Shuswap-North Okanagan (Sicamous-to-Armstrong) Rail Trail Corridor

Amenity & Sign Standards

Technical Operational Committee
Updated: January 27, 2023

Inter-Jurisdictional Owners:
Splatsin te Secwépemc
Columbia Shuswap Regional District
Regional District of North Okanagan

The Shuswap North Okanagan Rail Trail is in the Splatsin unceded territory of the Secwépemc Nation.

ACKNOWLEDGEMENT OF SOURCES

The Shuswap North Okanagan Rail Trail amenity and sign standards have been adapted from the [Okanagan Rail Trail Management Plan & Design Guidelines](#) (October 2020) by permission with the intention of future connectivity and consistency between the two corridors. The Shuswap North Okanagan Rail Trail Technical Operational Committee is grateful for the work and support of the Okanagan Rail Trail Committee.

These standards also draw on amenity and sign standards, policies, and protocols currently used by Splatsin te Secwépemc, the Columbia Shuswap Regional District, and the Regional District of North Okanagan.

Additional reference sources are listed at the end of this document.

SPLATSIN ACKNOWLEDGEMENT OF RIGHTS, TITLE, AND INTERESTS

The Secwépemc people have never ceded or surrendered any part of Secwépemcúĺecw and therefore remain the true title holders to their homelands. The information contained in this document titled "Shuswap North Okanagan Rail Trail Maintenance Standards" does not represent or limit Splatsin's Aboriginal rights, title or interests for the project area. Splatsin reserves the right to gather and produce further information, including identifying concerns about Splatsin's rights, title and interests in relation to the rail trail project initiative as this initiative moves forward into the future.

This draft was prepared by:
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We gratefully acknowledge the financial support of the Province of British Columbia.

Contents

SECTION 1 GENERAL

1.1   Purpose

To establish a consistent, cohesive standard and recognizable identity for physical **amenities and signage** along the Shuswap North Okanagan Rail Trail Corridor between Sicamous and Armstrong for the transportation, recreation, and health benefits of its intended uses.

1.2   General

1.2.1   The Owners (Splatsin te Secwépemc, Regional District of North Okanagan, and Columbia Shuswap Regional District) have entered into a mutual agreement to jointly develop and manage the entire Rail Trail corridor as a 50 km non-motorized greenway trail for walking and cycling between the communities of Sicamous and Armstrong.

1.2.2   The trail will provide opportunities for recreation, tourism, active transportation, economic development, healthy communities, and will foster indigenous relationships by preserving cultural assets and promoting indigenous values.

1.2.3   The Owners acknowledge Splatsin's efforts to lead this initiative are founded on the understanding the trail is located within Splatsin's core area of caretakership and forms part of the unceded Secwépemc territorial lands. Splatsin strives to assume the role as caretakers of their traditional lands on behalf of the Splatsin people and the Secwépemc Nation; for the benefit and use of the Secwépemc people and their neighbours now and in the future.

1.2.4   The Owners have jointly adopted a shared Trail Development Plan (January 2021) to ensure success in improving pedestrian and cyclist accessibility, destination tourism benefits and longer-term healthy community objectives for all of the communities along the corridor, while attempting to balance the realities of identified technical challenges and limited resources within the rural context. (SNO Trail Development Plan, 2021)

1.2.5   The multi-use trail will be developed to a basic standard, as a continuous route between Sicamous and Armstrong. The finished surface will consist of crushed and compacted aggregate, suitable for pedestrian and off-road bicycle use, as well as universal mobility access. An average 3.5 metre tread width will be constructed (minimum 3 metre in areas of topographic constraint to maximum 4 metre width where feasible) to maintain consistency with the Okanagan Rail Trail between Vernon and Kelowna, and other Rail Trail corridors within the Province of BC.

1.2.6   Included in the development of this basic standard of trail will be road crossings, signage, access barriers, safety barriers, and support infrastructure to provide a basic level of safe and accessible use by pedestrians and cyclists. (SNO Trail Development Plan, Section 15, pp. 61-65)

1.2.7   Application of these standards are to be read and interpreted within the legislated parameters of the Community Charter, the Local Government Act, other applicable legislation, as well as the bylaws and policies of the owner jurisdictions.

1.2.8   Application of these standards will be mutually overseen by staff from the owner jurisdictions through the Shuswap North Okanagan Rail Trail Technical Operational Committee.

1.2.9   It is acknowledged that there are unique circumstances along the length of the corridor that may warrant an approach or practice that is not consistent or is different from that described in this document.

1.2.10   It is acknowledged that where there is a conflict between these standards and the standard or practice of an owner jurisdiction, the standard or practice to be followed shall be determined jointly by the Owners through mutual agreement.

1.2.11   Changes or updates to these standards shall be reviewed and recommended by the Technical Operational Committee for consideration by the Shuswap North Okanagan Rail Trail Governance Advisory Committee.

1.2.12   Map Reference: SNO Rail Trail Development Plan, 2021 – Appendix A Trail Concept Maps

SECTION 2 TRAILHEAD PARKING

(See: SNO Trail Development Plan, 2021, Section 15.1, pp. 61-62)

2.1   Trailhead Parking - Basic

2.1.1   Specifications: gravel graded surface (includes clear and grub, subgrade prep, surface gravels - 100 mm crushed granular base 19mm minus). Also includes: wooden rail fence, precast wheel stops, bear-proof garbage container, vault toilet, signage (see separate specs below)

Example of basic gravel surface trailhead parking area. (CSRD Parks)

2.1.2   There are three basic types of trailhead:

Trailhead Type	Amenities
Type 1 - Large	50 stalls – include vault toilet, bear-proof garbage, wood fence, signage, gravel surface, wheel stops
Type 2 - Medium	25 stalls – include vault toilet, bear-proof garbage, wood fence, signage, gravel surface, wheel stops
Type 3 - Small	10 stalls – include vault toilet, bear-proof garbage, wood fence, signage, gravel surface, wheel stops

See Development Map for proposed locations.

2.1.3   Lead Responsibility: Rail Trail Owners

2.1.4   Application: Installed at main trailheads located within the rail corridor to address and manage trail access and parking needs.

2.2   Trailhead Parking - Enhanced

2.2.1   Specifications: To Be Determined. May include asphalt surface, enhanced washrooms, kiosk signage, etc.

2.2.2   Lead Responsibility: Local jurisdictions.

2.2.3   Application: Primary destination trailhead hubs established within local jurisdictions, and Rail Trail partner approved enhancements at basic parking areas within rail corridor.

2.2.4   Primary trailhead access/egress points will target already established destination community hubs of Sicamous, Grindrod, Enderby, Splatsin, and Armstrong doubling as centralized tourism experience destinations to gain the greatest economic benefits tied directly into community main-streets, amenities, and businesses.

2.2.5   Connectivity with municipal greenway active transportation systems and trailhead developments in the District of Sicamous, City of Enderby, Splastsin, and City of Armstrong will realize the full potential of the rail trail as a trailhead destination hub. These communities are working on trailhead parking capacity and connectivity to the rail trail within their active transportation, parks, and trails plans.

2.2.6   Also see: the Splatsin te Secwépemc Gateway kiosk and sign standards below. Final designs for all gateway trailheads and feature destinations will be determined through a Splatsin led process according to Splatsin te Secwépemc protocols.

SECTION 3 RAIL TRAIL SURFACE & SIDE DESTINATION PATHWAYS

3.1 Rail Trail – Primary Surface (aggregate)

3.1.1 Specifications: Compacted aggregate surface - 100 mm thick crushed base (high fines/19mm minus), 3.0-4.6 m width. (See: SNO Trail Development Plan, 2021, Section 8.4, pp. 36-37 & Section 8.7 pp. 39-41)

Example of compacted aggregate surface rail trail (Okanagan Rail Trail)

3.1.2 Lead Responsibility: Rail Trail Partners

3.1.3 Application: primary trail surface for the rail bed (km 0 – 50)

3.2 Basic Path (mineral surface option) – Side Destination Type 1 - 4

3.2.1   Specifications: Mineral surface natural trail (built to Provincial/Shuswap Trail Standards for best practice sustainable trail design)

Example of mineral surface natural trail designed to sustainable trail standards. (Shuswap Trails)

3.2.2   Lead Responsibility: Rail Trail partners with land agencies

3.2.3   Application: natural trail option to designated side destinations along rail trail corridor (See Side Destination Type 1 - 4)

3.3   Basic Path (aggregate surface) – Side Destination Type 1 - 4

3.3.1   <u>Specifications</u>: Aggregate surface trail 100 mm crushed granular base 19mm minus (built to <u>Provincial/Shuswap Trail Standards</u> for best practice sustainable trail design)

Example of aggregate surface trail. (Shuswap Trails)

3.3.2   <u>Lead Responsibility</u>: Rail Trail partners with land agencies

3.3.3   <u>Application</u>: aggregate surface trail option to designated side destinations along rail trail corridor (See Side Destination Type 1 - 4)

3.4   Community Trail Connection (aggregate surface option) – Side Destination Type 5

3.4.1   <u>Specifications</u>: Raised aggregate surface trail 100 mm crushed granular base 19mm minus; 2.6 -
3 metre width (built to <u>Provincial Standards for best practice Active Transportation design</u> for
separated two-way pedestrian, bicycle, and mobility access)

Example of aggregate surface option for Community Trail Connections. (Salmon Arm Foreshore)

3.4.2   <u>Lead Responsibility</u>: Local jurisdictions.

3.4.3   <u>Application</u>: pathway connections to rail trail within adjacent jurisdictions (see Side Destination
Type 5)

3.5   Community Trail Connection (hard surface option) – Side Destination Type 5

3.5.1   <u>Specifications</u>: Asphalt or concrete paving; 2.6 - 3 metre width (built to Provincial Standards for best practice Active Transportation design for separated two-way pedestrian, bicycle, and mobility access)

Example of asphalt surfaced option for community trail connections. (Salmon River Road)

3.5.2   <u>Lead Responsibility</u>: Local jurisdictions.

3.5.3   <u>Application</u>: pathway connections to rail trail within adjacent jurisdictions (see Side Destination Type 5)

3.6 Side Destinations

3.6.1 Along with primary trailheads within established destination community hubs, the trail will promote connectivity to existing trail systems and parks. (See: SNO Trail Development Plan, 2021, Section 15.2, p. 64)

3.6.2 Additionally, side destinations along the trail corridor are identified and recommended as a key tool in enhancing user experiences, connecting with local communities, and helping to manage trail use in residential areas, agricultural farmland, and sensitive habitats.

3.6.3 Side destinations also serve as additional locations to install amenities like vault toilets and animal-proof garbage containers. Seeking intervals between trailhead hubs and destinations that provide for a progressive range of options when walking and cycling is desirable.

3.6.4 Five basic side destination types are outlined for planning and cost projection purposes:

Side Destination Type	Amenities
Type 1	Basic mineral surface (soil) path and signage to side destination (e.g. foreshore beach area)
Type 2	Basic path and signage + view point bench
Type 3	Basic path and signage + view point bench, Vault Toilet, Bear-proof garbage
Type 4	Basic path and signage + view point bench, Vault Toilet, Bear-proof garbage, and picnic table
Type 5	Community trail connection – 3 metre wide aggregate surface pathway

See Development Map for proposed locations.

3.6.5 Proposed Type 5 community connections include access to Sicamous via the existing Bruhn Bridge, Grindrod Park, Enderby Riverwalk, and Splatsin Centre.

SECTION 4 ROAD CROSSINGS

(See: SNO Trail Development Plan, 2021, Section 8.9, pp. 41-42, Appendix E: Typical Road Crossings, and the Shuswap North Okanagan Rail Trail: Sicamous-to-Armstrong Section Crossing Treatments, 2021)

4.1   Bollards

4.1.1   Specifications: 2 non-removable, 1 removable (locking) per access point (See Okanagan Rail Trail Standard) Note: SNO Rail Trail standard includes asphalt paving apron around bollards to curb ramp at each side of a road crossing to address issue of rocks getting into post sleeve and jamming. (Reference Okanagan Rail Trail) The Technical Operational Committee is also reviewing placement widths to ensure maintenance vehicle access but deter ORV access, and alternate styles of bollard sleeves.

Bollards at trail entry points. (Okanagan Rail Trail) NOTE: SNO Rail Trail to include asphalt apron.

4.1.2   Lead Responsibility: Rail Trail partners

4.1.3   Application: vehicle access control bollards at trail entry points, including low traffic MoTI road crossings and some vulnerable private and agricultural crossings, as needed.

4.2 Baffle Gates

4.2.1   <u>Specifications</u>: 2 steel tube lockable gates - painted yellow (with space allowance for bicycle child trailers)

Example of baffle gates. (North Star Rail Trail, Kimberly to Cranbrook)

4.2.2   <u>Lead Responsibility</u>: Rail Trail partners

4.2.3   <u>Application</u>: vehicle access control and pedestrian/bicycle safety filters at <u>high traffic</u> road crossing trail exit points (e.g. Hwy 97A pedestrian controlled flashers), and at Type 2 enhanced agricultural vehicle crossings (for seasonal harvest)

SECTION 5 FURNISHINGS & FACILITIES

5.1   Toilets - Basic Standard

5.1.1   <u>Specifications</u>: Vault toilet (no vestibule)

5.1.2   <u>Lead Responsibility</u>: Rail Trail partners

5.1.3   <u>Application</u>: main trailheads located within rail corridor; additional side destination locations may be added adaptively with monitoring over time. (See: SNO Trail Development Plan, 2021, Section 15.3, pp. 63-64)

See: Leko Precast

5.2   Toilets - Enhanced

5.2.1   <u>Specifications</u>: Specs and service above basic standard vault toilet

5.2.2   <u>Lead Responsibility</u>: Local jurisdictions

5.2.3   <u>Application</u>: Rail Trail partner approved enhancements at main trailheads within rail corridor to be initiated, led and funded by local jurisdictions.

5.3   Toilets - Temporary

5.3.1   <u>Specifications</u>: Portable Toilet Rental - source from local competative septic service and portable toilet rental supplier.

5.3.2   <u>Lead Responsibility</u>: Rail Trail partners

5.3.3   <u>Application</u>: An adaptive option placed if/as needed to allow for monitoring, and to determine if a permanent installation is needed.


5.4   Waste Receptacle

5.4.1   <u>Specifications</u>: Recommend use of single bag bear resistant waste receptacle in most locations. (See: Hid A Bag Bear Resistant Haul-All Equipment Systems)

5.4.2   <u>Option</u>: Combined garbage and recycling bear-proof (Note: regional district experience suggests poor compliance separating recycling. Alternate option: inclusion of wire basket on side of receptacle to encourage placement of bottle returns.

5.4.3   <u>Lead Responsibility</u>: Rail Trail partners
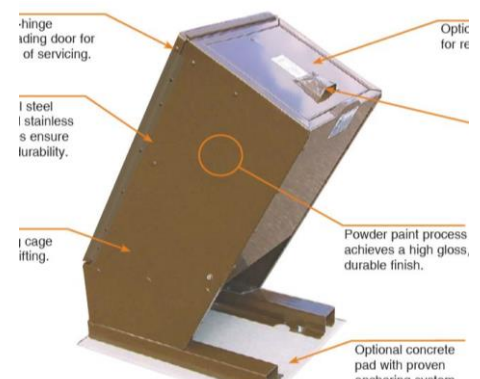
5.4.4   Application: main trailheads located within rail corridor; additional side destination locations may be added adaptively with monitoring over time. (See: SNO Trail Development Plan, 2021, Section 15.3, pp. 63-64)

5.4.5   Interviews with other rail trail and greenway programs around the province, nationally, and internationally suggested trail users will adapt to expectations set by amenity infrastructure for a given trail or trail system. More garbage containers can sometimes lead to a higher assumption that garbage is taken care of resulting in litter in areas where no container is installed. Less containers seem to result in a higher self-reliance shown by trail users.

5.4.6   A basic level of amenity service, however, is required to manage trail use particularly where longer distances and wider user demographics are anticipated.

5.4.7   The development plan proposes a starting approach that recognizes needing to keep annual maintenance costs efficient while meeting the needs of a wide range or trail users. 11 vault toilets and 12 bear-proof garbage containers are proposed in the initial development, complimenting existing amenities in the primary trailhead hubs of Sicamous, Grindrod, Enderby, and Armstrong. Additional locations have been noted for adaptive monitoring and potential future installation.

5.5   Bench

5.5.1   Specifications: Bench with backrest (See: Jim King Picnic Tables and Benches)

5.5.2   Lead Responsibility: Rail Trail partners

5.5.3   Application: Side Destinations (Type 2 - 4) - The SNO Rail Trail Development Plan identifies key destination nodes as a way to manage trail users along the trail and direct them away from sensitive locations and potential unwanted side destinations. Some locations will benefit from an identifiable seating area to define it as a destination/viewpoint. Judgement should be used to determine if/where needed and manage costs. Alternatively, an adaptive interim option can be used (see blasted angular rock below)

5.6   Picnic Table

5.6.1   Specifications: Picnic Table with accessible end access (See: Jim King Picnic Tables and Benches)

5.6.2   Lead Responsibility: Rail Trail partners

5.6.3   Application: Side Destinations (Type 4)

5.7 Angular Rock

5.7.1   Specifications: Blasted angular rock (avg > 1 m3 plus sized to location needs)

5.7.2   Lead Responsibility: Rail Trail partners

5.7.3   Application: An adaptive interim option to wooden bench and picnic table installation that can be used to define a destination point, sitting area, or activity zone.
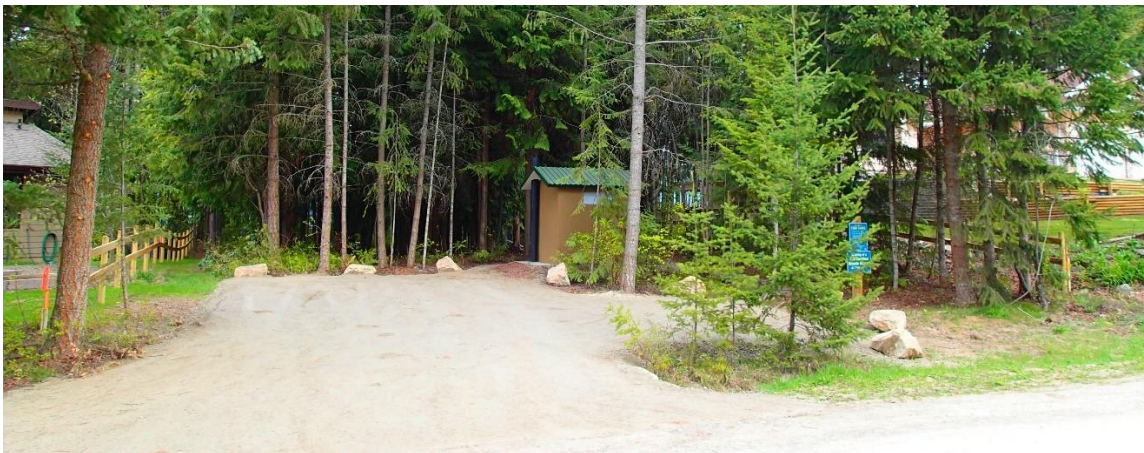

SECTION 6 TRAILHEAD PARKING
(See: SNO Trail Development Plan, 2021, Section 15.1, pp. 61-62)

6.1 Trailhead Parking - Basic

Specifications: gravel graded surface (includes clear and grub, subgrade prep, surface gravels - 100 mm crushed granular base 19mm minus). Also includes: wooden rail fence, precast wheel stops, bear-proof garbage container, vault toilet, signage (see separate specs below)

Example of basic gravel surface trailhead parking area. (CSRD Parks)

6.1.1   There are three basic types of trailhead:

Trailhead Type	Amenities
Type 1 - Large	50 stalls – include vault toilet, bear-proof garbage, wood fence, signage, gravel surface, wheel stops
Type 2 - Medium	25 stalls – include vault toilet, bear-proof garbage, wood fence, signage, gravel surface, wheel stops
Type 3 - Small	10 stalls – include vault toilet, bear-proof garbage, wood fence, signage, gravel surface, wheel stops

See Development Map for proposed locations.

6.1.2   Lead Responsibility: Rail Trail Partners

6.1.3   Application: Installed at main trailheads located within the rail corridor.

6.1.4   Additional trailhead areas within the Rail Trail corridor will address parking needs prior to completion of key municipal and provincial infrastructure developments connecting into primary trailheads, and to manage emerging trail access and parking needs along the corridor.

6.2   Trailhead Parking - Enhanced

6.2.1   Specifications: To Be Determined. May include asphalt surface, enhanced fencing, washrooms, kiosk signage, etc.

6.2.2   Lead Responsibility: Local jurisdictions.

6.2.3   Application: Primary destination trailhead hubs established within local jurisdictions, and Rail Trail partner approved enhancements at basic parking areas within rail corridor.

6.2.4   Primary trailhead access/egress points will target already established destination community hubs of Sicamous, Grindrod, Enderby, Splatsin, and Armstrong doubling as centralized tourism experience destinations to gain the greatest economic benefits tied directly into community main-streets, amenities, and businesses.

6.2.5   Connectivity with municipal greenway active transportation systems and trailhead developments in the District of Sicamous, City of Enderby, Splastsin, and City of Armstrong will realize the full potential of the rail trail as a trailhead destination hub. These communities are working on trailhead parking capacity and connectivity to the rail trail within their active transportation, parks, and trails plans.

6.2.6   Also see: the Splatsin te Secwépemc Gateway kiosk and sign standards below. Final designs for all gateway trailheads and feature destinations will be determined through a Splatsin led process according to Splatsin te Secwépemc protocols.

6.3   Wheel Stops

6.3.1   Specifications: 6 ' (1.8 m) precast concrete parking curbs

6.3.2   Lead Responsibility: Rail Trail Partners

6.3.3   Application: parking areas within rail corridor pinned to crushed granular surface to define vehicle parking locations and prevent backing into barriers and fencing.

SECTION 7 FENCING & BARRIERS

7.1   Barrier - Rock

7.1.1   Specifications: avg > 1 m3 boulders (inset into ground to prevent rolling)

Lead Responsibility: Rail Trail partners

7.1.2   Application: rock boulders or other landscape features preferred for restricting vehicle access and delineating spaces where fencing, gates, or bollards not used (See Road Crossings)

Rock barriers. (Grindrod Park)

7.2   Barrier - Concrete Block

7.2.1   Specifications: concrete barrier 25m x 690 mm

7.2.2   Lead Responsibility: Rail Trail partners

7.2.3   Application: interim access management; temporary trailhead & side destination (see rock preference above)

Concrete barriers. (Coell-Jones Rd, Mara)

7.3   Fencing - Agricultural - 4' Wire

7.3.1   Specifications: 4' wire: Four-Strand High Tensile Smooth Wire Cattle Fence - 4 strand, htsw, posts spaced 20 feet, 42-inch height (suitable for low pressure cattle/rangeland; similar to existing CP Rail fencing). See BC Agriculture Fencing Guide.

7.3.2   Lead Responsibility: Rail Trail partners

7.3.3   Application: Install if needed within ALR to prevent access to adjacent farm sites.

7.3.4   An adaptive monitoring approach will be taken to determine need where not immediately obvious.

7.3.5   Note: 4' standard is recommended to allow wildlife movement and avoid visual encumbrance unless context requires otherwise.
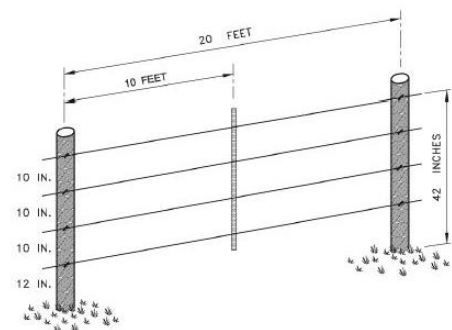
Four strand cattle fence. (BC Agriculture)

7.4   Fencing - Industrial

7.4.1   Specifications: Basic Standard: 6' chain-link with black vinyl privacy screening.

7.4.2   Enhanced industrial fence options can be considered specific to context requirements with adjacent industries.

7.4.3   Lead Responsibility: Varies based on context; Rail Trail Partners in negotiation with adjacent industry partners. Enhanced fencing and license areas are responsibility of adjacent industry.

7.4.4   Application: Installed adjacent to industry to prevent access from trail and ensure trail user safety.

6' chain-link with black vinyl screening.

7.5   Fencing - Railway

7.5.1   Specifications: 6' chain-link security fence

7.5.2   Lead Responsibility: Rail Trail partners

7.5.3   Application: required for parallel pathway adjacent to active CP Rail from Lansdowne Road to Armstrong

7.5.4   Location Reference: km 49.1 - 50.2

6' chain-link security fence.

7.6   Fencing - Wood

7.6.1   Specifications: 4' (brown) treated wood post and 2 rail (2x6)

7.6.2   Lead Responsibility: Rail Trail partners

7.6.3   Application: define and keep people out of spaces or vehicles off trail at access points and side destinations, and as guardrails if required as safety barrier

Wood post & rail fencing. (CSRD Parks)

7.7   Fencing - Temporary

7.7.1   Specifications: 4' plastic utility fencing and steel T-post

7.7.2   Lead Responsibility: Rail Trail partners

7.7.3   Application: temporary or interim install to define and keep people out of spaces or vehicles off trail at access points and side destinations, or away from safety issues.

Temporary fence & T-Post. (SNO Rail Trail)

7.8   Gate - Temporary

7.8.1   <u>Specifications</u>: Steel tube agricultural gate mounted on treated posts with reflective diamond visibility marker

7.8.2   <u>Lead Responsibility</u>: Rail Trail partners

7.8.3   <u>Application</u>: temporary or interim to manage vehicle access points and crossings
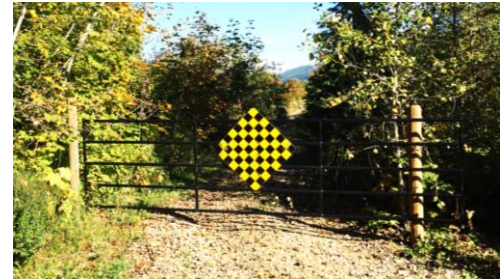
Agricultural gate. (SNO Rail Trail)

7.9   Gate - Permanent

7.9.1   <u>Specifications</u>: Fabricated steel with reflective diamond visibility marker

7.9.2   <u>Lead Responsibility</u>: Rail Trail partners

7.9.3   <u>Application</u>: managed vehicle access points and crossings
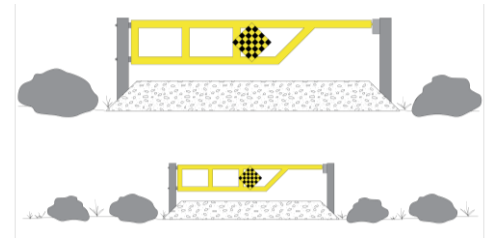
Fabricated gate. (Earthbound Projects)

SECTION 8 WAYFINDING & SIGNAGE

8.1 Signage General

8.1.1 See: [SNO Rail Trail Development Plan (2021), Section 15.4, p. 64](#)

8.1.2 For trail wayfinding, a hybrid design will be developed integrating the Shuswap Regional Trail Sign Standards with the Okanagan Rail Trail sign program to provide consistency of basic information for both visitors and local trail users, and allowing for integration into an extended rail trail branding system with the Okanagan Rail Trail and corridor to Osoyoos, as it develops.

8.1.3 The Shuswap Trail Sign Standards are based on the Provincial trail standards assuring a high level of consistency and recognition for visitors through the province. Where side trails link to the rail trail the standards of the linked trail will be used, including the Provincial trail standards used throughout the Shuswap and North Okanagan.

8.1.4 The Shuswap Trail Sign program is guided by Secwépemc protocols. Utilization of Secwépemc language signs will also be used, where appropriate (e.g. Stop/Est'il). Trailheads and points of interest will incorporate Secwépemc language, values, and history interpretation into their design. Direction from the Cultural Heritage Overview Assessment include: installing plaques, kiosks and signs explaining the history and culture of the Splatsin people and territory; and installing signs demonstrating that the Rail Trail is in Splatsin Territory.

8.1.5 The addition of Secwepemctsín (language) is recommended to SNO title: Splatsin te Secwépemc.

8.1.6 As well, Secwépemc leadership are currently implementing a major landmarks initiative that includes development of protocols with knowledge keepers to re-establish contemporary landmarks and trailhead posts throughout the Shuswap watershed in collaboration with local communities. The Shuswap North Okanagan Rail Trail provides a unique opportunity to educate and engage trail users in the contemporary and traditional values used to govern and care for the lands within Secwepemcúlecw. (See the [Secwépemc Landmarks and Trailhead Sign Project](#).)

8.1.7 The PlayCleanGo program will be used as trailhead signage. PlayCleanGo is a program initiated by the Invasive Species Council of BC and will be managed in partnership with the Columbia Shuswap Invasive Species Society. It is an education and outreach campaign that encourages outdoor recreation while promoting changes in behaviour to slow or stop the spread of invasive species. It is designed to foster actions that interrupt recreational pathways of spreading invasive plant species.

8.1.8 Signage for the trail will include regulatory, advisory, and information signs and will follow the Manual on Uniform Traffic Control Devices (MUTCD) standards.

8.1.9 Upon completion of the rail trail, permanent kilometre markers will be installed to aid trail users.

8.1.10 (See: MoTI Sign Standards, Provincial Trail Sign Standards, Shuswap Trail Sign Standards, Okanagan Rail Trail, PlayCleanGo Program – Columbia Shuswap Invasive Species Society)

8.2   Rail Trail Branding

8.2.1   A simple and flexible branding scheme was developed to consistently express the rail trail vision to protect environmental, agricultural, and Secwépemc cultural values, and create tourism and transportation benefits for the region

TEMPORARY LOGO

SHUSWAP NORTH OKANAGAN
Rail Trail
(SICAMOUS TO ARMSTRONG)

SHUSWAP NORTH OKANAGAN
Rail Trail
(SICAMOUS TO ARMSTRONG)

COLOUR PALETTE

PANTONE 2238C	PANTONE 369C	PANTONE 169C	PANTONE 272C	PANTONE 350C
C100 M43 Y45 K15	C65 M26 Y100 K0	C0 M31 Y32 K0	C66 M61 Y28 K6	C79 M47 Y86 K54
HEX#006977	HEX #69953e	HEX #fcbca3	HEX #676688	HEX #244228

PANTONE 549C	PANTONE 390C	PANTONE 116C	PANTONE 463C	PANTONE BLACK
C56 M21 Y30 K1	C33 M15 Y100 K0	C0 M23 Y84 K0	C65 M26 Y100 K0	C0 M0 Y0 K100
HEX #78a5ab	HEX #B8BB34	HEX#ffc648	HEX #69953e	HEX #000

FONTS

RALEWAY BLACK
ABCDEFGHIJKLMNOPQRSTUVWXYZ 1234567890
abcdefghijklmnopqrstuvwxyz ?!@#$%&

RALEWAY BOLD
ABCDEFGHIJKLMNOPQRSTUVWXYZ 1234567890
abcdefghijklmnopqrstuvwxyz ?!@#$%&

RALEWAY MEDIUM
ABCDEFGHIJKLMNOPQRSTUVWXYZ 1234567890
abcdefghijklmnopqrstuvwxyz ?!@#$%&

RALEWAY LIGHT
ABCDEFGHIJKLMNOPQRSTUVWXYZ 1234567890
abcdefghijklmnopqrstuvwxyz ?!@#$%&

CHAPARRAL PRO REGULAR
ABCDEFGHIJKLMNOPQRSTUVWXYZ 1234567890
abcdefghijklmnopqrstuvwxyz ?!@#$%&

8.2.2   The colour palette, fonts, logo wordmark, messaging, and series of illustrations reflect the
natural and seasonal diversity of the rail trail corridor.
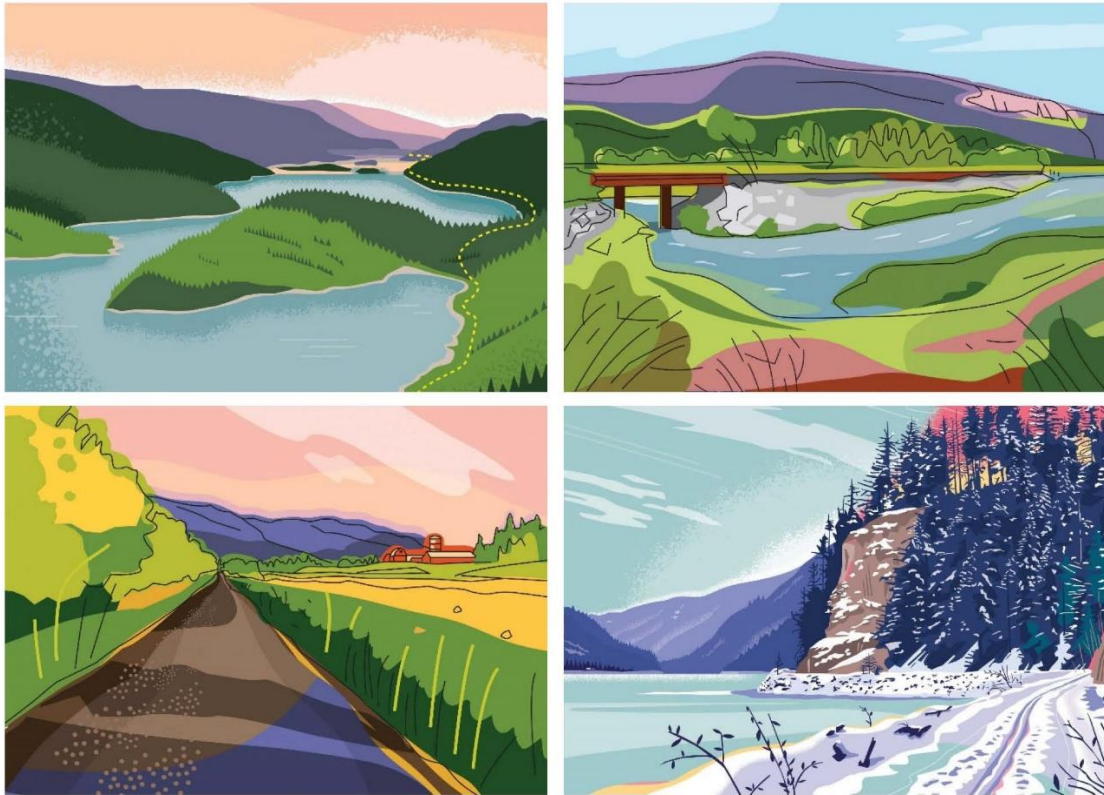
8.2.3   All communications and signage express the commitment between the partner jurisdictions of
the Splatsin te Secwépemc, Columbia Shuswap Regional District, and Regional District of North
Okanagan communities to work together, strengthen relationships, and unfold the True Story
within Splatsin te Secwépemc territory.

The Shuswap North Okanagan Rail-Trail is in the Splatsin unceded territory of the Secwépemc Nation.

Your metres matter!   BUY METRES @ shuswapnorthokanaganrailtrail.ca

8.3   Gateways: Splatin te Secwépemc Design Process

8.3.1   <u>Specifications</u>: Designs will vary based on Splatin te Secwépemc protocol and process.

8.3.2   Splatsin Title & Rights staff are working with Splatsin Kukpi7 & Tkwamipla7 (Chief & Council) to finalize a Splatsin te Secwépemc protocol and process involving knowledge keepers and community members to guide the design of Gateway Trailhead feature kiosks, landmark artworks, signage, Secwepemctsín location naming, and interpretation. (For reference see: The Secwépemc Landmarks Project.)

8.3.3   <u>Lead Responsibility</u>: Splatsin with Rail Trail Partners and local jurisdictions

8.3.4   <u>Application</u>: Gateway trailheads and feature destinations (as determined through Splatsin te Secwepemc protocol)

Sxtsmallpmc Landmark (Salmon Arm)

8.4   Secwépemc Landmarks - Trailhead Coyote Post

8.4.1   <u>Specifications</u>: 6' Cedar Pole with coyote rock - carved as per Secwepemc Landmarks protocol/process. (See: The Secwépemc Landmarks Project.)

8.4.2   <u>Lead Responsibility</u>: Splatsin with Rail Trail Partners

8.4.3   <u>Application</u>: Trailheads, major trail access points, and feature side destinations (as determined through Splatsin te Secwepemc protocol)

8.4.4   NOTE: Directional Wayfinding Sign can be incorporated into post. Or if ORT format is used, an alternate Splatsin te Secwepemc statement can be created. (See Directional Wayfinding Options below)

8.4.5   The SNO Rail Trail Technical Operational Committee affirm including this format in the standards for potential use along the trail, even as temporary markers while the full process to determine final Splatsin designs for gateway kiosks, interpretive signage, and messaging are developed.

Coyote Post, Little Mtn (Salmon Arm)

8.5 Interpretive/Educational Signs

8.5.1 Specifications: Design format TBD - to further unfolding of the true story within Splatsin te Secwepemc territory (to promote communication, strengthen relationships, and reflect contemporary and historic, environmental and cultural values)

8.5.2 Lead Responsibility: Splatsin with Rail Trail Partners

8.5.3 Application: To be installed at various locations to be identified and developed through Splatsin te Secwépemc protocol/process.

8.5.4 Interim placement of current Splatsin Interpretive Signs may be used in various locations.

Interpretive educational sign (Splatsin)

8.6 Interpretive/Educational Signs - QR Code Link

8.6.1 Specifications: QR Code on interpretive and feature signs linkto online audiovisual content.

8.6.2 Lead Responsibility: Splatsin with Rail Trail Partners

8.6.3 Application: "Adaptable/updateable content to feature welcome from Splatsin Kukpi7 and Elders message, interpretive content, and other messages from Rail Trail partners.

8.6.4 Reference: Tsútswecw Story Trail example and Secwépemc Landmarks example.

Tsútswecw Story Trail QR Code (BCPF)

8.7 Donor Recognition Signage

8.7.1 Specifications: Any donation greater than or equal to $160 (one metre of trail) will be recognized on Gateway Trailhead signage. Recognition of donors to be displayed for a minimum of three years from installation of Gateway Trailhead signage.

8.7.2 See: SNO Donor Recognition Plan (March 2021), SNO Donor Recognition Tiers

8.7.3 Lead Responsibility: Rail Trail Partners

8.7.4 Application: The three Gateway Trailheads will be the signature locations for recognition, with

Rail Trail signage with donor recognition.

opportunities to add more locations or structures should there be a desire from ownership to do so. A balance will be held with providing appropriate levels of recognition for donors in order to raise the needed funds, with the strong desire from the community to keep the rail trail preserved in its natural state with minimum signage along the trail.

8.7.5   Additional opportunities for recognition using temporary signage on site of test sections and future consideration of assets (ie: overpass, art installation, or structures) is accommodated in the SNO Donor Recognition Plan with contributions of $50k or more, but without any commitment to final form recognizing these locations will be planned and developed by the local communities, in collaboration with the Rail Trail Owners and Donor partners.

8.7.6   These locations will also be guided by the Splatsin gateway and interpretive sign protocol and process. (See above)

8.7.7   <u>Location Reference</u>: Km 0, 36-37, 50 (Sicamous, Enderby/Splatsin, and Armstrong)

Donor Recognition Package

Gift Amount	Website Mention	Gateway Trailhead MIN. 3 YEARS	Marketing Partnership	Pilot Trail Signage INTERIM	Point of Interest 10 YEAR	Destination Presenting Partner PERMANENT (1)	Destination Presenting Partner PERMANENT (2)	Destination Presenting Partner PERMANENT (3)	Stepney Overpass Plaque
$1M+	●	LOGO & TEXT	●	●	●	●	●	●	●
$500K	●	LOGO & TEXT	●	●	●	●	●	●	
$250K	●	LOGO & TEXT	●	●	●	●	●		
$100K	●	LOGO & TEXT	●	●	●	●			
$50K	●	LOGO & TEXT	●	●	●				
$25K	●	LOGO & TEXT	●	●					
$10K	●	TEXT	●						
$5K	●	TEXT							
$1K	●	TEXT							
$160	●	TEXT							
< $160	●								

SNO Rail Trail Donor Recognition Levels

8.8   Trailhead Kiosks - Large

8.8.1   Specifications: 8'x4' (brown) treated wood, metal roof (Based on RSTBC Sign Kiosk – Large standard as adopted under Shuswap Regional Trail Strategy)

8.8.2   Lead Responsibility: Rail Trail partners

8.8.3   Application: Main Gateway trailhead kiosk (Sicamous, Enderby/Splatsin, Armstrong) prior to final kiosk design, donor acknowledgement, and Splatsin te Secwépemc design protocol/process being implemented. (See Gateways above)

8.8.4   Location Reference: Sicamous, Enderby/Splatsin, Armstrong

Trailhead Kiosk – Large (RSTBC)

8.9   Trailhead Kiosks - Small

8.9.1   Specifications: 3'x3' (brown) treated wood, metal roof (Based on RSTBC Sign Kiosk – Small standard as adopted under Shuswap Regional Trail Strategy)"

8.9.2   Lead Responsibility: Rail Trail partners

8.9.3   Application: Secondary Trailheads (IR3/Hyde, Mara, Grindrod, Stepney X) prior to final kiosk design, donor acknowledgement, and Splatsin te Secwépemc design protocol/process implemented. (See Gateways above)

8.9.4   Location Reference: IR3/Hyde, Mara, Grindrod, Stepney X Road

Trailhead Kiosk – Small (RSTBC)

8.10 Directional/Wayfinding - Rail Trail Standard Format

8.10.1 <u>Specifications</u>: Metal structure, 360mmx2225mm (14.17"x87.6") sign face, concrete base (see <u>ORT Directional Wayfinding Standard</u>)

8.10.2 Place signs beyond the access control bollards (i.e. on the trail side rather than the road side of the bollards), and adjacent to trail so no part of the sign encroaches into trail.

8.10.3 Install sign perpendicular to trail.

8.10.4 Where possible, avoid obstructing desirable views with signs. (e.g. avoid installing on the lake side of the trail if possible.)

8.10.5 At major road crossings (e.g. where pedestrian flashers or signals are required to cross the road), install wayfinding signage on both sides of the intersection.

8.10.6 <u>Lead Responsibility</u>: Rail Trail partners

8.10.7 <u>Application</u>: Directional wayfinding identifying current location and direction and distance to key locations along or adjacent to the rail corridor; may be used at trailheads, major trail access points (including public road crossings), and feature side destinations.

8.10.8 TOC recommend using the Okanagan Rail Trail (ORT) directional sign format adapted with SNO Rail Trail branding and addition of Secwepemctsín (language) to SNO title: <u>Splatsin te Secwépemc</u>.

Okanagan Rail Trail placement of Directional Wayfinding Sign and other elements: bollards, rock barriers, badge post, and Welcome/Warning/ALR Etiquette signage (Oyama Trail Access, ORT)
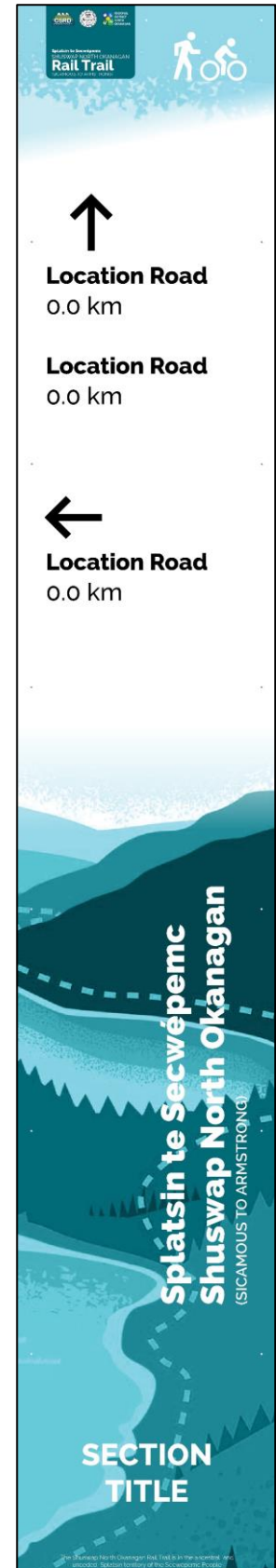
8.11   Directional/Wayfinding - Rail Trail OPTIONAL FORMAT

8.11.1   Specifications: 6"x6" treated or rot-resistant milled lumber post; 8' length buried min. 2' - max. 3' (Can substitute Secwepemc trailhead coyote post – see above); 140mmx508mm sign plate, recommend alupanel; RSTBC Trailhead Sign standard design adapted to SNO Rail Trail format.

8.11.2   Place signs beyond the access control bollards (i.e. on the trail side rather than the road side of the bollards), and adjacent to trail so no part of the sign encroaches into trail.

8.11.3   Install sign perpendicular to trail.

8.11.4   Where possible, avoid obstructing desirable views with signs. (e.g. avoid installing on the lake side of the trail if possible.)

8.11.5   At major road crossings (e.g. where pedestrian flashers or signals are required to cross the road), install wayfinding signage on both sides of the intersection.

8.11.6   Lead Responsibility: Rail Trail partners

8.11.7   Application: Smaller format Directional sign option designed to fit within Secwépemc Landmarks Trailhead Post if used in place of standard SNO Rail Trail directional signs.

8.11.8   Directional wayfinding identifying current location and direction and distance to key locations along or adjacent to the rail corridor; may be used at trailheads, major trail access points (including public road crossings), and feature side destinations.

8.11.9   NOTE: still requires additional badge post.

8.12   Badge Post

8.12.1   Specifications: 8"x8" treated or rot-resistant milled lumber post; 8' length buried min. 2' - max. 3'; 200mmx200mm (7.85"x7.85") badge plates; up to 6 badges may be installed per side of each post; use black icons with white background and green or red strike out circle (See: RSTBC Trail Sign Standards as adopted and applied inter-jurisdictionally under the Shuswap Regional Trail Strategy)

8.12.2   Place signs beyond the access control bollards (i.e. on the trail side rather than the road side of the bollards), and adjacent to the trail so that no part encroaches into the trail.

Regulatory Icons (RSTBC)

24/10/02 - Alternate Spec Recommendation: 6"x6" treated milled lumber post (8' length). and 140mmx140mm (5.5"x5.5") badge plates because 8"x8" posts are expensive and hard to source.

8.12.3   Install post so that badges are perpendicular to the trail.

8.12.4   Where possible, avoid obstructing desirable views with signs. (e.g. avoid installing signs on the lake side of the trail if possible.)

8.12.5   Where possible, install badge posts on the opposite side of the trail from the directional wayfinding sign.

8.12.6   Lead Responsibility: Rail Trail partners.

8.12.7   Application: Represent allowed and prohibited uses; may be installed at major access points (including public road crossings), trailheads, and side destinations.

Okanagan Rail Trail badge post.

8.13   Welcome/Etiquette, Warning, & Agricultural (ALR) Signs

8.13.1   Specifications: 432mm x 635mm (17"x25") aluminum sign plate (rounded corners; recommend alupanel) mounted to 8'x2"sq. Telspar breakaway post in ground anchor sleeve; signs grouped together

8.13.2   Place signs beyond the access control bollards (i.e. on the trail side rather than the road side of the bollards), and adjacent to the trail so that no part encroaches into the trail.

8.13.3   Install post so that signs are parallel to the trail, and group etiquette, warning, & ALR signs together in one location

8.13.4   The ALR sign is only required where ALR lands abut the rail trail.

8.13.5   Where possible, avoid obstructing desirable views with signs. (e.g. avoid installing signs on the lake side of the trail if possible.)

Jurisdictional sign set (ORT)

8.13.6 NOTE: Jurisdictional warning sign must include use of the phrase "Recreational Trail; Use at Own Risk".

8.13.7 Lead Responsibility: Rail Trail partners

8.13.8 Application: Jurisdictional welcome/etiquette signs provide general guidelines for trail user behaviour, warning signs advise of potential hazards, and Agricultural Land Reserve (ALR) signs offer guidelines for conduct on trail portions adjacent to agricultural lands.

8.13.9 Signs are installed as a group at major access points (including public road crossings), trailheads, and side destinations.

8.13.10 NOTE: Play, Clean, Go Invasive Management Education signage (see below) also attached to telspar posts below these signs.
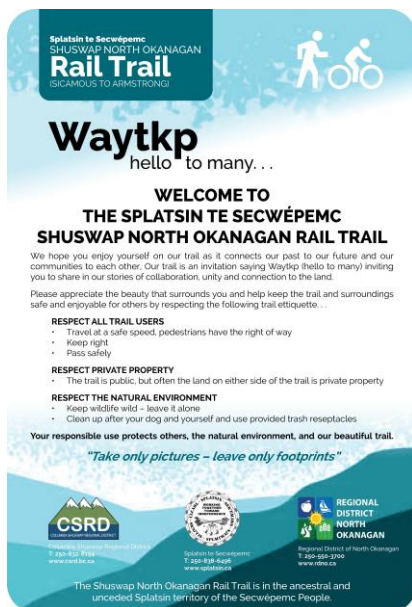
Welcome/Etiquette sign.

Warning sign.
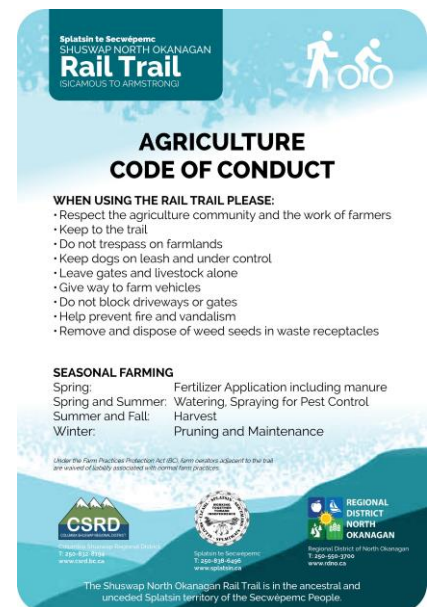
Agricultural (ALR) sign.

8.14   Play, Clean, Go - Invasive Management Signs

8.14.1 Specifications: 210mmx280mm (8.26"x11") aluminum sign plate (rounded corners; recommend alupanel)

8.14.2 Attach to telspar breakaway post below Welcome Ettiquette/ Warning/Agriculture sign set (see above)

8.14.3 Lead Responsibility: Rail Trail Partners with Columbia Shuswap Invasive Species Society (CSISS) and Invasive Species Council of BC (ISCBC)

8.14.4 Application: The PlayCleanGo program will be used as trailhead signage. PlayCleanGo is a program initiated by the Invasive Species Council of BC and managed in partnership with the Columbia Shuswap Invasive

Play, Clean, Go (CSISS)

Species Society. It is an education and outreach campaign that encourages outdoor recreation while promoting changes in behaviour to slow or stop the spread of invasive species. It is designed to foster actions that interrupt recreational pathways of spreading invasive plant species.

8.15   Safety/Jurisdictional - Road Crossings

8.15.1   Specifications: Various (See Province of BC Traffic Sign Standards)

8.15.2   Utilization of Secwépemc language signs will be used, where authorized. (e.g. Stop/Est'il).

8.15.3   Lead Responsibility: Rail Trail partners.

8.15.4   Application: Standard traffic signs required for road and pedestrian crossings and parking areas.

BC Ministry of Transportation and Infrastructure Standard Traffic Signs

8.16   Safety/Jurisdictional - Trail

8.16.1   Specifications: Various, mounted to 8'x2"sq. Telspar breakaway post in ground anchor sleeve. (See BC Ministry of Transportation and Infrastructure Warning Signs, and Recreation Sites & Trails BC Caution and Land-Use Sign Standards)

8.16.2   Lead Responsibility: Rail Trail partners

8.16.3   Application: Steep slope rock fall locations, environmental protection, trail user management, and as needed for temporary hazards, closures, construction, repair, and trail user management

Rock Fall Hazard (Okanagan Rail Trail)

8.17   Km Marker Sign

8.17.1   Specifications: 254mm x 254mm (10"x10") aluminum sign plate (rounded corners) mounted to 4'x2"sq. Telspar breakaway post in ground anchor sleeve; x 2 signs/post (i.e. visible from both directions)

8.17.2   Place signs adjacent to trail along full length of the rail trail corridor every 1 km so that no part of the sign encroaches into the trail.

8.17.3   Install posts so sign is perpendicular to the trail with km marking on both sides of sign for visibility in both directions.

8.17.4   Where possible, avoid obstructing desirable views (e.g. upland side of trail along lakeshore or river bank)

8.17.5   Lead Responsibility: Rail Trail partners

8.17.6   Application: Marks distance along the rail trail in 1 km

8.17.7   Location Reference: Every 1 km between km 0.0 (Sicamous) and km 50.4 (Armstrong)

Km Marker (Okanagan Rail Trail)

SNO Rail Trail Km Marker

8.18   Trail Counter

8.18.1   Specifications: See ORT (Eco Counter: Multi Range Multi Nature)

8.18.2   Lead Responsibility: Rail Trail partners

8.18.3   Application: To be finalized - ideally within peak use zone of main trailhead access points.

Km Marker (Okanagan Rail Trail)

8.18.4 Ten trail counter locations have been included in development costing. This is consistent with the Okanagan Rail Trail that includes ongoing trail use counts as part of section-by-section monitoring. Trail counters upload automatically to the website and have been proven to provide an important ongoing baseline of information for planning, assessment, adaptive monitoring, and promotion of the rail trail.

8.18.5 (See: SNO Rail Trail Development Plan, Section 15.5, p. 65)

8.18.6 Location Reference: Peak use trailhead zones to be determined.

8.19 Interim Signs - Trail Closed

8.19.1 Specifications: 305mm x 457mm (12"x18") aluminum sign plate (rounded corners; recommend alupanel) mounted to 8'x2"sq. Telspar breakaway post in ground anchor sleeve.

8.19.2 Place signs at public trail access points to be closed, and on both sides of road crossings.

8.19.3 Place signs behind closed gates or beyond access control bollards, if installed (i.e. on the trail side rather than the road side of the gates and bollards); and adjacent to trail so no part of the sign encroaches into trail or blocks gate opening (ideally on the right side of entrance)

8.19.4 Install sign perpendicular to trail facing trailhead access. (e.g. toward a road)

8.19.5 Where the trail is undeveloped, signs can be placed in centre of closed trail corridor (but avoid blocking maintenance and contractor vehicle access), or next to and behind closed gates.

8.19.6 Lead Responsibility: Rail Trail partners

8.19.7 Application: Used to close trail sections to public access and use.

8.20 Interim Signs - Undeveloped Trail Use at Own Risk

8.20.1 Specifications: 305mm x 457mm (12"x18") aluminum sign plate (rounded corners; recommend alupanel) mounted to 8'x2"sq. Telspar breakaway post in ground anchor sleeve.

8.20.2 Place signs at public trail access points to be opened, and on both sides of road crossings.

8.20.3 Place signs behind closed gates or beyond access control bollards, if installed (i.e. on the trail side rather than the road side of the gates and bollards); and adjacent to trail so no part of the sign encroaches into trail or blocks gate opening (ideally on the right side of entrance)

8.20.4 Install sign perpendicular to trail facing trailhead access. (e.g. toward a road)

8.20.5 Where the trail is undeveloped, signs can be placed in centre of closed trail corridor (but avoid blocking maintenance and contractor vehicle access), or next to and behind closed gates.

8.20.6 <u>Lead Responsibility</u>: Rail Trail partners

8.20.7 <u>Application</u>: Used to open undeveloped trail to public use.

8.21   Interim Signs – Regulatory and Warning

8.21.1 <u>Specifications</u>: Various sizes: aluminum sign plate (rounded corners; recommend alupanel) mounted below 12"x18" Interim Signs to 8'x2"sq. Telspar breakaway post in ground anchor sleeve.

8.21.2 See Interim Specs for 12"x18" signs above.

8.21.3 <u>Lead Responsibility</u>: Rail Trail partners

8.21.4 <u>Application</u>: Jurisdictional enforcement and warning signs placed at public trail access points, as needed.

8.22   Interim Signs - Update Bulletins

8.22.1 <u>Specifications</u>: 8.5"x14" laminated paper attached with zap straps to telspar posts below permanent signs.

8.22.2 <u>Lead Responsibility</u>: Rail Trail partners

8.22.3 <u>Application</u>: Temporary public information bulletins placed at all public trail access points. Provide updates on Rail Trail progress and upcoming activities.
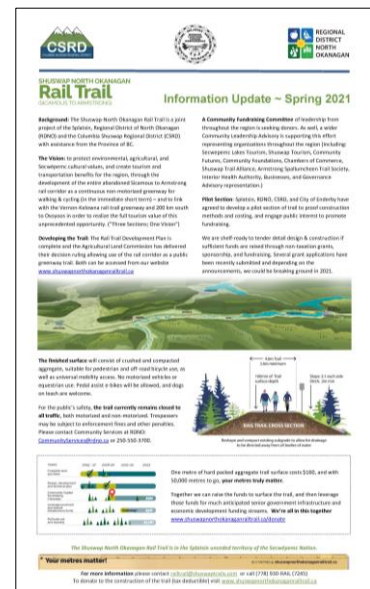
8.23 Directional/Wayfinding - Trailhead/Side Destination

8.23.1 Specifications: 6"x6" treated or rot-resistant milled lumber post; 8' length buried min. 2' - max. 3' (Can substitute Secwepemc trailhead post); 140mmx508mm sign plate, recommend alupanel (See RSTBC Trailhead Sign standard)

8.23.2 Place signs at side destination entry point adjacent to trail so no part of the sign encroaches into trail.

8.23.3 Install sign perpendicular to side destination trail entry point (facing Rail Trail corridor).

8.23.4 Lead Responsibility: Rail Trail Partners and/or Local jurisdiction

8.23.5 Application: Used to mark trailhead access to side destinations and trails. Part of the provincial Recreation Sites and Trails BC sign standards and adopted for all municipal/regional trails within the Shuswap regional trail strategy.

8.24 Directional/Wayfinding - En Route/Side Destination

8.24.1 Specifications: 4"x4" (89mmx89mm) treated or rot-resistant milled lumber post; either 8' length buried min. 2' - max. 3' (Shuswap Trail standard) or shorter 1 metre above ground (Recreation Sites and Trails BC standard); 76 mm (width) x min. 289mm (variable length) sign plate, recommend alupanel (See RSTBC Trailhead Sign standard)

8.24.2 Place signs at side destination entry point (if not using 6x6 trailhead sign), and at all junctions along a trail route, and adjacent to trail so no part of the sign encroaches into trail.

8.24.3 Lead Responsibility: Rail Trail Partners and/or Local jurisdiction

8.24.4 Application: Used to mark trail junctions along side trails. In some cases, may be used to mark access to secondary side destinations and connecting trails. Part of the provincial Recreation Sites and Trails BC sign standards and adopted for all municipal/regional trails within the Shuswap regional trail strategy.

En Route trail sign (North Fork Wild)

REFERENCES AND APPENDICES

BC Active Transportation Design Guide (2019 Edition)

BC Agricultural Fencing Handbook (Online)

BC Traffic Signs & Pavement Marking (Online)

Okanagan Rail Trail Management Plan & Design Guidelines (October 2020)

Recreation Sites and Trails BC Recreation Manual - Chapter 10: Recreation Trail Management (Online)

Recreation Sites and Trails BC – Infrastructure Drawings (Online)

Recreation Sites and Trails BC – Infrastructure: Sign Kiosk – Large (Online)

Recreation Sites and Trails BC – Infrastructure: Sign Kiosk – Small (Online)

Recreation Sites and Trails BC: Trail Signs - Caution (Online)

Recreation Sites and Trails BC: Trail Signs – Land Use (Online)

Recreation Sites and Trails BC: Trail Signs - Regulatory (Online)

Recreation Sites and Trails BC: Trail Signs - Trailhead (Online)

Recreation Sites and Trails BC: Trail Signs – en Route (Online)

Secwépemc Landmarks and Trailhead Post Project (Online)

Shuswap North Okanagan Rail Trail Development Plan & Appendices (2021)

Shuswap North Okanagan Rail Trail Development Plan: Concept Maps (2021)

Shuswap North Okanagan Rail Trail: Sicamous-to-Armstrong Section Crossing Treatments (Dec. 2021)

Shuswap Regional Trails Strategy (November 2019)

Tsútswecw Park Story Trail (Online)