When it comes right down to it, outdoor recreation is all about trails. So many aspects of outdoor recreation depend on, revolve around or are otherwise concerned with recreation trails of all kinds. And what is a recreation trail? In the Draft Trails Strategy for British Columbia, a trail is defined as “a path or route solely or partly used for one or more recreation functions”. Recreation trails can be as varied as the sea wall round Stanley Park or a section of the Trans Canada Trail through BC's back country.

And what do we mean by classifying recreation trails? We mean describing the type of uses intended for a specific trail or a section of trail where it is not already completely obvious which, in other words, is

Opinion
Let’s classify our trails in BC!
by Jeremy McCall

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Continued on page 8
The Outdoor Recreation Report

Published twice a year by the Outdoor Recreation Council of British Columbia, 47 West Broadway, Vancouver BC V5Y 1P1, 604-873-5546 or by e-mail at outdoorrec@orcbc.ca

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The Editor’s column

This issue of the newsletter is going out later than intended. It contains lots of information about trails and it’s because there have recently been so many events and developments involving trails that the editor was up to his neck in the issue earlier. Besides the National Trails Survey (see page 16) for which there are only a few days left, there have been meetings about the proposed Natural Resource Roads Act (see next item) and the Experience the Fraser initiative. The latter will see a network of trails across the Fraser between Hope and the estuary (for more information visit www.metrovancouver.org) Matters not fully addressed in this issue will be addressed in the Spring/Summer issue.

Jeremy McCall

Objectives of the Outdoor Recreation Council of BC

The Outdoor Recreation Council of British Columbia, generally known as ORC, has adopted the following objectives to clarify its mission and purpose:
1. To promote the benefits of public outdoor recreation in BC.
2. To represent the interests of the outdoor recreation community to government, industry and the public.
3. To advocate and facilitate access to public lands and waters for outdoor recreation.
4. To foster responsible use of BC’s outdoors by recreational users through advocacy and education.
5. To be a forum for the exchange of views between government, outdoor recreation groups and other organizations in matters related to outdoor recreation.
6. To build bridges between outdoor recreation groups with conflicting interests.

The proposed Natural Resource Roads Act

The recreation community can expect to hear a lot about the Natural Resource Roads Act in early 2012. The Ministry of Forests, Lands & Natural Resource Operations (FLNRO) has already invited public input on a discussion paper (available at http://www.for.gov.bc.ca/moln/rora/). That exercise ends December 15. On December 7, 8 and 9, in Richmond, 75 people gathered to begin planning for this new statute. Participants came from most sectors having an interest in resource roads, including the forest and oil and gas industries. All affected branches of the BC Government were represented. Most importantly from a recreation standpoint half a dozen groups were represented, including ORC. There was little or no representation from ENGOs, however. We spent the three days reviewing the issues identified by the project team in its preliminary discussions with affected sectors and also gleaned from the public feedback received to date. The project timeline is extremely ambitious and it has strong support from the BC Government which has allocated staff and funding. The objective is to have a draft statute ready for the legislature by Fall 2012. To that end working groups are now being formed to address a dozen key issues, including access management, liability and deactivation requirements. ORC will be continue to participate we will keep members informed as we go.

Jeremy McCall

The Outdoor Recreation Council of British Columbia

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Executive Board of Directors (with affiliations)
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- Past Chairman
- Gordon Weetman, UBC Forestry
- Rivers Committee Chair
- Mark Angelo, BC Rivers Institute
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Jeremy McCall

Participating Group Members (continued)
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- Pacific International Kayak Association
- Pemberton Valley Trails Association
- Squamish Off-Road Cycling Association
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- West Chilcotin Tourism Association
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- Association of BC Snowmobile Clubs
- BC Spaces for Nature
- Castlegar Friends of Parks & Trails
- China Ridge Cross Country Ski Association
- Friends of the South Slopes Society
- Friends of the Stikine Society
- Hope Mountain Centre
- New Pathways to Gold Society

NOMINATIONS FOR THE 2012 ENDANGERED RIVERS LIST

Nominations for the 2012 Endangered Rivers List should be submitted to the Outdoor Recreation Council at outdoorrec@orcbc.ca by Monday March 5, 2012. Please accompany your nomination with a description of the perceived threats and any other reasons for the nomination. Comments on any changes to the river’s status if it was listed in a previous Endangered Rivers List would also be useful.
The Sacred Headwaters: The Fight to Save the Stikine, Skeena, and Nass
by Wade Davis.
Principal Photography by Carr Clifton.

The Sacred Headwaters: birth- ing ground for three of Canada’s most important salmon rivers, home and heart ground, kitchen and living room of the Isktu Tahltans. The Serengeti of the North, including caribou, moose, bear, Stone sheep, grizzly and black bear, and wolf predator-prey ecosystems. A country under layered with coal and gold, anthracite coal and coaled methane. A country on the verge of massive industrial resource extraction.

Rita Louie: “The beauty of this land, we live off. We get our food, our fish, our medicines, our berries. If they take that away what are we going to have? We’ll be standing with nothing. What is going to happen to us? You see that, all those mountains? Our minds are in every mountain. Our memories are in every valley. Our children are in every river and stream that flows here. That is where we belong.” (page 46)

Lillian Moyer: “The elders are keepers of the land. When we stand with them we stand with the ancestors. I did not get arrested for the fun of it. I did it to protect the land. We have the power to stop whatever we want to stop. We need your help to protect this land. It is not just for the native people it is for all people. Not just for us. And that is the way it should be. It is all con- nected. We are all connected.” (p. 47)

David Suzuki: “If, as this passion- ate and persuasive book sug- gests, the meadows of Klabona can be the Sacred Headwaters of all Canadians, indeed, for all peoples of the world, then all of us must act. Canadians espe- cially should make their voices heard. We must all listen to the stories of the Tahltan people, learn from them, and celebrate the wonder of this remarkable place, if for no other reason than the survival of our children.” (p. viii)

As I read this book I feel Wade has two intentions: First, to make people fall in love with the Stikine-Skeena-Nass country, leading to its preservation for future generations and sec- ond, to tell the story of Tahltan - corporate - BC - Federal inter- actions, which are similar to happenings all across BC and Canada. There are many ver- sions of the Tahltan story, told by folks with differing view- points or differing experiences, yet Wade has attempted to re- late what usually goes unre- ported. We, as Canadians, ought to know what transpires in the background of environmental and socioeconomic negotia- tions. Some may say, “This is confidential business for First Nations and corporations.” Which is true, and it is also the business of all of us who value the long term integrity of the earth.

Reviewed by Stan Tomandl, Chair of the Friends of the Sti- kine Society. He lives in Victo- ria and can be reached at-st

Good advice for hikers from North Shore Rescue: The 10 Essentials - continued from page 14

keep your feet warm. They can also prevent frostbite in cold weather.

We did not include footwear as an essential item to carry as it something that goes on at the start of your hike and stays on. For comfort selection from trail runners to approach shoes to light hikers to full mountain-climbing leather or plastic boots needs to be based on the type of activity you plan to carry out and the type of terrain you will travel in. Remember to break in new boots long before your hike and have plenty of moleskin on hand to cover the potential hot spots that always seem to go with new boots. Also, good quality hiking socks are a must as these types of socks willwick sweat away from the feet thus reducing the risk of blisters or skin problems.

“The 10 Essentials” can be viewed on the North Shore Re- scue website at www.northshorerescue.com

The Quad Riders ATV Association of British Columbia (ATVBC or the Association) was organized in 2000 at Green Lake in Central BC and incor- porated in 2001. The Association provides a voice for ATV- Vers while promoting environ- mentally friendly and responsi- ble riding practices within the province in conjunction with similar provincial ATV associa- tions across Canada. At the time it was incorporated in 2001 the Association had a membership of 290 and it has since grown to have over 3,000 members in 42 clubs from Elkford to Port Al- bemi to Port St. John. The Board of Directors is made up of 15 volunteers from across the Province. With this continuing growth the Association has been able to open an office in Kamloops and hire an office manager and a Land and Envi- ronmental Coordinator thus gaining expertise and the ability to better represent the member- ship. Our goal is to work with all organizations, communities and other outdoor interest groups to advocate mutual re- spect for all trail users.

ATVBC subscribes to the fol- lowing guiding principles and values:

Environment - We support the principles of a sustainable environment and will not con- sciously carry out or support any activities that will lead to a detrimental effect on the diverse ecosystems of our province.

Commitment - We are pas- sionate in our commitment to the sport of ATVving. We will strive to improve the percep- tions of the sport through advo- cating safe and environmentally responsible riding while work- ing with all to the greater bene- fit of the sport.

Integrity - We are honest and straightforward in all that we do. We treat everyone with dignity and respect. We act responsibly with the resources entrusted to us. We are ac- countable and act in accordance with these values.

Accountability - Accountabil- ity is the ongoing process of assessing the effectiveness with which the Association meets the standards and expectations that have been established by our membership. Further the Board of Directors and employees have a mutual responsibility for the quality and scope of the ser- vices provided to the sport and our membership as well as for honest stewardship of the re- sources entrusted to us.

Communication - In order to generate an environment of trust in which individuals can work together successfully, in- formation is to be freely shared throughout our organization us- ing multiple communications channels. Effective communica- tion involves stating facts and opinions clearly, listening criti- cally, asking for necessary clar- ifications and providing feedback that is respectful of other’s opin- ions and sensibilities. At all lev- els we have the responsibility to communicate openly and hon- estly as receivers and senders of information.

Diversity - We recognize and celebrate the similarities and dif- ferences in our members, clubs, communities, programs and ideas. We value diversity be- cause it promotes learning, en- riches our relationships and sport and enhances our ability to solve problems and make decisions.

Efficient and Effective Sys- tems - ATVBC will strive to

Continued on page 4

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Efficient and Effective Systems - ATVBC will strive to

Continued on page 4
provide to effective and responsible stewardship and management of its responsibilities and its resources by maintaining an open decision making environment participating in collaborative action, developing mutual respect among members and employees, making decisions in a timely manner and achieving membership goals.

Participatory Governance - All members of ATVBC are encouraged to accept their personal obligation to participate in this process through active involvement in governance activities. Such collaboration promotes creative problem solving, greater acceptance of decisions made and a more trusting environment as we honour difference as common ground.

2010 ATV Show in Prince George. Photo by Jeff Mohr

The Quad Riders ATV Association of BC - continued from page 3

healthy communities for a brighter BC future. The initiative’s objectives were:

1. Communities want to be more informed of the state of local forest lands.
2. Communities want a viable and sustainable local forest industry that meets their needs.

The 2011 accomplishments included:

• Confirmation of 14 partners including academic institutions, conservation organizations, a forest professional organization, local government and a community foundation.
• An established and frequently updated a website which posts contributions and overview analyses.
• Establishment of an organizational structure based on a volunteer foundation.
• Recruitment of over 150 volunteers across BC to assist in various aspects of implementing the HFHC.
• A draft provincial forest lands vision which could be modified at regional levels to reflect local conditions or priorities identified through community discussions.
• The 20 Community Dialogue Sessions conducted in 2011 identified four common themes related to community wants or needs: 
  1. Communities want assurance of a sustainable future for local forest lands.
  2. Communities want more influence in forest lands decisions.

In 2009 and through 2010 a growing concern was voiced among professional foresters and biologists, conservationists, academics, community leaders, forest industry support companies and First Nations that BC’s forests are in need of greater attention to meet societal expectations over the long-term. These gave rise to ideas for a number of initiatives. In evaluating these it was clear there needed to be a focus on forest management which was not otherwise included. This evolved into an initiative with the name Healthy Forests - Healthy Communities: A conversation on BC forests (HFHC).

The non-partisan, volunteer-supported HFHC initiative began in January 2011 to catalyze dialogue with natural resource experts and local communities (including members of the forest sector, Aboriginals and non-Aboriginals, community advocates, conservationists, youth and concerned citizens). The purpose was to provide an opportunity for communities and concerned citizens to inform decision-makers of their views and concerns regarding management of BC forests and identify areas for improving long-term sustainable management. The 20 provincial, community and family goals of ensuring healthy forests and healthy communities for a brighter BC future. The initiative’s objectives were:

1. To inform decision-makers on communities’ vision for BC forest lands, including local or regional perspectives and issues.
2. To raise the profile of forest management through dialogue and debate regarding delivery of community needs from forest lands over the long-term.

The process includes three components:

1. Securing background information from experts in the field.
2. Holding Community Dialogue Sessions to acquire community views and suggestions, and
3. Providing a website and social media mechanisms to share information and enhance public dialogue.

The dialogue was guided by a draft forest lands vision which could be modified at regional levels to reflect local conditions or priorities identified through community discussions.

The 20 Community Dialogue Sessions conducted in 2011 identified four common themes related to community wants or needs: 

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Continued on page 15

The Quad Riders ATV Association of BC - continued from page 3

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Continued on page 15
that this committee will eventually evolve into a non-profit society with increased responsibilities in the management and the stewardship of the trail.

The advisory committee early this year undertook a name-the-trail campaign. The new name selected for the trail is the North Star Rails-to-Trails. The name highlights the mining and railway heritage of the trail. The first mine to operate in Kimberley over 100 years ago was known as the North Star mine and it was the reason the rail line was built to Kimberley.

This already successful trail highlights what a benefit to our community that a world class trail can bring. The recently installed trail counters recorded over 1,000 crossings at the bridge over the St. Mary’s River during the Labour Day weekend. It has already engaged many local residents in becoming more active and fit. It has also shown how first class trails can be an economic driver and a tourist attraction for a region.


Al Skucas is the president of Trails BC and the Cranbrook representative on the Province’s Rails-to-Trails Public Advisory Committee. He lives in Cranbrook.

I met Tim Jones in the City of North Vancouver’s Works Yard where North Shore Rescue stores its equipment and parks its trucks. During our meeting Tim was surrounded by practical rescue gear of all shapes and sizes. He was tuned in to what was happening in the North Shore Rescue Team’s wide-spread area of operations as he probably is for much of the time when he is not working at his “day job.” Few days go by without some incident involving the Team. The day before we met Tim was helicoptered in to the Stave Lake area to bring out a truck driver who had sustained neck and back injuries when his truck drove off a logging road. The day after we met the Rescue Team became involved when one of its off-duty members came across a hiker in the Hanes Creek watershed who had been missing for ten days. The next morning the Team was able to evacuate the hiker who had become quite disoriented and who had developed severe trench foot.

The link between paramedics and rescue

Tim is a long time resident of the North Shore. He is married, with two grown up children and his son Curtis is also a member of the Team. He has a teaching degree from SFU which no doubt stands him in good stead when he is training new members of the Team.

Tim’s day job dovetails well with his work on the rescue squad as he is a 29 year veteran paramedic with the Advanced Life Support Team of the BC Ambulance Service and he is the head of the North Vancouver Rescue Station. In that job he is on call for a four day shift followed by four days off so he is available for rescue work during his four days off. There is inevitably a great deal of coordination between the rescue teams and the paramedics. Tim says he caught the rescue bug in 1987 when he was participating in an ambulance call for a rescue. He acknowledges that over the years he has probably given up a considerable amount of overtime pay which he could have earned during his days off but he considers that a worthwhile sacrifice. And that is one reason, as well as the fact that rescue work is so grueling and dangerous, why Tim was awarded the Order of British Columbia in 2011.

Tim was originally elected as the North Shore’s Team Leader in 1996 and is presently in his third term. He is also the Search and Rescue Manager, the Helicopter Coordinator and Communications Chair as well as leading fund raising efforts on behalf of the Team.

North Shore Rescue is one of 90 rescue teams in the Province. The North Shore Team became established in 1965 when a loosely formed group of climbers evolved into a more formal structure. Apart from the immediate North Shore mountains its response area includes Bowen Island, Indian Arm, and the City of Vancouver and the University Endowment lands and Pacific Spirit Park. There are neighbouring rescue teams in Lions Bay, Squamish and Whistler to the north, the latter two of which

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Profile of an outdoor activist: Tim Jones

Volunteer Team Leader with North Shore Rescue

by Jeremy McCall

The Quad Riders ATV Association of BC - continued from page 4
also have helicopter operations, Sunshine Coast to the west and the Coquihalla, Central Fraser Valley and Chilliwack teams to the east. All the rescue teams belong to the BC Search and Rescue Council.

Along with co-founder George Zilahi, Tim takes some of the credit for establishing the Helicopter Long Line Rescue program on the North Shore. He has also pioneered protocols for the treatment of hypothermia. A more recent development has been the formation of a kayak team to assist white water kayaking rescues. Tim has also been responsible for establishing a chain of radio repeater stations to improve communication in the Team’s area.

### The Team and its members

The NSR Team presently has 45 members, of whom as many as 25 may call in at one time when drills are held. However the numbers can decline at times in the summer to as few as six. Requirements for a volunteer member of the rescue team are good local knowledge, some knowledge of skiing and rock climbing, an ability to multi-task and to be tough both mentally and physically. It takes about ten years for a recruit to become a competent and fully engaged. Additional members for the team are needed to assist with the inevitable electrical and mechanical work to keep the equipment good order and information technology has become an especially valuable support skill in recent times.

#### Educating the public

Tim acknowledges that it is not easy to educate the public about sensible outdoor practices. He is only too well aware that you cannot prevent people from failing to treat the outdoors and the weather with adequate respect. For example you cannot stop hikers from wearing running shoes for rock climbing or crossing snowfields. But he does think that an opportunistic approach to messaging could be of value and he manages to get important messages out from time to time. He recommends that persons venturing into the back country have some kind of itinerary in mind and know where they are going so they can tell their family or friends. He also suggests that they should be ready to adjust their route and their clothing for changes in the weather and be capable of lending a helping hand to others if required. He endorses the use of mobile or satellite phones whenever possible.

#### Liability insurance and fund-raising

Since an incident a few years ago when the Rescue Team in Golden was exposed to liability claims for the loss of a life and the loss of liability insurance for the directors and officers. And the cost of the insurance premium for that coverage is just one of many expenses incurred by a typical rescue team. The budget for NSR Team is approximately $350,000 per year, and these funds have to be raised every year by the Team’s members and supporters if the Team is to have a supply of the materials and equipment it needs to carry out its role. Persons wishing to make a donation to the NSR Team can do so through the Team’s website at www.northshorerescue.com.

Tim is truly one of BC’s most active volunteers but he considers that the incidents dealt with by the NSR Team are just the tip of the iceberg. He thinks many other incidents go unreported because they are dealt with by individuals and he feels this is a tribute to the sense of responsibility and capability of many of those who venture into the mountains and the back country. Perhaps this is as well because it allows Tim to spend part of his life at home with his wife Lindsay and make sure that the family dog Abbi gets her two walks each day!

#### The Alberta system classifies trails in stages. The Primary Classification is either Non-motorized, Motorized, Mixed Use or Extreme Use. In this context Mixed Use includes both motorized and non-motorized use on the same trail (the expression “shared use” is not used). The Primary Classification also divides trails into either Single Use or Multi-Use, after which it specifies the types of user groups applicable to that trail. The Alberta System adds more complexity with a Secondary Classifier which describes the kind of Experience a trail user will enjoy on that trail, either primitive, semi-developed or developed. This is analogous to the Character classification used in Ontario. Another attribute of the Alberta System is an excellent set of signage with a sign specific to each class of user.

As BC moves ahead with the system on the RSTB website, and perhaps with other comprehensive trail lists in the NGO sphere, we could incorporate some of the best features of the Ontario and Alberta systems.

### Healthy Forests - Healthy Communities - continued from page 17

detail, priority issues identified through the Community Dialogue Sessions and analyses of the Background Briefs.

- Publication of a 2011 Activities Report on the results from the experts’ papers, the Community Dialogue Sessions and other inputs from concerned citizens (planned for distribution in January 2012).
- Holding meetings with political decision-makers to update them on the status and results of the HFHC.
- As in the case of all HFHC contributions, the 2011 Activities Report will be posted on the HFHC website and distributed to key decision-makers (e.g., politicians, forest industry representatives, influencers) with encouragement to act on the recommendations. Presentations to key decision-makers will be offered to provide clarification and further input into the dialogue.

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The Alberta system classifies trails in stages. The Primary Classification is either Non-motorized, Motorized, Mixed Use or Extreme Use. In this context Mixed Use includes both motorized and non-motorized use on the same trail (the expression “shared use” is not used). The Primary Classification also divides trails into either Single Use or Multi-Use, after which it specifies the types of user groups applicable to that trail. The Alberta System adds more complexity with a Secondary Classifier which describes the kind of Experience a trail user will enjoy on that trail, either primitive, semi-developed or developed. This is analogous to the Character classification used in Ontario. Another attribute of the Alberta System is an excellent set of signage with a sign specific to each class of user.

As BC moves ahead with the system on the RSTB website, and perhaps with other comprehensive trail lists in the NGO sphere, we could incorporate some of the best features of the Ontario and Alberta systems.

### Healthy Forests - Healthy Communities - continued from page 17

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quality flashlight or headlamp with extra bulb and batteries is No.1 on our list of the 10 essen-
tial items. It is also prudent to carry green Cyalume glow sticks as an emergency backup
ONLY. These lightweight items will illuminate the trail around and in front of you sufficiently for
you to travel slowly in dark-
ness for several hours. Note that training is required to
develop efficient skills for
use of a map, compass, and first
aid kit, as well as to efficiently
light fires. However having
these items will not make all
do the difference in a survival
situation.

Why a large orange plastic
bag? It’s actually one of the
most valuable items on the list.
Crawling into the bag helps
prevent your body heat from
leaking away. The bag also
extends the time you can stay
inside the bag. The orange
colour is also highly
visible and helps attract atten-
tion, particularly from
the air.

Why a whistle? It is ideal for
signaling for help as your voice
will become very hoarse in a
short period of time especially
if your feet get

Deep in the forest. That is why carrying a good
amount of daylight left, especially if you are
in terrain with natural
obstacles such as canyons.

The lack of light is the single most frequent
cause of overdue hiker calls for North Shore
Rescue. It is so easy to underestimate the
amount of daylight left, especially if you are
depth in the forest. That is why carrying a good
headlamp.

The whole strategy for cloth-
ing is layering and breathability. This
prevents overheating and sweating which can cause dehy-
dration and begin the cycle of
hypothermia in cold weather and heat exhaustion in rela-
tively warmer weather. There
are many clothing types on the
market but you will want to
wear a lightweight thermal blanket as
you climb into the bag and
then follow the instructions.

Important Tips regarding the 10 Essentials:

1. Flashlight or a headlamp with extra batteries
and light bulb. Green Cyalume stick as emer-
gency backup.

2. Whistle (we recommend the Fox 40 whistle
and lanyard )

3. Matches (water proof or in plastic bag) or lighter

4. Extra clothes , hat or toque, gloves or mitts,

5. Extra clothes
6. Large orange plastic bag and thermal tarp
7. Water (gatorade crystals recommended) and

food (high energy food bars)
8. First-aid kit
9. First aid kit
10. Communications:

We recommend you bring a mobile phone with two fresh batteries and also consider purchasing a two-way family
radio system called FRS.

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Good advice for hikers from North Shore Rescue: The 10 Essentials - continued from page 7

Good advice for hikers from North Shore Rescue What to bring - The 10 Essentials From the North Shore Rescue website http://www.northshorerescue.com/ Even the best weather can change rapidly, and
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and take extra water with you, just in case. North Shore
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The Haller Trail above the Fraser, which can be seen winding its way through the canyon far below. Photo by Lanni Woodrow.

Let’s classify our trails in BC! - continued from page 1

in most cases. One of the most important reasons why the need for classification is becoming more and more urgent is the dramatic increase in the numbers and types of users of recreation trails. While there have not been significant increases in the numbers of the more traditional user groups, such as hikers, back country skiers, conventional cyclists and equestrians, there have been huge increases in the numbers of mountain bikers, off-road motor cyclists, snowmobilers and riders of all terrain vehicles (ATVs), also known as quads. While many of these enthusiasts use different trails from those used by the traditional users, the dramatic increase in their numbers has resulted in them having an equally dramatic impact on the users of conventional trails. This impact can often result in conflicts between trail users. There are a number of other reasons why more structured classification would benefit the outdoor recreation community. These include clarification of the present definitions for describing trails, providing a basis for descriptive signage and facilitating the listing of trails with their intended uses. Classification is also a useful tool for the funding of trails and the promotion of trails as part of an overall policy aimed at increasing tourism.

The case for classifying – clarification

One of the obstacles encountered by trail advocates, volunteers and professionals engaged in trail funding and construction when they need to describe a specific trail to others is the confusion over certain key words applied to trails, specifically the words “shared use” and “multi-use”. For example the Trans Canada Trail (TCT) is described on its website at www.tctrail.ca as “the world’s longest network of multi-use recreational trails” and the so-called “preferred uses” listed on its website include snowmobiles. Yet many proponents and supporters of the TCT in BC describe it as a non-motorized trail. And in Newfoundland and Labrador the Newfoundland & T’Railway Council, which is responsible for the TCT in that province, describes its mandate as the promotion of multi-use trail development and the preservation of abandoned railway lines for use by hikers, bikers, cross country skiers, snowmobiles and ATVs, among other uses.

When the Federal trail funding program was introduced in 2009, the funding was allocated three ways, between non-motorized trails, summer motorized trails and winter motorized trails. To handle these allocations the National Trails Coalition (NTC), which was charged with administering the program, made the following statement in its guidelines for completing applications: “There are two types of shared use trails: motorized and non-motorized. Projects that combine both motorized and non-motorized are categorized as Mixed Use trails.” In this scenario, multi-use trails had the same definition as shared use trails.

As a result two influential sources, the TCT and the NTC, have taken two slightly different approaches to the use of the terms shared use (and multi-use trails) and what comprises them. For example the Boston Bar First Nation, New Pathways is reconstructing the traditional First Nations Trail from Boston Bar to the Coldwater. And New Pathways and the In-SHUCK-ch Nation recently completed a trails evaluation for the Harrison-Lillooet Sesquicentennial Trail. This project will see a large portion of the gold rush era “Douglas Trail” (built along traditional First Nations’ routes) restored.

In August 2011, construction started on a $98,000 upgrade of the Tikwalus Trail near Spuzzum. A partnership between the Spuzzum First Nation, Hope Mountain Centre and New Pathways, the restoration project is almost complete.

In addition to restoring B.C.’s Heritage Trails, New Pathways and its partners are also actively promoting them. With partners like the Cariboo Coast Chilcotin Tourism Association, the Society is working on a strategy to revitalize the Gold Rush/Spirit Trails marketing brand.

To promote the Heritage Trails network, New Pathways has also launched innovative promotional campaigns like the Chasing the Golden Butterfly passport/geocache program. It combines a traditional passport program (like the one used during Expo 86) with the emerging pastime of geocaching to encourage travelers to visit historic sites along three routes in the BC Interior.

Social media also plays a role in marketing heritage trails. Tracebook, a social media initiative created in partnership with Barkerville Historic Town, is a Facebook-based social media network connecting heritage sites, visitor centres, museums, arts and culture groups and other partners to a global online community. Set up like a Facebook page, it uses a combination of live programming and historic recreations to bring history along the trails to life.

In August, New Pathways and Barkerville teamed up with the R.E. Living History Group to stage the 1861 Pack Trail Gold Rush Ride. This historic recreation celebrated the 150th anniversary of the first rush down the trail between Keithley Creek and Richfield, jump-starting the Cariboo Gold Rush. Pictures, posts and videos of the ride are on the Tracebook Core page. In addition to making the trek using nothing but period-authentic clothing and equipment, the Living Historians also placed geocaches along the Pack Trail route, adding it to the Chasing the Golden Butterfly program.

These efforts have helped start a new gold rush along the Gold Rush/Spirit Trails network. People from all over the world are coming to experience a new kind of gold; perhaps the most diverse heritage, cultural and recreational experience of its kind in BC.

For 2012, New Pathways plans to work with the Hope Mountain Centre, BC Parks, Spuzzum First Nation and others to restore and revitalize the 1926 Alexandra Bridge BC heritage trails icon. New Pathways will also continue to build on its marketing strategy.

New Pathways also looks forward to working with the Experience the Fraser initiative to help with connectivity, marketing, promotion and advocacy as BC continues to expand and improve its world-class Heritage Trails Network. New Pathways welcomes new partners to join with dozens of communities and organizations dedicated to revitalizing this ancient transportation network.

Don Hauka is the communications director for the New Pathways to Gold Society. He lives in New Westminster and enjoys walking these historic trails and sharing their stories with people from all over the world. He can be reached at donhauka@shaw.ca

The Haller Trail above the Fraser, which can be seen winding its way through the canyon far below. Photo by Lanni Woodrow.

Experience the Gold Rush/Spirit Trails - continued from previous page

CANADA WEST MOUNTAIN SCHOOL

Established in 1982, Canada West Mountain School is an international mountaineering school and guiding company. We lead expeditions to some of the most spectacular mountain regions around the world, including the Seven Summits, and offer a wide range of courses in back-country skiing, avalanche safety, and rock climbing. Visit www.themountainschool.com

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The Outdoor Recreation Report Fall/Winter 2011 Vol. 23 No. 2 13
Experience the Gold Rush/Spirit Trails

by Don Hauka

Follow ancient First Nations trade routes through sacred, living landscapes. Walk in the footsteps of fur trader and explorer Simon Fraser. Or saddle up and ride along the spectacular Gold Rush/Spirit Trails of the Fraser Canyon and the Cariboos. These are just some of the experiences you can have along BC’s historic routes thanks to the New Pathways to Gold Society’s Heritage Trails Program.

Since 2009, the New Pathways to Gold Society (New Pathways) has helped to restore hundreds of kilometres of the ancient trail system that connected BC’s regions to each other and the rest of the world. Originally blazed by indigenous people over the course of 10,000 years, this latticework of routes was expanded by fur traders and gold seekers. Outdoor enthusiasts and recreational hikers also left their mark. All of them left stories along the way.

Today, New Pathways helps visitors to our province learn those stories and add their own chapter to the living history of those landscapes. Walking in the footsteps of fur traders and mountain bikers, New Pathways’ commitment to First Nations reconciliation is reflected in all its projects. The Society which is responsible for approving the establishment of trails in BC has played a prominent role in attempting to get this rectified by calling on the Province, specifically the Recreation Sites and Trails Branch (RSTB) of the Ministry of Forests, Lands & Natural Resource Operations (FLNRO), to enforce non-motorized use of the KVR. The Staff at FLNRO have reiterated their position that the KVR is designated as a non-motorized trail and they state that this designation was originally decided on to satisfy the requirements of landowners adjacent to sections of the trail and because of liability issues. On the other hand ATV clubs adjacent to the KVR, supported by the Ministry of Forests, Lands & Range Practices Act. And to retain the current and historical mixed use (both motorized and non-motorized recreation) of the rail corridor. ATBC disputes the claim by Trails BC that use by ATVs degrades the trail surface and suggests this is caused by the type of material originally used for the rail-bed surface. ATVC also disputes the Province’s statement that the KVR has been designated as a non-motorized trail. ATVC takes the position that quad riders, who have for years used sections of the KVR to access their fishing holes and other back-country trails, should not be prevented from using the trail. While many would agree that ATVs should not use the KVR, no-one would dispute the fact that ATV riders have as much right as any other trail user to have some trails designated for their use.

The case for classifying - signage

It goes without saying that definitive classification of the uses permitted on any given trail makes it very simple for signage to be provided to indicate which uses are permitted. A clearly understandable signage system has been developed on Vedder Mountain by the Vedder Mountain Trail Association (see www.vmta.ca). The case for classifying – trail histories and lists

Another benefit of classify trails is the inclusion of useful information in an inventory or list of trails. The RSTB is responsible for approving the establishment of trails in the Province under Section 56 of the Forest & Range Practices Act. And to “retain the current and historical mixed use (both motorized and non-motorized recreation) of the rail corridor”. ATBC disputes the claim by Trails BC that use by ATVs degrades the trail surface and suggests this is caused by the type of material

Continued on page 10
Canada’s newest rail was opened on September 23, 2010. This paved pathway runs from Cranbrook to Kimberley for 25 kms. Although not officially open this past summer, this picturesque non-motorized trail has already proven to be one of BC’s most popular trails outside an urban area.

Although cyclists are the main beneficiary of the trail, many walkers especially close to Cranbrook and Kimberley are using the trail. Rollerbladers, which are seldom seen in eastern BC, are using the trail in increasing numbers. There is also an opportunity for equestrians to have a separate trail within the rail-trail right-of-way. A scenic section of the Cranbrook-Kimberley Rail Trail. Photo by Al Skucas

Currently the trail is managed by a Trail Management Committee consisting of city staff from the two cities. A public advisory committee has recently been formed with representation from the communities as well as from the Regional District of East Kootenay. It is expected that a separate Trail Management Committee will be established once the future rail right-of-way is completed.

The Cranbrook to Kimberley Rail Trail
by Al Skucas

Let’s classify our trails in BC! - continued from page 9

The Cranbrook to Kimberley Rail Trail was the remediation of the contaminated Sullivan mine ponds in Kimberley. This was done in the spring of 2009. Shortly after the remediation, construction began on the trail and it was completed in June 2011. There is only one bridge on the line and that is over the St. Mary’s River. The 135 meter long steel girder structure was fitted with concrete slabs for the surface with 6 foot metal fencing installed for safety.

Funding of $1.8 million for the trail was provided from the Rural Municipal Infrastructure Fund, and this was split between the Province and the Government of Canada. The two communities contributed $400,000 each.

Continued on page 16

The two communities recognized the best future use of the rail right-of-way was to convert the line to a trail. The biggest obstacle to the creation of the trail was the remediation of the contaminated Sullivan mine waste which had been used for ballast throughout the line. Without the removal of this ballast, work could not proceed on trail construction. CP Rail was able to reach an agreement with Teck Resources Limited, a BC mining and metals company, whereby CP Rail was able to remove the line’s contaminated ballast and transport the material to Teck’s mine tailings ponds in Kimberley. This was done in the spring of 2009.

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