



Recreation Trails Strategy

September 2025

Resort Municipality of Whistler

RECREATION TRAILS STRATEGY

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Territorial Acknowledgement

The Resort Municipality of Whistler is grateful to be on the shared, unceded territory of the Líl'wat People, known in their language as Líl'wat7úl, and the Squamish People, known in their language as Skwxwú7mesh. We respect and commit to a deep consideration of their history, culture, stewardship and voice.

The Resort Municipality of Whistler is grateful to be on the shared, unceded territory of the Lil'wat People, known in their language as Líl'wat7úl, and the Squamish People, known in their language as Skwxwú7mesh.

We respect and commit to a deep consideration of their history, culture, stewardship and voice.



Whistler is located on the unceded territories of the Líl'wat Nation and Skwxwú7mesh Úxwumixw who have lived on these lands since time immemorial. Living and working in this place, colonially known as Whistler, is a gift that we share with both the Líl'wat7úl and Skwxwú7mesh.

We recognize that there are thousands of years of complex systems of governances that have gone into shaping this shared territory. We commit, as a local government only recently in existence within these lands, to a deep consideration of the Líl'wat7úl and Skwxwú7mesh's history, culture, stewardship and voice and how this shapes our work.

Introduction and Purpose

In Whistler, public recreational trails exist on the unceded territories of the Líl'wat Nation and Skwxwú7mesh Úxwumixw. It is important to recognize the traditional uses of the land by both the Líl'wat Nation and the Skwxwú7mesh Úxwumixw for thousands of years. These uses include hunting, gathering, trading, and ceremonial activities, which establish a unique meaning and direct relationship with the land now commonly known as Whistler.

Today, portions of these unceded territories are managed by the Resort Municipality of Whistler (RMOW), the Government of British Columbia (the Province), private landowners, and in some cases lease holders. Not surprisingly, decisions related to Whistler's trail network can be complex given the multiple government jurisdictions and many local interest groups involved.

This Recreation Trails Strategy (RTS) will guide decisions about how we develop, improve, access, fund, and manage non-motorized trails and trail amenities (e.g., staging areas, signage, etc.) within the RTS study area (see map in the Trail Inventory section). The RTS does not specify the number, location, or types of trails; this would be the focus for a future and more detailed non-motorized Comprehensive Trails Plan.* The RTS was developed to align with Whistler's Vision and Official Community Plan, the Climate Action Big Moves Strategy.

The RTS reflects data compiled from many sources and contributors, and incorporates the latest ideas, community input, standards, and best practices on trail network development and management. The RTS is envisioned as a living document that will be adjusted as necessary over time to reflect evolving opportunities, challenges, and priorities. Please note that the data presented in this document was collected in 2022.

*A Comprehensive Trails Plan (CTP) would build on the RTS to identify location-specific priorities for additions or improvements to the trail network, such as new staging areas, trails for improved connectivity from neighbourhoods to trailheads to encourage active transportation, environmental and cultural considerations, green and blue level trails to reduce the pressure on Lost Lake Park, accessible mountain bike trails, trails for new rider skill development, tourist destination trails, and trails to enable access to recreation activities/amenities (e.g., rock climbing, kayaking).

Evolving Terminology

As we strive for a more inclusive and respectful dialogue about land and its history, it's crucial to recognize that terms like Crown land, stakeholders, and master plans carry negative connotations and are no longer appropriate. Moving forward, we are replacing these terms with unceded territories, partners, and comprehensive plans to honor the true ownership and stewardship of the land and its rightful caretakers. Together, we can foster an atmosphere of understanding, respect, and reconciliation. For more information, see Appendix A.

Project scope

The RTS focuses on Whistler's authorized and unauthorized public recreation trails, including free-access public trails within the Whistler Blackcomb Controlled Recreation Area (CRA) (e.g., Microclimate) and forest service roads (FSRs) that provide hike/bike access to important destinations or trails (e.g., Cheakamus Lake FSR access to Cheakamus Lake and Flashback Trail). The RTS also considers trail-related amenities such as trailhead parking and washrooms, trail signage, lookouts, etc. The RTS does not include the Valley Trail, Whistler Bike Park trails, lift-accessed hiking trails in the CRA, trails managed by BC Parks or Whistler Olympic Park, and FSRs generally not used for hiking/biking (e.g., Callaghan Creek FSR).

The geographic scope of the project covers the area within Whistler's municipal boundary but extends beyond to include trails of municipal interest or investment such as the alpine trail networks on Mount Sproatt and Rainbow Mountain and the trails within the Whistler Interpretive Forest. See Figure 1 below.

While non-motorized, non-winter (i.e., spring, summer, fall) recreational trail use is the focus of the RTS, there is one motorized exception: trials motorcycles. Trials motorcycle use is included as it predates mountain biking in Whistler, continues to this day, and many of today's mountain bike trails originated as trials motorcycle trails. Dirt motorcycles (also known as dirt bikes), snowmobiles and snow bikes are excluded from this project as they are prohibited from using the recreational non-motorized trails targeted in this project. Snowmobile use on Mount Sproatt and Rainbow Mountain are also excluded from this project. These uses are currently managed by the local snowmobile clubs and Recreation Sites and Trails BC, with direct input from the RMOW.

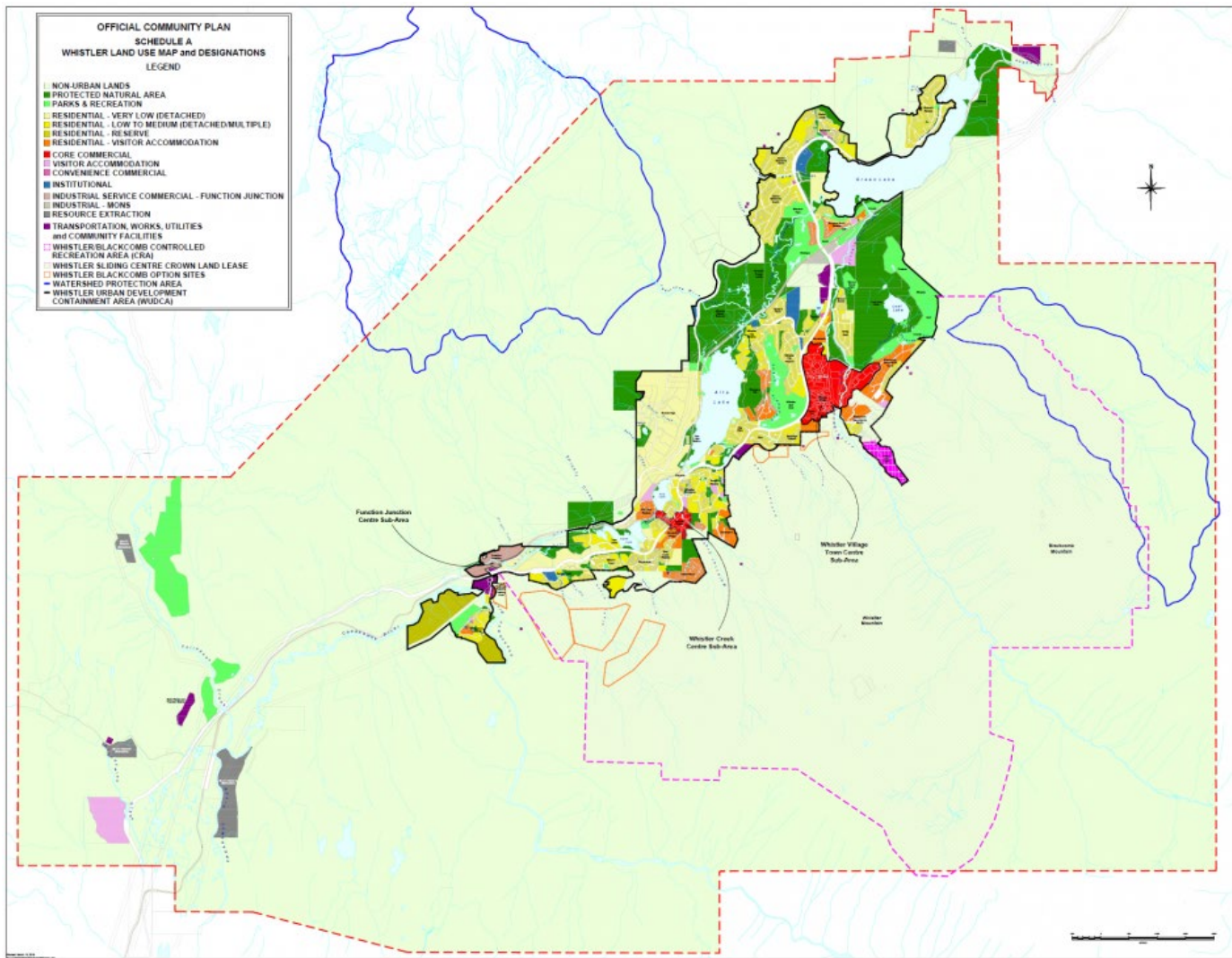


Figure 1: Study Area Boundaries

RTS Development and Community Engagement

Following the project planning phase in 2021, the RTS was developed in four phases beginning spring 2022 and ending spring 2024. Several RMOW committees were involved in three of the four phases, and phase two (2022) and three (2023) included community engagement conducted via pop up in-person events, online surveys and online information sessions. The input from the community engagement is presented in summary documents available on the RTS project page whistler.ca/RTSRMOW staff also engaged with the Líl'wat Nation and Skwxwú7mesh Úxwumixw to inform them of the process, answer questions, and receive comment and feedback to incorporate local Indigenous perspective into the strategy.

Cascade Environmental Resource Group (Cascade) were the lead project consultants, providing the detailed trails inventory, research, mapping, and recommendations that informed this RTS. RMOW staff provided technical expertise and guidance. WCS Engagement + Planning led the community engagement process and supported the planning process and strategy development.

What we're trying to achieve

The vision and objectives for Whistler trails were developed through the project planning phase in 2021 that included a community survey, which received 799 responses.

Objectives

These statements articulate what we're aiming to achieve with Whistler's trails and trail-related amenities. They are in no particular order, and the intent is to work toward achieving all objectives. At times, trade-offs will need to be made between them and critical factors, values and specific circumstances will need to be considered.

Community

- Protect and preserve Indigenous rights and title, cultural sites and areas, access and help to advance reconciliation with the Lílwat Nation and Skwxwú7mesh Úxwumixw
- Support the physical, mental, and spiritual health and well-being of all residents and visitors.
- Enable accessibility options for persons with mobility restrictions.
- Minimize conflict between all user groups, wildlife, and other interest-holders.
- Ensure appropriate safety standards are maintained.
- Minimize risk and liability to land managers and trail maintainers.

Environment

- Protect sensitive ecosystems, wildlife and their habitat, biodiversity, and water sources. Where natural areas are accessed and enjoyed for recreation and overall wellbeing, do so in a responsible way.
- Minimize the need for and impacts of private vehicle use to access trails to help advance community climate action and active transportation goals.
- Increase trail user appreciation of trails and the natural environment with which they coexist, including its cultural and Indigenous heritage and value.

Tourism-based Economy

- Contribute to the tourism-based economy with a diversity of trail options that consider changes in user expectations over time.
- Optimize the financial investment in the trail network and supportive infrastructure across user groups and trail managers.
- Strive for clarity and consistency of trail policies and ratings between Whistler and other areas in the province where appropriate.

Sense of Place

- Enhance Whistler's mountain culture and sense of place.

Vision

The statements below articulate the vision of what Whistler trails and trail-related amenities *must be* in order to achieve the objectives.

Whistler's diverse trails connect us to this place, bring us together, and help us escape. They deliver adventure and serenity, and they contribute to individual health, community wellbeing, and economic prosperity. They are carefully planned and built to respect the unceded traditional territory within which they are located.

With an understanding of all that they deliver, Whistler will continue to work toward a network of trails that are:

Sufficient, supported, and within limits.

This means:

- Limits to trail development are understood and adhered to, and they include environmental, archaeological, cultural, experiential, and financial considerations.
- There are enough trails to maintain quality user experiences for a diverse range of users.
- Trails are supported within financial and human resource means, and with adequate and sustainable funding approaches.

Carefully planned.

This means:

- Reconciliation with the Lílwat Nation and Skwxwú7mesh Úxwumixw is advanced through consultation
- Land managers and trail interest groups are engaged in the planning
- Culturally and environmentally sensitive areas and critical wildlife habitat are avoided.
- Impacts on natural areas and wildlife are minimized, and climate change impacts are mitigated.
- Trailheads and staging areas are located to have minimal impact on residential areas and to minimize the need for and impact of access by private vehicle.
- Diverse trail types and difficulty levels provide a variety of recreation and leisure experiences for everyone.
- Trails are linked together, and connections are off-road as much as possible.
- The trail network is well-signed.
- Trails receive authorized status before being built.

Responsibly built, maintained, and managed.

This means:

- Safety and construction standards are adhered to.
- Trailheads, staging areas, and trail use are monitored and managed to protect the environment, trails, trail users, and their experience.
- Where trail demand exceeds trail and environmental capacity, responsible and innovative management practices are employed

Responsibly accessed and used.

This means:

- Trail users care for and support trails, choose appropriate trails based on conditions, respect trail closures, and protect the natural environment.
- Trail users are respectful of each other and follow trail etiquette.
- Trail users are respectful of trailhead areas, neighbours, and parking restrictions.
- Trail access and connectivity makes it easy for users to choose active forms of transportation to get to trails as much as possible.
- Trails, the environments they pass through, and destinations are promoted based on their capacity to support use.

Where we are now

Overview

Whistler's extensive and diverse recreation trail network is the result of decades of both authorized and unauthorized building. While authorized trail building has been mainly led by the Whistler Off Road Cycling Association (WORCA), the Alpine Club of Canada – Whistler Chapter (ACC-W), and the RMOW, unauthorized building by passionate trail users has resulted in both positive and negative outcomes.

Collectively, Whistler's non-motorized recreational trails:

- Provide a renowned recreational experience for thousands of people annually
- Contribute significantly to local and provincial economic activity in the summer
- Support the physical, mental and spiritual health and well-being of Whistler residents and visitors
- Enhance the sense of place and way of life in Whistler.

The natural environment in which trails are located underpin these health, social and economic benefits.

The network exists in a range of environments, including valley bottom areas, forests of second and old growth trees, logged areas, and alpine zones. It also exists across a variety of jurisdictional responsibilities, and while some trails are formally recognized others are not. Those that are formally recognized are managed by a variety of organizations overseeing a complex, yet incomplete, ownership and responsibility matrix.

Whistler trail users include hikers, mountain bikers, trail runners, dog walkers, events, and commercial users. It is also important to recognize the traditional uses by both Lil'wat Nation and Skwxwú7mesh Úxwumixw for thousands of years including hunting, gathering, trading and ceremonial uses that establish unique meaning and direct relationship with the land now commonly known as Whistler. Over the last five years, recreational trail use has increased significantly in almost every jurisdiction in the province, and Whistler is no exception. This recent explosion in trail use has been fueled by population growth, e-bike technology, and the COVID-19 pandemic.

Surging use brings new and exacerbated challenges, including those related to trailhead parking and amenities, trail overcrowding, trail maintenance, natural areas protection, wildlife compatibilities, and protection of culturally significant sites.

There have been various trail-related planning, development, maintenance, and management initiatives over the years by a collection of partners and players, including trail builders, WORCA, RSTBC, ACC-W, and Trials 99. Moving forward, this RTS provides the basis for comprehensive trail planning that spans all partners, and land ownership and management types to address interconnected trail-related opportunities and challenges. The aim is to ensure trails are formally reviewed and authorized, continue to deliver health, social well-being, and economic benefits, mitigate environmental impacts, and recognize, protect, and amplify First Nations rights, interests, and culture.

Trail Inventory

The maps in Appendix F and the graphic below provide an overview of Whistler's vast network of 416 kilometers of public recreation trails (authorized and unauthorized), including free access public trails within the Whistler Blackcomb Controlled Recreation Area (CRA) (e.g., Microclimate) and only those forest service roads (FSRs) that provide hike/bike access to important destinations or trails (e.g., Cheakamus Lake FSR access to Cheakamus Lake and Flashback Trail). It does not include the Valley Trail, Whistler Bike Park trails, lift-accessed hiking trails in the CRA, trails managed by BC Parks or Whistler Olympic Park, and FSRs generally not used for hiking/biking (e.g., Callaghan Creek FSR).

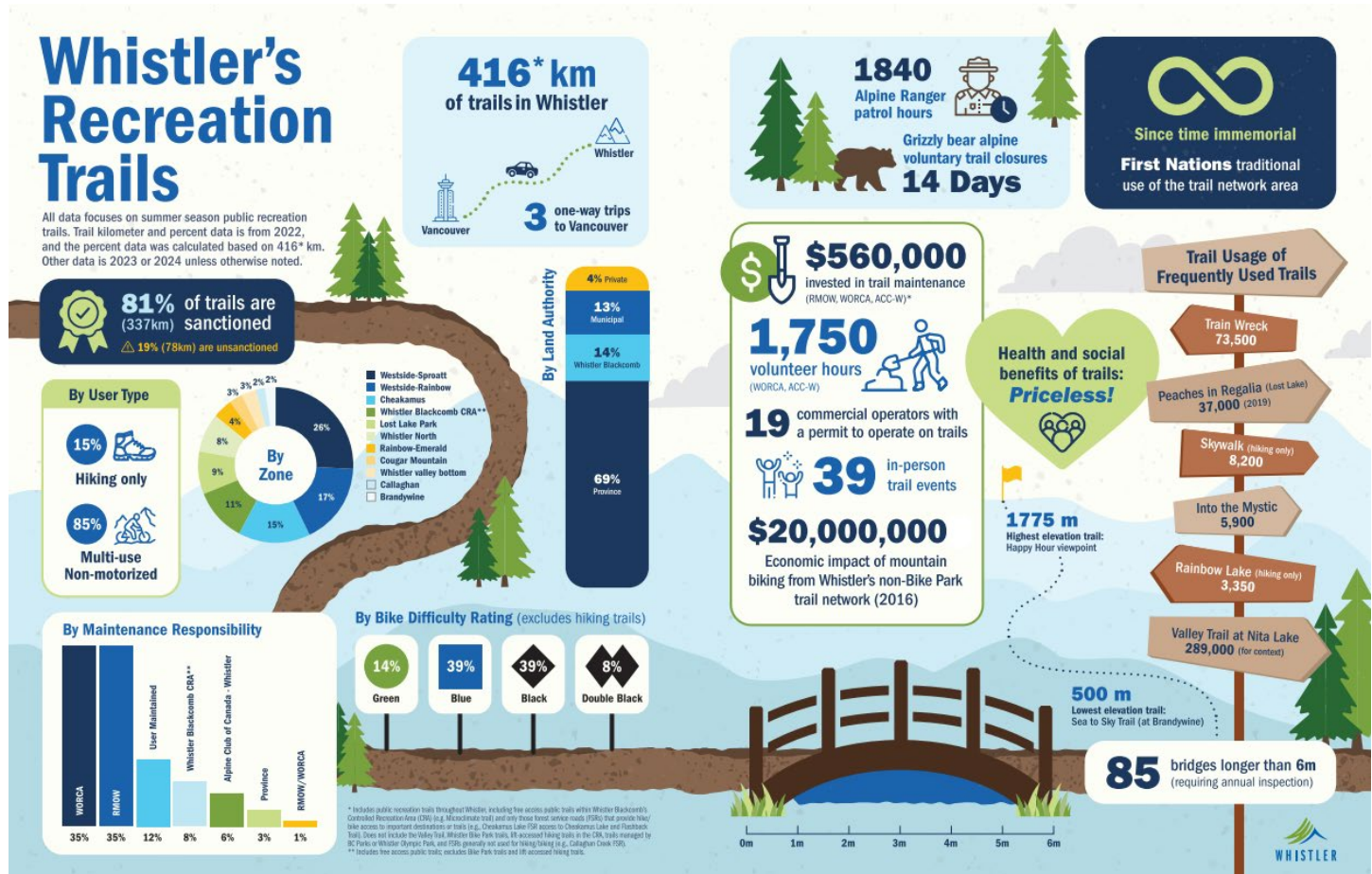


Figure 2: Whistler's Recreation Trails Infographic

Financial Reality

The 2025 municipal budget process highlighted two important general directions in recognition of the RMOW's vast inventory of aging infrastructure: the need to limit new services and amenities and the need to increase municipal financial reserve contributions necessary to replace aging infrastructure.

Related to trails, this means the municipality will prioritize reinvestment in existing municipal trails before developing new ones that result in additional ongoing maintenance costs. Exceptions to this will be replacement of critical infrastructure (i.e., bridges, drainage works), addressing the ongoing impacts of high demand, and leveraging related initiatives.

For clarity, the development of new municipal trails is not currently a priority but may be an outcome of a future annual budget process.

How we're moving forward

This section describes the high-level direction for trails in Whistler and includes where we have 'more work to do' through more detailed assessment and planning. This could include development of a Comprehensive Trails Plan should it be needed to inform municipal trail planning once the municipal budget can again accommodate new amenity development.

How We Manage and Operate Existing Trails

Managing Whistler's extensive 416-kilometer trail network presents a variety of maintenance and operational challenges that are covered here.

Funding

The initial cost of constructing new trails is often eclipsed by the long-term maintenance expenses required to keep them in good condition. It is crucial for Whistler to secure sustainable funding sources, spread the cost to other partners, and carefully assess all new trail development projects to ensure they can be maintained over their lifetime.

In 2024, the RMOW invested approximately \$235,000 to maintain and repair trails and structures for which it is responsible, and WORCA received \$282,450 from the RMOW's Fee for Service program, also for trail maintenance. In both cases, the funds come from a combination of the Municipal and Regional District Tax and local taxpayers. Additional capital funding is received from the provincial Resort Municipality Initiative program for large-scale tourism related projects (e.g., development of the alpine hiking and biking trails on Rainbow and Sproatt Mountain and the Train Wreck and 21 Mile bridges).

Direction we're going

1. Leverage commercial and event use of trails to help fund trail maintenance and construction projects.
2. Pursue community amenity contributions from developers to support the trail network.

More work to do

3. Explore long-term funding models to support the ongoing maintenance of the trail network.
4. Investigate donation collection options at key staging, trailhead, and on-trail gathering areas.

Unauthorized Trails

The roots of mountain bike trail construction stem largely from the efforts of people with vision, passion, and strong backs. Most of Whistler's original mountain bike trails were built by passionate individuals and their efforts helped build the sport. The practice of building unauthorized trails continues to the present day.

While there are many successful and popular unauthorized trails, these trails can pose environmental risks, may have negative impacts on cultural and historical interests (particularly related to First Nations Rights and Title), and can introduce conflicts with landowners and land managers, and residents in nearby neighbourhoods. These risks and impacts are exacerbated by the current era of reconciliation and budgetary constraints, and they will ultimately undermine the credibility of the activities for which the trails are built.

Direction we're going

1. Communicate regularly about the potential impacts and legislative penalties of unauthorized trail construction as related to Líl'wat Nation and Skwxwú7mesh Úxwumixw interests, the environment, municipal property, private property, long-term trail development planning, the reputation of the sport(s), and financial support.
2. Work with volunteer trail builders to develop authorized trail corridors and associated objectives within which trail builders can apply their vision and skills.
3. Investigate reports of unauthorized trail construction quickly to limit negative impacts.
4. Enforce municipal bylaws and fines with respect to unauthorized trails wherever possible.
5. Where necessary, redirect municipal trail maintenance and operations budgets and grants to decommissioning and revegetating unauthorized trails located on unceded lands (currently managed by the province)

More work to do

6. Communicate with the Province about potential changes to the provincial authorization process to understand the maintenance implications of authorizing unauthorized trails.

Commercial and Event Use

Commercial and event use of Whistler trails has increased substantially over the past 10 years. Commercial and event activities include coaching and guiding hikers, trail runners, and mountain bikers, and events includes races and social gatherings. Approvals for such uses is made more complex by the variety of trail and land managers in the Whistler area. Commercial and event uses can help fund trail operations and maintenance efforts.

More work to do

1. Develop a policy (including fee structure and review process) and a policy guide for commercial and event use of Whistler's trails in collaboration with local interest groups.

Monitoring, Restrictions, and Communication

Communicating information about trails (including important information like trail closures due to grizzly bear activity) is a challenging yet important undertaking. This requires the coordination of many organizations and the use of many channels, especially when the trail user audience extends well beyond permanent residents who are relatively easy to reach.

Direction we're going

1. Expand use of on-site information boards (e.g., dry erase) at high use staging areas and trailheads to reach users who may not be connected to other trail information channels.
2. Continue to work with the Province to monitor grizzly bear recovery and activity, particularly in the Sproatt and Rainbow Mountain areas.
3. Continue to restrict e-bikes and dogs above the Flank Trail to mitigate environmental impacts with respect to grizzly bears, other wildlife, and sensitive habitat.

More work to do

4. Develop a coordinated approach between land and trail managers to effectively communicate trail closures or other trail-related announcements to the public.
5. Provide public access to the list of trail and land managers for Whistler's trails and communicate authority/responsibility as needed.
6. Explore a reservation system with maximum daily allowances on high-use trails and trail areas to maintain environmental objectives and user experiences.

How We Plan, Develop and Build New Trails

Trail Access and Staging Areas

Access is about getting to trails and staging areas are the locations where trail users prepare for and depart on their trail adventure. In Whistler, active and public transportation modes are prioritized and preferred over the use of personal vehicles according to Whistler's Official Community Plan and the Climate Action Big Moves Strategy. However, vehicle access is still needed by some trail users and in some locations. Access also needs to consider new ways of getting to trailheads as well as potential restrictions for nightly, seasonal and weather events, First Nation cultural activities, and to manage user numbers. New Trail Access and Staging Guidelines were developed to inform the location and development of new staging areas and enhancements to existing ones. See Appendix C for the Trail Access and Staging Guidelines.

Direction we're going

1. Establish staging areas to support trails on popular network areas on Mt. Sproatt and Rainbow Mountain.
2. Encourage use of existing under-utilized parking locations in collaboration with partners.

More work to do

3. Assess and prioritize the next staging area needs and explore pay parking options and implications based on the Trail Access and Staging Guidelines (see Appendix C).
4. Assess the Valley Trail network to identify gaps in connections to high-use trails and trail areas that could increase the use of active transportation.
5. Explore public shuttle service options and feasibility to trailheads that are frequently accessed by private vehicles and that experience parking challenges (e.g., Skywalk, Mt. Sproatt, Cheakamus Lake trailheads).

Trail Planning, Approval, and Construction

As clarified in the introduction, this RTS does not specify the number, location, or types of trails; this would be the focus for a future and more detailed non-motorized Comprehensive Trails Plan. However, through the development of the RTS, some high-level direction related to these topics emerged and is articulated below. In addition to the direction here, the next sections (e.g., Environmentally Responsible Trail Planning) will also help to inform how we develop trails moving forward.

That said, the initial cost of constructing new trails is often eclipsed by the long-term maintenance expenses required to keep them in good condition. It is crucial for Whistler to secure sustainable funding sources, spread the cost to other partners, and carefully assess all new trail development projects to ensure they can be maintained over their lifetime.

Two flowcharts have been developed to provide guidance and public transparency to the trail review and approval process. These are included in Appendix D.

One is for trail(s) proposed on municipally controlled land, the other for trail(s) proposed on unceded territories (currently managed by the Province).

Direction we're going

1. Prioritize reinvestment in existing trails before developing new trails that result in additional ongoing maintenance costs. Exceptions to this will be replacement of critical infrastructure (i.e., bridges, drainage works), addressing the ongoing impacts of high demand, and leveraging related initiatives. For clarity, development of new municipal trails is not currently a priority, a direction that may be reversed based on future budgeting processes.
2. Account for the long-term resource implications of maintaining trails and their related amenities during the planning and approval phase of new trails.
3. Continue to improve sustainable trail designs that appeal to a wide range of abilities and skill sets
4. Strengthen meaningful working relationships with the Líl'wat Nation and Skwxwú7mesh Úxwumixw to collaborate on all trail management and planning work and to align with these Official Community Plan policies:
 - a. Better understand the impacts of development and recreational uses and associated cultural and spiritual values.
 - b. Develop policies to protect archaeological, heritage and other cultural interests.

- c. Develop inclusive trail planning and development practices to ensure interests are considered, such as access to sensitive cultural spiritual areas, including the Lílwat Nation's *A7x7ūlm̓ecw* (Spirited Ground) Areas and the Skwxwú7mesh *Úxwumixw Kwa kwayx welh-aynexws* (Wild Spirit Places).
5. Continue to collaborate with RSTBC on trail planning in and around Whistler.
6. Continue to encourage collaboration between WB and WORCA related to public trails in the Whistler Blackcomb Controlled Recreation Area.

More work to do

1. Deepen our understanding of the relationship between Lílwat Nation and Skwxwú7mesh *Úxwumixw* traditional territory and recreation trails in Whistler.
1. Consider developing a Comprehensive Trails Plan (CTP) that will assess and prioritize location-specific needs for new or enhanced trails and trail-related amenities within the network. A CTP would build on the RTS to identify location-specific priorities for additions or improvements to our existing trail network, such as:
 - a. new staging areas,
 - b. trails for improved connectivity from neighbourhoods to trailheads to encourage active transportation,
 - c. environmental and cultural considerations
 - d. green and blue level trails to reduce the pressure on Lost Lake Park,
 - e. accessible mountain bike trails,
 - f. trails for new rider skill development,
 - g. tourist destination trails, and
 - h. trails to enable access to recreation activities/amenities (e.g., rock climbing, kayaking).
2. Update the Whistler Trail Standards to include Lílwat Nation and Skwxwú7mesh *Úxwumixw* context, the Environmentally Responsible Trail Planning guidelines (see next section and Appendix B), more inclusive trail designs, and emerging sustainable best practices.
3. Develop a park and trail plan for the municipally owned Parkhurst lands that considers trail access, connectivity, and user dispersion characteristics, along with Lílwat Nation and Skwxwú7mesh *Úxwumixw* interests and other municipal park needs.
4. Consider the need to conduct trail capacity and trail density studies to inform trail planning and maintenance priorities.

Environmentally Responsible Trail Planning (where trails shouldn't go)

While trails deliver many health, social, and economic benefits, they do have an impact on the natural environment. They can result in habitat fragmentation, soil erosion, and vegetation and wildlife disturbances. Responsible trail planning, construction, and management practices are essential to mitigate these impacts and preserve the ecological integrity of natural areas.

The newly developed Environmentally Responsible Trail Planning (ERTP) guidelines classify natural areas and habitat types according to high, medium and low sensitivity, and then provide related mitigation strategies to reduce the impacts of trails. The ERTP guidelines will be implemented and promoted in all trail and trail-related amenity planning. They are included in summary form in Appendix B.

Direction we're going

1. Implement and promote the newly developed Environmentally Responsible Trail Planning (ERTP) guidelines in all trail and trail-related amenity planning.
2. Avoid trail development within Whistler's municipal watershed area.
3. Avoid trail development in identified grizzly bear habitat around and above the Flank Trail area on the southwest flank of Sproatt and in the Gin and Tonic lakes basin.
4. Train appropriate RMOW staff and trail interest groups on the use of the ERTP guidelines for planning.
5. Maintain up to date spatial information on environmentally sensitive areas and priority habitat areas.

More work to do

6. Embed the ERTP guidelines into all relevant trail planning and approval processes and related forms and tools to facilitate its implementation.

7. Update the Whistler Trail Standards (RMOW, 2003) to include the ERTTP guidelines, in addition to current and emerging environmental and trail construction best practices
8. Assess the trail network against the ERTTP guidelines to inform restoration, mitigation and/or enhanced management systems.
9. Develop mitigation strategies for invasive species in the ERTTP guidelines and updated Whistler Trail Standards.
10. Consider expanding the geographic scope of grizzly bear habitat mapping beyond the current mapping on Mt. Sproatt and Rainbow Mountain.

Motorized Trials Riding

While non-motorized, three-season (i.e., spring, summer, fall) recreational trail use is the focus of the RTS, trials motorcycles are the one exception to the non-motorized focus. Trials riding predates mountain biking in Whistler, with many of the mountain bike trails originating as trials motorcycle trails. Currently, trials riding is generally allowed on several historic trails in Whistler and typically does not occur on newer non-motorized trails. Trials riding also occurs in several unauthorized network areas accessed off Highway 99 north of Emerald Estates.

More work to do

1. Engage with trials bike interest groups and explore existing use areas for authorization.

Limits of Acceptable Change

Limits of acceptable change is a means to learn about and manage user impacts by selecting key environmental, social or asset indicators, monitoring the change to those indicators over time, and using that information to inform management decisions.

More work to do

1. Scope and consider undertaking a limits of acceptable change project that monitors trail use impacts and changes over time and identifies mitigation measures.