

The Greater Libby Area Trails Plan



A Conceptual Trails Plan for Non-motorized Recreation

Libby, Montana

September, 2016

“Concerning all acts of initiative (and creation), there is one elementary truth the ignorance of which kills countless ideas and splendid plans: that the moment one definitely commits oneself, then providence moves too. A whole stream of events issues from the decision, raising in one's favor all manner of unforeseen incidents, meetings and material assistance, which no man could have dreamt would have come his way.”

William Hutchison Murray
The Scottish Himalayan Expedition (1951)

Cover Photo by Amy Hilland: Route to Pipe Creek along the Forest Service Road, Pipe Creek Housing 5-mile

Table of Contents

Acknowledgements.....	5
Chapter 1. Introduction.....	6
A Brief History of Libby, Montana.....	6
Trends in Outdoor Recreation.....	6
Project Background.....	8
Purpose of the Plan.....	9
Goals.....	9
Chapter 2. Planning Context.....	10
Growth Policies.....	10
City of Libby Growth Policy 2010.....	10
Lincoln County Growth Policy 2009.....	10
Federal Requirements.....	11
The Kootenai National Forest Land Management Plan 2015.....	11
USDA Final Rule Regarding Motor Vehicle Use 2005.....	11
National Environmental Policy Act.....	12
The Montana Access Laws.....	12
Montana 2014-2018 Outdoor Recreation Plan.....	12
Chapter 3. Trail Opportunities in the Libby Area.....	13
Map Details and Sources.....	13
Flower Creek Complex.....	17
Existing Trails and Facilities.....	17
Current Activity and Projects.....	18
Proposed Trail Opportunities.....	18
Snowshoe Connection.....	22
Existing Trails and Facilities.....	22
Current Activity and Projects.....	22
Proposed Trail Opportunities.....	22
Bobtail Ridge and Sheldon Mountain.....	24
Existing Trails and Facilities.....	24
Current Activity and Projects.....	24
Proposed Trail Opportunities.....	25

Recommended Improvements	27
The Lincoln County Port Authority	29
Existing Trails and Facilities	29
Current Activity and Projects.....	29
Proposed Trail Opportunities	31
Recommended Improvements	34
Trail Opportunities East of Libby	37
Existing Trails and Facilities	37
Current Activity and Projects.....	37
Proposed Trail Opportunities	38
Recommended Improvements	38
Urban Bike Trails.....	40
Existing Trails and Facilities	40
Current Activity and Projects.....	40
Proposed Trail Opportunities	41
Recommended Improvements	41
Chapter 4. Sources of Funding.....	44
Chapter 5. Looking Ahead.....	47
Chapter 6. Conclusion and Next Steps	51
Chapter 7. Resources	53
Appendix A. Information and Insights from Agencies, Organizations, and Businesses	54
Appendix B. Kootenai National Forest Management Areas	59
Appendix C. Inventory of Kootenai National Forest Trails in Libby Area	60
Appendix D. Current Parks, Walking Trails, and Recreational Amenities	61
Appendix E. Complete Map of the J. Neils Trail	62
Appendix F. J. Neils Memorial Park and Trails	63
Appendix G: Ideas for Promotion and Signage	64
Addendum: Proposal for a Trails and Recreation Position for the Greater Libby Area.....	65

Acknowledgements

The funding for the Greater Libby Area Trails Plan was provided in part by an award by the Montana Department of Commerce, Big Sky Economic Development Trust Fund Program as well as the Cabinet Peaks Medical Center, Lincoln County, and the Libby Parks District.



The staff of the Kootenai River Development Council, Inc. through the Lincoln County Port Authority administered the grant for this project and efforts were led by the Executive Director, Tina Oliphant.

Libby, Montana is home to many who are dedicated to preserving and enhancing the outdoor recreation opportunities in Montana. The creation of this plan could not have been possible if not for the following agencies, organizations, and individuals who provided valuable information, input, and feedback.

Agencies

United States Forest Service – Kootenai National Forest

Organizations

Cabinet Back Country Horsemen	Kootenai Mountain Riders
Cabinet Peaks Medical Center	Libby Chamber of Commerce
Cabinet View Golf Club	Libby Parks District
City of Libby	Lincoln County
Friends of Scotchman Peaks	Montana Wilderness Association
Kootenai Cross Country Ski Club	

Individuals

Debra Blystone – Lincoln County GIS
Nate Gassmann – Libby District Ranger, U.S. Forest Service
Jim Germany – Chair, Libby Parks District
Jim Hammons – City Administrator
Phil Hough – Executive Director, Friends of Scotchman Peaks
Keith Ivers – Vice Chair, Libby Parks District
Marc McCully – Lincoln County Road Foreman, Libby District 1
George Mercer – Board of Directors, Cabinet View Golf Club
Mark Peck – Lincoln County Commissioner
Pamela Peppenger – Chamber of Commerce
Nick Raines – Vice President, Kootenai Mountain Riders
Greg Rice – President, Kootenai Cross Country Ski Club
Susie Rice – Treasurer and Secretary, Kootenai Cross Country Ski Club
Doug Roll – Mayor, City of Libby
Chris Savage – Supervisor for Kootenai National Forest, U.S. Forest Service
Ben Scott, DDS – Vice President, Kootenai Cross Country Ski Club
Deena Shotzberger – President, Cabinet Back Country Horsemen
Ashley South - Northwest Montana Outreach Coordinator, Montana Wilderness Association
Katheryn Stephens, DCMP – Foundations Executive Director and Marketing Manager, Cabinet Peaks Medical Center
Peggy Williams – Libby City Council and Chairperson for City Planning Board, Parks and Cemetery, and Ordinances and Resolutions Committees

Chapter 1. Introduction

A Brief History of Libby, Montana

Prior to the period of settlement in Libby, many members of the Kootenai and Blackfoot tribes traveled through the area for hunting and for spiritual purposes. In 1809, the first fur traders arrived and built trading posts and forts along the Kootenai River. The resource rich land attracted many to settle in the area. Gold was discovered in 1867, silver in 1869, and lead in 1889. The stream, "Libby Creek," believed to be the source of Libby's namesake, was named by prospectors in the 1860s after one of their daughters, Elizabeth Allen. Settlers built their homes and mills along the Libby and Flower Creeks and worked nearby at placer mines. The first ranches in the area were established in the late 1880s and were located at the mouth of Libby Creek. In the 1890s, preliminary surveys were conducted for the future construction of the Great Northern Railway that would run from St. Paul, Minnesota to Seattle, Washington. The path determined for the railway resulted in Libby's present day location.

The railroad was a significant factor in changing the course for Libby, allowing for proliferation of its industries. Libby grew quickly in the early 1900s due to productive logging and the discovery of the ore, vermiculite. To mine the ore, the Zonolite Company was established in 1919 and was bought by the W.R. Grace Company almost fifty years later in 1963. Between 1966 and 1972, the Libby Dam was constructed contributing to approximately 2,000 jobs. But this era of prosperity transitioned to a 40 year economic contraction beginning in the 1970s. During this time period, the Libby Dam was completed, mining operations began to close, and many wood mills closed due a struggling logging industry. In 1990, it was found that the vermiculite was contaminated with asbestos leading to the Environmental Protection Agency's (EPA) designation of a second Superfund site. An earlier Superfund site was declared in 1979 due to groundwater contamination from hazardous chemicals from a wood treatment plant. These events in Libby's history have led to a heavy dependence upon resource extraction industries and lack of a diversified economic base. This, combined with the recent economic recession, has created a vulnerable economy.

However, Libby is vibrant with dedicated individuals who are committed to the community and its future prosperity. In late 2015, the Lincoln County Commissioners initiated a program to establish and grow a movement across the county and points in between to build pride in this corner of the world, and engage the communities in playing their parts in delivering great experiences for people who live, work, visit and invest here. This movement would create a way to communicate the opportunities that abound, honor its heritage, and look to the future. Because of Libby's abundance of recreational assets, one of these initiatives can be found in outdoor recreation, a growing trend among many Americans.

Trends in Outdoor Recreation

Outdoor recreation encompasses a wide range of activities, including hiking, backpacking, bicycling, fishing, camping, cross-country skiing, horse-back riding, and mountain biking. There

have been many studies and reports that have shown that outdoor recreation has a tremendous impact on the U.S. economy. Outdoor recreation contributed approximately \$646 billion dollars to the U.S. economy in 2010 supporting 6.1 million jobs and contributing \$80 billion in federal, state, and local tax revenue (Outdoor Industry Association, 2012). In 2012, recreation on federal land contributed an estimated \$51 billion into the local economies (English, 2014). It was reported that approximately 143 million (49.2 percent of the U.S. population) Americans participated in outdoor recreation at least once in 2013 (Outdoor Foundation, 2014). Most noticeably is the fact that the outdoor recreation industry expanded (5 percent) during the economic downturn, between 2005 and 2011 (Outdoor Industry Association, 2012).

To add further, rural communities in close proximity to a wilderness area experience more of an economic impact. Wilderness can increase property values (almost by 19 percent), raise income levels, decrease unemployment, boost recreation and tourism, attract businesses, as well as contribute to ecological benefits such as clean air and drinking water (Wilderness Society, 2010). Between 2008 and 2012, there were 160 million visits to National Forests including 8 million to wilderness areas. This represents an increase of 3.3 percent between 2005 and 2009. The region with the most visits was the Rocky Mountain Region with 30 million visits to National Forests including 1.4 million to wilderness areas. Spending in areas surrounded by National Forests amounted to \$11 billion and sustained 193.7 thousand jobs. (USDA Forest Service, 2013).

Traditionally, the economic impact of outdoor recreation depended on the individual, both visitor and resident alike. Today, the current trend in outdoor recreation is affected by where businesses choose to relocate. With the advancement in technology and streamline use of social media, more and more of the workforce are looking for places to “live, work, and play.” According to Charles Ruby (2015) of Area Development Online, quality of life and availability of talent are the key drivers to economic success in today’s society. The potential for both exists in most rural communities where there is a sense of uniqueness and a place to enjoy the outdoors (Ruby, 2015).

Due to the close proximity to the Kootenai National Forest, the Cabinet Mountain Wilderness, Kootenai River and an already established network of multi-use trails, the Libby area

is blessed with an abundance of recreational opportunities that can contribute greatly to its local economy. In addition, it provides the perfect environment to attract businesses to the area.



*View of the Cabinet Mountains from Snowshoe Peak.
Photo by Marc McCully.*



*View of Kootenai River from the Old Highway 2 Trail.
Photo by Marc McCully.*

Project Background

In 2015, two community forums, “Strengthening Our Recreational Economy,” and “Stepping up Tourism in Kootenai Country,” were held in Libby. Forum speakers included those from like communities, state and federal agency officials, and local business owners. Community members were invited to these forums to listen to presentations and participate in discussion. These forums catalyzed the growing awareness and interest in the value of improving our recreational assets. As a result, individuals from outdoor recreation organizations held informal meetings to work through trail ideas for non-motorized recreation. At that time, plans were already in place for projects in varying stages; biathlon range, mountain biking trails on a section of state land, six miles of trails connecting four drainages into the Cabinet Mountains, and plans to rehabilitate Stimson Haul Road, also known as the “old Haul Road.” From these discussions, the group realized the need for a longer term plan to guide these efforts and future recreational opportunities with regard to their use, management, conservation, and enhancement. In addition, the group realized the need for a leadership position to guide and coordinate the implementation of the plan.

To fund a plan, the Kootenai River Development Council (KRDC) sought support from the Montana State Department of Commerce and received a grant from the Big Sky Trust Fund. Those funds were matched by local organizations including Lincoln County, Cabinet Peaks Medical Center, and the Libby Parks District. KRDC partnered with the Urban and Regional Planning Department of Eastern Washington University to research and produce the plan. In January, 2016 a scope of services was drafted in January to guide the planning process and budget. Amy Hilland and Gregg Dohrn, AICP from Eastern Washington University provided the oversight and groundwork for plan development.

Purpose of the Plan

The purpose of the Greater Libby Area Trails Plan, or Trails Plan, is to describe recreational opportunities pertaining to trail use and development in and near the City of Libby. The areas described in the Trails Plan were selected based on current trail development activity as well as information and insights gathered from community members. Appendix A provides a description and insights from each group involved in this project. By describing these particular areas, the Trails Plan will not only provide consensus and organization to trail projects already taking place, but also serve as a guide for future recreational opportunities and expansion. The Trails Plan is not meant to limit trail opportunities to certain areas, but rather provide a starting point for future discussion and implementation. In essence, the Trails Plan serves as the foundation from which to build a stronger economic base in outdoor recreation. The Trail Plan will also introduce a framework for a recreational planning position as an attached document.

On June 6, 2016 various representatives from agencies and organizations attended a kick-off meeting for review of the scope of services, deliverables, timelines, and identification of local resources. From expectations stipulated in the project proposal and the topics discussed at the kick-off meeting, the following list of goals was formed.

Goals

1. Establish a recreational planner position or form of leadership to guide and coordinate trail plan implementation
2. Identify existing trail networks, trails in progress, and potential gaps.
3. Create a series of trail maps to illustrate current and future opportunities.
4. Identify opportunities to connect trail networks to town.
5. Provide a list of funding sources for future trail development and maintenance.
6. Serve as supporting documentation for purposes of grant application and funding.
7. Offer an opportunity for regional economic development, tourism, and community revitalization and health.

Chapter 2. Planning Context

This chapter provides a review of existing documents and regulations that can affect the future implementation and funding for future trail development. These include growth policies, federal requirements of the U.S. Forest Service, Montana’s land access laws, and the Outdoor Recreation Plan for the state of Montana.

Growth Policies

Growth policies are 20 year comprehensive plans that guide land use and policy decisions pertaining to the growth management in Montana. Although these documents are non-regulatory, their guidance in decision making is valuable in realizing a community’s vision and goals for the future. Therefore, the successful implementation of the Trails Plan depends on the vision and goals set by these growth policies. In this chapter, the City of Libby Growth Policy and the Lincoln County Growth Policy are described in how they relate to the Trails Plan.

City of Libby Growth Policy 2010

Within the City of Libby Growth Policy, there is an expressed commitment to strengthen Libby’s economy and enhance recreation. The document states that “improving community safety, diversifying the economy, enhancing the image of Libby, protecting natural resources, and maintaining attractive locations to live, work, and recreate are all key to Libby’s prosperity.” The Trails Plan can provide a crucial step in realizing this commitment. Goals that best relate to the elements and recommendations of the Trails Plan are listed below.

Section	Goal Number and Description
Economy	4. Improve the image of Libby as an appealing, healthy community.
Transportation	1. Improve non-motorized transportation systems. 3. Improve condition of city streets.
Cultural and Recreational Resources	1. Strengthen relationship and communication with Libby Park Board. 2. Improve awareness of area opportunities. 3. Preserve significant historical structures.

Lincoln County Growth Policy 2009

As part of its implementation, the Lincoln County Growth Policy emphasizes the need for communities to have a “comprehensive recreation plan” that could be used to “assess current conditions, identify opportunities and limitations, and pursue solutions that give the public greater access opportunities.” Although the Trails Plan is conceptual in nature, it nonetheless begins the conversation for future planning. Similar to the City of Libby Growth Policy, goals that best relate to the Trails Plan are listed below.

Section	Goal Number and Description
Economy	3. Work with all interest parties, government agencies, and citizens to pursue economic development opportunities.
Natural Resources	5. Protect Lincoln County’s natural heritage, including, native vegetation and unique land sites. 6. Encourage neighborhood plans to address future protection of scenic beauty and quality of life in Lincoln County with respect to view-sheds, noise, odor, and outdoor lighting.

Federal Requirements

Since many of the trail proposals presented in the Trails Plan take place within the Kootenai National Forest, it is important to review documentation and regulations that may affect the U.S. Forest Service’s involvement and support for Trail Plan implementation. Therefore, in addition to growth policies, the Kootenai National Forest Land Management Plan 2015, 2005 USDA Final Rule Regarding Motor Vehicle Use, and the National Environmental Policy Act were examined and are summarized below.

The Kootenai National Forest Land Management Plan 2015

The National Forest Management Act (NFMA) requires the development of Land Management Plans, also known as Forest Plans, in order to guide decision-making for each national forest. The Code of Federal Regulations (CFR) outlines the requirements of these land management plans under 36 CFR 219. To meet new standards set in 2012, the Kootenai National Forest Plan was revised in 2015. The Forest Plan describes several types of management areas and regulations that limit the types of use and activity. Trail opportunities presented in the Trails Plan exist on the management area, General Forest, where both non-motorized and motorized uses are permitted. The table in Appendix B provides a complete list of the types of management areas, acreage and permitted uses. The complete Kootenai National Forest Plan and a map of all management areas can be found on the Kootenai National Forest website.¹

USDA Final Rule Regarding Motor Vehicle Use 2005

Although the focus of the Trails Plan is concentrated toward non-motorized recreation, it is important to note the regulations concerning motor-vehicle use, including off-highway vehicles, for future trail planning. According to 36 CFR 212, designated areas for motor vehicle use are based on class of vehicle, time of year, and a certain set of criteria considered by the District Ranger. Examples of considered criteria include an assessment of possible damage to soil, harassment of wildlife, and user conflicts. Motor vehicle use maps (MVUM) are made available

¹ <http://www.fs.usda.gov/detail/kootenai/landmanagement/planning/?cid=stelprdb5200882>

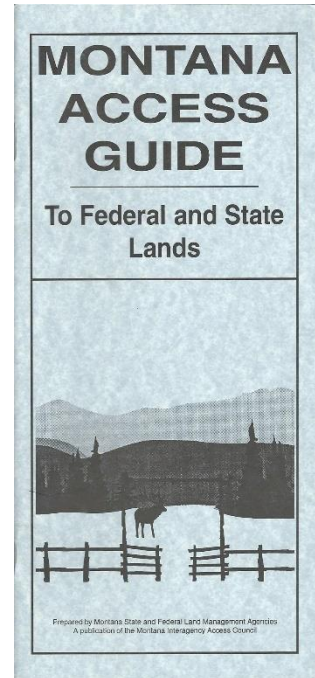
to the public. According to 36 CFR 261.13, it is prohibited to use a motor vehicle on routes not designated by the MVUM. Maps for over-snow vehicle use are also made available to the public and any use on routes not designated is prohibited.

National Environmental Policy Act

The National Environmental Policy Act (NEPA) was established in 1970 and requires federal agencies to assess environmental issues before any decisions can be made within national forests. This assessment is known as NEPA analysis, and procedures for this process are outlined in 40 CFR 1500-1508. Many funding sources will also require that the NEPA analysis process be conducted before funds can be allocated. Therefore, for any future implementation as a result of the Trails Plan, it is important to keep this required process in mind for implementation, funding opportunities, and time management. Details for any projects requiring a NEPA analysis and public input are published in the Federal Register, a publication of the U.S. federal government.

The Montana Access Laws

The proposed trail routes and areas presented in the Trails Plan encompass federal, state, and private land. Therefore, it is extremely important to understand the laws and regulations pertaining to recreational access. The Montana Access Guide describes the laws and regulations of which recreationalists need to be aware. It can be found online or at local federal or state agency offices.



Montana 2014-2018 Outdoor Recreation Plan

States receive funding from the Land and Water Conservation Act of 1965 for community recreation. In order to receive these funds, states must develop a Statewide Comprehensive Outdoor Recreation Plan (SCORP). The comprehensive plan guides the management of outdoor resources and allocates funding to state projects. The priority, or goals, set in the plan include improving quality of life for all Montanans, sustain economic vitality of Montana communities, promote stewardship and sustainability, and enhance agency coordination, cooperation, and service provision.

Chapter 3. Trail Opportunities in the Libby Area

At the very heart of this plan is the presentation of trail opportunities in and near the City of Libby. Trail development and connectivity will renew Libby's sense of identity by providing access to new areas of exploration for both residents and visitors. The plan builds upon the momentum of activity already taking place in the areas listed below. For planning purposes, the following four sub-areas have been identified to highlight trail and recreation opportunities in close proximity to Libby. A map of these area locations is shown on page 15.

- Flower Creek Complex
- Snowshoe Connection
- Bobtail Ridge-Sheldon Mountain
- Lincoln County Port Authority area (Kootenai Business Park)

By describing these particular areas and current activity, the Trails Plan brought together diverse groups for the purpose of expanding toward future trail development and connectivity. In addition to the activity taking place in the four areas listed above, members of the community also expressed an interest in trail opportunities east of Libby and an urgent need to improve the urban bike trails and facilities. Therefore the Trails Plan will also concentrate on trail areas and improvements east of Libby and urban biking within the Libby area. Detailed descriptions include existing trails and facilities, current activity and projects, and proposed opportunities for trail development. When necessary, recommended improvements are also provided for each area.

Map Details and Sources

For each map that introduces an area described in the Trails Plan, it is important to understand the following characteristics. This provides for best understanding the information provided and for any map creation in the future.

- Data for the maps was obtained from a variety of sources, including the U.S. Forest Service, the Lincoln County Port Authority, and the Lincoln County Planning Department.
- The maps use separate identifying markers for U.S. Forest Service trails, existing trail projects and futures trail opportunities.
 - U.S. Forest Service trails and snow trails appear as solid red and solid purple lines, respectively, on all maps with accompanying trail numbers. For a complete list of trails in the areas featured in the Trails Plan, refer to Appendix C.

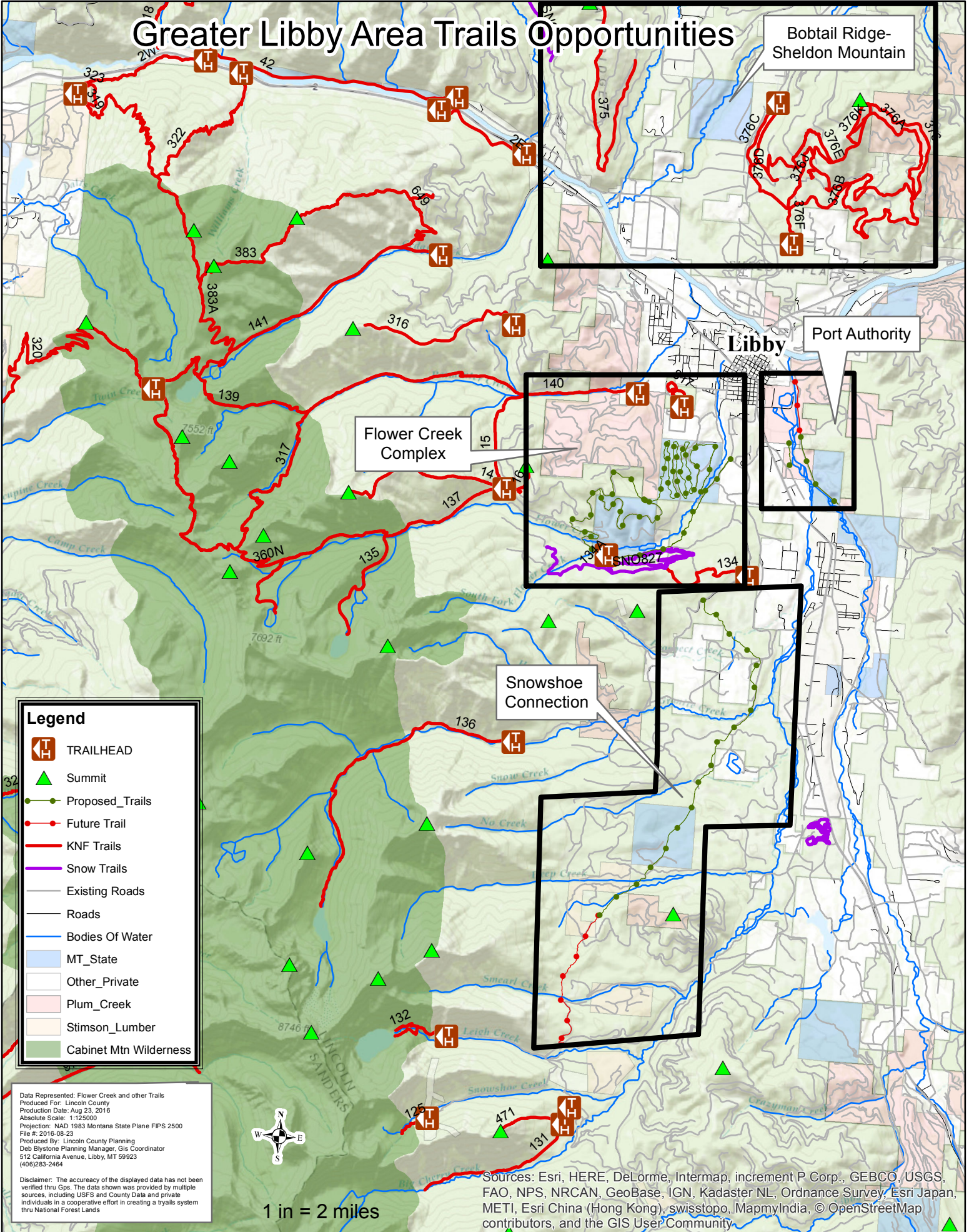


- Trail projects currently underway are depicted as dotted red lines.
- Trail opportunities suggested for future development are depicted as either dotted green lines or as areas outlined in green.



- The maps depict land ownership from 2010. Since land ownership can change significantly over the course of six years, it is important to note the following. As this plan is implemented, updated property ownership information will be required.
 - For the most part, federal, state, and private land have remained relatively unchanged.
 - Land shown as Plum Creek is now Weyerhaeuser, due to the recent merger.
 - Since 2010, Plum Creek had sold several parcels of land to private property owners. Therefore, the County Planning Department helped to identify current parcel information for trail proposal areas.
 - Please note, that it is not the intent of this Trails Plan to suggest proposed trails through private property, but to merely reflect an area of possible connection.

Greater Libby Area Trails Opportunities



Bobtail Ridge-Sheldon Mountain

375, 376C, 376D, 376E, 376F, 376G, 376H

Flower Creek Complex

15, 14, 13, 137, 136, 135, 134

Snowshoe Connection

140, 138, 137, 136, 135, 134

Port Authority

Legend

- TRAILHEAD
- Summit
- Proposed_Trails
- Future Trail
- KNF Trails
- Snow Trails
- Existing Roads
- Roads
- Bodies Of Water
- MT_State
- Other_Private
- Plum_Creek
- Stimson_Lumber
- Cabinet Mtn Wilderness

Data Represented: Flower Creek and other Trails
 Produced For: Lincoln County
 Production Date: Aug 23, 2016
 Absolute Scale: 1:125000
 Projection: NAD 1983 Montana State Plane FIPS 2500
 File #: 2016-08-23
 Produced By: Lincoln County Planning
 Deb Blystone Planning Manager, Gis Coordinator
 512 California Avenue, Libby, MT 59923
 (406)283-2464

Disclaimer: The accuracy of the displayed data has not been verified thru Gps. The data shown was provided by multiple sources, including USFS and County Data and private individuals in a cooperative effort in creating a trais system thru National Forest Lands








1 in = 2 miles

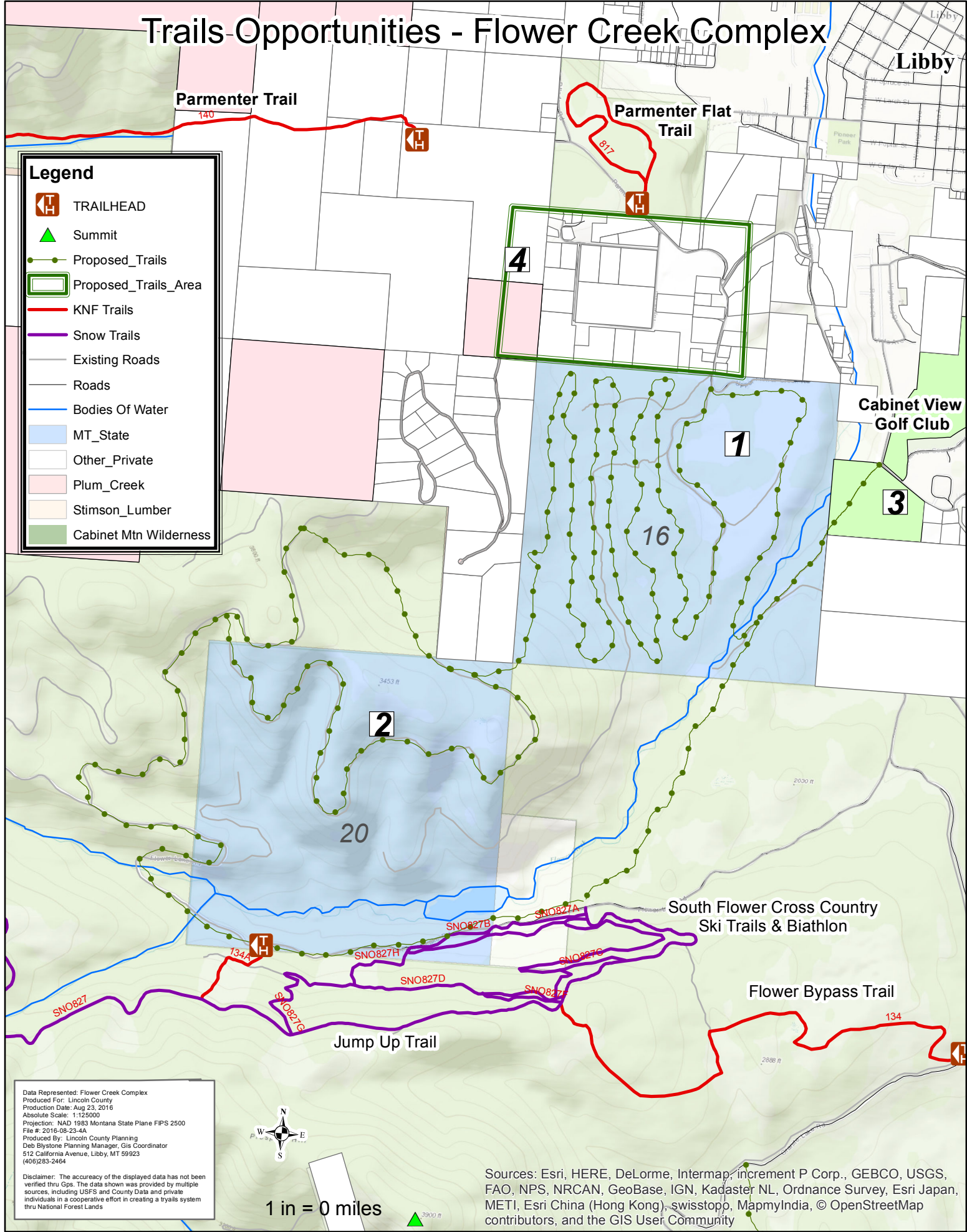
Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Trails-Opportunities - Flower Creek Complex

Libby

Legend

-  TRAILHEAD
-  Summit
-  Proposed_Trails
-  Proposed_Trails_Area
-  KNF Trails
-  Snow Trails
-  Existing Roads
-  Roads
-  Bodies Of Water
-  MT_State
-  Other_Private
-  Plum_Creek
-  Stimson_Lumber
-  Cabinet Mtn Wilderness



Data Represented: Flower Creek Complex
 Produced For: Lincoln County
 Production Date: Aug 23, 2016
 Absolute Scale: 1:125000
 Projection: NAD 1983 Montana State Plane FIPS 2500
 File #: 2016-08-23-4A
 Produced By: Lincoln County Planning
 Deb Blystone Planning Manager, GIS Coordinator
 512 California Avenue, Libby, MT 59923
 (406)283-2464

Disclaimer: The accuracy of the displayed data has not been verified thru Gps. The data shown was provided by multiple sources, including USFS and County Data and private individuals in a cooperative effort in creating a trais system thru National Forest Lands



1 in = 0 miles

Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Flower Creek Complex

The Flower Creek Complex depicts an area in close proximity to Libby that is frequently used by many residents throughout the year.

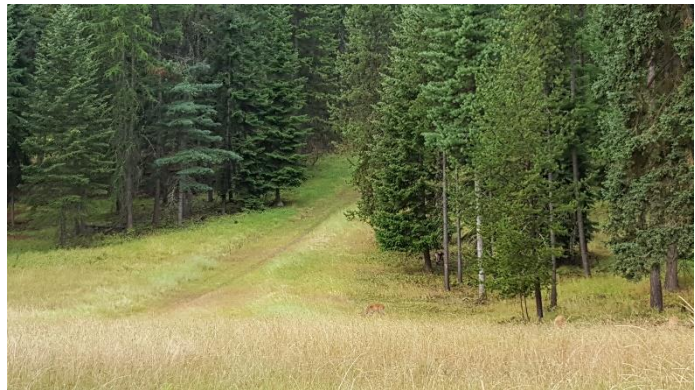
Existing Trails and Facilities

Parmenter Creek Trail #140

This trail begins at the end of Parmenter Creek Road #280 located approximately 3 miles from Libby. It is the closest trail to the city that leads into the Cabinet Mountain Wilderness. In fact, one can walk or bike to the trailhead from town as all roads leading to it are paved. This trail is managed by the U.S. Forest Service, and therefore appears as a solid red line on the map on page 16.

Parmenter Flat Trail #817

Parmenter Flat Trail # 817 is a trail loop located within Libby city limits on a section of land owned by the U.S. Forest Service. The trailhead is located on Parmenter Creek Road #280. Many locals will also access the trail in an area known as Ski Dale located north of the trail. Ski Dale is so named due to its location at the intersection of Ski Road and Dale Street in town and is a popular place for sledding in the winter. At one point, it used to be an area for downhill skiing. The Parmenter Flat Trail is a popular area for a challenging day hike, mountain biking, and the occasional horseback ride. Similar to Parmenter Creek Trail, Parmenter Flat appears as a solid red line on the map on page 16.



Ski Dale Park

South Flower Cross Country Ski Trails and Biathlon

Libby is a great destination for winter sports due to the tremendous amount of snowfall every year. The South Flower Cross Country Ski Trails offer experiences for both beginners and avid skiers. The trails are well maintained and groomed throughout the winter season by the Kootenai Cross Country Ski Club. During the summer months, users enjoy hiking and horseback riding. The trailhead is located on Flower Creek Road #128, a road that also takes users to the popular Flower Creek Trail #137. These snow trails are shown as solid purple lines on the map. The Kootenai Cross Country Ski Club currently hold a special use permit for trails located on Montana State Land Section 20. The South Flower Cross Country Ski Trails are connected to two

trails managed by the U.S. Forest Service, the Flower Bypass Trail #134 and the Jump Up Trail #134A, which are shown as solid red lines on the map.

Cabinet View Golf Club

The Cabinet View Golf Club is an important amenity for the Libby area due to its easy access, affordability, and views of the Cabinet Mountains. During the winter season, the area is open to the Kootenai Cross Country Ski Club to groom cross country ski trails for public use and lessons. The golf club is strategically positioned to provide access to trails in the Kootenai National Forest due to frequent use of an old road on the property.



Trail located west of golf course

Current Activity and Projects

Biathlon Range

Currently a biathlon range is being constructed in the South Flower Cross Country Ski trail footprint. Biathlon competition combines the sport of cross country skiing and rifle shooting in which participants are based on their speed, agility, and marksmanship. This facility brings a unique form of recreation to Libby and a new destination point to attract visitors and recreation users. Completion for the biathlon is expected in summer of 2017.

Proposed Trail Opportunities

The proposed trails for the Flower Creek Complex form a solid network that extends from the Parmenter Flat Trail #817 to the South Flower Cross Country Ski Trails. This network of trails would serve as a valuable asset to the community due to its close proximity, easy access, inter-connectivity, new viewpoints, and a variety of seasonal uses. Each proposed trail or area corresponds to a number depicted on the map on page 16.

Area 1. Section 16 Proposed Trail

Local recreational users are proposing to construct a series of trails on Montana State – School Trust Land Section 16 situated west of the Cabinet View Golf Club. The roads that currently exist in this area are restricted yearlong to highway legal vehicles. Proposed trails would

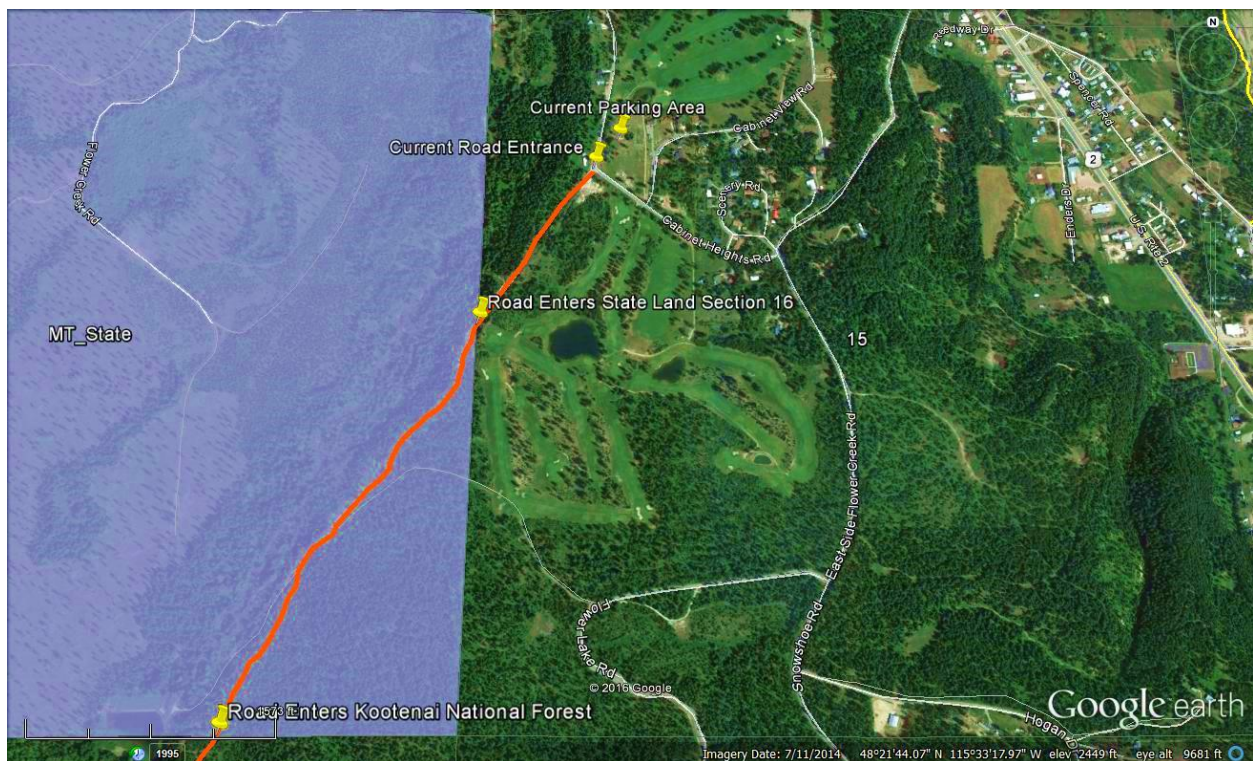
connect these roads and allow access for hikers and mountain bikers. The current proposal is still in the early stages, but designates the county as the party responsible for the trails, licensed use, and annual fees. On the map on page 16, the proposed trail is shown as a dotted green line located on State Land Section 16, which is highlighted in blue.

Area 2. Section 20 Proposed Trail

Section 20 of Montana’s School Trust Land offers an exceptional area for trail development. Similar to Section 16, there are existing roads restricted to highway legal vehicles. The proposed trails connect these roads and those that exist on land managed by the U.S. Forest Service. Trails developed in this area would extend from Section 16 the South Flower Cross Country Ski Trails and biathlon. The proposed trail is shown as a dotted green line located on State Land Section 20, which is highlighted in blue, and in the Kootenai National Forest.

Area 3. Trail from Golf Course to Kootenai National Forest

The golf club is strategically positioned to provide additional access to trails due to frequent use of an old road on the west side of the golf course. The road is used as a hiking/walking trail in the summer and as a cross-country ski trail in the winter. The map on page 16 shows the proposed trail as a dotted green line that extends from the golf course, over state land, into the Kootenai National Forest, where it connects to the South Flower Cross Country Ski Trails. The additional map, provided below, shows in more detail the exact location of the road, shown in solid orange, relative to the golf course.



Depiction of the proposed trail from the Cabinet View Golf Course to the Kootenai National Forest. Courtesy of Google Earth.

The road entrance starts where Cabinet Heights Road curves eastward. On land managed by the golf club, this road is called Knudson Drive and the golf club currently allows users to park in an open space area opposite this entrance. The golf club has plans for a future subdivision in this area which may cause Knudson Drive to move. This project also includes a new club house on the area of open space where users park. Because of the trail popularity and potential connections, the Cabinet View Golf Club is open to future discussions about the new road location and keeping it accessible to users. The golf club is cautious about a new parking lot specifically for the trail, but will allow continued use of available parking areas. Trail development may entail moving the starting point of the trail onto Section 16 land.



Knudson Drive located on Cabinet View Golf Club property.

Area 4. Parmenter Flat Connection

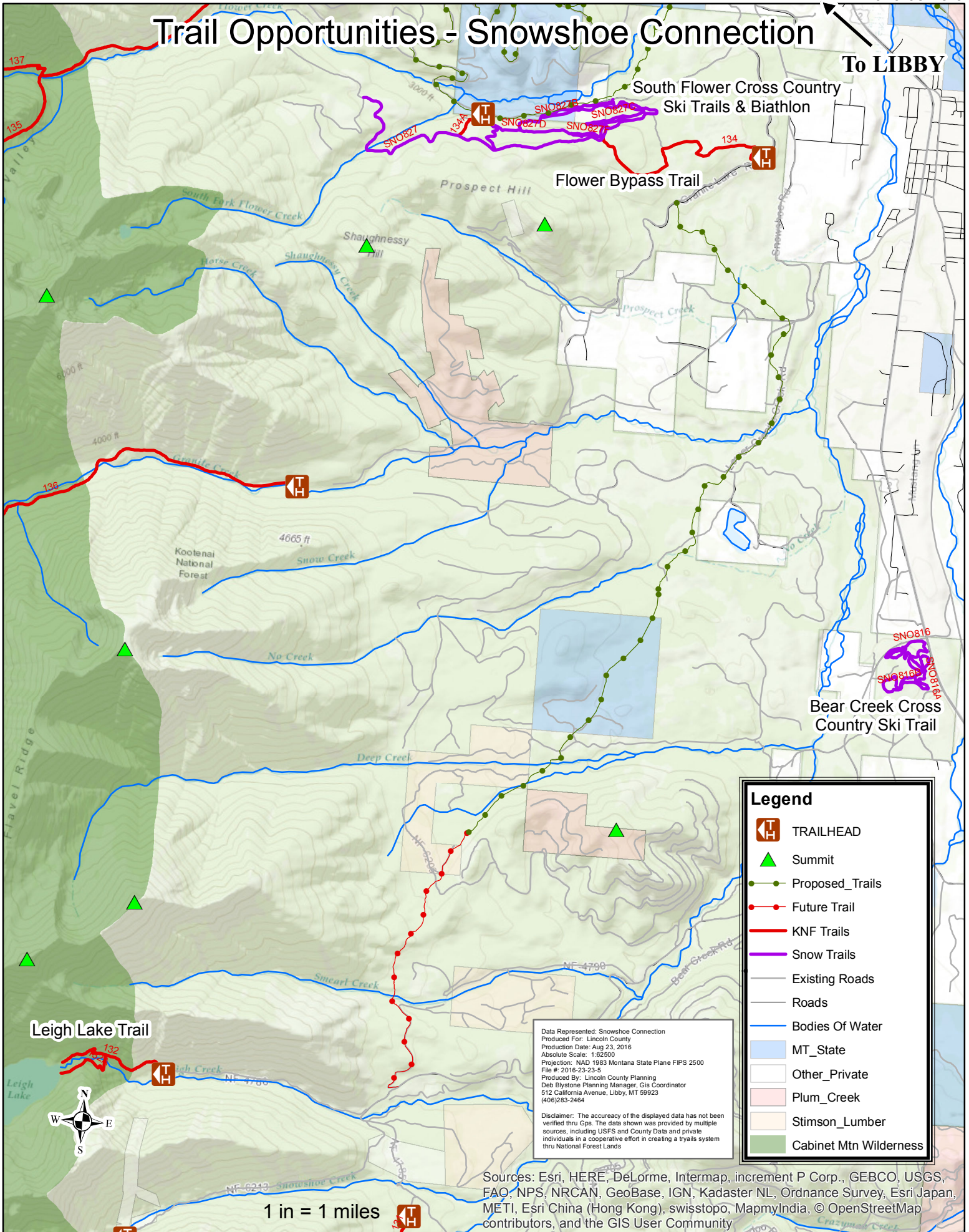
Trails proposed in areas 1 through 3, combine to make an extensive trail network. There exists one more opportunity to connect this network to the Parmenter Flat Trail #817. Currently, there is no direct trail proposal, but merely an area depicted for suggested connection outlined in green on the map on page 16. Future discussion would need to involve the property owners in this area. Since many parcels were once owned by Plum Creek Timber Company, roads once used by the company provide for possible trail connections. The map below gives more detail as to existing roadways and possible connections.



Depiction of Parmenter Flat Connection. Courtesy of Google Earth.

Trail Opportunities - Snowshoe Connection

To LIBBY



South Flower Cross Country Ski Trails & Biathlon

Flower Bypass Trail

Bear Creek Cross Country Ski Trail

Leigh Lake Trail

Data Represented: Snowshoe Connection
 Produced For: Lincoln County
 Production Date: Aug 23, 2016
 Absolute Scale: 1:62500
 Projection: NAD 1983 Montana State Plane FIPS 2500
 File #: 2016-23-23-5
 Produced By: Lincoln County Planning
 Deb Blystone Planning Manager, GIS Coordinator
 512 California Avenue, Libby, MT 59923
 (406)283-2464

Disclaimer: The accuracy of the displayed data has not been verified thru Gps. The data shown was provided by multiple sources, including USFS and County Data and private individuals in a cooperative effort in creating a trails system thru National Forest Lands

Legend

- TRAILHEAD
- Summit
- Proposed_Trails
- Future Trail
- KNF Trails
- Snow Trails
- Existing Roads
- Roads
- Bodies Of Water
- MT_State
- Other_Private
- Plum_Creek
- Stimson_Lumber
- Cabinet Mtn Wilderness

Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

1 in = 1 miles

Snowshoe Connection

Leigh Lake is the most popular destination point for residents and visitors during the summer months. According to a voluntary visitor record for the Cabinet Mountain Wilderness, the Kootenai National Forest reports that Leigh Lake had 608 visits, which accounts for 30% of all recorded visits to the Kootenai National Forest in one year. There is an opportunity to connect this trail and other proposed trails as a complete trail network. The Kootenai National Forest trails and snow trails are indicated as solid red and purple lines, respectively, on the map on page 21.



Leigh Lake. Photo by Marc McCully.

Existing Trails and Facilities

Trail users frequently travel along roads that are restricted, seasonally restricted, or retired. Due to the countless number of these types of roads, there are many trail connections and development opportunities. In this area is the “Old Snowshoe Road,” which has been discovered as a petitioned county road from the 1890s.

Current Activity and Projects

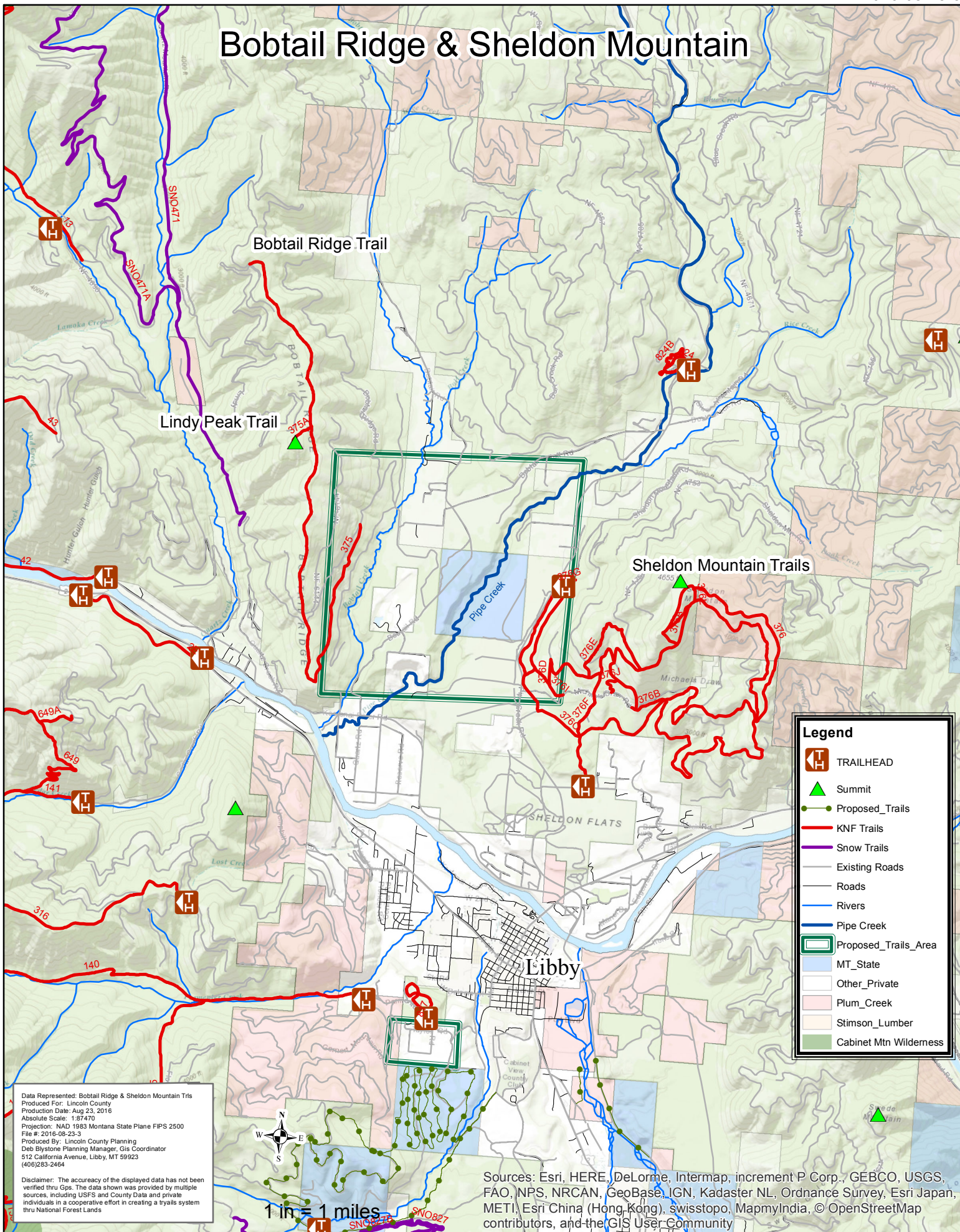
The Old Snowshoe Road will be restored as a trail. On the map provided on page 21, the planned area of restoration is indicated as the dotted red line that extends approximately 6 miles from Leigh Lake to just beyond a section of state land.

Proposed Trail Opportunities

Snowshoe Connection

The Snowshoe Connection is indicated by the dotted green line on the map on page 21. This proposed trail would connect from Granite Lake Road, within the South Flower Cross Country Ski Area, to the “Old Snowshoe Road.” Currently, there is no official trail connection to the existing trails, Granite Creek Trail #136, Leigh Lake Trail #132, Snowshoe Trail #125, and Big Cherry Creek Trail #131. Users frequently arrive using roadways that extend from Highway 2. The Snowshoe Connection would allow, not only for a needed trail connection, but would provide a new area for a wide range of non-motorized recreational activities. A majority of the proposed trail exists within the Kootenai National Forest General Management Areas, but does cross both State Land and land owned by Stimson Lumber Company. Future discussion for trail development would need to involve the DNRC and private property owners.

Bobtail Ridge & Sheldon Mountain



Bobtail Ridge Trail

Lindy Peak Trail

Sheldon Mountain Trails

Libby

Legend

- TRAILHEAD
- Summit
- Proposed_Trails
- KNF Trails
- Snow Trails
- Existing Roads
- Roads
- Rivers
- Pipe Creek
- Proposed_Trails_Area
- MT_State
- Other_Private
- Plum_Creek
- Stimson_Lumber
- Cabinet Mtn Wilderness

Data Represented: Bobtail Ridge & Sheldon Mountain Tris
 Produced For: Lincoln County
 Production Date: Aug 23, 2016
 Absolute Scale: 1:87470
 Projection: NAD 1983 Montana State Plane FIPS 2500
 File #: 2016-08-23-3
 Produced By: Lincoln County Planning
 Deb Blystone Planning Manager, Gis Coordinator
 512 California Avenue, Libby, MT 59923
 (406)283-2464

Disclaimer: The accuracy of the displayed data has not been verified thru Gps. The data shown was provided by multiple sources, including USFS and County Data and private individuals in a cooperative effort in creating a trvix system thru National Forest Lands

Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community



1 in = 1 miles

Bobtail Ridge and Sheldon Mountain

The Bobtail Ridge Trail # 375 is located north of Libby. Approximately 2.5 miles east of Bobtail Ridge is the Sheldon Mountain Trail network. These trails are very popular for mountain biking, challenging hikes, and horseback riding. Due to the vast number of restricted, seasonal, and retired roadways, there is tremendous opportunity to connect these two sections of trails and greatly expand the overall area of trail opportunity.

Existing Trails and Facilities

Bobtail Ridge Trail #375

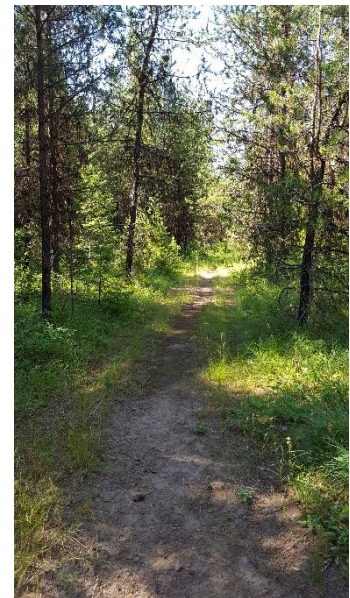
Local mountain bikers frequently use the Bobtail Ridge Trail #375. The Kootenai Mountain Riders help to keep it clear and maintained during the summer months. From Bobtail Ridge Trail, one can hike to Lindy Peak via Trail #375A. There is no recorded trailhead for this trail, but one can enter from the east using the existing roads, Bobtail Creek Road #655 and Bobtail Face Road #6144. Users also access the trail from the west using Quartz Creek Road #600. The Bobtail Ridge and Lindy Peak trails are shown as solid red lines on the map on page 23.

Sheldon Mountain Trailhead #376

Sheldon Mountain Trail #376, shown as solid red on the map, is a trail network located northeast of Libby just off Pipe Creek Road. The trail network offers the perfect location for horse and rider training, competitive trail riding, and endurance riding. In addition to horseback riding, other users include hikers and mountain bikers. The Sheldon Flats Bike Trailhead #376F is especially popular for mountain biking.

J. Neils Memorial Park

J. Neils Memorial Park is a county park located northeast of Libby. The park includes a rodeo arena, basketball courts, baseball and soccer fields, a Frisbee golf course, picnic areas, and horse facilities. There are two trails that circle the park. One is the pedestrian and bike path, the J. Neils Trail, and the other, the J. Neils Horse Trail.



One of the trails at Sheldon Mountain

Current Activity and Projects

The facilities located at the Sheldon Mountain trailhead were provided by the Cabinet Back Country Horsemen with funding from the Recreational Trails Program, a grant administered by Montana State Parks. In the future, the Cabinet Back Country Horsemen hope to establish a campground, install a well, and provide overnight corrals, and pavilion.

The Kootenai Mountain Riders volunteer their time to keep the Bobtail Ridge trail clear and accessible during the summer months. They also conduct fundraising events for mountain bike activities and trail maintenance and development.



Information kiosk at Sheldon Mountain Trailhead

Proposed Trail Opportunities

Trail opportunities between Bobtail Ridge and Sheldon Mountain Trails

Horseback riders often travel from the Sheldon Mountain Trailhead into the surrounding landscape because of the abundance of old roads. There are a number of trail opportunities within the area indicated by the green box on the map (page 23) due to the changing scenery and Pipe Creek, a popular destination point. Horseback riders will often cross Pipe Creek and travel from Sheldon Mountain to Bobtail Ridge. One barrier to this trail opportunity is Pipe Creek Road, an area of heavy traffic during the day, over which many users cross. Therefore, safety measures are necessary, such as road signs indicating that users are present and that there is a trail close by.



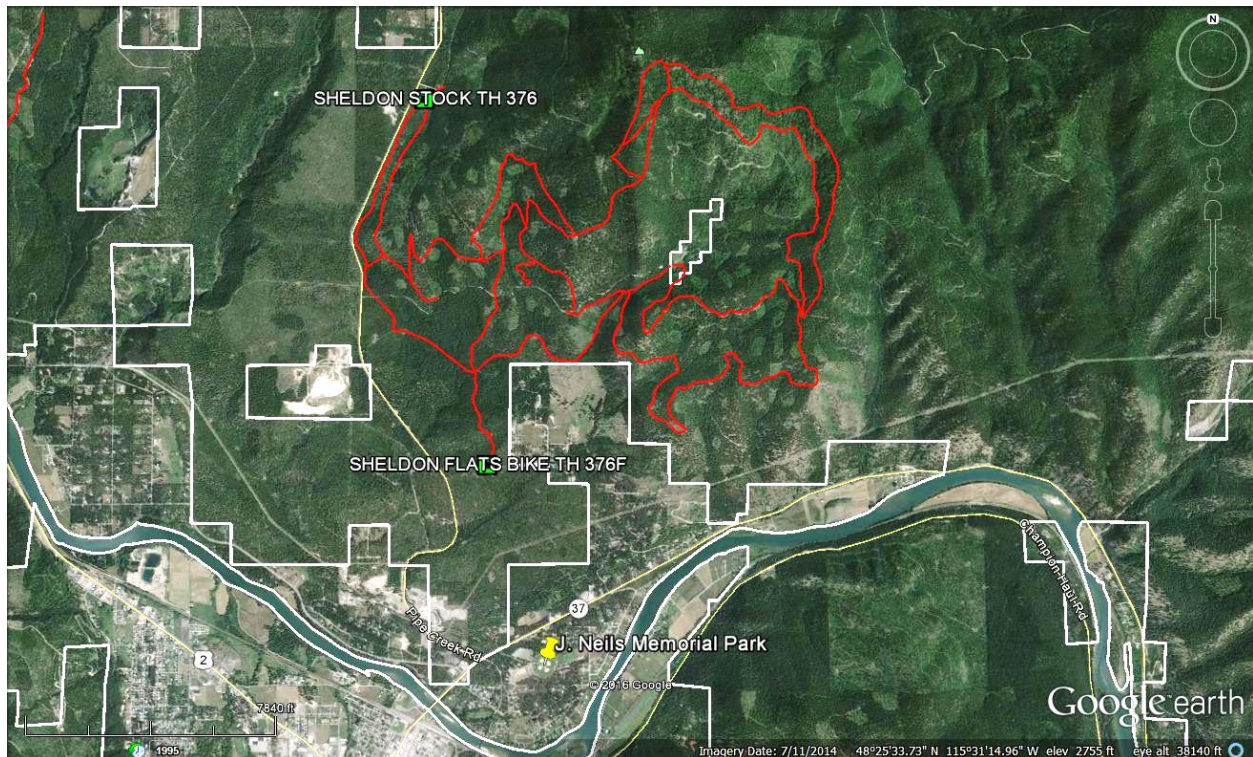
Crossing Pipe Creek Road



Pipe Creek

Connection between the Sheldon Mountain Trails to J. Neils Memorial Park

Another trail proposal is a connection between the Sheldon Mountain Trails to the J. Neils Memorial Park. The map below depicts the Sheldon Mountain Trail #376, Sheldon Flats Bike Trailhead #376F, and the location of J. Neils Memorial Park. Outlined in white is private property. Future discussion for a connection would need to involve private property owners and the U.S. Forest Service. Because of the current activity occurring in this area, users would greatly benefit from this needed connection.



Connection from Sheldon Mountain Trails to the J. Neils Memorial Park. Courtesy of Google Earth.

Recommended Improvements

Conflict Management

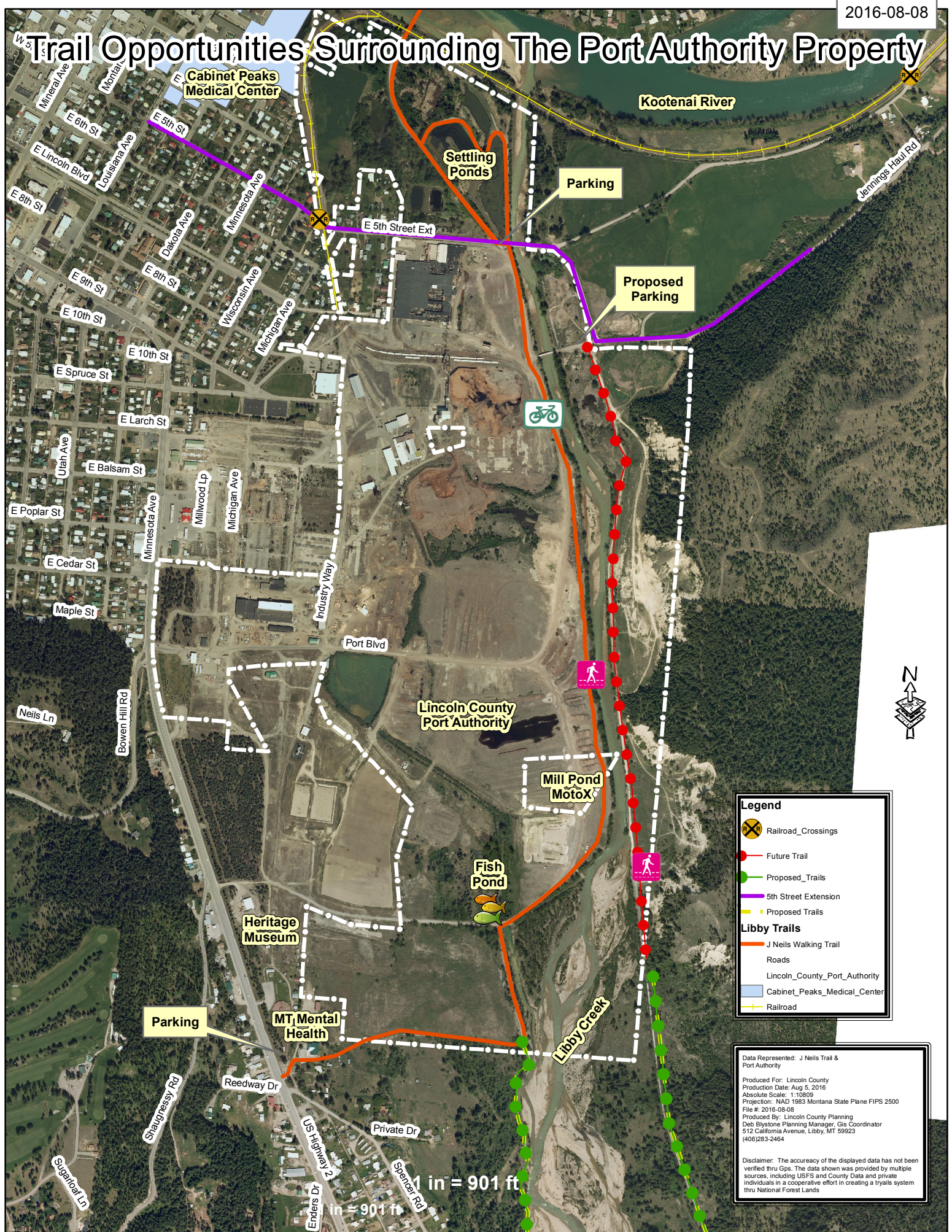
Due to Sheldon Mountain's location within the Kootenai National Forest and its popularity among a variety of trail users, conflict can arise when sharing the trail. The most common type of conflict occurs between mountain bikers and horseback riders. This could be improved by providing signage and general information on expectations for trail users.

Conflict can also occur between trail users and management agencies. Every year, the low humidity and high temperatures in Libby can lead to forest fires. As part of fire management, the U.S. Forest Service will clear areas of dead or damaged limbs that could fuel fires. The debris from these efforts is known as slash. Although an important step in fire management, slash can sometimes end up on the trail. Future discussions should take place to better resolve this issue.



Trail at Sheldon Mountain.

Trail Opportunities Surrounding The Port Authority Property



Legend

- Railroad_Crossings
- Future Trail
- Proposed_Trails
- 5th Street Extension
- Proposed Trails

Libby Trails

- J Neils Walking Trail

Roads

- Lincoln_County_Port_Authority
- Cabinet_Peaks_Medical_Center
- Railroad

Data Represented: J Neils Trail & Port Authority

Produced For: Lincoln County
 Production Date: Aug 5, 2016
 Absolute Scale: 1:10809
 Projection: NAD 1983 Montana State Plane FIPS 2500
 File #: 2016-08-08

Produced By: Lincoln County Planning
 Deb Blystone Planning Manager, Gis Coordinator
 512 California Avenue, Libby, MT 59923
 (406)283-2464

Disclaimer: The accuracy of the displayed data has not been verified thru Gps. The data shown was provided by multiple sources, including USFS and County Data and private individuals in a cooperative effort in creating a trails system thru National Forest Lands

Cabinet Peaks Medical Center

Settling Ponds

Parking

Proposed Parking

Lincoln County Port Authority

Mill Pond MotoX

Fish Pond

Heritage Museum

Parking

MT Mental Health

Libby Creek

1 in = 901 ft

1 in = 901 ft

W 5th St
 Mineral Ave
 Montana
 E 5th St
 E 6th St
 E Lincoln Blvd
 Louisiana Ave
 E 8th St
 E 9th St
 E 10th St
 E Spruce St
 E Larch St
 E Balsam St
 E Poplar St
 E Cedar St
 Maple St
 Neils Ln
 Bowen Hill Rd
 Minnesota Ave
 Utah Ave
 Millwood Ln
 Michigan Ave
 Industry Way
 Port Blvd
 Shaugnessy Rd
 Reedway Dr
 US Highway 2
 Private Dr
 Spenser Rd
 Enders Dr
 Superior Ln

E 5th St
 E 6th St
 E 8th St
 E 9th St
 E 10th St
 E Spruce St
 E Larch St
 E Balsam St
 E Poplar St
 E Cedar St
 Maple St
 Bowen Hill Rd
 Minnesota Ave
 Utah Ave
 Millwood Ln
 Michigan Ave
 Industry Way
 Port Blvd
 Reedway Dr
 US Highway 2
 Private Dr
 Spenser Rd
 Enders Dr

E 5th St
 E 6th St
 E 8th St
 E 9th St
 E 10th St
 E Spruce St
 E Larch St
 E Balsam St
 E Poplar St
 E Cedar St
 Maple St
 Bowen Hill Rd
 Minnesota Ave
 Utah Ave
 Millwood Ln
 Michigan Ave
 Industry Way
 Port Blvd
 Reedway Dr
 US Highway 2
 Private Dr
 Spenser Rd
 Enders Dr

E 5th St
 E 6th St
 E 8th St
 E 9th St
 E 10th St
 E Spruce St
 E Larch St
 E Balsam St
 E Poplar St
 E Cedar St
 Maple St
 Bowen Hill Rd
 Minnesota Ave
 Utah Ave
 Millwood Ln
 Michigan Ave
 Industry Way
 Port Blvd
 Reedway Dr
 US Highway 2
 Private Dr
 Spenser Rd
 Enders Dr

E 5th St
 E 6th St
 E 8th St
 E 9th St
 E 10th St
 E Spruce St
 E Larch St
 E Balsam St
 E Poplar St
 E Cedar St
 Maple St
 Bowen Hill Rd
 Minnesota Ave
 Utah Ave
 Millwood Ln
 Michigan Ave
 Industry Way
 Port Blvd
 Reedway Dr
 US Highway 2
 Private Dr
 Spenser Rd
 Enders Dr

The Lincoln County Port Authority

The Lincoln County Port Authority owns 400 acres of the former Stimson Mill site and was formed to manage and develop the property to promote and stimulate economic development opportunities in Lincoln County. Located on this property is three miles of the J. Neils Trail, a community fish pond with a county park, and a motocross facility. Sections of this property are well suited for recreation or are of minimal value for industrial and commercial development. Therefore, the Port Authority is open to beneficial development of the recreational sites.

Existing Trails and Facilities

The J. Neils Trail

The J. Neils Trail is a paved walking/bike trail that travels south from the J. Neils Memorial Park, across the Kootenai River, and continues along the east side of the Port Authority following Libby Creek. The J. Neils Trail gives users access to scenic settling ponds, the Libby Fishing Pond, Motocross Arena, and the Heritage Museum. One can enter the trail system from several access points via J. Neils Memorial Park, the 5th Street Extension, and from Spencer Road located at the southern end of the trail. Parking is available at all access points. Due to its accessibility from town, sense of remoteness, and bodies of water, this walking trail is popular and frequently used by Libby residents. As such, it is one of Libby's greatest and most beautiful assets and a great example community efforts. For a complete map of the J. Neils trail, refer to Appendices E and F.



J. Neils Trail at the Port Authority

Current Activity and Projects

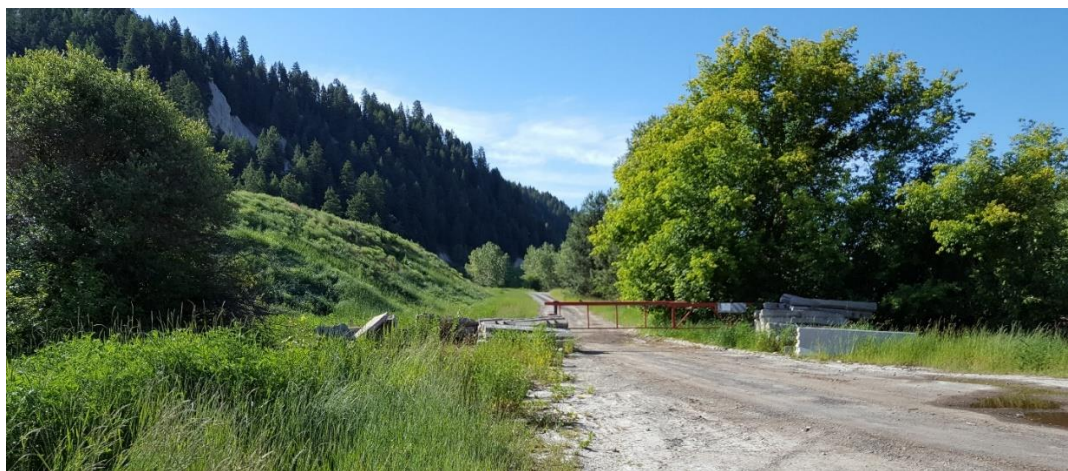
Libby Creek Trail Extension and Restoration of Stimson Haul Road

The Port Authority proposes to enhance the abandoned “haul” road (known as the Stimson Haul Road) on their property, a naturalized area that is well suited for recreation. The Stimson Haul Road travels along the east side of Libby Creek providing spectacular views of the clay banks and Cabinet Mountains. The proposed project is fairly well defined as the Port Authority is in process of identifying funding. Additional detail on the project includes:

1. The project will create a safe, **gravel walking surface** on a section of Stimson Haul Road located on the property. The unimproved surface, rutting, and slippery clay type soils currently present are a safety concern for the heavy volume of foot traffic.

2. Establish a **suitable parking area**. Current parking accessing the J. Neils trails system is inadequate and unsafe. The proposed parking area will be located at the end of 5th Street Extension and provide access to the Stimson Haul Road. This proposed area would allow for a safer area to park. Currently, the parking area that exists is an unimproved shoulder along 5th Street that is limited to 6-7 vehicles. This creates a very unsafe condition and exceptionally dangerous for the people who are loading and unloading dogs, kids and strollers. The new parking area would also allow access to the three miles of J. Neils Trail on Port Authority Property via footbridge.
3. Establish a **safe pedestrian crossing** (per Montana Department of Transportation Standard Pedestrian Bridge Rail Design) over the footbridge. Although the footbridge currently functional and structurally sound, it is in need of a formal pedestrian crossing.

The Port Authority’s area of improvement for the Stimson Haul Road is shown as a dotted red line on the map on page 27.



Stimson Haul Road from future parking lot area



Depictions of new parking lot location and footbridge to the J. Neils Trail

Proposed Trail Opportunities

Stimson Haul Road Extension

As mentioned, the Port Authority will restore the section of the Stimson Haul Road that exists on the property. Continuation of these efforts is highly encouraged. The proposed rehabilitation of Stimson Haul Road, which would create approximately 5,500 feet of trail, ends at the Port Authority property boundary. If rehabilitation continued, the proposed trail route would continue from the Port Authority for 3.5 miles running parallel to Libby Creek. The trail would also allow access to recreational opportunities on the east side of Libby, connecting to Swede Mountain and a network of trails. More details about recreational opportunities east of Libby is discussed on page 36. This proposed trail is shown as a dotted green line that continues south from the Port Authority along Stimson Haul Road on the east side of Libby Creek.

J. Neils Trail Southern Extension along Libby Creek

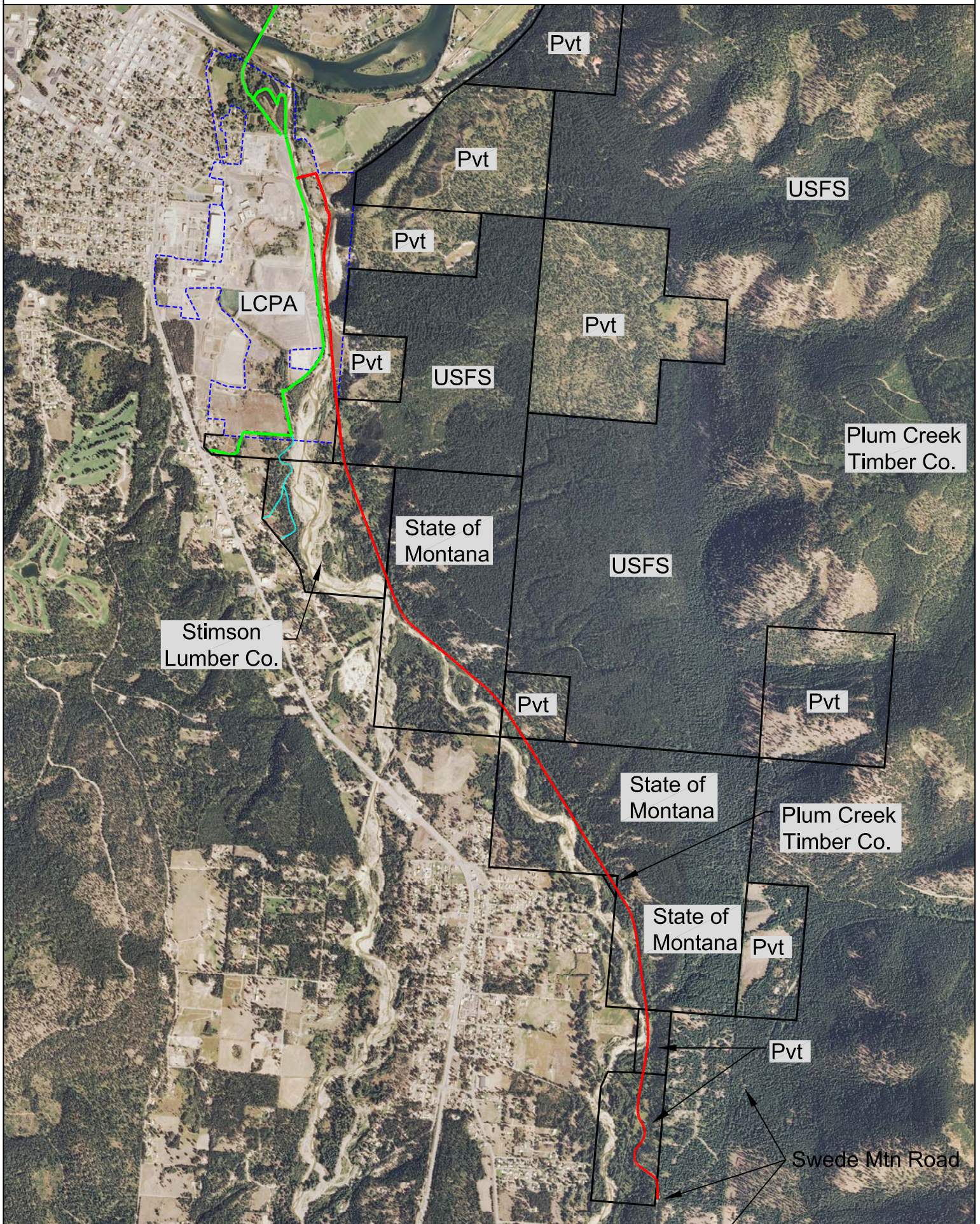
At the southern end of the Port Authority, there is a gravel area from which a footpath travels along the west side of Libby Creek. This area could be used as an extension of the J. Neils Trail. A short 100 foot distance could be improved to generate a trail to a very scenic overlook of the Libby Creek bottoms, an ideal spot for a couple of park benches. Future discussion with property owners, such as the Western Montana Mental Health Center, Stimson Lumber Company, and private property owners would be worthwhile. This is the second dotted green line on the map (page 27) that runs south from the J. Neils Trail and continues on the west side of Libby Creek.



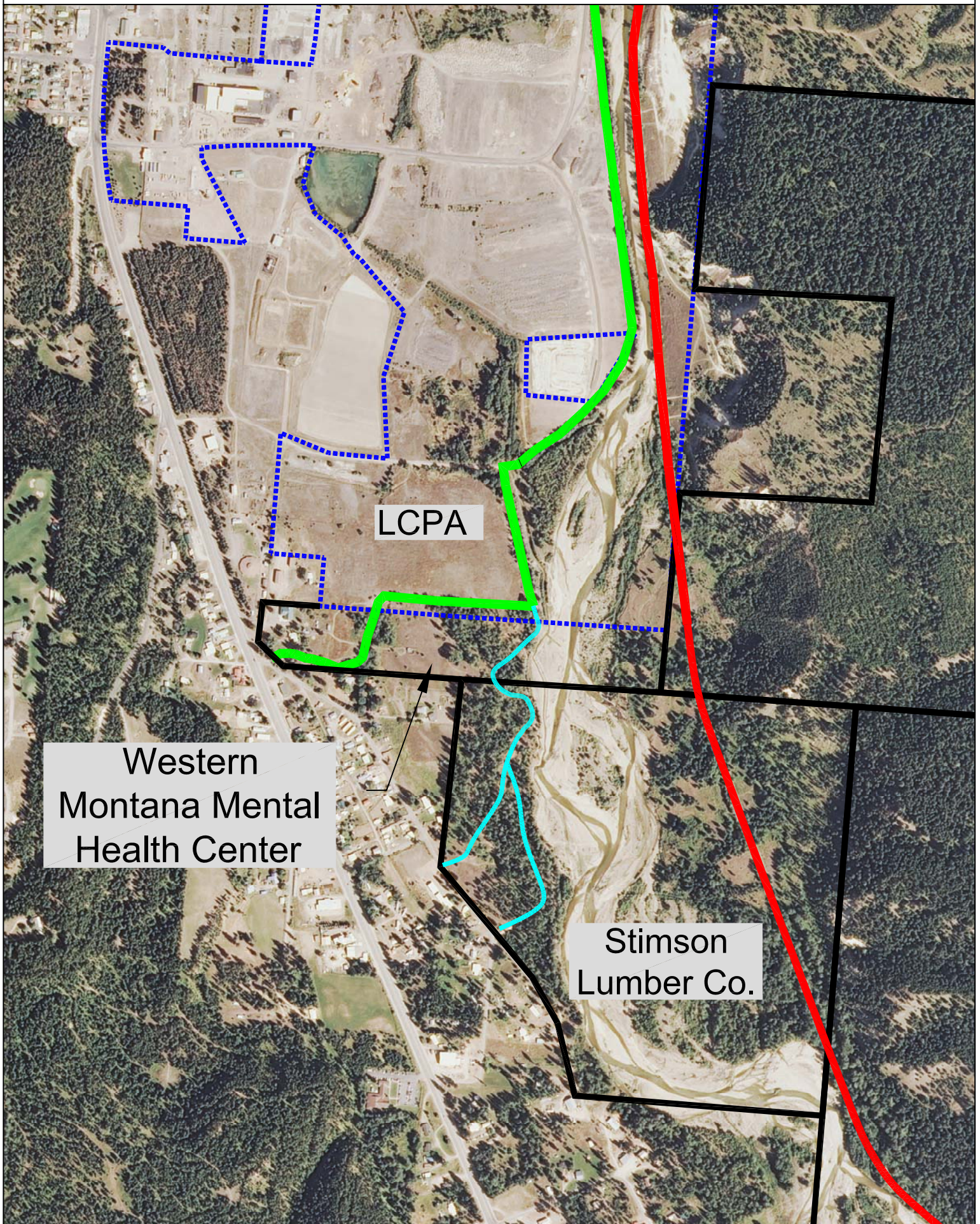
Section of gravel road that extends from J. Neils to Libby Creek

Maps that illustrate the property ownership for the proposed extensions of the Stimson Haul Road and the J. Neils Trail are depicted on pages 31 and 32. On these maps, the current location of the J. Neils Trail is shown in green, the Stimson Haul Road Extension in red, and the J. Neils Southern Extension in blue. These maps indicate the need for future discussions between private property owners, Stimson Lumber Co., Weyerhaeuser Company, the Department of Natural Resources and Conservation (DNRC), the Western Montana Medical Health Center, and the U.S. Forest Service.

PROPERTY OWNERSHIP ALONG STIMSON HAUL ROAD



PROPOSED STIMSON/MENTAL HEALTH CENTER TRAIL



LCPA

Western
Montana Mental
Health Center

Stimson
Lumber Co.

The Cabinet Peaks Medical Center Connection

The Cabinet Peaks Medical Center hopes to connect to the J. Neils Trail. The barrier to this connection is the rail that exists on Port Authority property. To investigate a possible connection, a study was conducted on whether a tunnel under the tracks was possible. Unfortunately, the water table is too high for a tunnel.

Currently 5th Street is the route to the J. Neils Trail from town. The Cabinet Peaks Medical Center is located on 2nd Street. In order to connect the medical center to the J. Neils trail, an official trail route needs to be established in town using existing streets. This is a larger but important project to enable pedestrians and bikers to safely connect to the J Neils Trail system from town. This project would require engineered route finding, sidewalks, and formal bike routes.

Recommended Improvements

J. Neils Trail

Although highly popular for locals, the access points can be difficult to find for visitors. Information kiosks or trailheads could be introduced to inform both residents and visitors of the trail's history, popularity, and location of amenities such as the Libby Fish Pond and Heritage Museum. In addition, there is a need for an alternative access point to the Libby Fishing Pond and Motocross arena. Currently, these amenities are accessed by roads on Port Authority property. This can a conflict between passenger cars and construction vehicles.



One of the entrances to J. Neils Trail from 5th Street Extension.

5th Street Extension

As previously mentioned, users will usually park in a small gravel area along 5th Street Extension to access the trail. The 5th Street Extension is highlighted as a solid purple line on the map on page 27. Because parking is very close to the street, it can be unsafe for children or dogs unloading from vehicles. Alternative safety measures should be addressed to improve this area. The Port Authority's new parking lot at the end of the 5th Street Extension should help to resolve this issue. Slower traffic strategies should also be considered. In addition, strategies to separate pedestrians from vehicles should also be reviewed. Examples include shared bike lanes and sidewalks.



Parking Area near J. Neils Trail Entrance

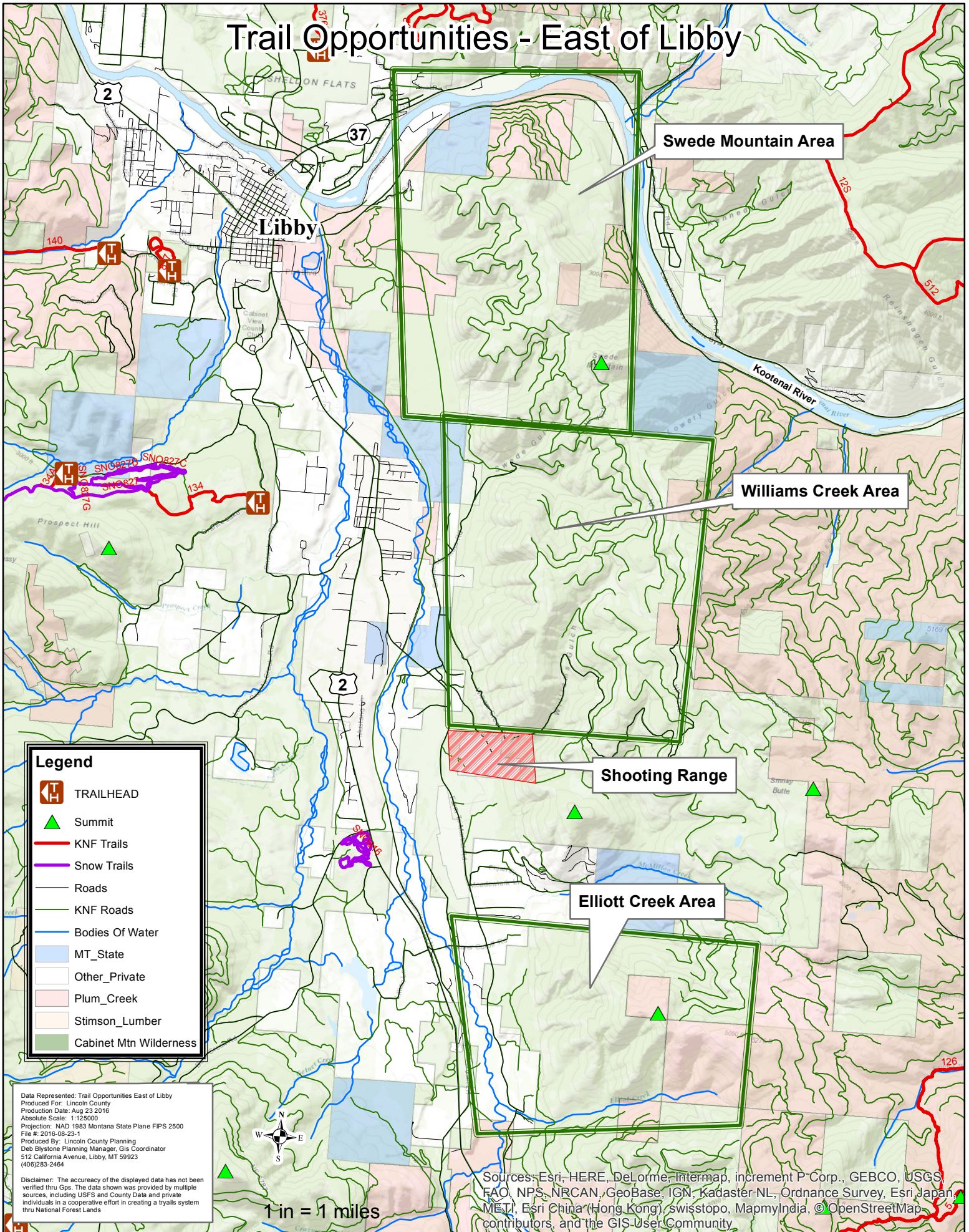
Parking Area off Spencer Road

The parking area and access point to the J. Neils Trail from Spencer Road at the southern end of the trail can be difficult to find for visitors. Suggestions for improvement include adding a sign indicating its location and construction of a trailhead to add appeal to the area.



Parking Area by J. Neils Trail entrance off Spencer Road

Trail Opportunities - East of Libby



Trail Opportunities East of Libby

East of Libby, there are three distinct areas, Swede Mountain, Williams Creek, and Elliot Creek. These areas are outlined in green on the map on page 35 based their topographic features and popular destination points such as rivers or mountain peaks. The restricted and seasonally restricted roads are used as trails for all types of recreation both non-motorized and motorized. This section presents a broad description of this area and the trail opportunities.



*View of Libby from a trail east of Libby.
Photo by Marc McCully.*

Existing Trails and Facilities

Restricted and Seasonally Restricted Roadways

All three areas are connected by a network roads restricted or seasonally restricted for highway legal vehicles. As a result, they are frequently used as trails.

Swede Mountain Area

Swede Mountain is a popular destination for local residents. Not only does it provide for a challenging recreational experience, but it is also home to Swede Mountain Lookout, used by the U.S. Forest Service to spot fires.

Williams Creek Area and Elliot Creek Area

Williams Creek and Elliot Creek areas are popular areas for horseback riding. The areas are connected by the complex road network, but are separated on the map due to the shooting range location.

Current Activity and Projects

Lincoln County Shooting Complex

The shooting range is a valuable asset for the Libby community. Located at 4611 Farm to Market Road, it provides a safe place for gun use and training and hosts popular shooting events. The facility accommodates trap shooting, pistol and shotgun use, and sporting clays. There is also a large target area for archery (Kootenai Country Montana, 2016). The shooting range hopes to expand the shooting range over the next 10 years to accommodate other types of activities such as paintball and other air-soft activities (Henline, 2015).

Proposed Trail Opportunities

Official Trail Designations

Although there is a complex network of roads used by trail users, there are no routes designated as official trails. In addition, there are many steep and dangerous areas, especially in the Swede Mountain area. If routes became designated trail routes, they would lead residents and visitors safely through the abundant network of restricted and seasonal roads to popular destination points.

Clear Access Points

Private property surrounds these three areas, making it difficult to find clear and legal access points. Weyerhaeuser, who now manages land previously owned by Plum Creek, and Stimson Lumber Company allow recreational access to their land. However, the location of these access points may be unknown by visitors in the area. Other access points are located along Farm to Market – Hammer Cutoff, located just off Highway 2, and along Stimson Haul Road. If restoration efforts continue along Stimson Haul Road from the Port Authority, it would also provide safe passage to these areas. A map that illustrates the property ownership east of Libby is located on page 38. The map helps to illustrate the fact that several parcels of private land limit accessibility.

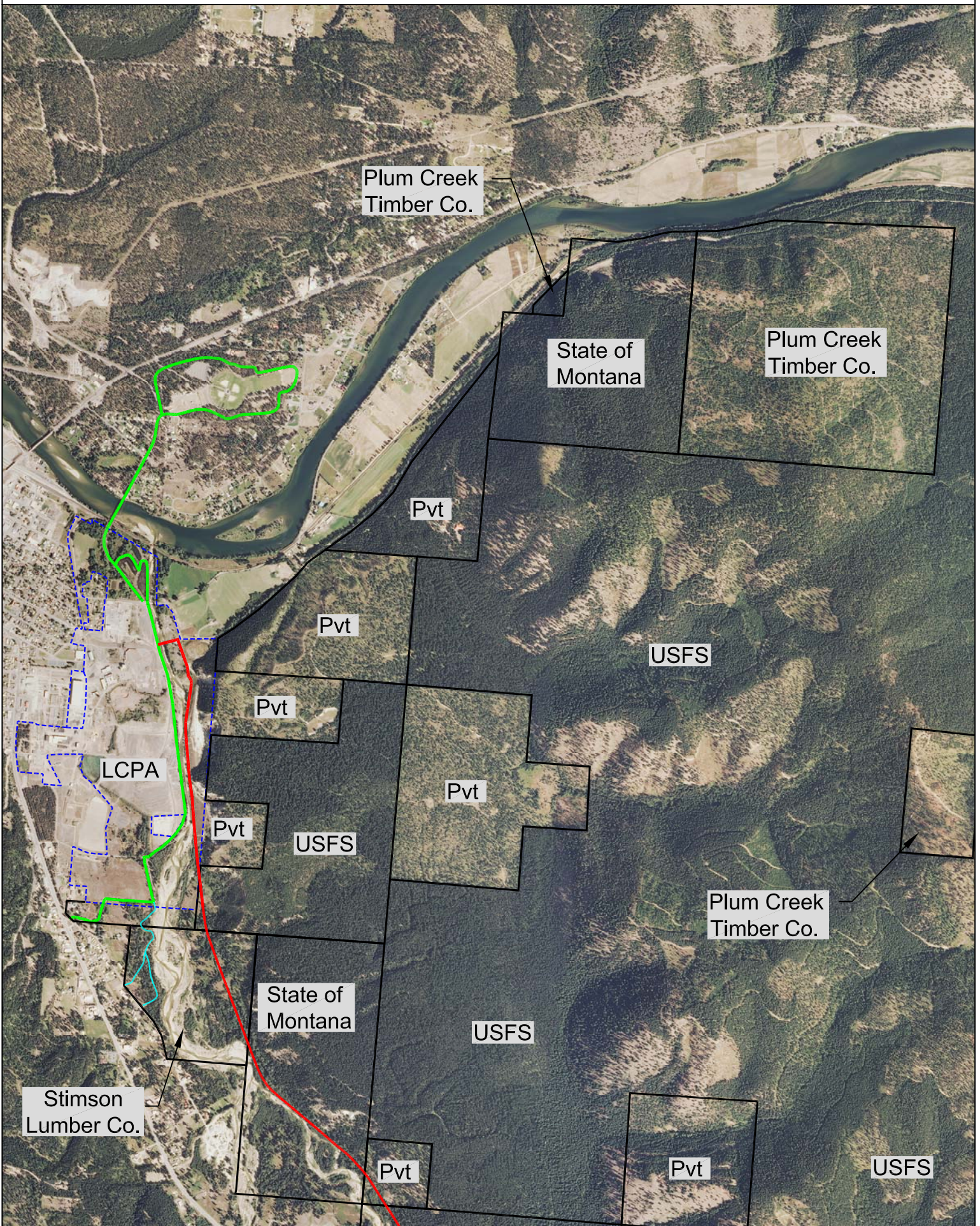
Recommended Improvements

Conflicts

The location of the shooting range separates the two areas of Williams Creek and Elliot Creek but many users will travel between them. The shooting range, while providing a safe area for gun use, can be a hazard for trail users unfamiliar with the area. Future planning should investigate the shooting range and surrounding terrain to warn users of its present location.

The variety of trail users can also create conflicts. A frequent conflict occurs between all-terrain vehicles (ATVs) and horseback riders. Therefore, information should be provided either by kiosks or brochures that describe best practices for shared use of trails.

PROPERTY OWNERSHIP HAUL ROAD/SWEDE MTN



Urban Bike Trails

Many avid cyclists travel long distances along Montana’s highways for the scenic experiences that national forests and mountain peaks offer. Libby is located along scenic highways and is the site for road bike events. Residents of Libby have expressed a great need for the improvement of bicycling facilities in the Libby area. This section briefly describes the existing conditions and needed improvements for bike routes and facilities. Moving forward, it is highly suggested that Libby invest in a separate bike plan.

Existing Trails and Facilities

Scenic Highways

Libby is located where two major highways, Highway 2 and Highway 37, intersect. These scenic highways offer spectacular views of the Kootenai River and Cabinet Mountains enjoyed by both drivers and cyclists. In fact, these highways are part of a major cycling network run by the Adventure Cycling Association. The Adventure Cycling Association is a nonprofit organization based in Missoula, MT who provide information and equipment for long-distance bicycle travel. Highways 2 and 37 are part of the Northern Tier Route that runs from Anacortes, WA to Bar Harbor, ME. This route brings many cyclists through Libby during the summer months.

Current Walking/Bike Paths

Libby has limited walking/bike paths located within town; Libby High School, Libby Middle School, and the J. Neils Trail. These routes provide safe walking and biking routes for Libby residents. Not only do they provide a safe route for kids getting to school, but are provide locals with safe travel routes through the neighborhood.

Current Activity and Projects

Bike Events

The following events are described as they may come into play for future planning development.

- STOKR is an annual 2-day bike ride that takes place every May and benefits go toward the Kootenai Valley Partners Habitat for Humanity. This event is highly popular and brings locals and visitors to the area. Due to limited resources and accommodations, registration for STOKR is limited to 450 participants. This highly successful event



The STOKR bike event. Photo courtesy of Susie Rice.

is supported by the community and sponsors.

- Every year in August, the David Thompson Search and Rescue hosts Le Tour de Kooconusa, an 83 mile bike riding tour of Lake Kooconusa that begins at the Libby Dam and extends to the Rexford Bridge before returning.

Proposed Trail Opportunities

Bike Route Alternative for Highways 2 and 37

As travelers make their way into Libby, Highways 2 and 37 can get very congested; Highway 2 has many stoplights and Highway 37 begins in downtown Libby as California Avenue, which is in constant use by Libby residents. This congestion can be very unsafe for cyclists and there is need of an alternative route. In the map provided on page 42, the current route used cyclists is shown in orange. Headed eastward, this route leads cyclists from Highway 2 to Highway 37, where it crosses the bridge across the Kootenai River. The alternative route is depicted in yellow. Heading eastward, this route would take cyclists off Highway 2 onto neighborhood roads where it would utilize the Libby High School walking path (shown in blue). The route leads cyclists to the Champion Haul Road located east of Libby. Champion Haul continues along the Kootenai River where it eventually connects back to Highway 37 below Lake Kooconusa.

Designated Bike Route Connection to J. Neils Trail

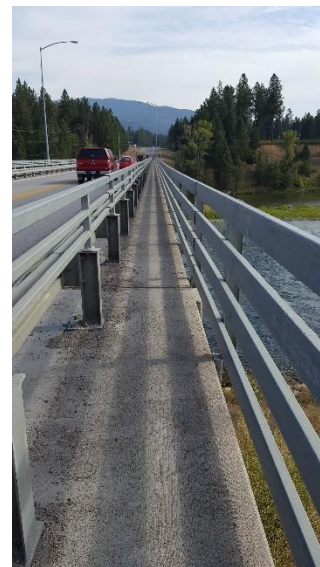
As mentioned under The Cabinet Peaks Medical Center Connection there is an important need to connect pedestrians safely from town to existing trails, such as the J. Neils Trail. A project to increase safety would require engineered route finding, sidewalks, and formal bike routes.

Recommended Improvements

Bike Facility Improvements and Recommendations

Local residents have expressed the following concerns for the condition of urban bike facilities within the Libby area. These include:

- The bridge on Highway 37 that crosses the Kootenai River offers a space for pedestrians to cross on either side. These spaces are just wide enough for one pedestrian to travel through and too narrow for bikes.
- Along highways and roads, there needs to be safety measures that separate cars and cyclists.



Narrow pedestrian crossing across Kootenai River on Hwy 37

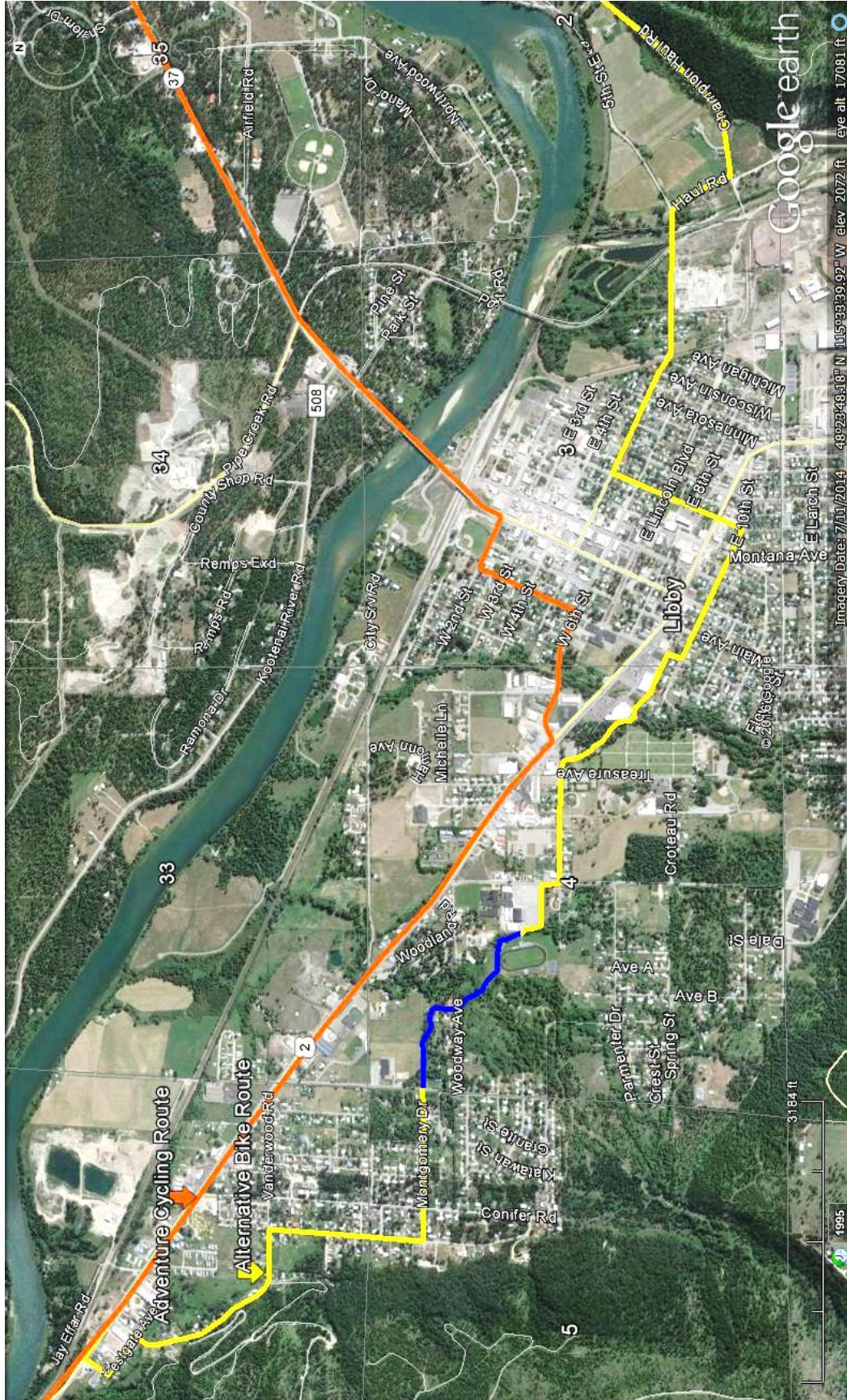
- Rumble strips and grating can be a serious hazard for cyclists. Adding clear markers or signs to warn cyclists would help to mitigate this issue.
- Brochures or other documents should be used to inform cyclists not only of route locations but bike laws as well.
- Suggested urban bike trail proposals include:

- A route from the Northwood area to the J. Neils Trail that circles J. Neils Memorial Park.
- As one travels from J. Neils Memorial Park onto Champion Haul Road, there is a street that turns right before the bridge. This is Park Street. A route could follow Park Street and extend to the Kootenai River Road and the Hwy 37 bridge over the Kootenai River.



Steel post blocking entry to the park.

- Maintenance and improvements include:
 - Removal of a steel post obstructing safe entry onto the trails at J. Neils Memorial Park. This particular entrance is located at the Northwood end of the park. The steel post has a sign about park rules for dogs and keeping the area clean. As this steel post is just inside the entrance, it can be difficult to maneuver around.
 - Repaving sections of the J. Neils Trail. Specifically Champion Haul Road, section between 5th street and the Champion Haul Road bridge, and around the Libby Fishing Pond.
 - Where the J. Neils Trail continues from the west side of J. Neils Memorial Park onto Champion Haul Road, the gravel area should be paved.
 - Review areas of conflict along J. Neils Trail. For example, the No Parking signs along the trail near the fish pond cause vehicles to park directly on the trail.



Alternative Bike Route. Courtesy of Google Earth.

Chapter 4. Sources of Funding

Funding is vital for the preservation, maintenance, and enhancement of recreational trails and facilities. The table below presents information on grants and other available funding sources that will not only help in the implementation of this plan, but future projects as well. It is highly recommended to start the application process early. Many of the grant applications are highly competitive and require several documentation as part of the application process.

Funding Source	Description	Requirements and Restrictions	Application Dates
Revenues from Local Taxes and Fees	<ul style="list-style-type: none"> • Upon approval by the county, funds to support recreational opportunities can come from the following: <ul style="list-style-type: none"> • Impact or mitigation fees • Property or sales tax • Bonds • Tax Levies • Visitor service tax • Real estate excise tax • User fees • Resort sales tax 	<ul style="list-style-type: none"> • May require voters' approval. 	N/A
Recreational Trails Program (RTP)	<ul style="list-style-type: none"> • Funding comes from the Federal Highway Trust Fund and is administered by Montana State Parks in conjunction with the State Trails Advisory Committee. • Eligible projects: <ul style="list-style-type: none"> • Maintenance and restoration of existing recreational trails; • Development and rehabilitation of trailside and trailhead facilities and trail linkages for recreational trails; • Purchase and lease of recreational trail construction and maintenance equipment; • Construction of new recreational trails (with specific requirements when federal land is involved); • Acquisition of easements and fee simple title for recreational trail corridors; and • Assessment of trail conditions. <p>http://stateparks.mt.gov/recreation/rtpGrants.html</p>	<ul style="list-style-type: none"> • Only one grant application per grant cycle. • Environmental review documents may be required. • Support letters required. • Must meet ADA requirements. 	December - March

Transportation Enhancement Activities	<ul style="list-style-type: none"> Provides funding for types of surface transportation including bike and pedestrian paths. http://www.fhwa.dot.gov/environment/transportation_enhancements/	<ul style="list-style-type: none"> Organizations can apply for funding from their state department of transportation. 	No deadline
National Trails Fund	<ul style="list-style-type: none"> Privately funded grant administered by the American Hiking Society for the improvement of hiking trails. Awards range from \$500-\$5,000. http://www.americanhiking.org/national-trails-fund/	<ul style="list-style-type: none"> Organizations must be a part of the Hiking Alliance. Only 501(c)(3) non-profit organizations are eligible. Hiking must be the main use, but multi-use “human-powered” trails are edible. Projects must be completed in one year. Only one grant application per year Application requires documentation on budget, maps, timelines, description, and a final report. 	January – February
PeopleForBikes Community Grant Program	<ul style="list-style-type: none"> Funds bicycle projects such as infrastructure and safety initiatives Funds go towards: <ul style="list-style-type: none"> Bicycle paths, lanes, trails, and bridges; Mountain bike facilities; Bike parks and pump tracks; BMX facilities; and Bike storage and bike racks. http://www.peopleforbikes.org/pages/community-grants	<ul style="list-style-type: none"> Restrictions are based on type of funding project. Requires letter of interest, full application, description, budget information, and progress report. 	December – April June – October
The Conservation Alliance	<ul style="list-style-type: none"> Has several grants to protect wild places both to preserve habitats and recreation. http://www.conservationalliance.com/grants/	<ul style="list-style-type: none"> Must be nominated by a member company (website provides list of members). 	May – June November - December
International Mountain Bike Association (IMBA) Grant Program	<ul style="list-style-type: none"> Provides funding to chapter organizations. Funding goes toward trail and bike projects. https://www.imba.com/resources-grants/imba-grants-program	<ul style="list-style-type: none"> Require documentation includes a 200 word description, budget, contact information, tax forms. Organizations must be a 501(c)(3) non-profit. 	August
CLIF Trail Preservation Grants	<ul style="list-style-type: none"> \$500 grants to fund trail enhancement projects. https://www.imba.com/resources-grants/imba-grants-program	<ul style="list-style-type: none"> Must be a chapter organization of IMBA. Requires a one-page description of project. 	August

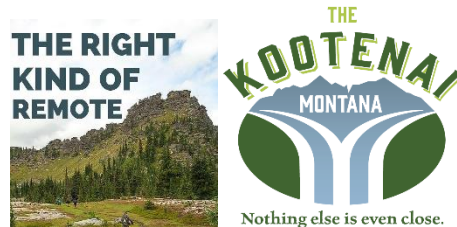
Matching Awards Program	<ul style="list-style-type: none"> Administered by the National Forest Foundation to enhance forest health and outdoor experiences. Includes trail maintenance, bridge constructions, trail drainage structures. Typical award amount is \$25,000. https://www.nationalforests.org/grant-programs/map	<ul style="list-style-type: none"> Eligible applicants are 501(c)(3) organizations, universities, and Native American tribes. Required documentation includes letter of support, completed application and questionnaire. Requires one to one match in funds. 	Deadlines are January and June
Ski Conservation and Forest Stewardship Funds	<ul style="list-style-type: none"> Administered by the National Forest Foundation to enhance forest health and outdoor experiences. Funding from the Ski Conservation and Forest Stewardship funds. https://www.nationalforests.org/grant-programs/stewardship-funds	<ul style="list-style-type: none"> Location of approved projects may be limited. Eligible applicants are 501(c)(3) organizations, universities, and Native American tribes. Required documentation includes letter of support, completed application and questionnaire. Requires a match of 50% of funds. 	Deadlines are December and April
National Wilderness Stewardship Alliance	<ul style="list-style-type: none"> Grants go towards wilderness stewardship activities. This includes funding available for wilderness trails. Grants include: <ul style="list-style-type: none"> Wilderness Stewardship Performance Grant Boots on the Ground Grant Program http://www.wildernessalliance.org/grant_program	<ul style="list-style-type: none"> This is a matched grant. Requires budget information, description of project and stewardship involvement. 	April
Rivers, Trails, and Conservation Assistance Program	<ul style="list-style-type: none"> Administered by the National Parks Service. Grant supports community led conservation projects and outdoor recreation. Applicants can be federal, state, local governments or community groups and organizations. https://www.nps.gov/orgs/rtca/apply.htm	<ul style="list-style-type: none"> Requires application, site location map, three letters of commitment, project details. Goals must entail conservation and recreation. Must show that project has community support. Must adhere to the National Park Service mission. 	June
Secure Rural Schools Resource Act Advisory Committee (RAC)	<ul style="list-style-type: none"> Provides funding for special projects including trail infrastructure and maintenance. http://www.fs.usda.gov/main/pts/specialprojects	<ul style="list-style-type: none"> Requires an online application process including budget information, environmental analysis, a project description, and monitoring plan. 	April

Chapter 5. Looking Ahead

Libby has a bright future in recreational tourism. This is due, not only to its natural setting, but also to the individuals and organizations devoted to improving their community. During the research phase of this project, those who were interviewed expressed many ideas and descriptions of how Libby can improve its recreational facilities. Although many of these ideas were outside the scope of this project, it is extremely important to provide a brief description for their inclusion in any future planning. This chapter presents these ideas as well as events and other opportunities that will contribute to Libby’s future as a recreation destination hotspot.

Rebranding “The Kootenai”

Lincoln County has recently completed a year-long project to involve the community in re-shaping a new brand that encompasses the area broadly known as “The Kootenai.” A partnership among Lincoln County Commissioners, the Kootenai River Development Council, the University of Montana and PartnersCreative has resulted in a focused new brand messaging system that will engage the community and attract visitors to the region. This effort presents an opportunity to refresh and reestablish local identities (for both internal and external audiences) and set the stage to create a more aspirational future. With work completed for rebranding and a messaging platform, the project is entering the next steps of deploying the brand.



Deploying “The Kootenai” Brand: Libby Area Chamber of Commerce Web Platform

The Libby Area Chamber of Commerce is evaluating funding opportunities to develop digital content for visitors coming to Lincoln County. The objective is to transform the existing Libby Chamber of Commerce website to reflect and communicate the newly developed brand and messaging. This would include richer content available to the public on a range of devices including mobile devices and tablets – a very likely use scenario for visitors. This site would become the “hub” for activities related to the newly developed “The Kootenai” brand for both visitation and economic development purposes. A strong online presence anchored by the Chamber will set the tone and standard for community efforts. This will be a valuable opportunity to promote existing trail developments and activity.

Additional Web-based Opportunities

Explore Libby Montana: The Explore Libby Montana website was created and is currently managed by Dejon Raines, a former member of City Council. Although still in the works, this website offers great information for locals and for those visiting the area. The site lists outdoor

attractions located near Libby such as the Kootenai Falls and Swinging Bridge, Libby Dam, and Ross Creek Cedars as well as indoor attractions such as Yoga Studio and Dome Theatre. The site offers very detailed descriptions and photos of what the recreational trails offer for both the summer and winter seasons.

Online Trail Databases: Today, trail enthusiasts use mobile apps and internet sites to find hiking and mountain biking opportunities. This plan suggests adding trails to online databases to better attract and guide visitors to the area. Apps and internet sites include mtbproject.com (partnered with the International Mountain Bike Association), hikingproject.com, trailforks.com, alltrails.com, and americantrails.org.

Visitor Assessment

This summer, the Kootenai River Development Council hired an outside company to conduct a visitor assessment of the Libby area. Visitor assessments are used to measure the visitor's experience as an objective, third party evaluation of the community. The visitor assessment will conclude in September 2016 and the outcome will reveal crucial information for Libby's improved perception, both by the community and visitors. A short term action plan will be discussed.

Heritage Museum

The Heritage Museum has received grant funding to continue restoration efforts and a strategic plan for exhibit development of a Shay Steam Locomotive (serial #1643) and an 1876 passenger car. As part of restoration efforts, the Heritage Museum hopes to have the locomotive in working order and provide excursion rides on a track. Ideas on where to place the track are on a piece of land managed by the Port Authority.

Destination Magazine for the Kootenai Region

The Venture Inn is a big advocate for tourism and recreational activities in Libby. Soon, the Venture Inn will be publishing a visitor magazine, which could be used to promote all trail activities in the area.

Preliminary List of Trail Improvements

The following is a preliminary list of improvements that may enhance existing trails, develop new trails, and/or connect recreation opportunities. This list should be periodically reviewed and updated by the Trails Advisory Committee.

Preliminary List of Trail Improvements				
Item	Name/Brief Description	Est. Cost	Goal	Lead Organization
1	Trail User Conflict Management. Install signage for sharing the trail and appropriate trail etiquette.	TBD	TBD	TBD
2	J. Neils Trail. Provide kiosks and information noting history and location of amenities such as the Libby Fish Pond and Heritage Museum.	TBD	TBD	Lincoln County
3	5th Street Pedestrian Improvements. Apply safety measures, such as sidewalks or bike lanes, to separate pedestrians and bikers from vehicles.	TBD	TBD	City of Libby
4	Wayfinding to the J. Neils Trail. A. As an interim measure install signage and safety features to direct hospital employees and guests to the J. Neils Trail. B. Install signage that directs residents and visitors from town, along 5th Street, and to the J. Neils Trail. C. Install signage that directs users from J. Neils Memorial Park to the J. Neils Trail.	TBD	TBD	City of Libby
5	Ski Dale Park. Install a sign to clearly identify Ski Dale Park.	TBD	TBD	Libby Parks District
6	Old Snowshoe Road Trail Improvements. The County Road crew will be making improvements to unimproved county right-of-way to develop a 6 mile trail in the vicinity of Leigh Lake.	TBD	TBD	Lincoln County Road Department - District 1
7	Port Authority Improvements. Complete the following projects: A. Restoration of Stimson Haul Road as a trail. B. A general location of a parking lot. C. Establish a safe pedestrian crossing on the footbridge that crosses Libby Creek.	TBD	TBD	Lincoln County Port Authority.

8	Parking Areas for J. Neils Trail. Improve the parking areas along 5th Street and Spencer Road.	TBD	TBD	City of Libby
9	Lincoln County Shooting Complex. Determine extent to which the Lincoln County Shooting Complex will expand their facility.	TBD	TBD	TBD
10	Inventory roads. Create an inventory of seasonal and restricted roads that are most commonly used as trails.	TBD	TBD	TBD
11	Highway 37 Bridge. Increase the width of the pedestrian pathway across the Highway 37 bridge that crosses the Kootenai River.	TBD	TBD	Montana Department of Transportation
12	Rumble Strips and Grating. Along highways, mark the location of rumble strips and grating that are hazardous to cyclists.	TBD	TBD	Lincoln County
13	Promote the trails. Design a brochure and/or map to inform visitors and residents of trail activity.	TBD	TBD	Lincoln Co. Port Authority
14	Keep pedestrian and bike paths entrances clear. Removal of steep posts and other items that obstruct safe entry onto walking and bike paths.	TBD	TBD	City of Libby, Lincoln County, Libby Parks District
15	Repave sections of the J. Neils Trail. Repave sections of the J. Neils Trail in need of repair.	TBD	TBD	Lincoln County

Chapter 6. Conclusion and Next Steps

The greater Libby region is well suited and overdue for trail-based economic development. This Trails Plan will provide the pathway to capitalize on the economic development potential associated with both new and existing trails. Additionally, the Trails Plan will be a first critical step to increase public awareness and conservation efforts throughout the greater Libby area. Moreover, it will provide a backbone from which future expansion of trails and recreational opportunities could extend improving regional connectivity and opportunity. It will reflect not only the desires of the local recreational community, but also the immediate and ongoing working relationships forged between the many agencies, land owners and interests involved. For all these reasons, the implementation of a focused plan will be a boom to our community and our region, economically and culturally. The following is a list of crucial next steps that need to occur for the successful implementation of the Trails Plan.

- Finalize and Adopt the Greater Libby Area Trails Plan:
This is a crucial step in any plan implementation as it illustrates community support and allows the plan to be referenced by any city or county planning documents currently under development. It is recommended that this plan be approved or endorsed by Lincoln County, the City of Libby, the Libby Parks District, and other organizations as appropriate.
- Update City and County Planning Policies:
The planning policies for the City of Libby and Lincoln County must be updated to reinforce the value of the content in this document. This sets the foundation for future actions and serves to support funding strategies.
- Establish a Trails and Recreation Position:
The attached addendum is a preliminary report that presents the need for a Trails and Recreation Position in the greater Libby area. Once a decision is made on how the position will be funded and supported, the position must be advertised and filled.
- Form an Advisory Board:
It is strongly advised that an advisory board, or trails committee, be established in the community. An advisory board will support the Trails and Recreational Position by providing input, information, and data for future trail development opportunities. An advisory board should consist of members from City Council, Lincoln County, Libby Parks District, the U.S. Forest Service, and at least 3-4 members from recreational clubs and organizations.
- Prioritize Trail Development Opportunities:
The Trails Plan is a six-year plan. Therefore, a list of priorities for trail development must be established by the Trails and Recreation Position and Advisory Board. An update every six years is recommended.
- Design and Implement a Comprehensive System of Signage and Promotion:
A comprehensive system of signage using a shared logo is critical, particularly for visitors new to the area. The information and data presented in this plan should be used

for the promotion and future signage. This includes brochures, web-based information, trail maps, information kiosks, and wayfinding strategies. Examples and ideas are presented in Appendix G.

- Implement the Plan:

Following the adoption of the plan, hiring an individual for the Trails and Recreation Position, and establishing an advisory committee, the plan should be implemented. In doing so, consideration may be given to establishing a non-profit organization to assist in fundraising.

- Evaluate and Modify the Plan:

As projects are successfully completed, new projects can be designed and implemented. Adjustments will be required so the plan can be periodically reviewed and updated. Along the way, don't forget to document your achievements and celebrate your successes.

Chapter 7. Resources

- English, D. (2014). Outdoor Recreation: Jobs and Income. Federal Interagency Council on Outdoor Recreation. Retrieved from <http://www.fs.fed.us/research/docs/outdoor-recreation/recreation-economy.pdf>
- Henline, B. (2015). Sights Set on Gun Range Expansion. The Western News. Retrieved from http://www.thewesternnews.com/members/sights-set-on-gun-range-expansion/article_7dc15a5c-be97-11e4-90aa-8b4af53f1009.html
- Kootenai Country Montana. (2016). Lincoln County Shooting Complex. Retrieved from <http://kootenaicountrymontana.com/shooting-ranges>
- Libby City Planning Board. (2010). City of Libby Growth Policy. Retrieved from http://cityoflibby.com/wp-content/uploads/LibbyGrowthPolicy_Final_110110.pdf
- Lincoln County Planning Board. (2009). Lincoln County Growth Policy. Retrieved from <http://www.lincolncountymt.us/planning/2009-LINCOLNCOUNTYGROWTHPOLICY.pdf>
- Montana Interagency Access Council. (2001). Montana Access Guide.
- Montana State Parks. (2014). Montana 2014-2018 Outdoor Recreation Plan. Retrieved from <http://stateparks.mt.gov/about-us/scorp.html>
- Outdoor Foundation. (2014). Outdoor Participation Report. Retrieved from <http://www.outdoorfoundation.org/research.participation.2014.html>
- Outdoor Industry Association. (2012). The Outdoor Recreation Economy Report. Retrieved from <https://outdoorindustry.org/research-tools/research-reports/>
- Ruby, Charles L. (2015). The Next Generation of Live, Work, and Play. Area Development Online. Retrieved from <http://www.areadevelopment.com/workplace-trends/Q4-2015/attracting-top-talent-to-rural-locations-444318.shtml>
- USDA Forest Service. (2013). National Visitor Use Monitoring Results. Retrieved from http://www.fs.fed.us/recreation/programs/nvum/2012%20National_Summary_Report_061413.pdf
- USDA Forest Service. (2015a). Kootenai National Forest Land Management Plan. Retrieved from http://www.fs.usda.gov/Internet/FSE_DOCUMENTS/stelprd3826663.pdf
- Weyerhaeuser Company. (2016). About Recreational Access. Retrieved from <http://weyerhaeuser.com/timberlands/recreational-access/about-recreational-access/>
- Weyerhaeuser Company. (2016). Weyerhaeuser completes merger with Plum Creek. Retrieved from <http://investor.weyerhaeuser.com/2016-02-19-Weyerhaeuser-completes-merger-with-Plum-Creek>
- Wilderness Society. (2010). Wilderness Raises the Value of your Home. Retrieved from <http://wilderness.org/blog/wilderness-raises-value-your-home>

Appendix A. Information and Insights from Agencies, Organizations, and Businesses

Success for the Trails Plan is dependent on the future dialogue and relationships of the many agencies, organizations, and businesses within the greater Libby area. Descriptions of groups involved in this project are listed below as well as valuable feedback and insights.

Cabinet Backcountry Horsemen

- The Cabinet Back Country Horsemen (BCH) is a chapter of the Back Country Horsemen of America, a non-profit 501(c)(3) organization, dedicated to preserving the use of horses in the back country. They provide education, such as defensive horse safety and equine packing as well as assist government agencies in the management of land, trail maintenance, and treating noxious weeds.
- This organization is vital to the Libby area and are committed to keeping trails clear and open for all users. Deena Shotzberger is the president of the Cabinet BCH and hopes that this plan will support the establishment and maintenance of new trails and be useful in seeking grants and funding.

Cabinet Mountain Medical Center

- Kate Stephens, DCMP, who is the Foundation Executive Director and Marketing Manager, hopes that this plan will be the first step in providing a connection between the Cabinet Mountain Medical Center to the J. Neil's Trail that travels along the east side of Libby along Libby Creek.
- Kerry Beasley, who represented the medical center at the kick-off meeting, hopes that the Trails Plan will open the doors for grants and funding opportunities.

Cabinet View Golf Club

- The Cabinet View Golf Course is an important amenity for Libby and its economy.
- The golf club is strategically positioned to provide additional access to trails in the Kootenai National Forest due to frequent use of an old road on the property.
- Because this area is the future location of a subdivision, this road may move. However, because of its high use, the Cabinet View Golf Club is open to keeping the road accessible to users.

County Commissioner Libby District – Mark Peck

- Commissioner Peck has been highly involved since the beginning of this project due to the need for a recreational plan for the Libby area.
- In a series of informal meetings to discuss implementation of the many trail development projects and ideas, there was an apparent need for a structured and focused plan and the need for a position to coordinate groups and activities.

City of Libby

- The City of Libby has expressed a need to better connect visitors and locals to recreational facilities in and near the city.
- Recreational facilities within the city include parks and walking trails.

Department of Natural Resources and Conservation

- The Department of Natural Resources (DNRC) is responsible for the management of Montana State - School Trust Lands located in the Libby Area. As such, they are an important contact for any trail development.
- School Trust Lands generate income to support schools and other public institutions.
- For any trail project, a letter of request must be submitted to the DNRC for evaluation. Once granted, the DNRC and party responsible for the trail will agree on the terms of use. The responsible party will be required to obtain a license, specified by the DNRC, and pay an annual fee.

Friends of Scotchman Peaks Wilderness, Inc.

- The Friends of Scotchman Peaks Wilderness (FSPW) is a small, grass roots, non-profit organization formed in 2005 dedicated to protecting 88,000 acres of Scotchman Peaks Primitive Area managed by both the Kootenai National Forest and Idaho Panhandle National Forest.
- This organization has been working to convince the U.S. Congress to designate the Scotchman Peaks as wilderness.
- The FSPW conduct research, lead hikes, hold events for educational and outreach purposes, and assist in recreational trail maintenance. They are a great resource for research into environmental protection, economic development, and benefits of trail systems.

Kootenai Cross Country Ski Club

- The Kootenai Cross Country Ski Club began in 1978 and is responsible for maintaining and grooming snow trails of the South Flower Cross Country Ski Trails. Club officers include President Greg Rice, Vice President Ben Scott, and Treasurer/Secretary Susie Rice.
- This organization has a long history of involvement in the community. At one time, President Greg Rice coached for the Bill Koch Youth Ski Club from which many kids competed in junior nationals. Today, the organization leads a winter recreation after school program to teach cross country skiing and rents out equipment packages to many participants.
- Their hope is to raise awareness of their organization's efforts to promote cross country skiing in the area and better connect Libby residents and visitors. Greg and Susie Rice also provided a lot of information for the bike trails in the area.

- Ben Scott, DDS has been heavily involved in the establishment of a new biathlon that will be located in the South Flower Creek area. The biathlon provide a new recreational opportunity for future generations. Development for a biathlon range has already begun and is expected to be completed before summer 2017.

Kootenai Forest Stakeholders Coalition

- The Kootenai Forest Stakeholders Coalition consists of a group of business owners, local elected officials, and community members. The Montana Wilderness Association works closely with this group to form new initiatives to protect Montana's wilderness areas.
- One of these initiatives is to extend the Cabinet Mountain Wilderness boundary.
- Due to these efforts, they hope to be a part of the discussion for future trail development that takes place in the Libby area.

Kootenai Mountain Riders

- The Kootenai Mountain Riders (KMR) is a non-profit organization that became established in 2015. KMR is a chapter of the International Mountain Bicycling Association and their mission is to promote, protect, and enhance mountain biking opportunities in northwest Montana.
- KMR members from Libby and Troy help to maintain the trails used for mountain biking within the area, such as Bobtail Ridge Trail located north of Libby.
- KMR hopes for more mountain biking opportunities in the future.

Kootenai River Development Council

- The Kootenai River Development Council (KRDC) is a non-profit organization that consists of a board of directors and staff dedicated to community and economic development in the Libby area.
- Core services include providing information for business expansion, retention, access to capital and technical assistance, and educational programs and seminars.
- The KRDC hopes that this project will stimulate the economy by means of trail-based economic development.

Libby Park District

- The Libby Park District was established 1986 by the Lincoln County Commissioners.
- According to the bylaws, the regulation boundary matches School District #4, and funding comes from a fiscal property tax within that boundary. Legal authorization is supported by the 1986 Montana Code Annotated 7-1-202.
- The Libby Parks District consists of a board of five volunteers from the Libby community appointed by the Board of County Commissioners. Currently the board members are Chair Jim Germany, Vice Chair Keith Ivers, Treasurer Bob DeBorde, Secretary Coral Cummings, and Bob Dodson.

- The main role of the Libby Park District is to establish an aquatic center in Libby.
- The board also supports parks and other projects that enhance recreational opportunities for the county. A map of the parks and amenities supported by the Libby Parks District can be found in Appendices D through F.
- The organization is open to supporting a planning position. This would allow the community to have a contact person regarding recreation in the city and county.

Lincoln County Libby Road District

- Marc McCully, the Libby Road Foreman for County District 1, has been instrumental in his support of trail development and maintenance in the Libby area. Proposed trail opportunities presented in this plan reflect information that he provided.
- A recreation planning/coordinator position would work closely with the Libby Road District both as a resource and future trail development and maintenance.

Lincoln County Port Authority

- The Port Authority has many plans to revitalize areas on their property, including revitalizing Stimson Haul Road and constructing a parking lot. Future and proposed trails within this area are detailed in this plan.
- The Port Authority is open to new opportunities for connecting Libby residents to trail networks, such as the J. Neils Trail.

Montana Wilderness Association

- The Montana Wilderness Association is governed by the Montana State Council and works with communities to protect the heritage and assets of wilderness areas for future generations. The association provides guided hikes, wilderness walks, and educational information.
- Due to Libby's close proximity to the Cabinet Mountain Wilderness, this association offers tremendous support for this project in connecting locals and visitors to the wilderness and may be a great resource for funding.

United States Forest Service – Kootenai National Forest

- The U.S. Forest Service in the Libby area is responsible for the preservation and management of the Kootenai National Forest.
- Nate Gassmann, the Libby District Ranger, and Chris Savage, the Kootenai National Forest Supervisor, have been active participants in the discussion for the Trails Plan.
- Due to budget cuts and the vast number of trail systems that span the Kootenai National Forest, there has been limited funds for the maintenance of trails. Therefore, the Kootenai National Forest is open to future partnerships with organizations to help manage the trails.

Weyerhaeuser Company

- Weyerhaeuser Company is a timberland industry based in Federal Way, WA that supplies wood, paper, and forest products.
- On February 19, 2016, Weyerhaeuser merged with Plum Creek Timber Company, Inc. who manage a significant portion of land in the greater Libby area.
- Due to the recent merger, access to recreational opportunities may change in the future.
- The Weyerhaeuser Company is open to recreational access on their land, but do not allow for future trail development.

Appendix B. Kootenai National Forest Management Areas

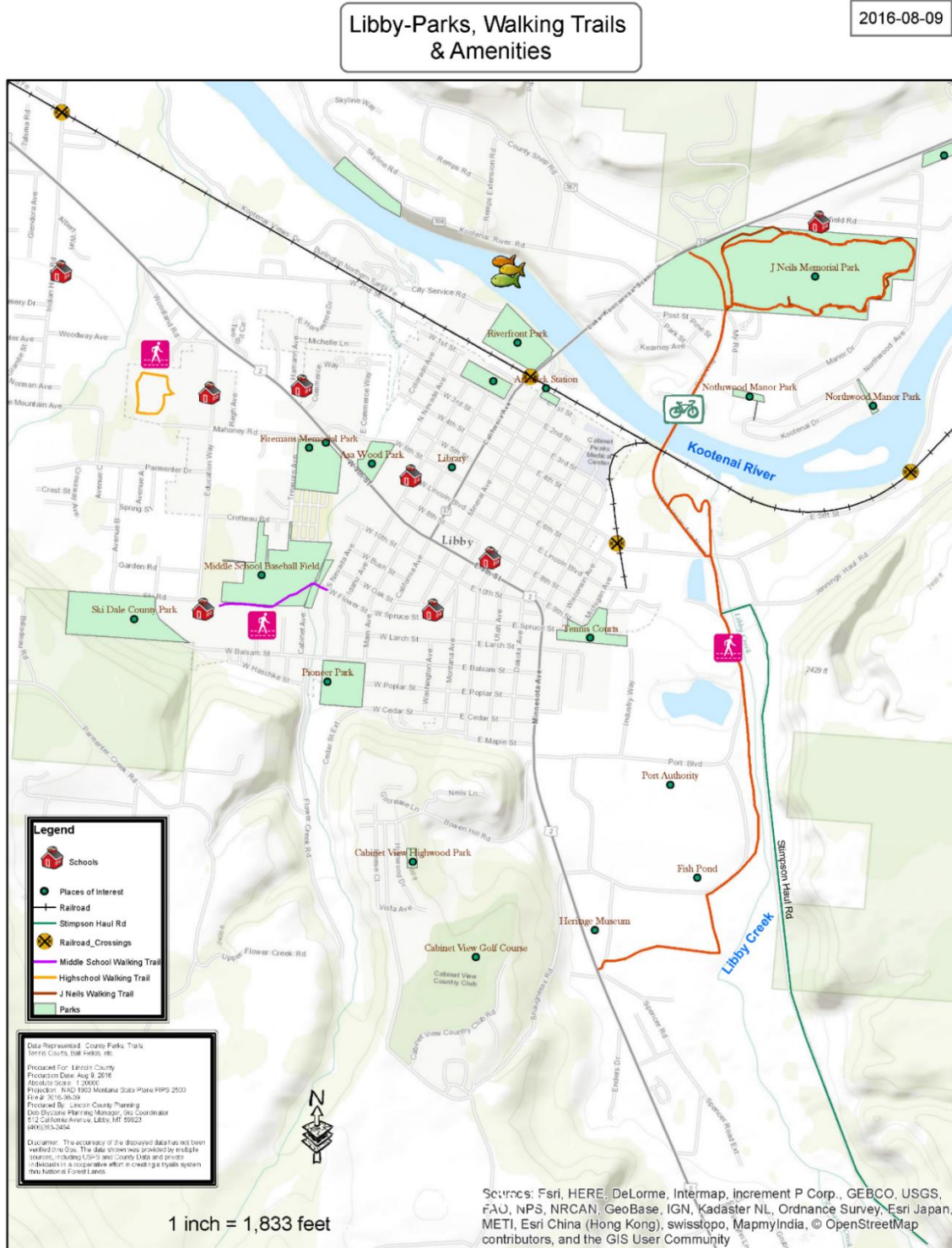
Management Area	Acres	Restricted Uses
1a – Wilderness	93,700	<ul style="list-style-type: none"> • Motorized Vehicle Use Not Allowed • Motorized Equipment is Not Allowed • Mechanized Use Not Allowed
1b – Recommended Wilderness	86,800	<ul style="list-style-type: none"> • Motorized Vehicle Use Not Allowed • Motorized Equipment is Not Allowed • Mechanized Use Not Allowed
1c – Wilderness Study Areas	34,100	<ul style="list-style-type: none"> • Motorized Vehicle Use Not Allowed (over-snow vehicles are permitted) • Motorized Equipment is Not Allowed (with exceptions) • Mechanized Use Not Allowed
2 – Eligible Wild and Scenic River	41,000	<ul style="list-style-type: none"> • All uses permitted (Motorized use in certain areas)
3 – Special Areas	29,100	<ul style="list-style-type: none"> • Motorized and Mechanized use permitted in Geological, Scenic, and Recreational. • Mechanized use permitted in Botanical, Historic, and Zoological on National Forest System Routes only.
4 – Research Natural Areas	9,800	<ul style="list-style-type: none"> • Motor vehicle use is not allowed. • Mechanized use allowed on National Forest System routes only
5a – Backcountry (Non-motorized year round)	246,800	<ul style="list-style-type: none"> • Motor vehicle use is not allowed. • Mechanized use is allowed.
5b – Backcountry (Motorized year round)	169,800	<ul style="list-style-type: none"> • Motor vehicle use is permitted on designated routes. • Mechanized use allowed.
5c – Backcountry (Motorized winter, non-motorized summer)	86,500	<ul style="list-style-type: none"> • Motor vehicle use is not allowed (over-snow vehicle use is permitted) • Mechanized use allowed.
6 – General Forest	1,408,600	<ul style="list-style-type: none"> • Motor vehicle use is allowed. • Mechanized use is allowed.
7 – Primary Recreation Area	12,900	<ul style="list-style-type: none"> • Motor vehicle use is allowed. • Mechanized use is allowed.

Source: United States Department of Agriculture (2015a).

Appendix C. Inventory of Kootenai National Forest Trails in Libby Area

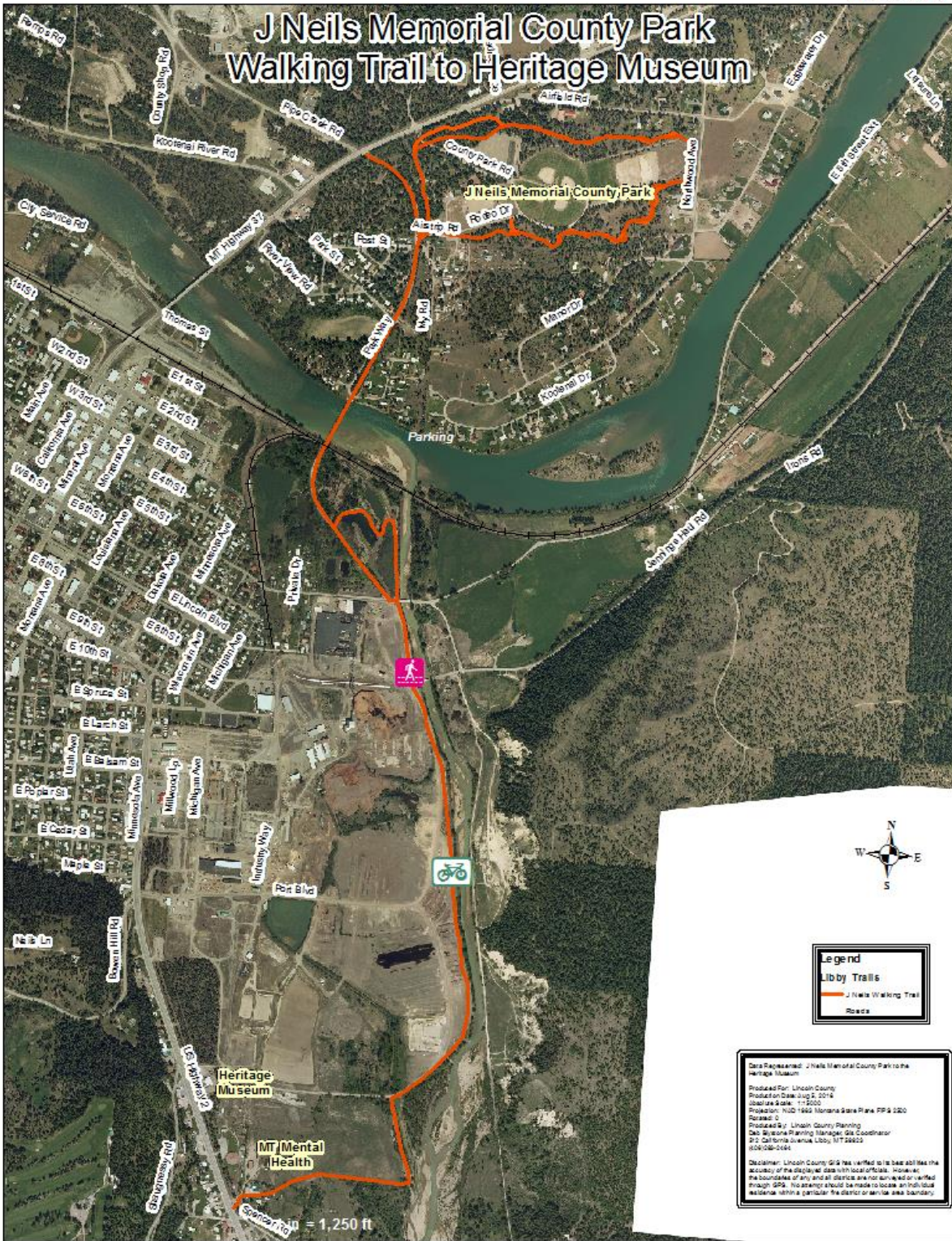
Trail Name	Trail Number	Trail Mileage	Trail Difficulty
Bear Creek Cross Country Ski Trails	SNO827	Varies	Depends on Season
Big Cherry Creek	131	3.18	Difficult
Bighorn Boat Launch - Black Eagle Trail	42	5.63	Easy
Bobtail Ridge	375	8.44	Medium - Difficult
Cabinet Divide North	360N	8.61	Difficult
Cedar Creek	141	5.45	Medium
Flower Bypass	134	2.01	Medium
Flower Bypass Trail A (Jump Up Trail)	134A	0.33	Easy
Flower Creek	137	6.01	Medium
Flower Creek Lookout	16	0.95	Medium
Grambauer Ridge	383	4.96	Difficult
Grambauer Ridge Tie	383A	2.35	Difficult
Granite Creek	136	6.03	Medium
Hanging Valley	135	0.75	Difficult
Historic Highway 2 East	2E	2.19	Easy
Historic Highway 2 West	2W	2.36	Easy
Indian Head	14	3.45	Difficult
Leigh Lake	132	2.01	Medium
Lindy Peak	375A	0.24	Easy
McKay Mountain	471	1.3	Difficult
Minor Lake	317	3.75	Difficult
Norman Mountain	316	2.29	Difficult
North Fork Parmenter	139	2.75	Difficult
Parmenter Creek	140	6.15	Medium
Parmenter Flat	817	1.58	Easy
Parmenter Tie	15	1.97	Medium - Difficult
Scenery Mountain	649	4.97	Medium
Sheldon Mountain Trail Network	376	7.12	Medium - Difficult
Snowshoe Pipeline	125	0.57	Medium
South Flower Cross Country Ski Trails	SNO816B	Varies	Depends on Season
Taylor Peak	320	9.88	Difficult
Williams Creek/Grambauer	322	3.67	Difficult

Appendix D. Current Parks, Walking Trails, and Recreational Amenities

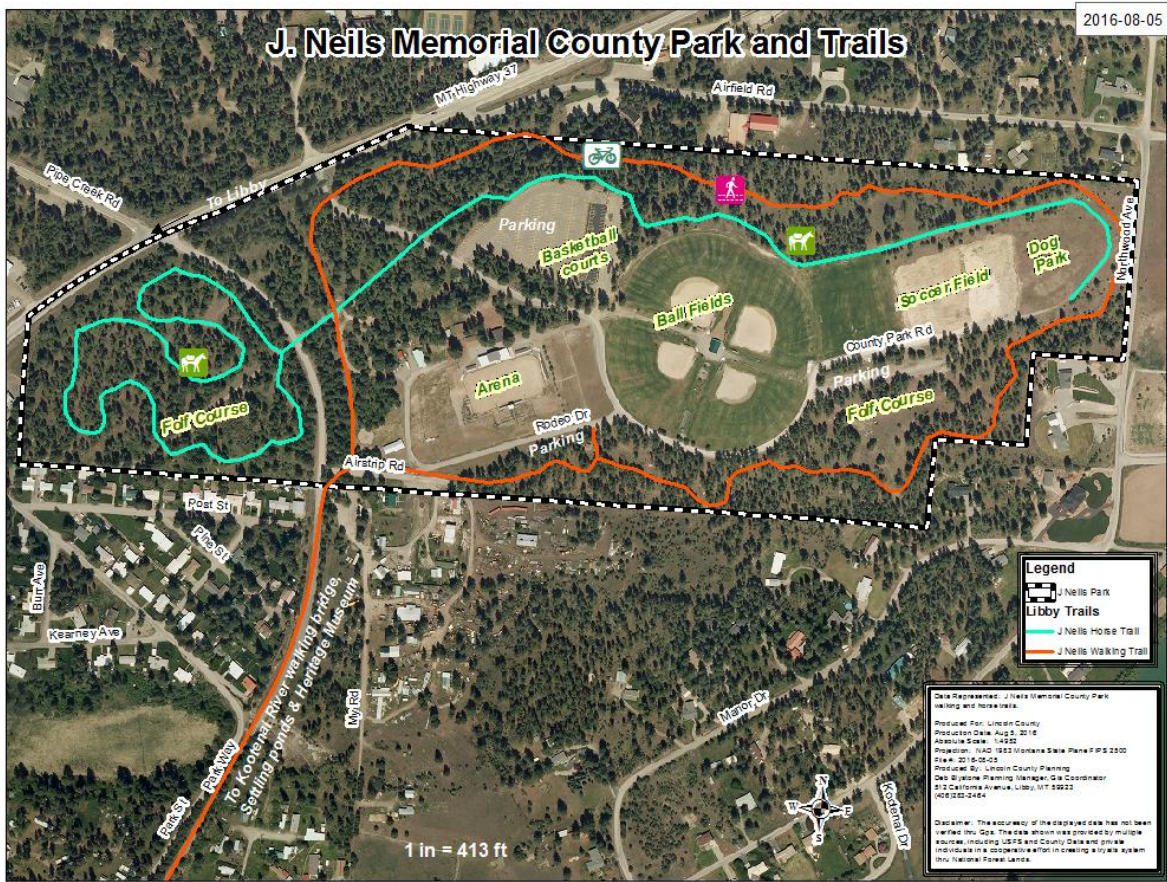


Appendix E. Complete Map of the J. Neils Trail

2016-08-05-1



Appendix F. J. Neils Memorial Park and Trails



Appendix G: Ideas for Promotion and Signage



Kiosk at Colville National Forest



Brochure of the Northeast Washington Trails



Logo painted on the Spokane Centennial Trail



Large maps of the Selkirk Loop and Wild Horse Trail located at the Bonners Ferry Visitor Center



Urban Trailhead to the Palouse Trail between Pullman, WA and Moscow, ID



Share the Trail logo from the organization, Steams and Valleys in Fort Worth, TX

Addendum: Proposal for a Trails and Recreation Position for the Greater Libby Area

The Kootenai River Development Council has commissioned a plan for trails and recreation in the greater Libby area for non-motorized use. This Plan is nearing completion. Part of the scope and integral to the Plan is the assessment of leadership capacity to guide and coordinate trail plan implementation and other related needs. This report effectively begins the discussion on the creation of an outdoor recreational planner position for the Libby area.

Current Status and Capacity

There is no position that is directly accountable for the management or development of recreation opportunities in the Libby area.

Public/Agency Oversight:

- There are 3 Park Districts (Libby, Eureka and Troy) in Lincoln County with small allocations from the County budget. Each District operates independently and Board members are assigned by the County Commissioners. The Libby Parks District was formed in 1986 to help establish funding and direction for a Libby Aquatics Center. During the ensuing years this role has changed to serve needs of the Libby recreation community. The Libby Parks District continues to be active providing small amounts of funding for the Libby recreation interests.
- The U.S. Forest Service has Recreation Specialists in each District of the Kootenai National Forest including the Libby Ranger District. This responsibilities of Recreation Specialists are much wider than the subject of this paper, but does include opportunities to develop and manage trails for multiuse on the Kootenai National Forest.

Recreation Clubs: There are many active formal and informal recreation groups in the greater Libby area and Lincoln County. These groups have contributed to the Trail Plan and will continue to take an active grass roots role in this effort (i.e. Cabinet Back Country Horsemen, Kootenai Cross Country Ski Club, Kootenai Mountain Riders).

This overall goal of this position is to establish and implement the local commitment to a long term plan and sustained management/enrichment of individual outdoor lifestyle, community amenities and visitor perception.

Direct and Indirect Community Impacts:

As the quality of outdoor recreation becomes a more significant criteria for our quality of life, this position will serve many impacts, both directly and indirectly. These impacts will build upon an increasing demand of our communities to experience an enriched Live Work Play balance in their life.

1. Community Revitalization and Health - understand and advance the community's relationship to the greater trail systems and increase recreational amenities.
2. Regional Economic Development - packaging trails as a quality of life enhancement to retain or recruit businesses, specialty work skills and residents. Additionally, this benefit will minimize leakage and adding economic multipliers from the enhanced access and trail systems and amenities.
3. Tourism Development - using trails as a way to attract and retain visitors supporting the hotels, restaurants and other tourism related businesses.

These impacts are not produced overnight, but are manifested by the careful focus of a long term vision.

Position Description:

The following position description is developed to address the need for the above impacts. It is suggested as an outline for discussion purposes.

The position of Director of Trails and Recreation Planning is responsible to an interagency commission of the Libby County Commissioner, City Council and Libby Parks District.

JOB TITLE:	Director of Trails and Recreation Planning
DEPARTMENT:	TBD
SUPERVISOR:	County Commissioner
SALARY RANGE:	TBD
EXEMPT STATUS:	Exempt
LAST REVISION:	8/31/2016
ADVISORY BOARD:	Suggested members - members of City Council, Libby Park District, 3- 4 members of Recreational Groups, USFS

The goal of this newly created position is to develop and promote a network of recreational trails and outdoor amenities for recreational purposes. The footprint is **in and around** Libby, MT. Initially the position will focus on the development of a comprehensive network of trails and related recreational opportunities including but not limited to hiking, street biking, mountain biking, cross country skiing, biathlon, and back country horse riding, Over time the position will increase in focus to include development of other amenities and general enhancement of all recreation opportunities throughout the greater Libby area to include community ice rinks and aquatic facility.

Duties and Responsibilities:

1. Finalize and present for adoption the one year work plan to implement the Greater Libby Area Trails Plan and other needs/objectives that may be identified in this period. Establish suggested work plans for year 2 and year 3.
2. Participates in the administration and execution of annual work plans for recreation resources. This may include the following:

- a. Develops plans for potential sites or areas for additional recreation use and planned development. Gathers relevant information and project cost for recreation facilities, maintenance, and operation. Develops source documents for managing and carrying out management plans.
- b. Develops, plans, and monitors construction of any trails, parking areas, trailhead facilities, campgrounds, picnic areas, parking areas, and access roads in consultation with other resource personnel appropriate to social interests and natural resources available.
- c. Gathers, compiles, and analyzes data needed to determine proposed resource management activities.
- d. Responsible for developing contract language for assigned projects and vendors.
- e. As needed develops environmental documents including impact of statements concerning proposed recreational sites and special uses.
- f. Communicates program information to the public, agencies and media.
- g. Works with State, Federal and local law enforcement agencies to ensure compliance with federal and local laws.
- h. Evaluate the funding needs of these projects and design a probable funding plan to support any needs of the annual work plans.
- i. Identifies other technical resources outside of the Director's scope to implement Work Plans.
- j. Prepares and submits monthly and annual activity reports, financial reports.
- k. Oversees departmental revenue, expenditures and appropriations.
- l. Participates in local, regional, state and federal recreational planning groups.
- m. Writes and develops studies and grants as may be needed or directs other resources on these endeavors.
- n. In alignment with funding opportunities identify and develop marketing and promotional materials including printed, social media, and internet based materials to inform and promote our local trails system.

Skills and Knowledge: Highly desired skills and knowledge includes:

- a. Knowledge of principles and practices of project management, contract and grant administration including research, development and implementation of projects/programs, vendor, contractor and user agency coordination.
- b. An understanding of the planning process, economic development, tourism, and/or parks and recreation management at the local level.
- c. Highly organized and capable or working on several activities at the same time effectively.
- d. Ability to work effectively with a wide range of personalities and communication styles.
- e. Must possess good organizational skills and have ability to work with infrequent direct supervision.
- f. Ability to communicate effectively, both orally and in writing. Ability to prepare clear and concise written reports and correspondence.
- g. Plan, organize and direct community workshops, meetings and conferences.

- h. Self-motivated and able to work independently.
- i. Proficient in Microsoft software.

Minimum Qualifications: Bachelor’s degree in planning, public administration, parks and recreation management, or the equivalent in field of study and experience in planning, parks, recreation management, economic development, tourism development, or related field of employment. A master’s degree, internships, volunteer activities, and/or community based learning experiences may be substituted for the work experience.

Hypothetical Funding Matrix:

As this is a newly developed position it is proposed that a cost share agreement be reached among the City, Parks District and County. The proposed position is a 3 year contract commitment, during which time, an evaluation of the community benefits and other possible funding should be developed. The funding matrix below illustrates the proposed share of the cost for the City of Libby, Parks and Recreation Board, and Lincoln County.

	Year 1	Year 2	Year 3
City of Libby	1/3	1/3	1/3
Parks and Recreation Board	1/3	1/3	1/3
Lincoln County	1/3	1/3	1/3
Total	1/3	1/3	1/3
Benefits	County to pay	County to pay	County to pay

Trends in Outdoor Recreation

There are numerous studies and reports that show outdoor recreation has a tremendous impact on the U.S. economy. The statistics are endless, trends are significant, but not specific enough to extrapolate conclusions for our local region. It is clear that the trend line is growing, even during our most recent recession (5% annual expansion in the industry).

To add further, rural communities in close proximity to a wilderness area experience more of an economic impact. Wilderness can increase property values (almost by 19 percent), raise income levels, decrease unemployment, boost recreation and tourism, and attract businesses.

Due to the close proximity to the Kootenai National Forest, the Cabinet Mountain Wilderness, and Kootenai River, the greater Libby area is blessed with an abundance of recreational assets that can contribute greatly to its local economy.

One Last Note: Traditionally, the economic impact of outdoor recreation depended on the individual, both visitor and resident alike. Today, the current trend in outdoor recreation is

affected by where businesses choose to relocate. With the advancement in technology and streamline use of social media, more and more of the workforce are looking for places to "live, work, and play." According to Charles Ruby (2015) of Area Development Online, quality of life and availability of talent are the key drivers to economic success in today's society. The potential for both exists in most rural communities where there is a sense of uniqueness and a place to enjoy the outdoors (Ruby, 2015).

Attachments:

4 Case Studies of Trail Plan Efforts

Case studies were compiled to review like communities with committed management of their recreational amenities. There is no common denominator in reviewing these areas. Every region has very different organizational, funding structure and slightly different focus and priorities, i.e., conservation and tourism.

Bonner County, Idaho

- Bonner County recently created the Bonner County Trails Plan in June 2016. Focus started on just one trail system and expanded to include the entire county.
- This effort was led by the Trail Mix Committee who worked with the Idaho Conservation League, a non-profit organization, and Trust for Public Land.
- The Trail Mix Committee was formed to provide communication and coordination of the various jurisdictions. Leadership consists of a Chair (also Chairman of the Board of Commissioners), Vice-Chair (works for the BLM), Secretary, and Treasurer.
- Much like Libby, there were many plans for the trails by different groups.
- Currently, the Trail Mix Committee leads efforts to implement the Bonner County Trails Plan and facilitate communication among interested groups. Main responsibilities are to provide collaboration and serve as an advisory committee.
- During the creation of the Bonner County Trails Plan, a new county position had been established, the Director of Bonner County Parks and Waterways and Recreation. The Trail Mix committee would work closely with the Director to coordinate jurisdictions and groups.
- Barriers for creating a planning position include structure and funding.
- Members of this committee participate as a part of their own jobs, otherwise, it is a volunteer committee.

Fernie, British Columbia, Canada

- In Fernie, there are two separate organizations of note. One leads management and conservation efforts while the other markets Fernie tourism.
- The Fernie Trails Alliance “works with outdoor recreation groups, government, private land owners to enhance, maintain the Fernie Trail Network.” Their mission is to “Maintain responsible non-motorized trail access on Crown lands and private lands in the Fernie area.”
- Membership includes those from clubs and organizations, corporations, and board of directors. Membership fees go directly to trail management efforts. Committees include Community and Business Relationships and Fundraising, Governance (which ensures that the board is following legal and ethical standards), Trail Maintenance and Construction, and Trail Signage and Infrastructure Inventory.
- Tourism Fernie is a Destination Marketing Organization (DMO), a membership-based organization focused on marketing and tourism. Their mission is to “increase visitation and revenue for stakeholders through tourism marketing.”
- Began as a non-profit society in which marketing business came together under one brand. Today, businesses and organizations must be members in order to promote

under the Tourism Fernie brand. Revenues are generated from membership fees, a 2% additional hotel room tax (AHRT/MRDT), and partner marketing.

- Positions include an Executive Director, Administrative and Marketing Coordinator, and a Social Media and Content Coordinator. Board of Directors consists of 11 members. Has produced maps of trail network. <http://tourismfernie.com/stakeholders/about-tourism-fernie>

Kimberley, British Columbia, Canada

- The Kimberly Trails Society began as a group of “enthusiasts” to build and maintain trails. They gained recognition from Recreational Sites and Trails BC.
- Money is raised through membership, t-shirts, and donations goes directly toward trail maintenance and building.
- Website is sponsored by Weebly and included social media, newsletters, and news updates. The society is also supported by a list of sponsors.
- Meetings are once a month and are open to the public.
- Their mission is “to facilitate the protection, maintenance and development of primarily non-motorized trails, in Kimberley and the surrounding area, by working with community groups, government and other stakeholders for the benefit of all trail users.”

Whitefish, Montana

- The Whitefish Legacy Partners is a non-profit organization who help fund the maintenance and preservation of trails near Whitefish, MT. This organization consists of a voluntary board of directors as well as two paid positions, an executive director and program director.
- Seasonal positions include a Bike Patrol Coordinator and an Outdoor Educator.
- Funding for the operation of the WLP comes from many different sources including a Corporate Sponsor Program, local membership, fundraising events, and grants.
- Trail funding comes from project grants, endowment, and local fundraising efforts.
- WLP supports an Adopt-a-trail program which brings a large number of volunteers that help maintain the trails.
- WLP serves on several committees to ensure successful planning. These include the Whitefish Trail Operations and Legacy Lands Advisory Committee. Representatives from the DNRC, City of Whitefish, and City Council attend these meetings.
- The 2006 Master Plan, “A Trail Runs Through It”, outlines the goals and future projects for the WLP. Because the City of Whitefish holds the license and easements for the trail and is therefore responsible for the maintenance.
- Whitefish, MT is a great example on how trails from downtown connect directly with the trail heads.