limbs a minimum of 1.0 metre from the trail edge, out of sight where possible. Ensure limbing cuts are clean, without scarring the main trunk of the tree.
- h) **Trail tread maintenance**
 - Drain/harden mud holes and boggy areas.
 - Complete washout and/or slump repair.
 - Grub rocks, roots, stumps as necessary.
 - Undertake surface repair as required.
- g) **Hazard tree identification**- report potential hazard trees to the district recreation officer
- i) **Trail closures** – establish and carry out trail closure procedures where trails become unsafe, or require repairs to prevent environmental damage.
- j) **Drainage structure maintenance** – conduct inspections for potential blockage of drainage structures including culverts, cross-drains, water bars, grade dips and ditches and carry out any maintenance as required.

5. DIFFICULTY CLASSIFICATION

Trail Classification

All mountain bike trails must be classified according to level of difficulty, based on the standardized mountain bike trail difficulty classification system (green circle, blue square, black diamond). Specific criteria for determining the level of difficulty is described in *Whistler Trail Standards, Environment and Technical Trail Features, First Edition*.

Trail ratings will be based on the highest level of difficulty of mandatory, unavoidable portions or elements of the trail. Ratings should consider angle of descent, obstacles and technical trail features (where TTF's offer alternate 'ride-arounds' the overall trail rating may be less difficult than the TTF- see next section)

Difficulty trail ratings for mountain bike trails on Crown land may not exceed most difficult (black diamond). Expert unlimited trails (double black diamond) are not permitted.

TTF Classification.

All TTF's must be rated by difficulty according to the *Whistler Trail Standards*. All TTF's rated as most difficult (black diamond) or higher must have a TTF warning sign posted prior to the feature. TTF warning signs are recommended for more difficult (blue square) TTF's.

In some cases, Technical Trail Features or obstacles on a trail may exceed the difficulty classification of the trail. In these cases, the TTF must be signed, and an alternate route or 'ride around' must be available that is consistent with the overall trail classification. TTF's with ride arounds may only exceed the trail difficulty rating by one level i.e. a green trail might have a blue TTF but cannot have a black diamond TTF even if a ride around is provided.

Consistent with Whistler Trail Standards, overall trail difficulty ratings may not exceed most difficult (black diamond), however, elements of a trail may be rated expert unlimited (double black diamond) under the following conditions:

1. Each proposed feature rated expert unlimited must be approved by the District Recreation Officer (DRO).
2. No feature or element that is expert unlimited is mandatory or unavoidable.
3. Any feature or element rated expert unlimited must have a clearly defined and signed alternate route around. The alternate route should follow the main flow of the trail, whereas the TTF should require a deviation from the main flow.
4. Signage at least 10m prior to the feature (or prior to the junction of the main trail and alternate route) will indicate the presence of an expert unlimited feature (double black diamond), and provide directional signage to alternate route. Example:



5. Any gap jumps will be located on detours, off the main and obvious flow of the trail.

6. Where possible features that exceed most difficult ratings will start with skill filters that will limit accidental entry by novice riders.
7. Excessive gaps, drops or other features that pose an unacceptable risk will not be approved at the discretion of the DRO. The number of expert unlimited TTF's on an individual trail should be a small proportion of the TTF's and will be limited at the discretion of the DRO.
8. All elements of a trail that exceed most difficult will be inspected twice annually.

6. PARTNERSHIP AGREEMENT- MOUNTAIN BIKE TRAIL INITIAL INVENTORY AND INSPECTION

Each Partnership Agreement for mountain bike trails will include a requirement for an initial inventory and inspection of the trail and all associated TTF's to ensure the trail and features meet RST Standards and guidelines. Minimum information required for the initial inventory and inspection will include:

1. Area Map showing each named trail in the agreement
2. For Each Trail:
 - Length
 - Point of Commencement (PoC)
 - Point of Termination (PoT)
3. For each TTF on a trail:
 - Unique ID
 - Lat/long or GPS coordinate
 - Feature description
 - Dimensions
 - Difficulty Rating (according to WTS)
 - Meets standard (Y/N)
 - Mandatory (Y/N)
 - Works Required
 - Inspected by
 - Photo of feature

RST will make an inventory and inspection template available for use by partners, however RST will accept other formats provided the minimum information is provided.

7. PARTNERSHIP AGREEMENT -MOUNTAIN BIKE TRAIL ANNUAL INSPECTION PROGRAM

Each year following the completion of the Initial Inventory and Inspection, groups with trail partnership agreements for mtb trails will be required to complete and submit an annual inspection of each trail and TTF (the DRO may increase frequency to 2 annual inspections if required). Annual inspections will, at a minimum, include:

1. For each trail:
 - Date inspected
 - Inspected by:
 - Trail condition (poor, fair, good)
 - Required maintenance

2. For each TTF

- Trail name
- Unique id
- TTF condition (meets standard/ requires maintenance)
- Maintenance required
- Date inspected
- Inspected by:

RST will make an annual inspection form available to all partners however RST will accept other formats provided the minimum information is provided.

8. ANNUAL OPERATIONS PLAN/MOUNTAIN BIKE TRAIL MANAGEMENT PLAN

As described in Schedule H - Operating Plan, an Annual Operations plan is required for partners with mountain bike trails. At the discretion of the District Recreation Officer, approved multi-year Mountain Bike Trail Management Plans will satisfy this requirement.

Guidance for the development of annual operations plans or Mountain Bike Trail Management Plans can be provided by the Ministry.