

REBUILDING A ROAD TO RICHES

The Cariboo Waggon Road Restoration Project



New Pathways to Gold



District of
100 Mile House



Friends of Barkerville

EXECUTIVE SUMMARY

The Cariboo Waggon Road (CWR) was a marvel of 19th Century engineering and a multicultural megaproject that defined modern British Columbia. This road network stretched from Yale in the Fraser Canyon to the gold fields of Barkerville, traversing 650 kilometres of spectacular and demanding terrain through the heart of the province.

Built largely on ancient Indigenous trade routes and the resulting Hudson's Bay Company Brigade Trails, the CWR Route was the road to riches for gold seekers from all over the globe.

Today, communities along the CWR Route are preparing to welcome a new wave of visitors as BC emerges from the COVID-19 pandemic. But unlike the Gold Rush where the potential pot of gold was at the end of the road in Barkerville, today's visitors can find riches all along the route. Golden visitor experiences can be found from Yale and Lillooet to Barkerville along a route that passes through an incredible variety of landscapes and dozens of diverse Indigenous and non-Indigenous communities.

To add to those experiences, the Cariboo Waggon Road Restoration Project is working to restore and interpret the iconic CWR Route to attract more visitors and generate much needed economic activity. During Phase I, the Project Partners led by the New Pathways to Gold Society (NPTGS) identified priority sections of the CWR Route between Clinton and Lac la Hache for restoration, interpretation and marketing. Now in Phase II, work has begun on those sections as well as survey and mapping work to identify additional sections along the CWR Route.

To date, the Project Partners have raised over \$180,000 to fund this project. The budget for Phase II is just under \$500,000 and Phase III will require a similar level of funding to link restored sections in the Cariboo with Lillooet and Yale. Filling in gaps between the sections and comprehensively marketing the resulting world-class heritage tourism attraction will require further financial support.

NPTGS leads a broad coalition of partners including Indigenous and non-Indigenous communities, businesses, all levels of government and heritage/recreation groups who have come together to help realize this ambitious and exciting project. For a relatively small capital investment, the project will deliver:

- Hundreds of kilometres of restored CWR Route between Yale/Lillooet and Barkerville Historic Town & Park, creating a world-class heritage tourism/Indigenous recreation asset;
- Dozens of amenities like picnic tables, benches, bike repair stations and outhouses to enhance the visitor experience;

- Dozens of directional signs and interpretive kiosks telling a more inclusive narrative of the landscape through which the CWR Route runs, especially the ancient foundation of Indigenous trails it was built upon, providing an Indigenous Reconciliation experience;
- Create short term economic stimulus in communities negatively impacted by COVID-19, wildfires and other challenges by providing jobs to map, restore and interpret CWR sections;
- Provide medium and long-term economic activity by marketing these restored sections as a unique heritage trails experience that compliments local and regional recreation facilities and planning processes as well as provincial and federal tourism policies;
- A long-term marketing plan to ensure the CWR Route attracts visitors from BC, Canada, the United States and from around the world eager for those golden visitor experiences.
- Help preserve and enhance Indigenous cultures by telling a more inclusive story of the traditional territories the CWR went through and the ancient First Nations trails it was built upon.

Funders will receive recognition on specific signs and kiosks and in all the project's communications materials, including press releases, brochures, posters and video end credits.

In 1863, Governor James Douglas saw the building of the Cariboo Waggon Road as the key to increased wealth and prosperity for British Columbia. Now, nearly 160 years later, the Project Partners see a similar opportunity. NPTGS and the Project Partners hope you'll join them in helping to rebuild the CWR Route as a renewed road to riches. An investment of just under \$500,000 has the potential to infuse substantial dollars into the local economies of BC's Interior communities, create jobs and make the difference in the lives of Indigenous and non-Indigenous residents.

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THE CARIBOO WAGGON ROAD

A Multicultural Megaproject

The Cariboo Waggon Road (CWR) was a marvel of 19th Century engineering and a multicultural megaproject that defined modern British Columbia. This road network stretched from Yale in the Fraser Canyon to the gold fields of Barkerville, traversing 650 kilometres of spectacular and demanding terrain through the heart of the province.

Newly-arrived Royal Engineers laboured side by side with ambitious road contractors, Indigenous and Chinese workers and gold seekers from around the globe to complete this foundational transportation corridor. To walk on its surface is to connect with not just the excitement of the Cariboo Gold Rush, but with the fur trade era and millennia of Indigenous trade and travel.

I. The Cariboo Waggon Road Restoration Project

The Cariboo Waggon Road Restoration Project is focused on restoring intact, accessible sections of the road in communities from Yale to Barkerville. Particular attention is being paid to sections in or near communities impacted by the COVID-19 pandemic and the BC wildfire emergencies of 2017–18. The goals of the project are to restore portions of this priceless provincial heritage treasure to:

- Create short term economic stimulus in communities negatively impacted by COVID-19, wildfires and other challenges by providing jobs to map, restore and interpret CWR sections;
- Provide medium and long-term economic activity by marketing these restored sections as a unique heritage trails experience that compliments local and regional recreation facilities and planning processes;
- Create new, world-class heritage tourism assets that will benefit corridor communities via increased visitation for years to come;
- Help preserve and enhance Indigenous cultures by telling a more inclusive story of the traditional territories the CWR went through and the ancient First Nations trails it was built upon.

The project is being coordinated by the New Pathways to Gold Society (NPTGS), a non-profit organization that has in partnership with First Nations, Interior communities, government, corporations and other organizations restored or built over 270 kilometres of heritage trails since 2009. The Society has raised over \$4.15 million to benefit local economies from Hope to Barkerville and delivered dozens of projects. NPTGS is building a coalition of support with communities, First Nations, all levels of government, businesses and partner organizations to find the resources needed to launch the project and make it a success. To date, the Project Partners have raised over \$180,000 to help deliver the project. For more information on NPTGS, please visit their website at newpathwaystogold.ca.

II. Project History

The Cariboo Waggon Road Restoration Project has the support of many partners, including the Cariboo Regional District, Village of Clinton, District of 100 Mile House, Canim Lake Indian Band (Tsq'escenemc), Barkerville Gold Mines, Friends of Barkerville – Cariboo Goldfields Historical Society, BC Parks, the Ministries of Transportation and Infrastructure, Tourism, Arts, Culture and Sport and Forests, Lands and Natural Resource Operations as well as the Outdoor Recreation Council of BC. During Phase I of the project, the Project Partners mapped and surveyed much of the CWR Route, particularly those sections from Lillooet to 127 Mile (Lac la Hache). With funding from the BC Rural Dividend Fund, the route from Clinton to 127 Mile has received intense attention, with the route being authenticated by land surveys, maps and other records as well as ground-truthing. Consultations have been held with Indigenous and non-Indigenous communities and a broad base of support has been built. As well, an online guide to the CWR Route, The Pathway to Gold, has been developed and is being continuously updated.

As a result, the Project Partners identified eleven Priority Sections of CWR between Clinton and 127 Mile/Barkerville which can be restored and interpreted to create much-needed heritage/recreational tourism infrastructure and enhance local economies. The budget to restore these priority sections is just under \$500,000. The Project Partners have recently received \$100,000 from the Targeted Regional Tourism Development Initiative and \$50,000 from Barkerville Gold Mines/Osisko in partnership with Friends of Barkerville, as well as provincial funding to begin work on some of these sections. Details of the location, restoration prescription and budget for these sections can be found in the Appendix.

NPTGS and the Project Partners are still actively looking for additional funding to complete work on the priority sections identified to date and to expand the survey of the CWRR from Yale to Barkerville as well as identifying connectors to other transportation networks like the steamboat route up the Fraser River to Prince George and beyond.



III. The Cariboo Waggon Road Restoration Project, Phase II

Phase II of the Cariboo Waggon Road Restoration Project will see eleven sections comprising 103 kilometres of the CWR Route restored and interpreted with amenities like picnic tables, bike repair stations and outhouses installed to enhance the visitor experience. Signage and interpretive materials will tell a more inclusive story of the road's construction over ancient Indigenous trade routes and the impact the CWR had on Indigenous and non-Indigenous communities. Other deliverables include:

- 36 interpretive/directional signs installed
- 8 interpretive kiosks detailing Indigenous, Gold Rush, fur trade and other stories installed
- 13 picnic tables and outhouses installed
- 3 stationary bike repair stations installed
- 2 to 3 months of short-term employment created, restoring the road in communities from Clinton to La la Hache and Barkerville to Stanley
- 40 person-hours of employment created, building/installing interpretive/directional signs, interpretive kiosks, picnic tables and outhouses
- 60 person-hours of employment created in research, writing, graphic design and photography for interpretive kiosks
- CWR Route surveyed from Yale to Clinton
- CWR Route surveyed from 127 Mile to Soda Creek (100 km)

- CWRR Management Committee established
- Marketing/social media campaign implemented
- Phase III sections surveyed/assessed
- Continued Indigenous/community engagement

Phase II of the project will have a positive economic impact in Indigenous and non-Indigenous communities from Clinton to Lac la Hache. It will also set the stage for Phase III, which will focus on connecting the Lac la Hache section with Quesnel and Stanley, linking the CWR Route from Clinton to Barkerville Historic Town & Park.

BUDGET	
Project Planning/Indigenous Consultations	\$10,000
Design/Engineering	\$18,250
Construction/Materials	\$244,450
Yale To Clinton Survey	\$5,820
CWR Guide Updating	\$2,000
Survey, 127 to Barkerville	\$36,000
Geo Referencing Maps	\$2,000
Travel	\$2,000
Administrative Costs	\$4,000
Trail Marketing/Project Management	\$50,000
Contingency (15%)	\$73,704
TOTAL BUDGET	\$448,224



IV. Cariboo Waggon Road Restoration Project, Phase III

Planning for Phase III of the CWRRP is already underway. Once complete, the results of surveys along the CWR Route from Yale to Clinton and 127 Mile to Barkerville will identify further intact priority sections as well as bypass trails where the road has been built over by modern highways or railways. It will see increased connectivity of the CWR Route from Yale and Lillooet to sections restored during Phase II. Ideally, most of the remaining route will be identified and restored during this phase. Outstanding access issues on some sections will also be resolved.

As has been the case during Phases I and II, Indigenous and community consultations will be on-going to ensure positive relations are maintained and enhanced. The Project Partners consider these consultations particularly with Indigenous communities and organizations as on-going and continuous, pre, during and post-project construction phases.

The resulting world-class heritage tourism attraction will be marketed to ensure maximum promotion. The Project Partners are working with the Cariboo Coast Chilcotin Tourism Association (CCCTA) as well as other Destination Marketing organizations, including Destination BC to market the Clinton-Lac la Hache section to ensure it's aligned with provincial tourism policy.

V. Economic Benefits

There is overwhelming evidence that recreational/heritage trails in British Columbia are engines of economic growth. This fact is well-understood by the Provincial Government. Figures released in 2019 (pre-pandemic) show total tourism revenue received by businesses, individuals, and governments due to tourism at \$22.3 billion, far more than other sectors like oil and gas and forestry. As BC emerges from the COVID-19 crisis, the Ministry of Tourism, Arts, Culture and Sport is making strategic investments in iconics as stated in Destination BC's Corporate Strategy for 2020–2023:

“Creating iconic, inspirational routes and areas will strengthen the travel appeal of all parts of our province, in more seasons. It balances the capacity needs and market-readiness of our many destinations... fostering all-season growth in high-potential communities and rural destinations where capacity exists.”

The Cariboo Waggon Road Route is the most iconic route from BC's early modern history with connections to millennia of Indigenous use. Its heritage, Indigenous, Multicultural and recreational values along an incredibly diverse 650 kilometres route, once market ready, will create a world-class attraction that will increase all-seasons visitation in rural Indigenous and non-Indigenous BC Interior communities.



Trails/heritage routes are a particularly important economic development tool for rural communities that have seen declines in their natural resource-based economies. The experience of similar communities with established trail networks shows the enormous positive impact the CWR Route will have once restored and marketed in replacing lost natural resource revenues.

For example, the Sea to Sky trails network is a system roughly equivalent in length to the CWR Route once completed. The 2016 Sea to Sky Corridor Overall Economic Impact of Mountain Biking study prepared by the Canadian Sport Tourism Alliance found that trails from the North Shore to Pemberton were significant economic engines. In 2016, the trails network:

- Attracted 398,000 non-resident riders in the Sea to Sky Corridor
- Those non-residents spent \$70.6 million in the corridor
- That spending generated \$39.5 million in wages for residents in Sea to Sky communities
- Non-resident mountain bikers also generated \$18.6 million in combined taxes in corridor

While the Yale–Barkerville corridor along the CWR Route contains no Whistler-sized tourism destination, the experience of nearby Pemberton provides an example of building multiple local economies by constructing high-quality trails. Pemberton is a rural community in the Squamish–Lillooet Regional District which is slightly larger than 100 Mile House along the CWR Route in the Cariboo. Even a single user-group such as mountain biking can have a tremendous impact.

The Mountain Biking Economic Impact Study: Pemberton, written by the Western Canada Mountain Bike Tourism Association in May 2017 found that the three principal trails in the Pemberton region:

- Attracted 3,462 riders taking over 32,000 rides in 2016. Close to 3,000 riders and 6,300 rides were made by visitors from outside of the region (i.e. Pemberton, Whistler and Squamish), providing a boost to the local economy;
- Spending by out-of-town visitors to Pemberton who rode on the mountain bike trail system in 2016 totaled \$908,000, generating \$1.1 million of economic activity in the community;
- These expenditures supported \$403,000 in wages and salaries, created 6.5 full-time jobs and \$276,000 in wages and salaries in Pemberton.

Another study by Larose Research & Strategy on behalf of Tourism Kamloops and the Kamloops Bike Riders Association found that in this region (which is very close to the CWR Route), mountain biking brought \$3.5 million a year into the local economy.

Hikers will be perhaps the largest user segment for the CWR Route. It's hard to quantify the precise value of this segment, since statistics tend to blend day-use and longer trips together

along with campground/RV parks etc. in larger geographic areas. However, a District of Squamish Tourism Study conducted in 2020 showed that tourists using commercial campgrounds and campground/ RV parks accounted for a larger amount of expenditures in Squamish (\$14.1 million) than the day visitor segment because of their accommodation spending. The estimated per day spending on non-accommodation items by the Squamish camper segment was a little higher (\$38/day) than for the day visitor segment (\$35/day).

It is easy to infer that whether they're there for a day or several days, campers and hikers inject considerable funds into local economies with a connected trail system that offers them a range of amenities and visitor experiences.

Indigenous Tourism opportunities are among those visitor experiences. The corridor between Yale and Barkerville is home to 39 First Nations living in dozens of communities. The Clinton-150 Mile section of the CWR Route traverses the traditional territories of the Tsq'esnemc (Canim Lake Band), High Bar First Nation, Stswe'em'c Xgat'tem First Nation (Dog Creek), Xats'üll Cmetem (Soda Creek/ Deep Creek), T'xelc- Williams Lake and Whispering Pines (Clinton Indian Band) Peoples.

Prior to the pandemic, the demand for Indigenous visitor experiences was one of the fastest-growing market segments in the province. Indigenous Tourism BC statistics show Indigenous businesses generated an estimated \$705 million in direct gross domestic output to meet consumer demand for their products and services. That demand was coming from Canada, Germany, United Kingdom, the United States and China pre-pandemic and helped create 7,400 direct full-time jobs for Indigenous Peoples and other BC residents.

As the province recovers from the COVID-19 crisis and visitors return, the number of tourists seeking Indigenous experiences is expected to grow. A restored and marketed CWR Route offers Indigenous communities and businesses the opportunity to take part in this resurgence. Increased visitation will build demand for Indigenous Experiences in First Nations communities along the route and lead to greater economic opportunity for Indigenous Peoples.

A completed Phase II of the CWRRP will attract mountain bikers, cyclists, hikers and other user groups and generate similar economic stimulus to the communities of Clinton, 70 Mile, 100 Mile House and Lac la Hache. As other sections are restored, the economic benefits will increase. If the Pemberton experience is replicated in these communities, it will mean millions of dollars and dozens of jobs added to local economies that need urgent assistance.

In summary, an attraction like the CWR Route will result in significant tourist dollars going into local communities. The communities of Clinton, 70 Mile, 100 Mile House and Lac la Hache as well as the Cariboo Regional District are unanimous in their belief that the CWR Route will have a positive economic impact for local residents. The very modest investment in restoration, interpretation and marketing will result in greater visitation, increased room nights/camping stays, demand for food and services and the other economic benefits that trails bring.

VI. Management Model

The CWR Route will be managed by a committee based on the model of the existing Gold Rush Snowmobile Trail Management Committee, which has representatives from local user groups, civic government, business associations, community groups and an MLA.

The Cariboo Waggon Road Route Management Committee will have a similar structure, with representatives from communities like Clinton, 100 Mile House and Lac la Hache, the Cariboo Regional District, local chambers of commerce, First Nations, user groups like the BC Backcountry Horsemen, and representatives from the Ministry of Transportation and Highways, BC Parks and the Friends of Barkerville. The committee will be responsible for organizing the on-going maintenance, promotion and governance of the CWR Route. The establishment of this committee is a key goal of Phase Two of the project.

VII. Investing In The Project

For a very modest investment, funders of Phase II of the Cariboo Waggon Road Restoration Project can make a profound impact in the lives of communities all along the Hope-Barkerville corridor. These communities many of them Indigenous faced major challenges prior to the COVID-19 pandemic with three disastrous tourism seasons as a result of back-to-back fire seasons, flooding and smoke.

In addition, mill closures have cost hundreds of jobs. Clinton was especially hard hit, having lost its last sawmill in 2019. The CWRRP offers these communities much-needed economic diversification and the potential for economic stimulus at a time when local economies are hurting.

Moreover, the trails initiative can be completed within provincial/federal health regulations regarding COVID-19. Indeed, the pandemic has seen a huge increase in the use of parks and trails across the province as a safe recreational exercise where social distancing can be easily practiced.

Further, as the situation improves and vaccines roll out, tourism-related businesses are expecting a surge in activity as pent-up demand for heritage tourism and recreation experiences become possible during a New Normal. The CWRRP is well-positioned to capitalize on this expected upswing.

The Project Partners are making an Ask of corporations, private businesses, government and others who care about the citizens in the CWR Route corridor to provide funding to implement the next phase of the CWRRP. An investment of \$448,224 to fund Phase II will inject substantial dollars into the local economies of Cariboo and other communities, create jobs and make the difference in the lives of Indigenous and non-Indigenous residents.

Donors will receive recognition on specific signage and kiosks as well as in all the project's communications materials, including press releases, interviews, posters and brochures. Donors will also receive acknowledgement in end credits of project videos.

VIII. Summary

In 1863, Governor James Douglas saw the building of the Cariboo Waggon Road as the key to increased wealth and prosperity for British Columbia. Now, nearly 160 years later, the CWRRP Project Partners see a similar opportunity.

The CWR Route is a pathway to the new gold of rich visitor experiences in the heart of our province: a gateway to the natural wonders of the corridor that range from coastal forests to the rolling hills and lakes of the Interior Plateau and beyond into the rugged Cariboo Mountains. In-between are unique and welcoming Indigenous and non-Indigenous communities with a wealth of heritage and contemporary recreational and cultural riches to share with visitors from near and far.

The Project Partners hope you will join them in making the difference in the lives of these communities and the well-being of all British Columbians who will benefit from the completion of the CWR Route. Phase II will benefit communities from Clinton to Lac la Hache. Phase III will reach from Yale to Barkerville, providing new revenues, jobs and hope for dozens of Indigenous and non-Indigenous communities along the route. The Project Partners invite you to join with them in this mission to restore the Cariboo Waggon Road and make it once again a pathway to prosperity for the people of British Columbia.



APPENDIX I

Phase II Priority Sections

Phase I of the CWRRP identified 11 Priority Sections of the CWR Route that can be quickly restored and interpreted in Phase II. These sections can be fast-tracked because they have no or minor access issues, require little in the way of brushing or rebuilding and offer unique visitor experiences that tie into local communities. As a package, they comprise a significant number of kilometres, information kiosks, interpretive/directional signage and other amenities.

Section 1: Clinton



LENGTH: 8 kilometres

OVERVIEW: This section provides visitors with several different experiences, including a pleasant hike/bike along the quiet neighbourhood along Cariboo Avenue, built over the southern approach of the CWR into Clinton itself and the local museum. The route continues down Clinton’s Main Street (Highway 97) with its businesses and service centres before turning east north of town through gentle rolling terrain. This final section of intact CWR is ideal for a walking trail. A trail system is located nearby, which would enhance the connectivity of the CWR Route.

RESTORATION PRESCRIPTION: Neither the Cariboo Avenue nor Downtown Clinton segments require any work other than signage and interpretation. The intact section of CWR will require minimal brushing and clearing. All but the last kilometre or so (which needs reopening and locating) is paved, with a final one kilometre of hard surface.

INTERPRETIVE MATERIALS, SIGNAGE: Signs at the beginning and end of Cariboo Avenue, additional signage at the Clinton Museum and at the road pullout at the north end of town informing visitors they re on the CWR. Additional interpretive materials in the Clinton Museum detailing this section of the CWR Route. An information kiosk describing Clinton s place on the CWR (location to be determined).

BUDGET		
6 Interpretive Signs @ \$800 each		\$4,800
4 -x-8 Interpretive Kiosk		\$6,200
Additional content, consultation, materials		\$5,000
Trail Restoration		\$10,000
TOTAL		\$26,000

COMMENTS: This section offers a variety of visitor experiences and takes visitors through the outer edge of Clinton and into the community s commercial core where they can experience the village s heritage and business sites. They can then continue to the intact section of CWR for a walking through time experience. The potential for Clinton to theme/rebrand their downtown based on the CWR is tremendous, as is the potential for increased visitation and expenditures within this historic

Cariboo community. Clinton is an ideal centre for cycling services and at least one resident is contemplating opening a bike shop.

Section 2: 51 Mile



LENGTH: 8 kilometres

OVERVIEW: An ideal spot where an information kiosk can be placed in an existing Highway 97 pullout showing how the CWR veered northwest from this point towards Chasm Provincial Park. There is the opportunity for a couple of short walks along old sections of road and natural history interest at a pond.

RESTORATION PRESCRIPTION: Brushing and clearing

INTERPRETIVE MATERIALS, SIGNAGE: Interpretive Kiosk

OTHER AMENITIES: Picnic table

BUDGET	
4 -x-8 Interpretive Kiosk at pullout	\$6,200
Trail to Lookout	\$10,000
Lookout Interpretive materials	\$1,150
Picnic table at pullout	\$1,500
Tunnel/culvert restoration/entrance panel	\$5,000
TOTAL	\$23,850

COMMENTS: The 1912–14 road turns right off the access road on the north side of the highway. It s a natural stopping point for visitors heading north from Clinton and previews what will hopefully be a significant new addition to the CWR Route once the access issue is resolved.

Section 3: Chasm Provincial Park & 59 Mile House



RESTORATION PRESCRIPTION: Brushing and clearing.

INTERPRETIVE MATERIALS, SIGNAGE: Information kiosk on 59 Mile House, interpretive signage re CWR and original Gold Rush Trail along the east rim; Indigenous uses/trails; proximity to the Hudson Bay Brigade Trail; map of the trails and the route north.

OTHER AMENITIES: 3 picnic tables

BUDGET	
4 -x-8 Interpretive Kiosk	\$6,200
4 Interpretive Signs @ \$500 each	\$2,000
3 Picnic Tables \$1,500 each	\$4,500
TOTAL	\$12,700

COMMENTS: This section is a wonderful nexus point and offers unique visitor experiences in terms of the natural wonders of Chasm Provincial Park (and its famous Painted Chasm) and the proximity of other celebrated heritage trails like the original Gold Rush Trail along the east rim and the nearby Hudson Bay Brigade Trail, increasing the CWR Route s connectivity and giving hikers/ bikers many options. As well, this is an ideal location for major interpretive signage re Indigenous uses of the landscape and ancient First Nations trails.

Section 4: Chasm to 70 Mile House



LENGTH: 19+ kilometres

OVERVIEW: The section from Chasm Provincial Park takes visitors through a spectacular natural landscape. 70 Mile House is right on Highway 97 and is the point where the CWR came in from the south on the east side of the highway and cuts right through town, crossing over to the west side and following a line northwest while the highway continues due north. It s a natural hub for hikers and bikers who have experienced sections further south and are headed for those further north to stop and purchase supplies, service their bicycles and perhaps stay the night. As such it s a natural location for an Information kiosk, significant interpretive signage and a stationary bike repair station.

RESTORATION PRESCRIPTION: Minimal road work, some trail cleaning.

INTERPRETIVE MATERIALS, SIGNAGE: Information kiosk, interpretive signage articulating Indigenous, Hudson s Bay

Company and CWR history/heritage.

OTHER AMENITIES: Bike repair station

BUDGET	
4 -x-8 Interpretive Kiosk	\$6,200
3 Interpretive Signs @ \$500 each	\$1,500
Bike repair station	\$5,000
Clearing, brushing	\$1,000
TOTAL	\$13,700

COMMENTS: The potential benefits of becoming a hub service centre for the CWR Route for 70 Mile are substantial. With increased visitation, bike parts and accessories can be sold, purchases of food and basic supplies will increase and accommodations for travellers will rise. The trail and interpretive material will complement existing businesses like the carriage rides offered by an area ranch. Increased visitation will provide an ideal environment for B&B growth. As well, visitors will experience the heritage values and hospitality of this historic CWR Route community.

Section 5: 70 Mile to 83 Mile House



LENGTH: 21 kilometres

OVERVIEW: This stretch offers a substantial route for visitors who want to experience the CWR. Based on geo-referenced maps and ground-truthing, this route follows the surveyed traverse of 1912–14 by William Drewry and is thought to be closely aligned with the original 1865 route. From 70 Mile the route goes north on Raphael Meason Road for 6.5 kilometres and then through the ranch yard of 74 Mile House, past Cunningham road. The current route is easily followed and is frequently used by ranchers, woodcutters, hunters and recreationists in a variety of vehicles and on foot. The section is in good condition up to Stormy Road. It offers connectivity to the Gold Rush Snowmobile Trail at 83 Mile.

RESTORATION PRESCRIPTION: This section requires little remediation other than annual brushing and clearing of windfall.

INTERPRETIVE MATERIALS, SIGNAGE: Directional signs at the beginning and end of the section informing visitors they re on the CWR.

BUDGET

2 directional signs @ \$150 each	\$300
Brushing, clearing	\$2,000
TOTAL	\$2,300

COMMENTS: This section presents one of the best value for money projects within the larger envelope of the CWRRP. It would see 21 kilometres of the route restored and open to users for a very small amount of money. But that small investment will help drive more visitors to communities like 70 Mile and 100 Mile House, boosting local economic activity. In addition, once it reaches a restored 83 Mile section, it will provide access to the Gold Rush Snowmobile Trail, which has amenities like warming huts and outhouses. However, there are some access issues and bypasses that need to be resolved, which requires assistance from MOTI.

Section 6: Stormy Road & CWR Junction to 86 Mile



LENGTH: 8 kilometres (5 km restored, 3+ km new trail)

OVERVIEW: This stretch offers a substantial route for visitors who want to experience the CWR. Due to a number of relatively easily resolved access issues, it's necessary to look at it in five distinct sections. Stormy Road and North At this time the road from the south and 70 Mile exits into the southbound lane of Highway 97. The road is sometimes gated. To link with the next section to 83 Mile, a trail suitable for hikers and cyclists should be constructed inside the fence along west side of Highway 97. This will follow the existing Gold Rush Snowmobile Trail for few metres. This can be inside or outside the highway wire fence. At N 51 42599, W 121 37849, the gravel road meets Highway 97 fenced with forestry wire-gate. This section then leads north to 83 Mile.

A crossing from 83 Mile is needed to avoid cyclists and pedestrians crisscrossing Highway 97 where there is sometimes only a five-to-six second sightline. The route would be to cross at 83 Mile junction; north on side road and driveway and then climb to Lookout Road. Some 0.5 kilometres of trail are needed to link a private driveway and Lookout Road. Mount Begbie and North A trail along east side of Hwy 97 is needed to link with old Yale Road. Length: one-plus km. The highway right of way allows room for a trail. Mile 86 (Alpaca Farm, DL 8180) The old CWR loops to

the east here. The route could be reestablished through DL 8180 or could be bypassed using the Yale Road extension.

RESTORATION PRESCRIPTION: Hiking/cycling trail to link Stormy Road with 83 Mile (0.5 kilometres new trail). Construction of pedestrian/ cyclist bridge across 83 Mile Creek. Crossing at 83 Mile. Lookout Road trail link (0.5 kilometres new trail). Old Yale Road trail link with (one-plus kilometres new trail). Yale Road to Lookout Road link (one kilometres plus removal of berm at northern end).

INTERPRETIVE MATERIALS, SIGNAGE: Information kiosk (83 Mile), interpretive signage articulating Indigenous, Hudson s Bay Company and CWR history/heritage. 5 directional signs.

BUDGET

4 -x-8 Interpretive Kiosk	\$6,200
6 directional signs @ \$150	\$900
3 kilometres trails @ \$20/m	\$60,000
Pedestrian/cyclist bridge	\$5,000
TOTAL	\$72,100

COMMENTS: This is a complex section which will require several access issues to be resolved before moving forward. However, they are easily solvable and restoration of this section would add a substantial section of the CWR to the growing trail network.

Section 7: 100 Mile House to 105 Mile



LENGTH: 8 kilometres with 1 kilometre of new trail to be built at 103 Mile

OVERVIEW: One of the remarkable discoveries of the CWRRP has been locating the road s route into 100 Mile House. Research and ground-truthing show that the CWR entered 100 Mile House on the east side of Highway 97, skirting the local cemetery and continuing into the heart of the downtown core along Birch Avenue before crossing the highway once more and going through a golf course, crossing the truck route and continuing past the west side of 101 Mile Lake through the Ducks Unlimited reserve. This offers visitors a variety of experiences similar to those found in the Clinton section, with a quiet approach to town from the south, a journey through the commercial heart of the community along Birch Avenue and then out to the intact section

preserved in a wild wetland. The relatively level grades make this ideal for a wheelchair accessible section of the CWR which can also be enjoyed by hikers/bikers of all ages. The Project Partners are also working to find a solution to providing a safe crossing over the CN overpass at the south end of town. Cost estimates to provide this crossing are still in development.

RESTORATION PRESCRIPTION: The segment along Birch Avenue needs no restoration, per se, however it does present the District with an opportunity to reinvent-rebrand this important commercial corridor in the spirit of the CWR. The intact CWR section north of town is ideal for a low mobility trail. One kilometres of trail needs to be constructed at 103 Mile.

INTERPRETIVE MATERIALS, SIGNAGE: Major interpretive signage/materials at the South Cariboo Visitor Centre, information kiosk (location TBD), signage from Highway 97 through cemetery leading to Birch Avenue; signage along Birch Avenue (including District Hall, located on Birch Avenue); interpretive signage at Highway 97 crossing; interpretive signage at 101 Mile Lake; interpretive signage at beginning/end of Ducks Unlimited reserve.

OTHER AMENITIES: Display maps at strategic locations (i.e. South Cariboo Visitor Centre, District Hall, information kiosk) showing 100 Mile House s critical role in the CWR.

BUDGET	
4 -x-8 Interpretive Kiosk	\$6,200
6 Interpretive Signs @ \$500 each	\$3,000
Design kiosk map	\$1,500
3 kilometres low mobility trail	\$60,000
TOTAL	\$70,700

COMMENTS: 100 Mile House is a main centre for Phase One of the CWRRP and the District is eager to take advantage of the economic opportunities the Project presents to it. The area was important to First Nations and was a stopping point known as Bridge Creek on the Hudson s Bay Brigade Trail from Kamloops to Fort Alexandria. The community held special significance during the Gold Rush era, where reaching the 100 Mile point was a morale booster for gold seekers who had set out from Yale or Lillooet for Barkerville—a significant milestone on the journey. It was also a place for them to rest, resupply and regain their strength before continuing northwards. Similarly, the CWR Route offers contemporary visitors the same opportunities. The District has the opportunity to reinvent-rebrand Birch Avenue, reinvigorate the South Cariboo Visitor Centre and become once again a main stopping point for services and supplies along the CWR Route.

Section 8: 105 Mile to 111 Mile



LENGTH: 9.5 kilometres (various trails)

OVERVIEW: The 105 Mile to 111 Mile is a unique nexus offering visitors a range of experiences. It has a wealth of heritage values, connectivity opportunities and stops of interest. The only caveat on this section is the resolution of permissions needed to access parking and the installation of amenities. Restoration of this site focuses mainly on interpretive materials rather than trail restoration.

RESTORATION PRESCRIPTION: Minimal brushing and clearing. Further road locating required.

INTERPRETIVE MATERIALS, SIGNAGE: Interpretive kiosk

OTHER AMENITIES: Picnic tables

BUDGET	
4 -x-8 Interpretive Kiosk	\$6,200
3 picnic tables @ \$1,500 each	\$4,500
Clearing, brushing	\$1,500
TOTAL	\$12,200

COMMENTS: For this section, remediation requirements are more interpretive than construction. This is the site of 111 Mile House ruins, the Ogden grave (one of the original Northwest/HBC families), sections of the CWR and the branch route to Captain Mitchell’s road to Horsefly. Many other hiking and biking trails can be accessed from this location, increasing the connectivity of the CWR Route. Improved parking would be advantageous.

Section 9: 108 Mile/108 Historical Site



LENGTH: 2 kilometres

OVERVIEW: A well-used section of intact road which connects with both a heritage site (108 Mile Heritage Site) and a modern resort (108 Mile Golf Resort). This is a storied section of the CWR which brings together heritage features and modern attractions. Locals use a crossing to follow the CWR ski and hiking trail along the airport and Cariboo Road to the 108 Mile Heritage Site. Captain Mitchell’s road to Horsefly goes off to the north along Hickerson Road. This could be developed as an alternate route to the goldfields at Horsefly, Likely and the Barkerville area, increasing the connectivity of the CWR Route.

RESTORATION PRESCRIPTION: Minimal brushing and clearing.

INTERPRETIVE MATERIALS, SIGNAGE: Interpretive signage at Spruce Hills property, southbound highway pullout at 108 airport, 108 Mile Heritage Site, 108 Mile Golf Resort.

OTHER AMENITIES: Additional interpretive materials/maps at 108 Mile Heritage Site.

BUDGET	
4 Interpretive Signs @ \$500 each	\$2,000
Interpretive map (108 Mile Heritage Site)	\$1,500
Trail restoration	\$2,000
TOTAL	\$5,500

COMMENTS: The 108 Mile community enthusiastically embraced the CWRRP at its largest public meeting to date in October 2019. Residents were excited by the possibilities of showcasing one of their heritage tourism assets to the world. Visitor experiences are varied, including the walking through time experience of intact sections of the CWR to the modern conveniences offered by 108 Mile’s businesses and heritage tourism attractions. It’s also unique in that it’s accessible by air via the 108 Mile Airport. In terms of connectivity, restoring this section would connect the CWR Route with Captain Mitchell’s road to Horsefly, which goes off to the north along Hickerson Road and could be developed as an alternate route to the goldfields at Horsefly, Likely and the Barkerville area.

Section 10: Lac la Hache to 127 Mile



LENGTH: 20 kilometres (Lot 4 to 127 Mile)

OVERVIEW: While there are no sizable, rideable sections of the CWR left in Lac la Hache (most of the road having been paved over by Highway 97), there are several stops of interest and short sections that will encourage travellers to get out of their vehicles and explore this historic, important stopping point along the road. There are short, intact sections in Lac la Hache Provincial Park and a number of properties where access issues can be readily resolved. MOTI can work with the community to widen shoulders to create a bike lane. A survey has been done to find frontage roads and side roads to take travellers off Hwy 97. There are at least three short sections comprising about five kilometres that could be restored pending access/approvals from private property owners. The main focus of this section is interpretive and to serve as a gateway to other sections of the CWR Route to be developed in Phase Two of the Project. Recent surveys and local input has created a potential off-highway route and community trail traversing the entire community that can be developed within a reasonable budget of \$10,000.

RESTORATION PRESCRIPTION: Cycling and walking warning signs at various points.

INTERPRETIVE MATERIALS, SIGNAGE: Interpretive signage at Lot 4 and McKinley Road. Interpretive signage re history and Indigenous cultural information (location TBD). Interpretive Kiosk, likely at Highway 97 pullout south of town.

OTHER AMENITIES: Bike repair station

BUDGET	
1 kilometre of new trail	\$2,500
10 kilometres commuter trail on CWR Route	\$10,000
Interpretive Kiosk (2’-x-3’)	\$3,400
4 Interpretive Signs @ \$500 each	\$2,000
Bike repair station @ \$1,500 + installation	\$5,000
TOTAL	\$22,900

COMMENTS: This section of the road offers increased connectivity opportunities, including connecting to the Mitchell Trail route, which can also be accessed from Lac la Hache via the Timothy Lake Road to Horsefly and the 108 Mile Road. A route

map could be developed. Increased interpretive signage in Lac la Hache Provincial Park would enhance the visitor experience in that facility, which includes campground spaces and a day use area. The HBC Brigade trail was also routed through here and connections to that route will be explored. As a highlight, the Interpretive Kiosk will include not just CWR history, but significant First Nation's cultural information, such as the area being a gathering place for thousands of years, traditional fishing practices, burials and other information. As a package, this section will give travellers another opportunity to get out of their vehicles or park their bikes to explore a rich and varied experience that combines Indigenous, Fur Trade, Gold Rush and other history. It should be noted that the next supply point from Lac La Hache is 150 Mile House, some 49 km, with only fuel and minimal food and no accommodation. Williams Lake is a further 17 kilometres north, making Lac la Hache an important stop.

Section 11: Stanley to Barkerville



Photo courtesy Friends of Barkerville

LENGTH: 15 kilometres

OVERVIEW: The Stanley to Barkerville section of the Cariboo Waggon Road is one of the last remaining sections of the original roadbed, constructed in 1865. The road/trail was reopened in 1984 by the Friends of Barkerville, who managed trail crews on the road for two summers. It was then used for hiking, biking, skiing and dog sled runs. However, in the last few years beetle kill has choked the route and heavy summer rains have washed out some sections. This summer Friends of Barkerville have invested \$10,000 with a further \$10,000 from FLNRO and \$5,000 from NPTGS to reopen the route. It is now passable, but more work remains to be done. That said, the first cyclists, about 12 in number, rode the trail this September. There are clear economic development opportunities for this route, as a loop trail is possible from Wells/Barkerville, which could keep visitors in town for another two nights. There is also the opportunity for shuttle and guiding services for hikers and bikers. The route offers another access point for hikers and cyclists to visit Barkerville and will be a historic terminus to the Cariboo Waggon Road Restoration Project.

RESTORATION PRESCRIPTION: Brushing, drainage work, repair of ditchline washout, simple bridge over Jack of Clubs Creek, erosion control, danger tree falling, roadbed clearing.

INTERPRETIVE MATERIALS, SIGNAGE: Information kiosk, interpretive signage articulating Indigenous, Chinese and CWR history/heritage on the road itself and Stanley.

BUDGET	
Trail work (25 days @ \$2,000 per day/\$3,333-km)	\$50,000
4 -x-8 Interpretive Kiosk	\$6,200
Picnic Table at Milk Ranch Pass	\$1,500
Supervision and Management	\$5,000
TOTAL	\$62,700

COMMENTS: Friends of Barkerville Cariboo Historical Society, who have been involved with the support of Barkerville and trail work since 1984, have agreed under the guidance of the Ministry of Forests, Lands and Natural Resource Operations (FLNRO) to become the managers, of this section of road. Working closely with FLNRO staff, they will support the trail and be responsible for signage. They currently are the caretakers of the Stanley Cemetery. They will be the first non-profit other than NPTGS to become managers of CWR projects under FLNRO. The potential benefits of the further development of this road/trail are many and will assist Wells and Barkerville to recover from several summers of wildfire downturn and the 2020 seasonal decline from COVID-19. Further the Provincial Government, in declaring this section of the Cariboo Waggon Road a historic site promised to maintain the road. This has never happened except for periodic clearing by FLNRO. This project will also indicate that the CWR project will benefit the northern communities in the Hope-Barkerville corridor as well as those in the south. The section between Stanley and Barkerville has recently been cleared by the Friends of Barkerville Society and FLNRO.

This section will be developed and managed with the input and permission of the local offices of the Ministry of Forests, lands and Natural Resource Operations. Substantial work has been done on this section and once completed, it will add an important section to the CWR Route.

PRIORITY SECTIONS TOTAL BUDGET\$324,650



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