



### **Introduction**

The Bulkley Valley Quad Riders Society (BVQS) is a non-profit organization based out of Smithers, BC. BVQS is committed to providing family-oriented Off-Road Vehicle (ORV) opportunities in the Bulkley Valley where folks of all ages and skill levels are accommodated for.

This Operating Plan outlines planned activities for 2018 along with some larger scope, long-term projects that are on the BVQS wish list. Our number one priority in developing this plan is ensuring user safety on existing trail systems as set forth by our partner, Recreation Sites and Trails BC (RSTBC).

### **Recreation Sites and Trails BC**

RSTBC is a branch of the Ministry of Forests, Lands and Natural Resource Operations. RSTBC manages recreation on Crown Land outside of BC Parks. They complete this by partnering with non-profit organizations like BVQS in ensuring public safety, environmental sustainability and user enjoyment. As such, BVQS has a Partnership Agreement in place with RSTBC that outlines our expectations as they relate to maintaining the trails and infrastructure for user safety. BVQS manages the following trail systems: The Dome and Telkwa Pass. We also manage Jonas Creek Recreation Site located at 19 km on the Telkwa FSR.

Partnering with RSTBC facilitates BVQS in constructing trails, installing infrastructure (i.e., outhouses, boardwalks, & shelters), applying on grant opportunities, understanding Legislation & Policy, and charging fees. It also covers us for third party liability if an unfortunate accident were to happen.

### **BVQS Executive & Public Information**

BVQS is a registered society with the provincial government and governed by the BC Society Act. We've been a registered society since June 24, 2014 and a partner with RSTBC since 2015. BVQS has an active executive that meets monthly. The following table lists the executive, their contact info, and positions that need filling. If you're interested in joining the executive, please contact Dave Tolton at the info outlined below.

BVQS Executive	Position	Phone Number	Email
Dave Tolton	President	250 877-3204	<a href="mailto:toltonndv@elus.net">toltonndv@elus.net</a>
Gord Stavast	Vice President	250 847-5580	<a href="mailto:gord@bvcga.com">gord@bvcga.com</a>
Bill Myers	Webmaster		<a href="mailto:fwmyers100@gmail.com">fwmyers100@gmail.com</a>
Telkwa Pass	Trail Director		Unfilled
Poker Ride	Event Coordinator		Unfilled
Saw Raffle	Raffle Coordinator		Unfilled

BVQS manages a website that can be found at <http://www.bvquadriders.com/>. Here you will see our meeting minutes, planned group rides, and how to purchase a membership along with other important items.

### ***Memberships & Annual Events***

BVQS values our members and sponsors. We couldn't do it with you and to ensure we hear from you, we host an AGM every February and encourage folks to come out to our monthly meetings as a way of voicing any feedback or concerns. This operating plan will be presented at the 2018 AGM and all feedback tracked for follow up.

BVQS recognizes the trails we use to be of interest to other stakeholders or user groups, including timber licencees, trappers, mineral lease holders, guide outfitters, and the SSA. As such, we're committed to securing a good working relationship with each group through regular correspondence and invitations to our AGM and monthly meetings when appropriate. As such, we will commit to tracking all correspondence with stakeholders as requested by RSTBC.

### ***Safety Plan & Reporting***

Trails are not "table-top" smooth. BVQS is an off road group that prefers small challenges - muddy sections, rock, roots - while keeping the trails safe for all users. It is a club priority that the trails we work on be "SAFE" for the inexperienced or novice rider.

Planned projects for 2018 do not require the use of heavy equipment (excavators, backhoes or bulldozers) or falling of trees. Typically, our projects consist of brushing of existing trails, removal of blowdown or deadfall, and bridging of wetlands (Dome area meadows) or creeks (Morice Town Trail) for safer passage and protection of the environment. BVQS understands that work involving water may require a permit from the Province. For these types of works, BVQS will consult with RSTBC.

Tools and equipment typically in use include power saws, brush saw, grub hoes and shovels. Only experienced individuals as assessed by the executive will operate these types of tools.

RSTBC hosts a chainsaw safety course annually that we will participate in. BVQS understands that only SAFE certified fallers or BC firefighters are allowed to fall trees.

Communication during work bees and maintenance activities is via hand-held radio with cell coverage being generally limited or non-existent. As well, all volunteers' hours will be recorded and volunteers asked to sign in at organized workbees as a condition of the Agreement with RSTBC.

### ***Fee Schedule***

The BV Quad Riders do not charge a fee to other users to travel on their trail system. Most trails are jointly used by BVQS and SSA along with other community groups. Costs for trail upkeep, bridge building & repair, and website maintenance come from annual club dues. BVQS is proud to share all trails with any and all user groups.

### ***Approval from RSTBC***

Approval in the form of section 57 authorization is required from RSTBC for any works that require soil disturbance (trail upgrades & construction), installation of infrastructure, felling of timber, and crossing of waterways.

The proposal form is found here: <http://www.frontcounterbc.gov.bc.ca/apps/app139.html>

### ***Starr Creek***

The BV Quad Riders were allotted one ride into the Starr Basin Area from the consensus of the TRAM Meetings. It was only found out days ahead of a scheduled and advertised ride that a slide had closed the trail. A small group went in to investigate and this was found to be true. There is a steeper more direct route that branches off the main trail before the slide area and this was the alternate route that we investigated. This route has not been used for many years and although open is covered in chest high under growth and small balsam. We would like to meet with RSTBC and see if we could come to an agreement on sending a small work party in to clean out a 6'-8' wide trail through this undergrowth that will make safe passage for our group when we have our yearly ride? It would involve no falling of any trees, no digging or excavation work only the use of a brush saw. This is already an overgrown road access so we are not changing any physical part. Hopefully we can meet in the spring of 2018 and see if an agreement can be reached. The BV Quad Riders have agreed to stay on hard packed trails on our ride to the Basin and to respect all rules pertaining to the Caribou in this region. We only ask that due to the variation in the age of our members (mostly retired seniors) that we have a "safe route" for the varying skill levels of our members.

### ***Short-Term Goals***

- ✓ Memorial Kiosk at Jonas Creek - rearrange postings to make more space for the following: "why you should join your local club" sign RSTBC is preparing, overview

map of rec sites and trails in the area, and info on Telkwa Pass Trail, including directions, parking, and safety info.

- ✓ Trail inspections, Dome and Telkwa Pass - record any safety & environmental concerns and/or damaged infrastructure or trail sections. Meet with executive to come up with a plan and then organize a work bee if needed.  
  
\*SSA conducted trail upgrades on the first few kilometers of The Dome trail (canyon creek side) this fall, 2017. Hoping this remedied the really bad sections of trail.
- ✓ Slope failure, back side of Dome – inspect this failure snow free to see if it got worse over the winter. Develop a plan in mitigating this safety concern.
- ✓ Site inspection, Jonas Creek – check for any erosion due to heavy rains in October along with condition of tables, outhouse, fire rings, etc.
- ✓ Mile markers, Dome – install as soon as snow free. Work bee?
- ✓ Dome boardwalk upgrade – plan for late June or early July. Fly lumber up to site. See cost estimate from Canadian Helicopters below. Place new boards overtop of existing boardwalk. See cost estimate from PIR for lumber below.
- ✓ Bridges and crossings are kept to 60” wide to allow passage of wider side-by-side units but not trucks, jeeps, trackers, etc. This needs to be advertised to ensure users are aware of this width and to prevent wider units from falling off. Work with RSTBC in adding this information to the overview maps and/or posting signs.
- ✓ Install outhouse, Paradise Lake - discuss with RSTBC the possibility of erecting an outhouse at 13.4 kilometer at Paradise Lake. Currently, there is a nice new outhouse at Dome Parking Lot with the only other one at the Dome Snowmobile Cabin. It would be nice to have something for our lady riders around the halfway point of the “loop”.
- ✓ Upgrade trail to Dome Snowmobile Cabin – this cabin has the necessary facilities to make a good lunch or bathroom stop for riders. Many riders do not access the cabin due to the poor condition of the trail. Upgrading the trail (approx. 1 km long) would encourage the cabin’s use and be beneficial for both our groups as BVQS could carry & haul firewood, building supplies, and materials into the cabin without the use of 4x4 trucks? Discuss possibility with SSA.

### Long-Term Projects

- ✓ Flexy Posts – discuss with SSA the possibility of installing these posts at the upper section of The Dome to make sure users stay on the trail.

- ✓ Have the “Trappers Cabin Loop” added on to the Dome trail. (Travel the loop this summer with RSTBC and evaluate).
- ✓ Construct a Rec Site at Dome Trail Head and possible shelter. This building would be great for hosting our annual Dome Mountain Poker Ride Event and may be of interest to SSA or skiers for cooking hot dogs on a winter outing?
- ✓ “Over the Top” things are shaping up on the Dome Trail. After this summer we may be able to expand the trail system and head toward Babine Lake as proposed in 2016. Again we would need access through or around the mine site on the backside of Dome. With RSTBC help, it may be easier to approach the owners of the mine to find a way.
- ✓ Once we have access through the mine site, long-term goals include getting to the Peanut Lake Trail, Babine Lake and beyond!
- ✓ Campsites at Dome Mountain (a few) - stay there when you arrive, leave for Babine Lake / camping and Lodge, overnight off through Granisle and the Fish Hatchery to Fulton Lake rec site for the night, then back to the staging area. All by ATV!!

### **Ongoing Projects**

- ✓ Look into grant opportunities. Utilize Nellie from the Regional District and RSTBC in helping us with the application process and writers letters of support.
- ✓ Contact stakeholders with RSTBC’s help in informing them of our operating plan and fostering/securing our relationship with them. As requested by RSTBC, track this correspondence in a table for RSTBC to use.
- ✓ Work with RSTBC in coming up with a plan for mitigating truck use in sensitive areas. This may or may not be an issue that might require a lock block barricade with a width restriction for summer motorized access ATV/SXS.

## DOME BOARD WALK

1<sup>st</sup> Boardwalk 100 meters

2<sup>nd</sup> Boardwalk 93 meters

3<sup>rd</sup> Boardwalk 78 meters

Total: 271 meters of boardwalk = 889 feet = 10,668” inches of boards required  
(6 feet long)

A rough 2x8” board is 7.5 inches wide if we leave a 1 inch gap between boards making that 8.5 inches we would need 1255 6 foot boards to span the 3 boardwalks.

In a rough lift of 2x8x12” lumber there is 256 pieces. Cut in half we’d have 512 boards per lift. So we would need roughly 2.45 lifts (should probably just make it 3 lifts to make up for bad boards)

Each lift weighs approximately 7,660 pounds making a total of 22,980 pounds to be lifted.

A chopper lifting 1685 lbs. would need 14 trips. The 1800 lb. would need 13 lifts, no real significance there just \$200 more per hour for the bigger chopper.

*Note: The above length and dimension of lumber is hypothetical for gaining an estimate on required material and weight to be transported. Should we be able to get 2x6 or 2x10 that will change slightly as will cost.*