

Trail Connections

Mission:

To bring more users to the Beacon Hill Trail Network by raising awareness of the trail system and offering services that will enhance the user's experience and aid with the growth and development of the trail system.

Vision:

Beacon Hill Trail Network has an unheard amount of potential. It is our soul purpose to facilitate the growth of Beacon Hill into a world-class multi user trail system.

Objectives:

Attract more trail users to the Beacon Hill Trail Network by raising awareness of the trail system, offering services that will enhance the users experience and aid with the growth and development of the trail system. To do this we must provide essential services that will allow the growth to occur organically.

Goals:

- 2012 will be the year that Trail Connections LLC gathers data to create a user base.
- Create and offer quality services 2012. Increase services by 20% by 12/31/2013.
- Increase user base by 20% by 12/31/2013.

Development Tactics:

- Obtain business license classified under LLC (Trail Connections LLC)
- Insurance for Trail Connections LLC
- Will seek legal advice from a lawyer
- Will seek a certified accountant for financial

Develop of trail system

- **To go into operations the summer of 2012, Beacon Hill Trail Network would have sections under construction for the rest of this year. The trail system as is, will not support a shuttling service or any other form of services in the park.**
- In order to achieve this we must start now, to build a trail system that will be ready by next spring. Last summer the Beacon Trail Committee developed a new trail organization scheme that will change beacon hill for the better. It is now that that we need to go forward with this.
- We will use a phased approach in refacing the trail system.
- The Downhill Park will be a true downhill free ride park with no trails crossing through them, which will make it safer and more enjoyable as there many new sections of trail developed using all the original legacy features.

- Before any shuttling service can be performed in Camp Sekani the multi-user access paths must be altered so the ruts are minimal to create a safer ride for shuttling participants.
- I have been in contact with Penny Schwinn, who just gave me the contact information to the estimator, Jason West at Westway Construction. Last year, Penny and Jason walked the multi-user service route to the top, in which he said that they would be interested in altering the road to make it more sustainable for future uses for a community project. I would like to continue to check into this situation to see if it is still possible for such services. If they are not willing, then I can check with Brian, the other road contractor that we have already been using for dirt delivery and dirt jump building, to see if they would be willing to help with the project. If not I will be able to fill in the ruts via the skid steer machine.
- **This plan covers the development of:**
New perimeter xc trails
4x Track,
the Flow park (dirt jumps and pump track),
Slopestyle Course the westward most jumpline near the camp, currently used
Along with fixing the previously approved Technical Skill Park.
- As of now, everyone (approximately 25 people) that I have mentioned it to loved the idea and are eagerly waiting for its development (Even the Beacon Trail Committee). Once Trails are built, there will be less conflict, as it will be the management of trails, not the creation.

- **List of work projects**

Go and finish up any work that needs to be done for exterior xc trails within Sekani.
Naturalization of interior traversing xc trails through camp sekani
Alteration of existing trails to satisfy quality inspection standards
Scrape, Level and Grade Staging area to get more dirt for FLOW PARK
Work on 4x track so Trail Connections LLC can facilitate 4x series in 2012
Dh restructuring of trails so that Trail Connections LLC Can hold DH series 2012

Marketing the trail system

- GIS of new trails to create new, accurate, trail maps
- Finish the Beacon Hill Trail Website
- Establish marketing with local businesses
- Trail Connections will start with marketing its services regionally via local publications such as Inlander, Out There, as well as the local news paper, fliers to bike shops and then the local news.
- Trail Connections' website will provide necessary information to the operation of Trail Connections. Trail Connections will use the many mountain bike websites to advertise its services as well as Beacon Hill Trail Network.
- Facebook for Beacon Hill Trail Website

- Facebook for Trail Connections

Design and develop services

- Service oriented--Trail Connections LLC will service the regional mt bike demographic

Trail Connections will provide the following services:

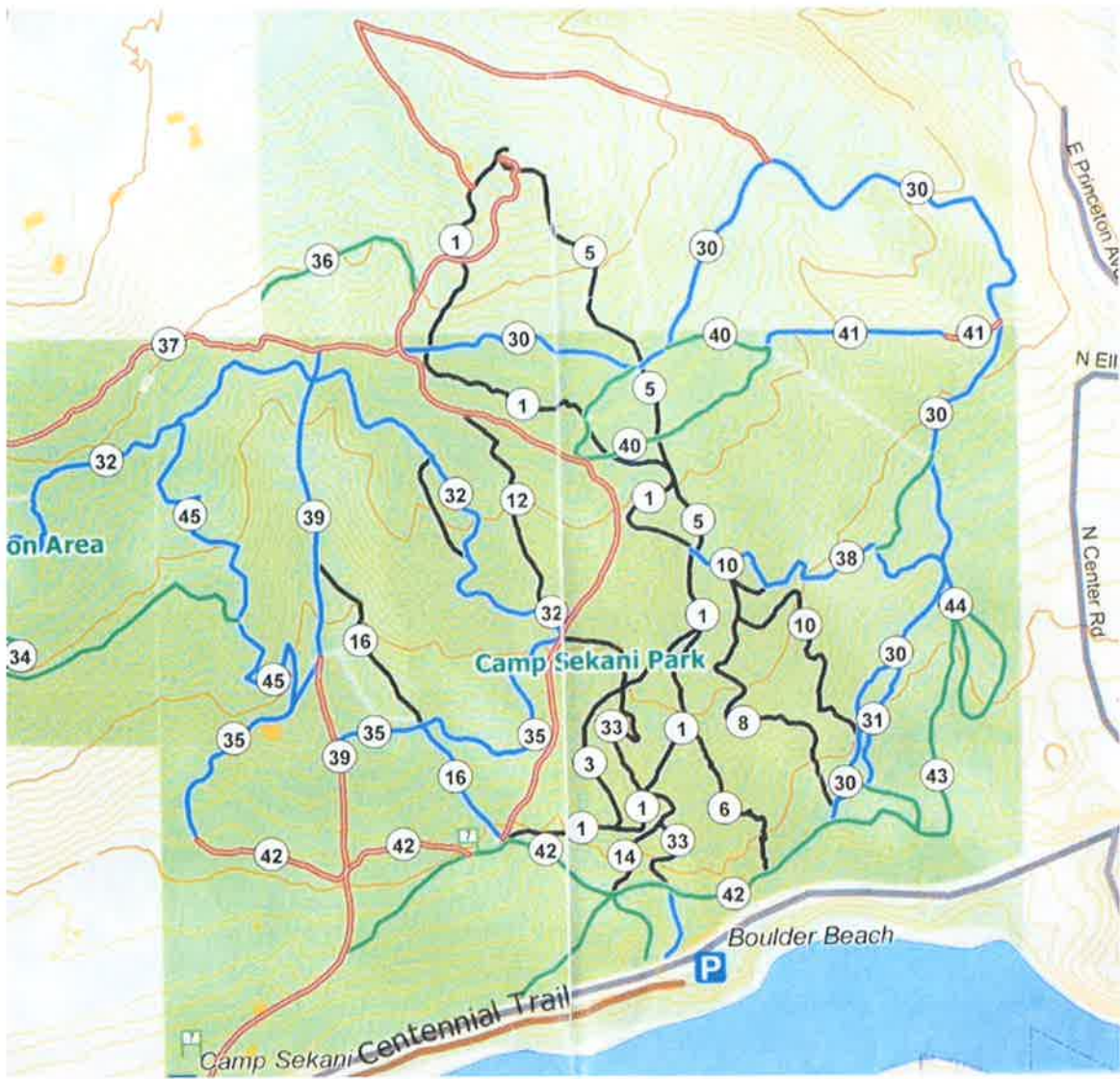
- shuttling riders,
- basic onsite repair: flats, derailleur/shifting, etc etc
- mt bike instruction clinics, lessons, days camps and coaching
- private and group tours (xc, dh, & hiking)
- provide healthy packaged snacks and beverages (no soda or energy drinks)
- Facilitate Race series at Beacon Hill
- Provide Volunteer trail maintenance for Beacon Hill Trail Network.

Competition

- Trail Connections would be in direct competition with other Resort/lift/shuttle based Mt bike parks. Regular mt bike parks will still have a direct effect on the services provided.
- Trail Connections lies in the niche service industry. There are very few if any shuttle services designated for a mountain bike park. If there are any, they do not provide other services that will help enhance the experience, as well as bring more users to the park.
- Bike Parks are being constructed at an increasing rate. Few of these parks are in a location as perfect as the Beacon Hill Trail Network, don't have the amazing terrain, and size of the trail network. Mountain biking is a sport that has been on the rise for the pass 10 years and is still continuing to rise today.
- The sport of mountain biking is expensive and most participants, have the money to purchase lift tickets that are \$55 cdn @ whistler, \$30 @ silver mt per day and \$20 @Schweitzer mt.
- This is not to mention the gas for traveling to the resort destination, which in most cases are several hours away. For most it is only feasible to go participate on the weekends. But because of Beacon Hills amazing location participants could go ride after work every day of the week and hit the local races on the weekends.

RISK MANAGEMENT

There is one area of the service road up where it will be intersected by two of the dh trails. Both of these trails are limited within two sections of the area of the service road and so risk management will be much necessary. Both of these sections offer clear views and open angles to allow riders enough time to not only stop in a controlled fashion, but also look for vehicles on the service road and read signs alerting them to slow down. Proper signage is mandatory for these two sections so riders can know exactly where to be vigilant and exercise caution. There will also be stop signs located before entering the "danger zone" alerting me to stop and check for riders before continuing, which will be located on both sides of the danger zone. For safety protocol I will implement a safe practice of honking twice after I stop and before I continue to proceed throughout the intersection.



And the danger zone is the following area:



Design

Unimogs have very high ground clearance—greater than the Humvee—made possible by portal gears that allow the axles and transmission to be higher than the tires' centers. Unimogs also feature a flexible frame that allows the tires a wide range of vertical movement to allow the truck to comfortably drive over extremely uneven terrain, even boulders of one metre in height. They are equipped with high visibility driving cabs to enable the operator to see the terrain and more easily manipulate mounted tools. The ability to operate on highways enables the Unimog to be returned to a home garage or yard to thwart vandalism.

Military

The Unimogs are used as troop carriers, ambulances, and mobile command centers equipped with radios (radio boxes). The United States Marine Corps use an engineer version, while the United States Army uses Unimog vehicles to access remote installations.

Civilian

Unimogs are used by German disaster relief organisation Technisches Hilfswerk (THW), by Fire Departments and municipalities as utility vehicles. They can be used as material handlers, auxiliary power providers (generators), and equipment carriers. Their ability to operate off-road, in deep water and mud makes it easier to access remote areas in emergency situations. They are commonly used in snow removal where other vehicles might not be able to operate. Most European Alpine towns and districts are equipped with one or more Unimog snow blowers to clear narrow mountain roads that have drifted closed.

In construction, Unimogs are used as carriers of equipment and, with the optional extended cabin, also of workers. They can be equipped with a backhoe, front loader, or other contracting equipment. On railroads, Unimogs are used as rail car movers and road-rail vehicles. They have also been used in mining areas, like seen in Gold Bridge, BC, Canada.

In agriculture, Unimogs are used to operate farm equipment. While most

farm field implement operations are now performed by a tractor, Unimogs are used to haul produce, machinery and animals. They are also used around the farmyard to run chippers, grain augers, and conveyors.

Unimogs are used as tourist transport for jungle ecotourism or safaris.

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