



**NOTICE OF
PARKS COMMITTEE MEETING**

Wednesday
March 10, 2010
Regional District Board Room
175 Ingram Street, Duncan, BC

3:30 p.m.

A G E N D A

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IN5	Letter of appreciation from Susan Beaubier regarding Cowichan Valley Trail between Crozier and Henry Roads in Chemainus, and response from CVRD Chair, Gerry Giles	55 – 56
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6. **NEW BUSINESS**

7. **PUBLIC/PRESS QUESTIONS**

8. **CLOSED SESSION**

Motion that the meeting be closed to the public in accordance with the *Community Charter* Part 4, Division 3, Section 90(1), Subsections as noted in accordance with each agenda item.

9. **NEXT MEETING**

10. **ADJOURNMENT**

NOTE: A copy of the full agenda package is available at the CVRD website www.cvr.bc.ca

Director M. Dorey, Chair
 Director I. Morrison, Vice Chair
 Director L. Duncan
 Director B. Harrison

Director G. Giles
 Director K. Kuhn
 Director K. Cossey

Director D. Haywood
 Director P. Kent
 Director L. Iannidinardo,

Minutes of the Parks Committee Meeting held on Tuesday, November 24, 2009, at 3:00 pm in the Regional District Board Room, 175 Ingram Street, Duncan, BC

PRESENT

Director Mel Dorey, Chair
 Director Lori Iannidinardo, Vice-Chair
 Director Loren Duncan
 Director Klaus Kuhn
 Director Dave Haywood
 Director Ian Morrison
 Director Gerry Giles
 Director Phil Kent

CVRD STAFF

Ron Austen, General Manager, Parks, Recreation & Culture Department
 Brian Farquhar, Manager, Parks & Trails Division
 Warren Jones, Administrator
 Laura Gale, Recording Secretary

**APPROVAL OF
AGENDA**

It was Moved and Seconded
 That the agenda (as amended) be accepted.

MOTION CARRIED

M1 - MINUTES

It was Moved and Seconded
 That the Minutes of the Parks Committee Meeting of August 12, 2009, be accepted as presented.

MOTION CARRIED

BUSINESS ARISING

Brian Farquhar reported that a blue sheet had been added.

STAFF REPORTS

**SR1 – Job
Opportunities
Program – JOP Work
Crew Projects Update**

Staff report from Dan Brown, Parks and Trails Technician, informing the Parks Committee of Job Opportunities Program (JOP) work crews projects update.

It was Moved and Seconded
 That a letter of appreciation be sent to Cowichan Tribes acknowledging their efforts to bring together the working partnerships to successfully achieve approval of the Job Opportunities Program work crews and for administering a successful program.

MOTION CARRIED

**SR2 – Cobble Hill
Mountain Recreation
Area Update – Fall
2009**

Staff Report from Dan Brown, Parks and Trails Technician, informing the Parks Committee of Cobble Hill Mountain Recreation Area Update – Fall 2009.

It was Moved and Seconded
 That a letter of appreciation be forwarded to Dan Brown, Parks Planning

Technician (Trails) for his work with volunteer and the community on the Cleasby Bike Park and the Cobble Hill Mountain Regional Recreation Area.

MOTION CARRIED

**SR3 – Cowichan
Valley Trail
Completion Initiative –
Fall 2009 Update**

Staff Report from Dan Brown, Parks and Trails Technician, informing the Parks Committee of Cowichan Valley Trail Completion Initiative – Fall 2009 Update.

It was Moved and Seconded

That staff organize an official trail opening event for the first section of the Cowichan Valley Trail constructed within the E & N Railway corridor in Chemainus, with the date for the event to be planned with the input of the Regional Parks Committee Chair and Director Haywood.

MOTION CARRIED

**SR4 – Heart/Stocking
Lake Regional Park –
Crown Tenure Permit
Access and Interim
Management Plan
Preparation**

Staff Report from Tanya Soroka, Parks Planning Technician, informing the Parks Committee of Heart/Stocking Lake Regional Park – Crown Tenure Permit Access and Interim Management Plan Preparation.

It was Moved and Seconded

That the Board Chair and Corporate Secretary be authorized to execute the necessary documents to secure access to the recently acquired Heart and Stocking Lake Regional Park property across adjoining crown lands legally described as Lot A, Blocks 1 and 731, District Lot 121, and Part of the Unnumbered part, Oyster District, Plan VIP78445 (PID: 026-313-031); and that an Interim Management Plan be developed by staff.

MOTION CARRIED

**SR5 – Timberwest
Forest Corporation
Trail Licence
Agreements for two
segments of the
Cowichan Valley Trail**

Staff Report from Tanya Soroka, Parks Planning Technician, informing the Parks Committee of TimberWest Forest Corporation Trail Licence Agreements for two segments of the Cowichan Valley Trail.

It was Moved and Seconded

That the Board Chair and Corporate Secretary be authorized to execute the documents to secure Trail Access License Agreements across TimberWest's privately owned lands legally described as Lot 691, Block 5, Bright and Oyster Land Districts as well as the property Block 1242, Malahat Land District, VIP 78495 for segments of the Cowichan Valley Trail.

MOTION CARRIED

**SR6 – Recreation
Infrastructure Canada
Program Trail
Funding Approval**

Staff Report from Brian Farquhar, Parks and Trails Manager regarding Recreation Infrastructure Canada Program Trail Funding Approval

It was Moved and Seconded

That the Board Chair and Corporate Secretary be authorized to execute the necessary documents applicable to the approved Recreation Infrastructure Canada Program's \$650,000 funding assistance to the expansion and construction of major sections of the Cowichan Valley Trail.

MOTION CARRIED

000004

**SR7 – 2010 Working
Paper Budgets:
Regional Parks (280)
and Regional Parkland
Acquisition Fund (285)**

Staff Report from Brian Farquhar, Parks and Trails Manager regarding Recreation Infrastructure Canada Program Trail Funding Approval 2010 Working Paper Budgets: Regional Parks (280) and Regional Parkland Acquisition Fund (285).

It was Moved and Seconded

That the following staff report recommendations be forwarded to an upcoming 2010 budget planning session of the Regional Services Committee for consideration:

Increase the Regional Parkland Acquisition Fund requisition by \$415,000 in the 2010 budget.

Increase the Regional Parks (280) requisition to include \$175,000 for capital project work on the Cowichan Valley Trail and \$65,932 for the cost-sharing with the Community Parks and Trails (279) of a Parks and Trails Planner position (35%), a Parks Coordinator – Capital Projects (35%) and parks vehicle (35%) in support of the increasing activities and expenditures of the program

MOTION CARRIED

That the letter from Mr. Graham dated November 22, 2009 regarding the Regional Parkland Acquisition Fund be forwarded to all Board Members for information.

**SR7 – 2010 Working
Paper Budgets:
Regional Parks (280)
and Regional Parkland
Acquisition Fund (285)**

Staff Report from Brian Farquhar, Parks and Trails Manager regarding 2010 Working Paper Budgets: Regional Parks (280) and Regional Parkland Acquisition Fund (285).

CORRESPONDENCE

C1 – CeeVacs

Correspondence received from the Ceevacs Roadrunners Half Marathon – Thank you letter.

It was Moved and Seconded

That the letter be received and filed.

MOTION CARRIED

INFORMATION

IN1

October 13, 2009, *Globe and Mail* article by Rebecca Lindell, “BC moves to regulate recreational off-road vehicles”

IN2

October 15, 2009, *CVRD News Release* article by Brian Farquhar, Parks Manager “Cowichan Valley Regional District Acquires new Regional Park; Stocking Lake/Heart Lake Regional Park”

IN3 September 22, 2009, *Times Colonist* article by Bill Cleverley "Parks Crackdown works"

IN4 November 19, 2009, *Times Colonist* article by Bill Cleverley "Parks levy should be doubled: CRD committee"

BUSINESS ARISING No business arising.

NEW BUSINESS Chemainus Regional Park brought up by Director Duncan.

PUBLIC QUESTIONS There were no questions from the public.

NEXT MEETING: To be held Wednesday, March 10, 2010, 3:30 p.m.

ADJOURNMENT It was Moved and Seconded
That the meeting be adjourned.

MOTION CARRIED

The meeting adjourned at 3:40

Chair

Recording Secretary

000006

COWICHAN VALLEY REGIONAL DISTRICT
ADMINISTRATIVE SERVICES DEPARTMENT

REQUEST FOR DELEGATION

APPLICATION DATE:

MARCH 4, 2010

NAME OF APPLICANT:

WARRICK WHITEHEAD

ADDRESS OF APPLICANT:

5330 WEST RIVERBOTTOM RD.

PHONE NO.:

250-748-1374

REPRESENTING:

Name of Organization

MEETING DATE:

WEDNESDAY, MARCH 10, 2010

COMMITTEE/BOARD NAME:

PARKS COMMITTEE

NO. ATTENDING:

NO. WISHING TO MAKE A PRESENTATION:

TOPIC TO BE PRESENTED:

KOKSILAH RIVER ANCIENT FOREST

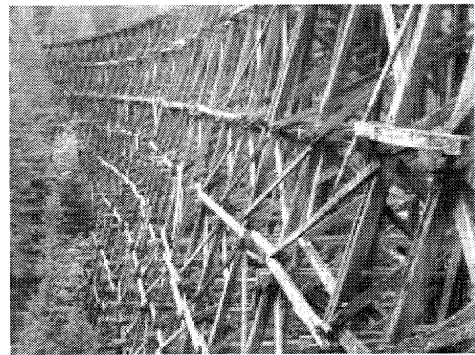
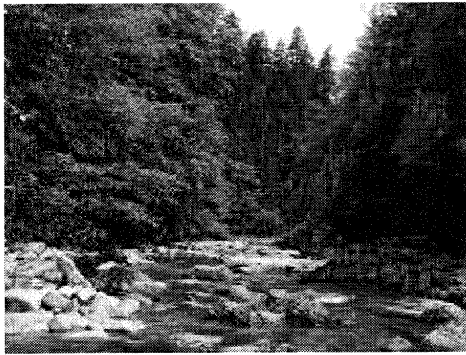
AND THE KOKSILAH VISION

NATURE OF REQUEST/CONCERN:

Note: Once the request for delegation application has been favourably considered, presentations will be restricted to ten (10) minutes, unless notified otherwise.

Koksilah River Ancient Forest
and the Koksilah Vision

CREATING A WORLD CLASS NATURAL , HISTORICAL
AND RECREATIONAL RIVER CORRIDOR



Objective: To acquire the Koksilah River Ancient Forest and downstream riparian zone lands for the Cowichan Valley in order to complete most of the Koksilah Vision 2008. This will permanently protect all but the area between the Kinsol Trestle and Trans Canada Trail up to two separate parts of the existing Koksilah River Provincial Park and Koksilah River Ancient Forest. It will create a permanently protected recreational area (used extensively now but on private land), a deep gorge and access along the Koksilah River up to the Ancient Forest, as an addition to the Koksilah Provincial Park and Regional Park public lands.

The Problem/Opportunity

The Koksilah River Ancient Forest and down-river lands are privately owned by TimberWest Forest Corporation. The objective of this proposal is to create this area as a park so that the public are able to experience a magnificent old growth Douglas fir forest in a wilderness setting and enjoy the recreational lands along the Koksilah River all close to lower Vancouver Island population centres.

The BC Provincial Government has the Koksilah River Ancient Forest on its Regional Parks Acquisition list (at number 15), however, because there are no negotiations as to how this will happen, the Cowichan Valley Regional District and the Regional Parks Commission and a major conservation organization would like to carry this process forward.

The Cowichan Valley Regional District is soon to restore the historic Kinsol Railway Trestle, which is part of the Trans Canada Trail downstream from the Koksilah River Provincial Park, two world-class tourist destinations. The opportunity was seen to link these up to the Koksilah River Ancient Forest. In 2008 a map was produced, the Koksilah River Vision 2008 showing what was needed to make this into a protected river corridor to make three connected destinations of local and world interest.

In 2009 Couverdon, the Real Estate division of TimberWest Forest Corporation made the opportunity available to the public by announcing for sale three blocks of their forestry land. These three blocks connect the Koksilah River Ancient Forest to the Koksilah Provincial Park. Now there is the opportunity to bring together the largest part of the 2008 vision to join all these highlights together and create an exceptional recreational, historic and natural forest environment to bring visitors from across North America and around the world to the Cowichan Valley for extended holidays to experience these world-class attractions.

To make this possible there is an urgent need to raise funds so that this land can be purchased so it is not lost forever to development. Old growth forests and river corridors close to major populations that offer tourist opportunities like this are so rare that we must act now.

Now the opportunity is here what do we need to do? We have to quickly find supporters, businesses, groups, organizations and individuals that would supply the seed money to have major conservation organizations join us in raising funds to acquire the lands and place them forever in the public domain. We now have the last chance to save this area that was made possible to us by the vision of two fallers Luis Van Beers and Don Hughes back in 1989.

Background

The Koksilah River Ancient Forest is situated on the Koksilah River in the Cowichan Valley, 17 kilometres from the north end of Shawnigan Lake. It was "saved" by two loggers putting down their chainsaws in 1989 and refusing to cut these exceptional trees. The following are some of the news articles that give the background.

TIMES COLONIST Thursday May 4, 1989

Fallers persuade logging bosses to spare centuries-old fir grove

By Carla Wilson Times Colonist staff

A majestic stand of old-growth trees on the banks of the Koksilah River near Shawnigan Lake will be saved thanks to fallers with an eye for beauty.

The three-hectare grove on land owned by Fletcher Challenge Canada Ltd contains one of the world's tallest Douglas fir trees, company spokesman Stuart Clugston said Wednesday.

The 81-metre tree is part of a stand, which includes large old growth Douglas fir, cedar and Grand Fir many of them 600 to 800 years old. International Woodworkers of America - Canada fallers working in the area urged the company to save the grove.

"They are heroes," Clugston said.

Fallers Louie Van Beers of Cobble Hill, came across the grove with partner Don Hughes.

Van Beers said, "You don't find old-growth timber like this any more. There are old firs seven to eight feet through, and some cedar. It is very accessible to the public and alongside the river. And we both felt they could put aside a little piece of that."

They suggested a joint union company environmental committee examine the land.

"We just didn't feel they should take it at this time without looking at it. It was just too nice," Van Beers said.

"There is no undergrowth at the site," he said. "It's just like a park there. It's very pretty."

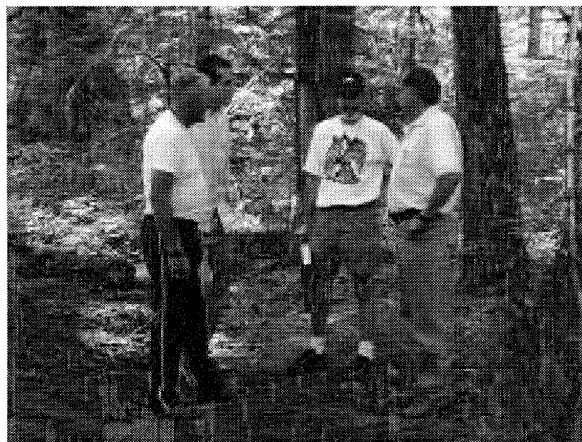
Plans to log the area were halted until the site could be reviewed by local employees and senior management in Vancouver.

"Fortunately the vigilance of our employees has resulted in the protection of a very special part of our forest history," said Tom Neighbour, group vice-president for the coast's wood products operations.

Clugston said "This is a selling point for multiple use, I guess. There happens to be a logging road that leads into the area. We're going to install some directional signs for visitors so they can go in and have a look at it."

Sierra Club Director Vicky Husband applauded the decision, "I think it's terrific...It's a step in the right direction." Watersheds have to be preserved she said.

"We're going to have to save whole ecosystems. A few trees here and there are not going to protect the old growth forests and we're losing them. When we fight for one watershed, 99 are cut. It's a serious situation."



000010

Cowichan News Leader May 10, 1989

F-C Loggers spare fir trees

Some trees are so majestic that not even a filing oversight can topple them to the ground.

A grove of giant Douglas fir Grand fir and cedar about 6km west of Shawnigan Lake almost became a pile of logs recently. This nearly occurred even though a company forester had convinced his B.C. Forest Products Ltd. bosses in the fall of 1987 to spare the trees.

But in a wake of the company's merger with Crown Forest Products to become Fletcher Challenge Canada Inc., the file containing forester Don McMullan's recommendation was misplaced, said company spokesman Stuart Clugston.

Consequently, when loggers from Fletcher Challenge's Renfrew division went to work in the area about two weeks ago, they didn't know about McMullan's recommendation.

But a miraculous thing happened. Fallers Louie Van Beers, of Cobble Hill and Dan Hughes, of Mill Bay, were so struck by the beauty, they put down their saws.

"They reported to the bull buckler (Hans Post)," said Renfrew manager Eric Bentsen "He came to me and said, "We'll pull the guys out and then have a look at it" And that is where it stands right now."

The stand about one kilometre from Kampoor Hill on the Renfrew, includes an 81-metre tall Douglas fir, 61-metre Grand fir, and 58 -metre cedar, says McMullan. By comparison, the big fir at Port Renfrew is only 74 feet, (possibly a mistake for metres) the height of the largest fir recorded in the US Registry of big trees, he said. The tallest Douglas firs in the world are believed to be in the Nimpkish Valley on the northern Vancouver Island, he said.

"Others there are 70 metres in height, so it (the tallest) doesn't really stick above the rest of them," he said. "It's not a big area, but it's a unique area in terms of the height of the trees and the location next to the river. It's very pretty."

Some of the trees are 600 to 800 years old, he estimates.

After the fallers "discovered" the trees, management and employees got together and decided "it was absolutely a fine example to protect," Clugston said.

But then they found out McMullan had already discovered (them) about 18 months earlier.

"To have trees that high in the middle of an available area is quite unusual" McMullan said. "We also believe the location to be quite wind-firm." A local spokesman for the Sierra Club praised the company's action.

It was quoted in the Times Colonist May 23, 2007 "However, Steve Lorimer, spokesman for TimberWest, the company that now owns the area which is on private forest land, said the company plans to save four hectares where the majestic trees stand. "We will not even be selectively logging in that area", he said."

"The company has put the grove in a land reserve," Lorimer said. "That means they are not in our current harvesting plans and we have no plans to harvest them in the future...We are aware of the interest in that particular area."

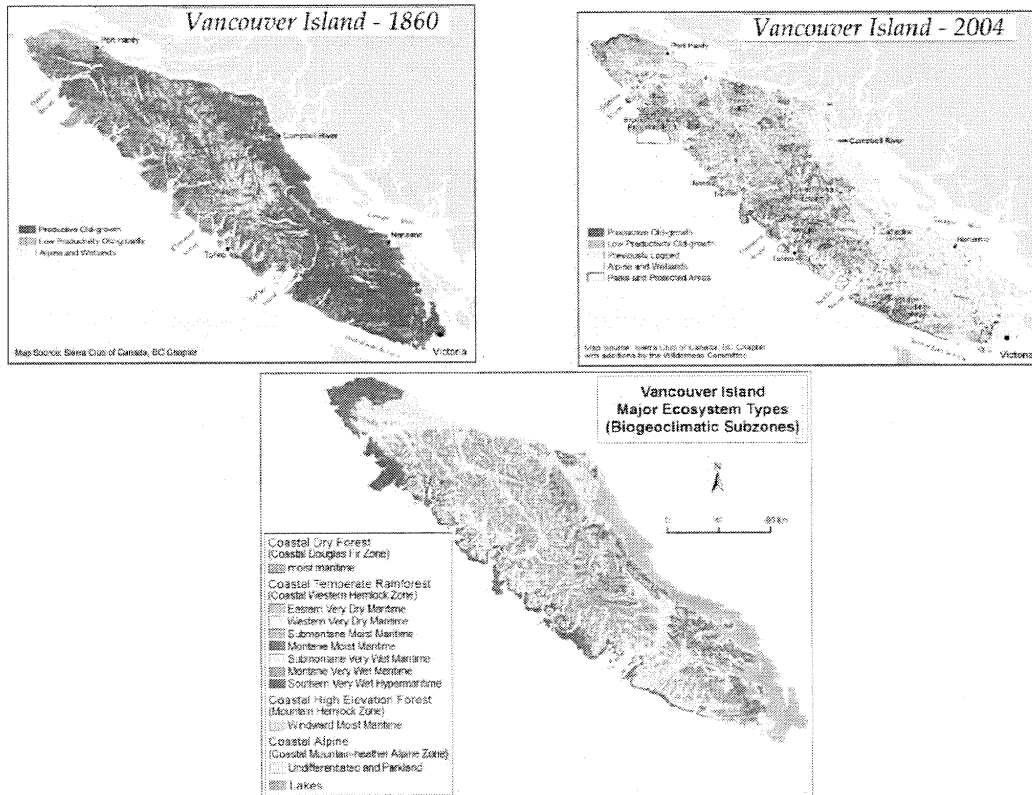
This indicates that even though those trees are in the "company reserve" they do not have permanent protection from harvesting.

Randy Stoltmann, author of Hiking Guide to the Big Trees of Southwestern British Columbia Second Edition (1991) describes it as "one of the very few fragments of untouched Douglas-fir forest remaining". pp 121. "Most of the Douglas-firs are 5 to 7 feet, 1.5 to 2.1 metres in diameter; the tallest is 265 feet, 81 metres".

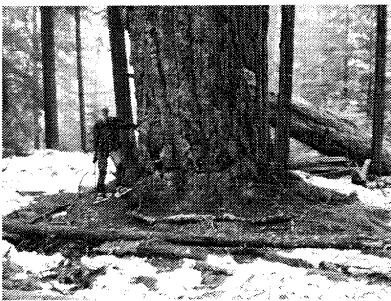
Those loggers Donny Hughes and Lois Van Beers today are considered visionaries. Without their refusal to cut the trees at that time we would not be able to come forward to defend these trees against the chainsaws once again.

000011

Today we know even more how very rare this forest is. On Vancouver Island the statistics are sobering; only 10% of the valley bottom old growth forests remain south of Barkley Sound and only 1% of the original Douglas fir forests remain. In this grove there are record size and height Douglas Firs: some more than 800 years old, 7.50 metres circumference (24ft 6 inches) interspersed with huge Cedars, Hemlocks, Grand Firs and containing rare groupings of Yew trees.



In May 2007, Warrick Whitehead was looking for old growth forest in the Cowichan Valley that was accessible to the public because a guiding company in Victoria, Midnight Sun Adventure Tours, had asked about identifying an area where they could take their clients on a day trip. Knowing this grove of Douglas fir existed in a “protected area”, he walked in to see what their current status was, only to find markers that indicated a logging road about to be built and trees flagged and painted with harvesting numbers. TimberWest had plans to rebuild the logging roads, harvest the upper area by regular logging methods and helicopter log the lower part by the river.



Winter in the old growth Douglas-Fir

With an extensive public awareness programme (2007) the area was again “saved” when TimberWest Forest Corporation agreed to not build roads or harvest in the area and the government placed the grove and its surrounding area on the region’s Park Acquisition list. This placement was done primarily because of the scarcity of this type of Coastal Temperate Rainforest (Coastal Western Hemlock Biogeoclimatic Subzone), which is underrepresented in the BC park system.

Since it was discovered that these amazingly rare trees were to be logged the local communities of the Cowichan Valley and Victoria have been in full support of the preservation of them. There have been newspaper articles in the Times Colonist, Vancouver Sun, Cowichan Citizen and Cowichan News Leader, including front-page coverage in the Times Colonist and Citizen newspapers. CHEK 6 TV News has had major coverage showing how overseas and local tourists shown the area treasured the size and magnificence of these trees, noting that these trees are more valuable to BC as a tourist attraction than as lumber.

The Cowichan Valley Regional District (CVRD) at its public meeting on 13th June, 2007 not only supported the efforts to save this forest, but passed a motion “that letters be sent to the Minister of Forests and Range, the Minister of Tourism, Sport and the Arts, the Minister of Agriculture and Land, and yourself as Minister of Environment requesting that they enter into negotiations with TimberWest to make the Koksilah River Ancient Forest into a park or protected area; and that the board request TimberWest to halt their plans for road building and logging until an agreement is made for this area between all parties involved and further, that Chair Peake seek a meeting with Minister Coleman and make immediate contact with TimberWest”. The Motion was passed unanimously.

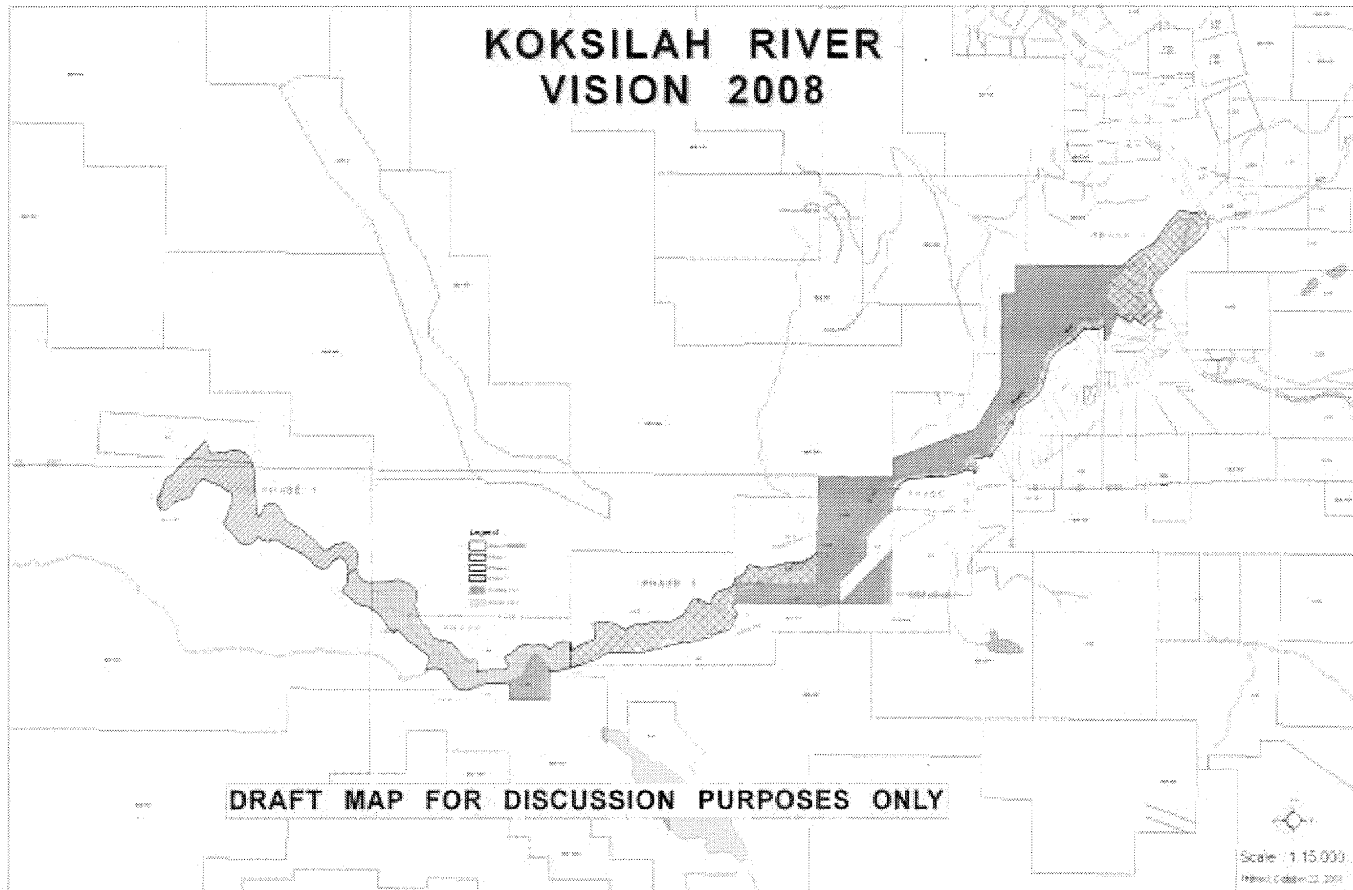


The Kinsol Railway Trestle over the Koksilah River, which is going to be soon restored as an historic structure. This will close the gap in the Trans Canada trail so when completed and connected to Victoria's Galloping Goose trail, walkers, cyclists, horse riders will be able to go all the way from Lake Cowichan to Victoria and beyond. The area's Official Community Plan, now in review, is to also include this area as a major tourist destination corridor for the public.



German cyclists (2007), cycling across Canada, who walked into the Koksilah Ancient Forest and cycled to the Kinsol Trestle. An example of the economic benefit to tourism in this area.

Cowichan Valley Regional District Director Ken Cossey has led the way by developing the Koksilah River Vision 2008, the connection of the area between the Kinsol trestle and two separate parts of the Koksilah River Provincial Park, recreational area, gorge and the Koksilah River Ancient Forest, as described in the Draft map below

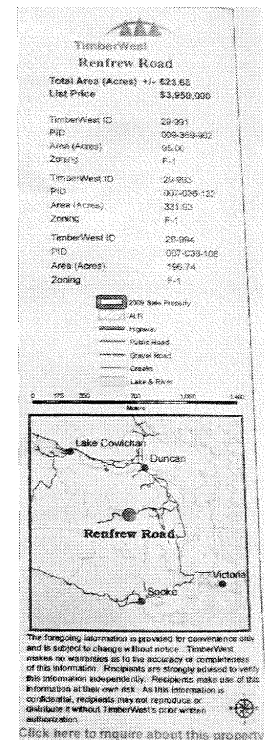
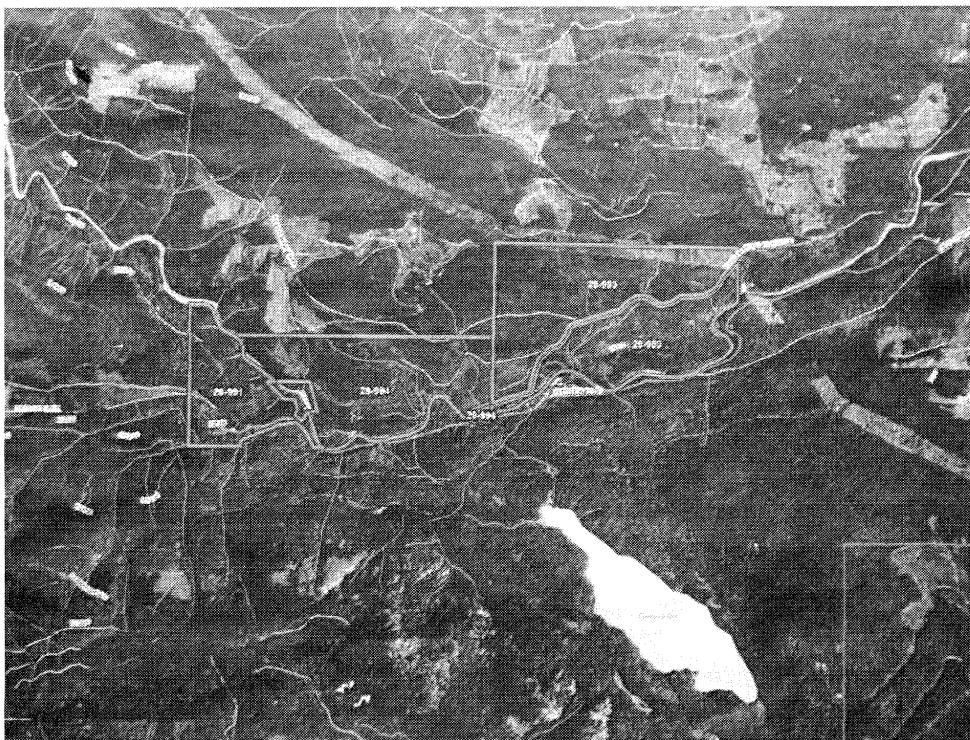


Current Status

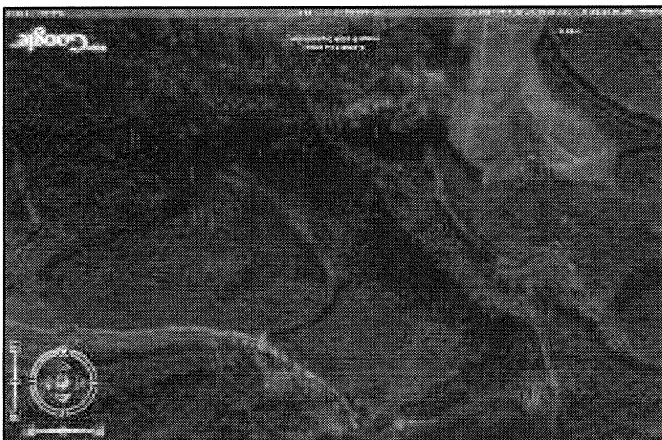
In 2009, Couverdon, TimberWest Forest Corporation's real-estate arm offered three properties called Renfrew Road for sale to the public. These three properties are the major link of the vision map and go to the boundary of the Koksilah River Ancient Forest and existing Koksilah Provincial Park covering the riparian zone that is used extensively by the public for recreation.

Warrick Whitehead with the co-operation of the CVRD will be setting up a meeting with Couverdon real estate. The objective of the meeting is to express interest in these properties and find out how best to accomplish permanent protection.

http://www.couverdon.com/pdf/map/2009_RenfrewRoad8x11.pdf (2009)



Map of properties advertised for sale on the Couverdon Website



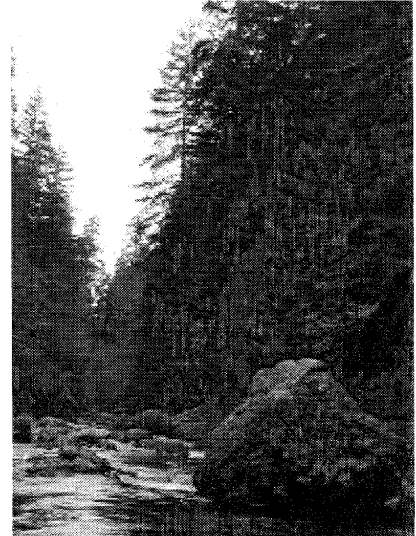
Canyon area of Koksilah Ancient Forest showing access to the upper groves



Area of canyon shown on left map



The down stream area between the existing Koksilah Provincial Park and the Koksilah Ancient Forest will become a part of the park that is used for recreational activities like walking and swimming



The Canyon, where trees have had to grow tall for light



An amazing riparian zone along the Koksilah River, this is the area where a wilderness trail might be constructed



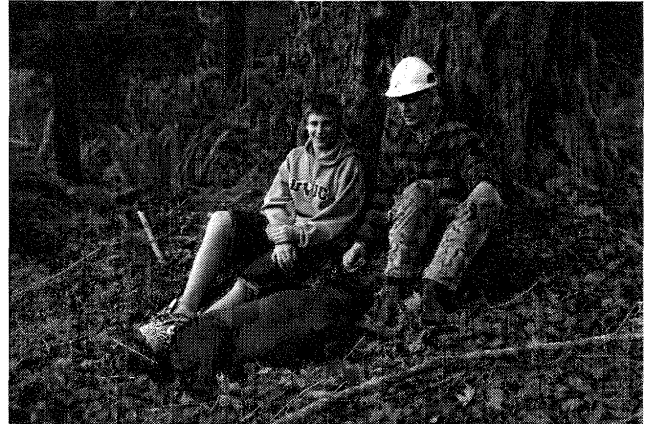
Large trees of many varieties and size are growing throughout the Ancient Forest



Flora and fauna often only associated with an ancient forest



Douglas fir alongside Koksilah River



Buster Rowan, a retired faller and his grandson Foster in the Koksilah

Buster Rowan and his grandson Foster walked into the Koksilah River Ancient Forest in 2008. Buster commented, "When I walked into the big trees I was immediately struck by the beauty of the grove and the incredible size of these trees still untouched so close to Duncan. I was pleased I could show Foster what I saw on a routine day when I worked in the bush as a faller on Vancouver Island. Even though I had cut down even larger trees in my time logging I could show him this small area away from traffic and development and I was so glad that he could enjoy what I had seen over those years. There is so little left like this now and this area is so accessible it must be saved. I always felt we should save more of those areas, such as the Nitinat Lake area in Pacific Rim National Park, where I was part of a logging crew. But this is closer to us. The Koksilah trees are very special".



A natural area left for everyone to appreciate



References

Cowichan News Leader May 10, 1989. F-C Loggers spare fir trees

CVRD Board Minutes, (D2) Motion (07-358) June 13 (2007) pp 2

Randy Stoltmann, Hiking Guide to the Big Trees of Southwestern British Columbia Second Edition (1991)

Times Colonist Thursday May 4, 1989. Fallers persuade logging bosses to spare centuries-old fir grove. By Carla Wilson

Websites: www.cathedralgrove.eu/text/09-Related-Stories-2.htm
www.wildcoastmagazine.com/V1i1Koksilah.htm
koksilah.blogspot.com

Appendix A

TRAIL DIRECTIONS TO: THE KOKSILAH RIVER ANCIENT FOREST.

Start at Mason's Store at Renfrew/Shawnigan Lake Road, north end of Shawnigan Lake.

Total distance 15.5km to the trailhead

0 km. Take Renfrew Rd west, follow the main road all the way, ignore all side roads.

5.5km Pass Kinsol Trestle entrance at 5.5km (a 2km walk on right, well worth the effort).

7.5km Continue on excellent gravel road

9.5km Pass Koksilah River Provincial Park campground and "Burnt Bridge" crossing on right.

12km Active logging road comes in from the left. Be careful, give way to logging trucks!!!

14.8km Yellow bridge/orange gate at base of Kampoor Hill (rough and steep)

15.5km Y in road, take right branch, uphill and immediately see orange gate on right. Park here.

Start from this gate, total walking distance 1.85km.

Follow the *old road/ trail* up the hill, at the top it turns to the left/west on a flat section.

After ½ km the trail is undulating, stay on the main trail and watch for trail distance markers on trees.

Just past the tree slash-marked 1+026 (1.026 km - you have just walked), turn right - off the main trail onto a *single track walking trail*. (You will know you have gone past the *walking trail* entrance if you start a long uphill climb).

Follow the *walking trail*; it roughly follows the old (put to bed) indistinct old logging road, 800metres into the Koksilah River Ancient Forest.

** You will see on your left a cut butt log, approx 650 year old as you walk into the grove. You are now entering the most spectacular Douglas fir grove. The tallest trees here are 81metres, around 800 years old and with many over 2metres in diameter. Leave only footprints on the trails and take only memories and photos of the area leaving all as you came for others to enjoy.

Enjoy – stay on the trail – protect undergrowth, mosses, etc. When this area is parkland boardwalks can be built to protect it further. This is still private land, - leave nothing, and take only pictures.

** On your right about 1/2 of the way down the *walking trail* - marked by blue tape, is a rough side trip and more difficult loop trail down and then along the beautiful but more difficult terrain above the Koksilah river ending in the main grove of Douglas fir in the Koksilah River Ancient Forest. This area was to be helicopter-logged – notice logging boundary tape, painted trees, metal tags etc. - Please don't remove anything including any of these reminders of its past like ribbons or painted markings and metal tags they may have a future use.

Appendix B

CVRD BOARD MINUTES – JUNE 13, 2007

Page 2

**BUSINESS
ARISING OUT OF
MINUTES**

The Administrator requested that his comments regarding the June 7, 2007 Special Board minutes be dealt with during Unfinished Business later in the agenda.

DELEGATIONS

D1

Colleen MacGregor and Mary Day representing the concerned Citizens for Watershed Protection re: Koksilah River Watershed – Evans Redi Mix.

Colleen MacGregor provided a brief overview of the Evans Redi Mix soil issue. Mary Day questioned the Board on four issues relating to this matter.

(07-357)

It was moved and seconded that this subject matter be referred to the next Regional Services Committee meeting.

MOTION CARRIED

D2

Warrick Whitehead representing Old Growth Forest on Koksilah River re: the benefit to the Cowichan Valley saving old growth forest on Koksilah River.

Warrick Whitehead and Scott Bonner, Midnight Sun Adventure Tours, provided an overview of the desire to develop the tourism potential of the old growth forest in this area.

(07-358)

It was moved and seconded that the Board support the request that letters be sent to the Minister of Forests and Range, the Minister of Tourism, Sport and the Arts, the Minister of Agriculture and Land, and the Minister of the Environment, requesting that they enter into negotiations with TimberWest to make the Koksilah River Ancient Forest into a park or protected area; and that the Board request TimberWest to halt their plans for road building and logging until an agreement is made for this area between all parties involved; and further, that Chair Peake seek a meeting with Minister Coleman and make immediate contact with TimberWest.

MOTION CARRIED

(07-360)

It was moved and seconded that this matter be referred to the Regional Parks Committee.

MOTION CARRIED

000020

COWICHAN VALLEY REGIONAL DISTRICT
ADMINISTRATIVE SERVICES DEPARTMENT

REQUEST FOR DELEGATION

APPLICATION DATE: MARCH 4, 2010

NAME OF APPLICANT: LARRY OLSEN

ADDRESS OF APPLICANT: 1492 COWICHAN BAY RD

PHONE NO.: _____

REPRESENTING: COWICHAN ATV CLUB
Name of Organization

MEETING DATE: WEDNESDAY, MARCH 10, 2010

COMMITTEE/BOARD NAME: PARKS

NO. ATTENDING: 1

NO. WISHING TO MAKE A PRESENTATION: 1

TOPIC TO BE PRESENTED:

FURTHERING SAFE AND RESPONSIBLE OFF-ROAD
RECREATIONAL OPPORTUNITIES IN THE COWICHAN
VALLEY

NATURE OF REQUEST/CONCERN:

Note: Once the request for delegation application has been favourably considered, presentations will be restricted to ten (10) minutes, unless notified otherwise.

Synopsis
"Off Road Recreation" in CVRD

Presentation to CVRD Parks Committee, 10 March 2010

AIM of the presentation is:

...to instil in CVRD a sense of championship for furthering safe and responsible off-road recreational opportunities in the Cowichan Valley and surrounding Region.

Speakers: The presentation is offered by:

- Town of Lake Cowichan (Representative, Councilman Mr. Bob Day);
- ATVBC (President, Mr. Zan Boyle); and
- Cowichan Valley ATV Club (President, Mr. Larry Olsen).

Outline: The Briefing will cover:

- stakeholders expectations of the CVRD;
- Risks associated with sponsoring off-road opportunities;
- Risk management;
- Perspective Town of Lake Cowichan;
- Perspective ATVBC; and
- Issues pertaining to existing and potential extensions to the Trans Canada Trail.

Decision Requested:

To commission a Stakeholders' Committee to evaluate and submit recommendations pertaining to off-road recreational opportunities in the Cowichan Valley and surrounding Region.

Prepared by Larry Olsen 4 March 2010

Trails BC advises "that motorized and non-motorized users are incompatible with each other." This is absolutely true...in some areas. However, there are many reasonable opportunities for shared access, and the precedent has been set in several areas of the Country. Our Region should not accept that Mr. Skucas's interpretation of need (from his home in Cranbrook), represents the consensus of what is required in the outback territories of the Cowichan Valley. Our perspective is that he and Local, Provincial and National Governance Bodies are darned well accountable to respond to the needs of citizens, and it seems that there may be a communal need for Recreational Governance Bodies to publically acknowledge that:

- they play pivotal roles in promoting reasonable, responsible, recreational opportunities for **all** of the residents that they represent;
- a balance needs to be struck between interest-groups, and that that off-road motorized sports is a priority for many rural-area residents;
- control mechanisms have their place in most sports, and Stakeholders need to be consulted in their evolution. In fact, ATVBC and its affiliate Clubs are leading the charge for developing control mechanisms that promote safe and responsible riding. And, Districts should be actively supporting the role that they are taking in this regard. For example, CVATV has routine liaison with the Lake Cowichan RCMP and Search & Rescue organization. It has worked with the Equestrian Groups on the Island to establish protocol for sharing trails with horses. It has worked with local hiking clubs to discuss their needs and expectations. Indeed many ATV Club Members are also Members of the local Equestrian, Bicycle and Hiking Clubs; and
- The Communities have absolutely expressed a need to evaluate and execute options for providing safe and responsible off-road recreational opportunities in the Regions.

CVATV does agree with Trails BC on one point...that the Trans Canada Trail is meant to be an enduring and lasting legacy for all Canadians to enjoy. However, we contend that the TCT is intended to bring Communities together...not be a catalyst for conflict. Shared access is feasible in many rural areas, and proper facilitation can foster a safe and pleasant recreational opportunity for all residents of the Region, and a lucrative opportunity for the business community. Like Trails BC, we also trust that the CVRD Directors, Mayor and Council of the Town of Lake Cowichan will do their part in ensuring that this legacy remains intact for future generations of the Cowichan Valley. And, we encourage the CVRD to work with the Stakeholders to identify opportunities that satisfy the needs of all recreationalists, not just those that proffer exclusion.

Responsible ATV Clubs have many ideas that can be used to curtail the yahoos that negatively broad-brush the image of responsible riders. We respectfully request that you establish a forum of affected Stakeholders to come up with recommendations that will best serve all of the citizens in the District.

(Original signed by)

Larry Olsen
President
Cowichan Valley ATV Club
1492 Cowichan Bay Road
Cowichan Bay
V0R 1N1

000023

Parks, Recreation and Culture Department Cowichan Valley Regional District
1.800.665.3955(toll free) or (250)746.2620

If you are not the intended recipient of this e-mail and attachments please notify the sender by return e-mail and delete the e-mail and attachments immediately. This e-mail and attachments may be confidential and privileged. Confidentiality and privilege are not lost by this e-mail and attachments having been sent to the wrong person. Any use of this e-mail and attachments by an unintended recipient is prohibited.

-----Original Message-----

From: Larry.Olsen@forces.gc.ca [mailto:Larry.Olsen@forces.gc.ca]
Sent: Thursday, January 07, 2010 11:50 AM
To: the3ms@shaw.ca
Cc: Brian Farquhar
Subject: Cowichan Valley ATV Club

...this is a resend from 23 Dec 09...

Ian / Brian:

Membership in the Cowichan Valley ATV Club (CVATV) has more than doubled in the past year. Many of our Members are also members of local Hiking, Biking and Equestrian Clubs. Our goal is to ride quads safely and responsibly, and to sustain the sport by educating our Members and by partnering with private and public Stakeholders.

As such it is probably timely to review the Club's needs and expectations with the Directors of CVRD. Our thought is that this might be accomplished by addressing the Board at one of the upcoming Board Meetings...but I would appreciate your council on how to proceed.

My thoughts on AIM and Goals of a presentation are outlined below:

Aim: to instil in CVRD a sense of 'Championship' for furthering safe and responsible off-road recreational opportunities in the Cowichan Valley.

Goals:

- * Acknowledgement that the CVRD plays a pivotal role in promoting reasonable, responsible, recreational opportunities for all of the residents that it represents.
- * Acknowledgement that a balance needs to be struck between interest-groups, and that that off-road motorized sports is a priority for many residents of the District;
- * Acknowledgement that the CVRD is supportive of the role that ATVBC, and in particular the CVATV Club, is taking to promote safe and responsible use of outback territories; and
- * Agreement to evaluate options for providing safe and responsible off-road recreational opportunities in the Cowichan Valley. Of particular interest to CVATV is shared access to the (planned) Canada Trail on N side of L Cowichan road.

I would greatly appreciate any insight that you might provide.

Respectfully,
Larry Olsen
President
CVATV Club



STAFF REPORT
PARKS COMMITTEE MEETING
OF MARCH 10, 2010

DATE: March 10, 2010

FROM: Brian Farquhar, Parks and Trails Manager
Parks, Recreation and Culture Department

SUBJECT: VI (Vancouver Island) Spine 2009 Report

Recommendation:

The attached information is provided for information.

Purpose:

To provide an update on the non-profit initiative to establish a 700 km long continuous hiking trail network the length of Vancouver Island by the VI Spine Trail Association.

Financial Implications:

N/A

Interdepartmental/Agency Implications:

N/A

Background:

The non-profit VI Spine Trail Association has been active since 2007 in assessing and pursuing establishment of a hiking trail along the length of Vancouver Island from Cape Scott at the northern tip to Victoria Harbour. The attached 2009 annual report from the VI Spine Trail Association provides an overview of the groups trail route objectives and status of this initiative. This information is brought forward to the Committee at this time, as the VI Spine route identifies portions of the Cowichan Valley Trail from the Town of Lake Cowichan to the intended trail connection with the Capital Regional District's Galloping Goose Trail atop the Malahat in south Shawnigan Lake. Of note as well is the proposed route of the VI Spine to the Town of Lake Cowichan from Port Alberni, inclusive of trail routing on lands south of Cowichan Lake. The group has not requested direct assistance from the Cowichan Valley Regional District, other than general support for the trail initiative and acknowledgement of connecting into the existing Cowichan Valley Trail. The majority of the VI Spine trail is intended for hiking only, except where sections of the trail also facilitate other uses (i.e. the Cowichan Valley Trail section which also permits cyclists and equestrians).

For 2010, a promotional relay event is planned along the length of the proposed VI Spine Trail route between June 25-26 (see attachment), with the event traversing the Cowichan Valley Trail

between the Town of Lake Cowichan and Shawnigan. At this time it is unknown how many participants will be involved in the event and the organizers have not requested any support from the CVRD. However, the organizers have been advised that the area of the Kinsol Trestle may be closed/restricted during the time of the event due to planned trestle rehabilitation work. As it is a non-profit event using only the existing trail for walking and cycling with expected manageable participant numbers, no special approvals from the CVRD for use of the trail are expected to be required at this time.

Submitted by,

A handwritten signature in black ink, appearing to read "Brian Farquhar", written in a cursive style.

Brian Farquhar, Parks and Trails Manager
Parks, Recreation and Culture Department

BTF/mca
Attachment

000026

Concept:

The Vancouver Island "Spine" is a proposed trail from Victoria in the south to Cape Scott at the northern tip of the Island. The route is an inland route that passes near many communities, yet retains its wilderness character, following historic routes and completed trails where they exist.

Over 700 km long, 190 km of which is already built or planned, the "VISpine" will provide a recreational trail for residents and tourists through the beautiful back country of Vancouver Island. Primarily a hiking trail (but permitting non-motorized, multi-use where appropriate) the route traces mountains, forests and lakes, similar to successful routes in North America.

The "VISpine" trail will encourage local economies, both in the building of the trail and in the maintenance of the route. Local hiking clubs will be encouraged to monitor the trail, and businesses to provide services to travellers in their region.

History:

If you have heard or read the above summary before, it is because it has been the basic objective since the fall of 2007, when serious work began. Progress Reports were first issued in January of 2009, and have followed in April, July and September. This is our first Annual Report.

There have been many long-distance trails developed in Europe, the United States and Canada. Some are urban in nature, others wilderness. The pattern of the "VI Spine," to use the firmly attached name, is the Pacific Crest Trail from Mexico to Canada, ending in Manning Park. VI Spine is continuous, wilderness, and multi-use, non-motorized, utilizing existing trails where possible and linking these segments together with new trail. (We can acknowledge other preceding ideas for such trails or routes on Vancouver Island, but none of them are designed for people who are simply competent backcountry travellers. However, VI Spine *will be* accessible to long-distance and local day trippers.)

Early in 2009, VI Spine attracted several interested representatives up-Island and a Task Force was formed to advise on routing and to monitor local political events affecting the project. Hike BC was approached and VI Spine was adopted as part of that organization, and therefore as part of the National Hiking Trail. VI Spine will connect to the NHT via ferry from Port Hardy to Bella Coola. Our president was named a director of Hike BC.

We have made Email contact with all of the Island regional districts (seven of them!) and visited a couple. Several have included our planned routes in their planning for recreation trails, but much more work is needed to get the various 'stakeholders' together and agreed on priorities. Presentations were made to CRD Parks Committee, the Association of Vancouver

Island and Coastal Communities and other political and outdoor groups. Our representatives have met with Ministry of Tourism, Culture and the Arts (MoTCA) officials of the Recreational Sites and Trails branch and a brief has been sent to the Minister.



North Coast Trail

Rowena Tansley

Organization

On July 24th, the VISpine trail association, VISTA, was incorporated as a Society of British Columbia. In August, VISTA was accepted by the Canada Revenue Agency as having tax-exempt status as a registered charity, allowing the Society to issue receipts for tax deductible donations. The current directors of VISTA are:

Gil Parker, President
Robie Macdonald, Director

Bill Feyrer, Treasurer
Peter Berrang, Director

Ray Parks, Director
Rick Hudson, Director

The original Task Force is still in place, with members leaving or being added as needed or to suit their personal plans. In 2010 there will be a need for "observers", probably many from the outdoor clubs, to verify on-the-ground the proposed route of the VI Spine.

VISTA has employed Maia Green as a part-time Communications Coordinator in 2009, continuing into 2010, thanks to a major donation by Director Peter Berrang. Volunteers have played a significant part in making the first year of full operations successful:

Martin Hofmann: Website (Alpine Club, Vancouver Island Section, hosts our website)

Ann Harwood: Database and CRA receipts.

Andrew Pape-Salmon: Co-chair of VI Spine Relay, along with Maia Green.

The VISTA board of directors extends thanks to the many persons who have contributed skills and time or made donations to the work of VI Spine.

Route of VI Spine

In general terms, VI Spine will follow the Trans Canada Trail from Victoria to Lake Cowichan, a new trail to Port Alberni, partly on disused 1913 railgrade of the Canadian Northern Pacific Railway (including the Runners Trail), then along the Beaufort Range to Cumberland, across Forbidden Plateau (BC Parks) and north along the upper reaches of the Oyster River valley to the north end of Upper Campbell Lake. Striking westward, VI Spine will pass near Mounts Victoria and Schoen (BC Parks) and cross the Island Highway northwest of Schoen, connecting to Port McNeill near the Bonanza Range. From McNeill to Port Hardy, VIsPine will track near the coastline, then head inland to Shushartie Bay, where it connects to the North Coast Trail and Cape Scott (BC Parks).

Routing in new areas has been set via Google Earth line, but needs on-the-ground confirmation or revision, planned for 2010. VISTA needs experienced observers to explore these sections, flagging and running GPS tracks for our Island-wide data base.

Two trail projects are already proceeding. From Langford to Shawnigan Lake, the CRD and CVRD have secured the land and are planning completion by 2011. From the Alberni Canal at Headquarters Bay east to Francis Lake, the Tseshahat nation is spearheading the Runners' Trail, named for a traditional First Nations route, also expected to open in 2011. And near Port Hardy, the Kwakwaka'wakw nation is examining the feasibility of a trail segment north of town.

Media

Newspaper reporting about the VIsPine included articles in the Comox Valley Echo in April and October, the Alberni Valley Times in July, and the Victoria Times Colonist in June (plus an editorial) and July (Runners Trail.)

CFAX radio interviewed the VISTA president. Jen Segger, making her four day "Island

Quest" run/cycle the length of the Island, high-lighted VI Spine in her website and radio talk.

We have received endorsements from most Island outdoor clubs and several town/city mayors. VISTA now has a Facebook site.

VI Spine Relay

Planned for June 2010, the VI Spine Relay will bring the project awareness to adjacent Island communities. Under the Co-chair direction of Andrew Pape-Salmon and Maia Green, this event will bring the concept of VI Spine to the public in a forceful way.

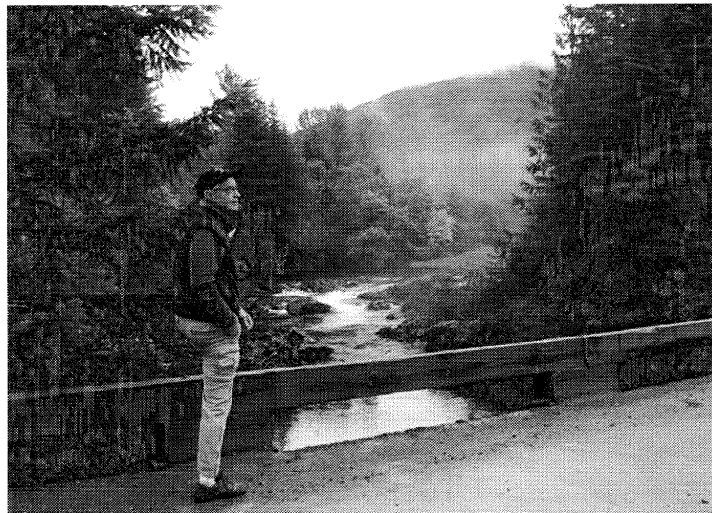
We plan for participants to traverse existing trails, and in between, connect them up using mountain or touring bikes depending upon the road conditions. In addition to the core participants, we will be inviting school groups, community leaders, businesses, the media and politicians to hike for short sections near their communities to raise the profile of the event. See more details of the fifteen sections of the Relay on our website, www.vispine.ca.

Future Plans

While the Relay will be the most visible event on our 2010 agenda, we will also be continuing contacts with leaders of regional districts, municipalities, towns, cities, MoTCA, and First Nations, and will be commencing discussions with private land owners critical to our route.

VISTA will continue discussions with officials of the Trans Canada Trail, and Hike BC. We will host the AGM of Hike BC in Victoria in the summer. Critical to all these discussions is the on-the-ground confirmation of the route feasibility. In 2009 most of these observations were delayed due to fire closures, and we hope to complete trail location work this summer.

Signed: Gil Parker, President



Nitnat River

Rick Eppler

2009 Year End Financial Statement (unaudited)

Assets

Cash in Bank	\$8,632.50
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Liabilities

Accounts payable	nil
Membership Equity	\$8,632.50

Income

Memberships	31	\$ 621.00	
Donations	7	<u>\$12,080.00</u>	
Total Income			\$12,701.00

Expenses

Travel expenses	\$ 463.04	
Meeting expenses including meals	\$ 30.08	
Misc. (Deposit with Hike BC)	\$ 20.00	
Paypal (commission on payments)	\$ 10.32	
Printing and copying	\$ 381.92	
Legal and incorporation expenses	\$ 155.00	
Purchases	\$ 8.14	
Contract Wages	<u>\$3000.00</u>	
Total Expenses		<u>4068.50</u>

Net Surplus	\$8,632.50
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Signed: Bill Feyrer, Treasurer

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Home >> VI Spine Relay

Main Menu

- Home
- Background
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- Implementation
- VI Spine Relay
- Support Our Society
- "Get Out More"

VI Spine Relay

The kick-off event for development of the VI Spine trail will be a Relay in June 2010 that will see groups of individuals hiking, cycling, mountain biking and running along the proposed trail route from Cape Scott to Victoria. We are seeking input from a number of organizations to determine your interest to participate in the relay. You can see the survey at: <http://www.surveymonkey.com/s/8B9ZQGK>

We plan for participants to traverse existing trails, and in between, connect them up using mountain or touring bikes depending upon the road conditions. In addition to the core participants, we will be inviting school groups, community leaders, businesses, the media and politicians to hike for short sections (e.g., half day) near their communities to raise the profile of the event.

Accommodations for long-distance participants will be arranged in each community through billets. Between communities, participants will sleep in tents. Sponsors are needed to provide shuttle vehicles, food, cooking gear and tents, but sleeping bags and mats should be arranged by participants.

The preliminary schedule for the relay is as follows:

- **Saturday, June 5, 2010, Section 1,** hike from Cape Scott Provincial Park parking lot to Nissen Bight
- **June 6, Section 2,** run the North Coast Trail to Shushartie Bay, travel to Port Hardy by boat
- **June 7, Section 3,** mountain bike from Shushartie River to Port Hardy along river and logging road
- **Tuesday, June 8, Community Day** in Port Hardy and/or Port McNeill, hiking with participation of local schools, businesses, service clubs, First Nations, local governments, community members
- **June 9-10, Section 4,** road cycle to Campbell River
- **Wednesday, June 9, Overnight** with a **Community Evening** in Woss
- **Friday, June 11 morning, Community Day** in Campbell River, hiking in Beaverlodge Lands (with schools, etc)
- **June 11 afternoon, Section 5,** road cycle to Mount Washington, **Community Evening** at Mount Washington
- **June 12-14, Section 6,** hike / snowshoe from Mount Washington to Cumberland via Strathcona Provincial Park, Forbidden Plateau and community trails
- **Tuesday, June 15, Community Day** in Cumberland, historical hike starting at community centre (with schools, etc)
- **June 16, Section 7,** mountain bike from Cumberland to Mount Clifton (Beauforts) via Buckley Bay Main
- **June 17-19, Section 8,** hike / snowshoe from Mount Clifton to Port Alberni along Beaufort range and down from Mount Joan to Log Train Trail
- **June 20, Community Day** in Port Alberni, hike from the McLean Sawmill along Log Train Trail (with schools, etc)
- **June 21-23, Section 9,** mountain bike from Port Alberni to Lake Cowichan via logging roads and Runners' Trail between Headquarters Bay and Francis Lake (including trail runners on this section on June 22)

Login



- **June 24, Community Day** in Lake Cowichan, at Cowichan River Provincial Park (with schools, etc) (with BC Parks event, proposed)
- **June 25-26, Section 10**, run from Lake Cowichan to Victoria along Trans-Canada trail (including horseback riders from to Shawnigan Lake on June 25)
- **Sunday, June 27, Community Day** in Victoria, hike from Legislature to Mile 0 through Beacon Hill Park (with schools, etc)

The relay is being organized by Andrew Pape-Salmon and Maia Green:

- andrewpapesalmon@shaw.ca, Tel: 250-592-7017
- maiaagreen@gmail.com



North Coast Trail Tree Bridge

Rowena Tansley

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000034



STAFF REPORT

PARKS COMMITTEE MEETING OF MARCH 10, 2010

DATE: March 10, 2010

FROM: Ryan Dias, Operations Superintendent, Parks and Trails Division
Parks, Recreation and Culture Department

SUBJECT: Hillcrest Road Access to Chemainus River Park

Recommendation:

That the Committee endorse the proposed action plan to establish a public access control point on Hillcrest Road in partnership with the Ministry of Forests and other major landowners to address the problems of illegal access, trespass, vandalism, fires, garbage dumping and illegal camping occurring on lands along this forestry road, including Chemainus River Park.

Purpose:

To inform the Committee of the recent inter-agency meeting held with respective representatives next steps in developing an action plan to address Chemainus River Park access and park damage issues.

Financial Implications:

N/A

Interdepartmental/Agency Implications:

Inter-agency and major private land owners along Hillcrest Road include BC Parks, TimberWest, Island Timberlands, Ministry of Forests, and the District of North Cowichan.

Background:

On February 17, 2010, the Parks and Trails Division hosted an inter-agency meeting with forest companies and provincial land agencies having interests along Hillcrest Road (located off of Highway 18 in Electoral Area E). Hillcrest Road is a designated provincial forestry road which provides access to private and public forestry lands, Chemainus River Park and several acreage residential properties. The group discussed ongoing problems currently faced by landowners in the Hillcrest Road area, including illegal garbage dumping, fires, trespass, vandalism, environmental damage, abandoned vehicles, parties and illegal camping. In particular, Chemainus River Park has been subjected to many of these problems, which appear to have escalated in recent years, due to the isolated location of the park and out-of-the-way destination attraction for engaging in such activities.

Efforts to curtail these activities in the park has included installation of gates at the park entrance and increasing security patrols. While the security patrols have had some measurable positive impact at reducing problems, attempts at installing entrance gates has resulted in the damage/removal of the gates almost as quickly as it takes to install. The present action has been to continue with the security patrols, but forego any further repairs/replacement of the gates until a more effective overall approach to manage access at the park can be implemented.

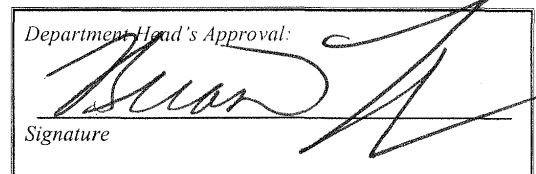
At the meeting Parks and Trails Division staff extended the idea of sharing resources to develop a combined strategy address the illegal trespass and damage issues. The action plan presented by Parks and Trails Division staff proposes to establish a caretaker/park host and gate approximately two to three kilometres off Highway 18 along Hillcrest Road, well back from the existing entrance to the park. This caretaker/park host would be positioned in a highly visible area and be responsible for opening/closing a gate to permit access to Chemainus River Park and other lands beyond the gate. All agreed that the intent and purpose of the caretaker/gate would be to not restrict legitimate public access to lands beyond for outdoor recreation use and enjoyment of Chemainus River Park and other accessible lands, rather the focus of the access point would be to educate visitors to the area, provide a means of passive monitoring use and control/limit after-hours access to the area to better control unwanted behaviour and activities occurring.

Resources such as lights, video camera, a small caretaker facility and access to phone service were agreed by the group to be important safety elements for consideration, as well as follow-up with regulatory agencies such as the RCMP and Provincial Conservation Office for their input and suggestions. Discussion around the table ensued about setup and operational costs, which the Parks and Trails Division staff agreed to source and bring back to the group for discussion. Once setup and operational costs are presented, the representatives from the respective agencies would be able to determine the level to which they could contribute towards setting up the caretaker/park host gate entrance on Hillcrest Road as presented.

Submitted by,



Ryan Dias, Operations Superintendent
Parks and Trails Division
Parks, Recreation and Culture Department



RD/mca

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STAFF REPORT

PARKS COMMITTEE MEETING OF MARCH 10, 2010

DATE: March 10, 2010

FROM: Dan Brown, Parks Trails Technician
Parks and Trails Division, Parks, Recreation and Culture Department

SUBJECT: Island Corridor Foundation Workshop – “Boats, Trains, and Planes – Inviting the World to Visit and to Stay”

Recommendation:

This report is received for information purposes.

Purpose:

To inform the Parks Committee of the upcoming Island Corridor Foundation Workshop, “Boats, Trains, and Planes – Inviting the World to Visit and to Stay” on March 24th.

Financial Implications:

N/A

Background:

On March 24th, the Island Corridor Foundation will host a workshop titled “Boats, Trains, and Planes – Inviting the World to Visit and to Stay.” This workshop will focus on rail based tourism opportunities on Vancouver Island and how to promote and integrate these tourist attractions. Attending the workshop will be representatives from local government jurisdictions, port authorities, airports, MoTCA, and MoTI.

Specifically, the workshop will focus on the integration of rail service and aboriginal and cultural tourism. Aboriginal Tourism is the fastest growing tourism sector in BC, and the hope is that improved rail service will promote existing cultural attractions as well as provide local First Nations with opportunities for future tourism ventures.

Island Corridor Foundation also recognizes the importance of the Rail with Trail initiatives happening within their corridor in the various Vancouver Island Jurisdictions the rail passes through. Upon their invitation, CVRD Parks and Trails staff, along with representatives from the CRD, RDN, and other jurisdictions will be giving a 5-10 minute presentation on the current trail and improvement initiatives within the E&N Rail Corridor, including the Cowichan Valley Trail Initiative and the Cobble Hill Train Station Improvements. The presentation will include photos of recent work and will focus on:

- The Chemainus Rail with Trail project, including partnerships with the Mt. Brenton Golf Club and the Rotary Club of Chemainus.
- Improvements made to the section of old E&N Railway between Lake Cowichan and Duncan.
- 2010 rail with trail projects in Chemainus and Ladysmith, including partnerships with the District of North Cowichan and the Town of Ladysmith.
- The Cobble Hill Train Station Improvement Project, made possible by the Trees for Tomorrow grant program and local volunteer efforts.
- The proposed Miller Road rail corridor improvements and potential future link to Cowichan Bay.
- Recognition of funding contributions made by Federal Gas Tax, Western Economic Diversification, Island Coastal Economic Trust, and the CVRD to the Cowichan Valley Trail Initiative.

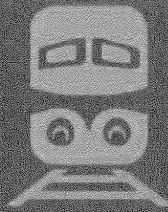
Submitted by,

Dan Brown, Parks Trails Technician
Parks and Trails Division
Parks, Recreation and Culture Department

DB/mca

Department Head's Approval

Signature



ISLAND
CORRIDOR
FOUNDATION
islandcorridorfoundation.ca



Get on the Train!

A workshop series about the renewal of passenger, tourist & freight rail services on Vancouver Island.

The Island Corridor Foundation, invites you to be part of a unique opportunity to help shape the future of transportation on Vancouver Island.

Rising energy costs, reducing our carbon footprint, creating prosperous "green" communities built around practical transportation alternatives. The challenge of adapting for this new future is enormous – but so are the opportunities. The Island Corridor Foundation is hosting a series of workshops to plan for renewed rail on Vancouver Island. You are invited to join us in formulating partnerships and economic opportunities through a series of workshops themed around passenger, tourism and freight rail transportation.

If your organization wants to be part of the solution – you can't afford to miss this unique workshop series.

PRE-REGISTRATION AVAILABLE ONLINE

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Workshop 1 Extraordinary Change, Extraordinary Opportunity

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When:

January 21, 2010, 9 am – 4 pm

Where:

Quw'utsun' Cultural & Conference Centre, Duncan, BC

Workshop 2 Sustainable Rail-based Tourism

This workshop is designed to showcase opportunities for excursion and tourism product development related to passenger and excursion rail services.

When:

March 24, 2010, 9 am – 4 pm

Where:

Vancouver Island Conference Centre, Nanaimo, BC

Workshop 3 The Future is Here, Today

A discussion of rail infrastructure improvements that will give Island businesses, especially resource-based ones, better access to North American and Asian markets, thanks to rail upgrades, improved port facilities and the coastal barge network. This day will also feature a trip to McLean Mill on the Alberni Pacific Railway.

When:

April 23, 2010, 9 am – 4:30 pm

Where:

Best Western Barclay Hotel & McLean Mill, Port Alberni, BC

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000039



STAFF REPORT
PARKS COMMITTEE MEETING
OF MARCH 10, 2010

DATE: March 10, 2010

FROM: Dan Brown, Parks Trails Technician
Parks and Trails Division, Parks, Recreation and Culture Department

SUBJECT: Cowichan Valley Trail Completion Initiative – Winter/Spring 2010 Update

Recommendation:

This report is received for information purposes.

Purpose:

To inform the Parks Committee on the progress of the Cowichan Valley Trail initiative.

Financial Implications:

N/A

Background:

Since the previous Cowichan Valley Trail Initiative progress report received by the Parks Committee at the November 24, 2009, meeting, the main focus has been design and logistical planning for several key 2010 projects. CVRD Parks and Trails have still been completing work on the ground, though winter weather has prevented large scale work from being performed.

Through our WED funding as well as ICET, Gas Tax, and Regional Parks funding, CVRD Parks and Trails have the opportunity to complete our goal of connecting the Cowichan Valley Trail from south Shawnigan north to the Regional District of Nanaimo by March 31, 2011. The majority of the work over the following year will be focused on the segments of trail from Lake Cowichan through Chemainus and Ladysmith to the RDN Boundary.

Up until March 31st of this year, CVRD Parks and Trails are restricted to spending a relatively small amount of the total funding for the project, which is why much of the focus has been planning and design of trail elements. The following is an update of works performed and in progress on each segment between the November 2009 Parks Committee meeting and March 31st of this year.

A. Lake Cowichan to Duncan

In February, all road crossings between Lake Cowichan and Duncan were surveyed to determine requirements for preventing vehicle access to the trail. This included quantity and placement of removable bollards, large rocks, and finishing material. Crossings were prioritized based on public use and rate of vandalism to existing access controls.

In mid February, access control began with Sahtlam Road near Duncan, from which several unauthorized accesses to the trail originated. Large rocks are now blocking these access points, as well as ditches that double as drainage improvements for this 2 km section of trail. Additionally, surface material was placed on this section of trail (between Old Lake Cowichan Road and the Chinese Cemetery) to improve quality of use.

The trail crossings at the Chinese Cemetery and Paldi Road were both improved near the end of February. Both sites received removable bollards, large rocks, and finishing material.

Currently, work is being completed on the remaining crossings which have been prioritized based on use and need for access control. The number of crossings to be completed before March 31st is dependent on available funding.



Chinese Cemetery Road Crossing Access Control

B. Bings Creek Bridge

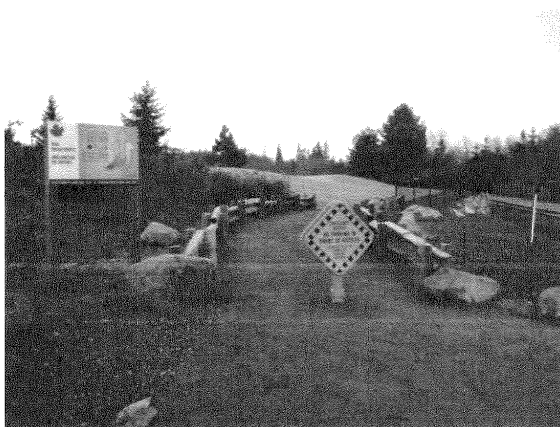
The Bings Creek Bridge site was recently studied reviewed by a geotechnical engineer who has finalized a report to determine the appropriate means for placing the bridge on the site. Once completed, this report will assist in completing the final bridge design.

A structural engineer is now completing the final bridge design drawings. A tender document for construction and installation of this bridge will be produced in early spring.

C. Chemainus to Ladysmith

Construction of the Rail with Trail from Crozier Road to Henry Road is now complete, and CVRD Parks and Trails has received several comments from happy trail users and local authorities. The final touches to the corridor will be completed on March 12th when the Rotary Club of Chemainus will be volunteering their time to perform tree planting at

key locations along the trail. This volunteer event is a cooperative effort between CVRD Parks and Trails, the Mt. Brenton Golf Course, and the Rotary Club of Chemainus.

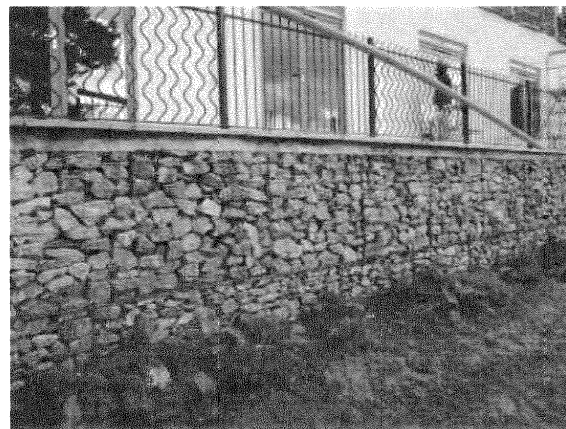
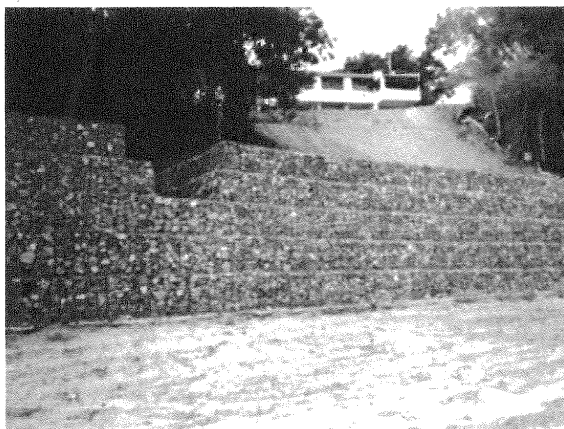


Crozier Road Trailhead



New bridge during heavy rains

Assessments are currently in progress for the section of proposed trail between Henry Road (north end of the 2009 Rail with Trail) and Elm Street (1.0km), as well as the section between Old Victoria Road and North Watts Road (2.2km). These assessments are being performed by a local engineering firm due to technical challenges present on each section. These challenges include brief sections (80 – 100 m) of steep banks on either side of the railway. In order to support the trail, the engineers have recommended using a gabion basket ball (as opposed to lock blocks or sheet piles), which will improve cost effectiveness, design adaptability, and efficiency during construction. See below for examples:



Currently, the estimated material quantities and costs for these trail segments are being calculated in order to create tender packages for performing the work. It is estimated that these tender packages will be produced in early spring.

D. Ladysmith to RDN and Bush Creek Bridge

CVRD Parks, through cooperation with the Town of Ladysmith, has identified a route through the town that will connect the trail from Chemainus Road to Christie Road and eventually to the Regional District of Nanaimo upon final approval by the Town of Ladysmith. The route through town will begin with a section of Rail with Trail between Davis Road and Transfer Beach Park. Once in the park, trail users will have the option to

cross the highway via the existing tunnel to visit downtown Ladysmith, or they may continue north via the existing Transfer Beach Park trail network.

Once north of Transfer Beach Park, the trail will utilize widened road shoulders before crossing the highway and connecting with Christie Road, which will take users north to Bush Creek.

The Bush Creek Crossing final design is currently in progress and will be completed by the end of March. This design will be incorporated into a tender package for construction and installation of the bridge structure. This tender package will be issued in early spring.

North of Bush Creek, an assessment has been completed on the old Timber West logging road that travels from Bush Creek to the end of Timberlands Road. Work on this section of road will include brushing, drainage improvements, and spot repairs of potholes and rough sections of road. Once completed, this section of trail will connect the CVRD and RDN sections of Trans Canada Trail via the Haslam Creek Trail.



Bush Creek



North to RDN

Submitted by,

Dan Brown, Parks Trails Technician
Parks and Trails Division
Parks, Recreation and Culture Department

DB/mca

Department Head's Approval
<i>[Signature]</i>
Signature

Cowichan Valley Naturalists Society

Box 361,
Duncan, B.C.
V9L 3X5

January 27, 2010

Ron Austen, General Manager,
Parks, Recreation, and Culture,
Cowichan Valley Regional District,
175 Ingram St,
Duncan, V9L 1N8

Dear Mr. Austen,

Koksilah River Ancient Forest and River Recreation Area Vision

At the regular meeting of our Society held on January 14th Warrick Whitehead presented a talk about the idea of a Koksilah River Ancient Forest (KRAF) and River Recreation Area. This vision for the Cowichan Valley was enthusiastically received and given full support from our members.

The Cowichan Valley Naturalists wish to support Warrick Whitehead's "Koksilah Ancient Forest and River Recreation Area – A Vision for the Cowichan Valley" proposal, which is attached to this letter. We particularly wish to encourage the Cowichan Valley Regional District to investigate purchasing the three blocks of property that TimberWest Forest Corporation has up for sale along with the negotiations for the KRAF, connecting one of the last stands of accessible old-growth forest left on Vancouver Island to the Koksilah River Provincial Park. This would make a unique and special area. We have a rare opportunity to act on this sale before the property is bought for private use. The Parkland Acquisition Fund which had 71% support in November 2008 could be applied towards the purchase of this land.

These areas when combined with the Kinsol Trestle and existing Koksilah River Provincial Park will create a worldwide tourist attraction bringing with it long term economic gain to the Cowichan Valley.

Please do not hesitate to contact Dave Aldcroft by telephone at (250-743-3487) or e-mail at dsaldcroft@hotmail.com or by mail at the above address should you have any questions. We would like to work with you in any way possible to support this project. We look forward to your involvement in the protection of this unique area of the Cowichan Valley.

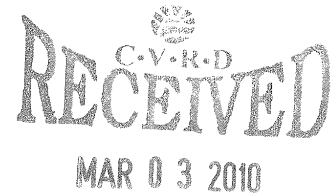
Sincerely,

Genevieve Singleton

For the CONSERVATION COMMITTEE, CVNS

Cc Gerry Giles, Chair, Cowichan Valley Regional District
Cowichan Community Land Trust

6041 Hyacinth Place
Duncan, BC V9L 3Y8
March 2, 2010



Cowichan Valley Regional District Parks Committee
175 Ingram Street
Duncan, B.C.
V9L 1N8

Dear Sir/Madam,

I have had the good fortune to visit the Koksilah River Ancient Forest and it is truly a gem. I had a lovely time wandering through this beautiful grove of Douglas firs, enjoying not only the majestic trees themselves but also the wide assortment of mosses, lichens and mushrooms which are found throughout this pocket of old-growth. The dimensions of the trees in Koksilah River Ancient Forest rival the trees in Cathedral Grove, near Port Alberni. They are truly magnificent in beauty and size.

I request that the Koksilah River Ancient Forest and the downstream area to the Koksilah River Provincial Park and Kinsol trestle be added to the Parks acquisition list so that those monies can be used in acquiring this area as a park for the Cowichan Valley.

I ask that the CVRD Parks Committee endorse the process for acquisition and to immediately start the negotiations with the real estate division of Timber West (Couverdon) to ensure that this opportunity does not disappear. The Koksilah Ancient Forest is a magnificent treasure that should be added to our park system.

Thank you for giving me the opportunity to express my views on such an important issue.

Yours truly,

A handwritten signature in cursive script that reads "Denny Wagg".

Denny Wagg

000045



1014 Islay St.
Duncan
BC V9L 2E1

2/March/2010

Chairman & Members
Board of CVRD

Dear Chairman & Directors,

I strongly support the conservation of the Koksilah River Ancient Forest and I urge the CVRD to take steps to ensure its acquisition as a Provincial Park.

All the work recently done shows that the world desperately needs the retention and nurturing of its forest clothing, and Canada must be a leader in this effort, having the ability to protect its environmental heritage, while tropical countries struggle against overwhelming odds.

Please don't turn our jewels into matchwood!

Yours very sincerely,

Lois Fenna

(LOIS FENNA (Ms))

Original: <i>file</i>	Copies to: <i>ALL DIRS</i>
Board:	<i>WJ</i>
Committee(s):	<i>RA/BF</i>
Directed by: <i>LF</i>	Date: <i>2 March 10</i>
File #	

000046



**Establishing
The Trans Canada Trail
in BC**

3200 4th St. South
CRANBROOK, BC,
V1C5N5
(250)489-1083
president@trailsbc.ca
<http://www.trailsbc.ca>

IN 2
C.V.R.D.
TRAILS RECEIVE
BC
FEB 03 2010

January 29, 2010

Town of Lake Cowichan, Mayor and Council
39 South Shore Road
PO Box 860
Lake Cowichan, BC
V0R 2G0

Cowichan Valley Regional District, Board of Directors
175 Ingram St.
Duncan, BC,
V9L 1N8

Original: <i>67</i>	Copies to: <i>Chair</i>
Board: <i>WJ</i>	
Committee(s): <i>Dir</i>	
Directed: <i>Sh</i>	Date: <i>Feb. 4/10</i>
File #	

Dear CVRD Board of Directors, Town of Lake Cowichan, Mayor & Council

I am writing this letter as president of Trails BC (<http://www.trailsbc.ca>). Trails BC is the volunteer organization facilitating development of the Trans Canada Trail (<http://www.tctrail.ca>) within British Columbia.

News reports have brought attention to a recent informal meeting between CVRD, the Town of Lake Cowichan and Quad Riders of BC (ATV BC).

Trails BC is concerned with the suggestions from representatives of ATV BC that motorized recreational use be allowed on the Trans Canada within your respective jurisdictions. This is especially significant as the President of ATV BC was part of the delegation advocating for such use.

Also, the comments from ATV BC concerning the Trans Canada Trail in other Canadian jurisdictions have to be corrected.

Summertime motorized use of the Trans Canada Trail has never been endorsed by the national Trans Canada Trail organization. To clarify the TCT vision for the trail, the board of directors of the TCT National adopted the Greenways Vision in March of last year. <http://www.tctrail.ca/policies.php>

To align the TCT's policy manual with this vision statement, a new revised document will be shortly released to clarify trail building policy and guidelines. The new TCT policy guidelines will reclassify trail segments if motorized use on the trail is sanctioned by local authorities. These trail segments would then be designated as a category comparable to a road route. Road routes are segments where the Trans Canada Trail has gaps that have yet to have formal trail completed. They are identified as a means of travel between formal Greenways sections of the trail. Road routes will not be funded by the TCT foundation.

In the future any designated TCT that local jurisdictions permits such summertime motorized will be reclassified and not be eligible for any capital funding from the TCT.

000047

This clarification of policy is partly the result of Trails BC bringing attention to the issues facing the Trans Canada Trail within British Columbia. The evidence in BC has led us and many others to conclude that motorized and non-motorized users are incompatible with each other.

Motorized groups such as ATV BC are promoting shared trail use between motorized and non-motorized use as being beneficial to all users. Trails BC finds no models anywhere where this has resulted in benefits to the non-motorized users. Canadian motorized advocates refer to the models of the Iron Horse Trail in Alberta and the Newfoundland Trailways as being successful models of shared use trails. In these particular circumstances these trails are in remote locations of the country, where over 95% of recreational traffic outside of any community is motorized. For non-motorized users these routes are considered equivalent to roads that permit non-motorized use. Trails BC is not opposed to these motorized trails but only insist they should be called what they really are, motorized trails and not shared use trails.

Without BC currently having licensing and registration legislation, as well as not having an implemented Trails Strategy this has in effect allowed continued unauthorized motorized use on many parts of the TCT within the province. The problems are especially acute on the Kettle Valley Rail to Trails which has become one of the prime examples in our country of what happens when motorized users and non-motorized users are allowed to be mixed on rail trails. Since the situation in BC has been ongoing for sometime, we can confidently speak to the repercussions of such trail use.

- Over time motorized use has caused serious deterioration to the original trail surfaces, some heavily used motorized sections of the TCT have become so soft, rutted, and with many washboard sections that cycling has become extremely difficult
- Although most OHV users are responsible, there are enough of them that aren't that excessive speed especially along the long straight stretches is a safety hazard to other trail users.
- OHVs use, especially in dry periods, kicks up considerable amount of dust when passing or approaching non-motorized users, who are often left choking after the OHVs have passed by
- Over the years, motorized use is steadily increasing, while non-motorized use is declining. The trail is becoming alienated from those users it was intended to serve. The non-motorized users are being displaced.
- In a time when governments everywhere are trying to encourage healthy and active living, the net effect of shared use trails is to discourage such healthy self propelled activity
- Conflicts between motorized and non-motorized user on the trail have been escalating
- Tourism related to trail use has been declining; refer to this link on our blog for some examples of the type of e-mail we are receiving from tourists around the world. <http://trailsbc.blogspot.com/2009/07/foreign-tourists-decry-deterioration-of.html>
- Adjacent landowners to the trail are negatively impacted by the noise issues of OHV use
- Liability insurance on any trails that allow mixing motorized and non-motorized is extremely onerous. In some jurisdictions this in itself has forced suspension of such activity (see case study below)

The TCT as part of its review of its policy manual has provided a case study of the consequences of mixing motorized and non-motorized use. This example highlights that issues are not resolved even if responsible organized motorized groups become involved.

http://www.trailsbc.ca/download/ATV_Case_Study.pdf

Trails BC is very excited about the possibility of the Kinsol Trestle becoming a part of the Trans Canada Trail on Vancouver Island. This trestle when reconstructed will become a highlight feature of the trail. Your regional district and surrounding communities can only benefit from the tourism impact of such a feature on the TCT. If the local jurisdictions were to allow motorized use on or around such a highlight feature, this would greatly diminish the appeal of such an attraction, and would also have potential to jeopardize some of the committed funding for this project.

Trails BC is not opposed to motorized recreational use. However for the benefit of everyone we strongly believe that these users have to be separated from the self propelled users. We also recognize that there are challenges on Vancouver Island with the limited amount of crown land available for such recreation. Trails BC urges the CVRD and other local communities to work with ATV BC, the provincial government and the local private land holders in indentifying opportunities for these recreationalists.

We hope the CVRD and the Town of Cowichan Lake takes time to reflect on the issues Trails BC bring up concerning formalizing ATV use on the TCT within your local jurisdictions.

The Trans Canada Trail is meant to be an enduring and lasting legacy for all Canadians to enjoy. We trust that the CVRD directors, Mayor and council of the Town of Lake Cowichan will do their part in ensuring that this legacy remains intact for future generations of the Cowichan Valley.

Yours sincerely,



Al Skucas
President
Trails BC

CC
Hon. Kevin Krueger, Minister of TCSA
Bill Routley, MLA Cowichan Valley
Bill Marshall, Director BC Recreation Sites and Trails Branch
John Hawkings, Manager BC Recreation Sites and Trails Branch
Vera Vukelich, Manager BC Tourism and Land Use
Deborah Apps, CEO Trans Canada Trail
Tim Hoskins, National Director Trails, Trans Canada Trail
Harold Sellers, Western Canada Coordinator, Trans Canada Trail
CVRD Regional Parks Committee
RDN Recreation & Parks Department
Outdoor Recreation Council of BC
Capital Walk & Bike Society

000049

04 Feb 2010

Town of Lake Cowichan, Mayor and Council
39 South Shore Road
PO Box 860
Lake Cowichan, BC
V0R 2G0

Cowichan Valley Regional District, Board of Directors
175 Ingram St.
Duncan, BC,
V9L 1N8

Dear CVRD Board of Directors, Town of Lake Cowichan, Mayor & Council:

Reference: Letter, Trails BC, 30 Jan 2010

How disappointing to read reference, signed by Mr. Al Skucas, the President of Trails BC, who is clearly biased toward a concept of '*exclusion for the elite*', and ill-informed on the needs of the rural communities.

The situation is that ATV Clubs seek access to select rural portions of the Trans Canada Trail (TCT), where it makes sense to do so. It is inappropriate to infer that they have their sights on accessing all, or 'sensitive' stretches of the TCT.

Equally disappointing is that Trails BC seems out of touch with its own National Director of Trans Canada Trail (Mr. Tim Hoskins), who recently advised the Cowichan Valley ATV Club:

Quote:

"As an organization we do not expect the Trail will be non motorized greenway from coast to coast to coast and there will be opportunities where the safety, trail surface, and user experience concerns can be mitigated or minimized with active support from all users. These sections may be part of the TCT. As I mentioned earlier, we are working to update our Trail Builder Guidelines with our partners to find solutions and provide greater clarity on this issue."

Regardless, what the Cowichan Valley ATV Club is seeking in Lake Cowichan area is 'shared or parallel access' to what it understands to be a 'planned' TCT on the North Side of the Lake Cowichan Road (a seemingly duplication-of-Trail in that a parallel, South-side TCT has already been commissioned). Left unchallenged, the TCT's evolution and policy of exclusion seems poised to cut off all legal access to the local outback territories.

BC Trails goes on to threaten that if the Community pursues 'shared access' it will not be eligible for any capital funding from the TCT Commission. This tone seems equally out of place given that the National Director seems more than willing to work with the Communities to help provide what makes sense....and there is no rule in evidence that says sharing access will preclude support or funding. If necessary, ATV Clubs may be prepared to step in where the TCT foundation leaves off. However, I do not get the impression from TCT's National Director that the Trail Commission is prepared to disassociate itself from the Community in this manner. I believe that this is a factor that the local President of Trails BC should address to his National Directorate as soon as practical.

Trails BC advises "that motorized and non-motorized users are incompatible with each other." This is absolutely true...in some areas. However, there are many reasonable opportunities for shared access, and the precedent has been set in several areas of the Country. Our Region should not accept that Mr. Skucas's interpretation of need (from his home in Cranbrook), represents the consensus of what is required in the outback territories of the Cowichan Valley. Our perspective is that he and Local, Provincial and National Governance Bodies are darned well accountable to respond to the needs of citizens, and it seems that there may be a communal need for Recreational Governance Bodies to publically acknowledge that:

- they play pivotal roles in promoting reasonable, responsible, recreational opportunities for **all** of the residents that they represent;
- a balance needs to be struck between interest-groups, and that that off-road motorized sports is a priority for many rural-area residents;
- control mechanisms have their place in most sports, and Stakeholders need to be consulted in their evolution. In fact, ATVBC and its affiliate Clubs are leading the charge for developing control mechanisms that promote safe and responsible riding. And, Districts should be actively supporting the role that they are taking in this regard. For example, CVATV has routine liaison with the Lake Cowichan RCMP and Search & Rescue organization. It has worked with the Equestrian Groups on the Island to establish protocol for sharing trails with horses. It has worked with local hiking clubs to discuss their needs and expectations. Indeed many ATV Club Members are also Members of the local Equestrian, Bicycle and Hiking Clubs; and
- The Communities have absolutely expressed a need to evaluate and execute options for providing safe and responsible off-road recreational opportunities in the Regions.

CVATV does agree with Trails BC on one point...that the Trans Canada Trail is meant to be an enduring and lasting legacy for all Canadians to enjoy. However, we contend that the TCT is intended to bring Communities together...not be a catalyst for conflict. Shared access is feasible in many rural areas, and proper facilitation can foster a safe and pleasant recreational opportunity for all residents of the Region, and a lucrative opportunity for the business community. Like Trails BC, we also trust that the CVRD Directors, Mayor and Council of the Town of Lake Cowichan will do their part in ensuring that this legacy remains intact for future generations of the Cowichan Valley. And, we encourage the CVRD to work with the Stakeholders to identify opportunities that satisfy the needs of all recreationalists, not just those that proffer exclusion.

Responsible ATV Clubs have many ideas that can be used to curtail the yahoos that negatively broad-brush the image of responsible riders. We respectfully request that you establish a forum of affected Stakeholders to come up with recommendations that will best serve all of the citizens in the District.

(Original signed by)

Larry Olsen
President
Cowichan Valley ATV Club
1492 Cowichan Bay Road
Cowichan Bay
V0R 1N1

000051

CC

Hon. Kevin Krueger, Minister of TCSA

Bill Routley, MLA Cowichan Valley

Bill Marshall, Director BC Recreation Sites and Trails Branch

John Hawkings, Manager BC Recreation Sites and Trails Branch

Vera Vukelich, Manager BC Tourism and Land Use

Deborah Apps, CEO Trans Canada Trail

Tim Hoskin, National Director Trails, Trans Canada Trail

Harold Sellers, Western Canada Coordinator, Trans Canada Trail

CVRD Regional Parks Committee

RDN Recreation & Parks Department

Outdoor Recreation Council of BC

Capital Walk & Bike Society

Cowichan Valley Citizen

Nanaimo Daily News

Cowichan News Leader Pictorial

Lake Cowichan Gazette

Mr. Zan Boyle, President ATVBC



Trans Canada Trail
Sentier Transcanadien

February 18, 2010

Town of Lake Cowichan, Mayor and Council
39 South Shore Road
PO Box 860
Lake Cowichan, BC
V0R 2G0

Cowichan Valley Regional District, Board of Directors
175 Ingram St.
Duncan, BC,
V9L 1N8

Dear CVRD Board of Directors, Town of Lake Cowichan, Mayor & Council:

I am writing this letter in support of our provincial partner in British Columbia, Trails BC.

The Trans Canada Trail (TCT) unequivocally supports the development of greenway trail as part of the Trans Canada Trail system. Our Board of Directors reaffirmed this vision last year and a moratorium was put in place on any new trail registration or funding of Trail with summer-motorized use. This was initiated to address growing conflict amongst Trail user groups and due to our deep concerns about the impacts of summer-motorized use on the Trail. The TCT has embarked on developing new guidelines with our trail partners that will bring clarity to this issue and we hope to have these available to the public in near future.

In a recent letter from Larry Olsen of the Cowichan Valley ATV Club to the Town of Lake Cowichan and the Cowichan Valley Regional District (CVRD) I was quoted out of context, leaving the reader with the impression that TCT and Trails BC are at odds and I was responding to the recent letter from Trail BC's to you. This quote was from an email to the Cowichan Valley ATV Club in July 2009 in which I clearly explained:

"TCT is committed to providing trail users a safe and enjoyable trail experience on high quality trail; promoting an active and healthy lifestyle; preserving green space, encouraging active transportation and protecting the environment. As an organization we have concerns about combining summer self-propelled activities and motorized uses on trail sections. Among the most important issues are:

- Safety: TCT is encouraging outdoor enthusiasts of all ages to use the Trail. Summer motorized vehicles sometimes travel at high speeds and create hazards for families, cyclists, hikers and equestrians on the Trail. Poor trail surfaces caused by motorized vehicles also create risk of falls and accidents.
- Trail surface quality, sustainability and maintenance costs. Trails, designed for cycling and hiking, cannot handle ATV use. The devastation on trails from ATVs is substantial in some areas. We are seeing trails where illegal ATV use has destroyed the trail surface and created ruts, to the extent that it is no longer appropriate for cycling. Many groups have insufficient funding to maintain trail surfaces acceptable for cycling, when ATV damage is involved.
- Trail experience. For many hikers, cyclists and quiet recreationists, it is the clear air and peace of the outdoors which provides their enjoyment".

The TCT respects responsible ATVers but believes it is to everyone's benefit that they have their own route separate from the Trans Canada Trail. I encourage both the Town of Lake Cowichan and the CVRD to work with local trail groups and ATV BC to find alternatives for the local ATVers.

Thank you for your continued support as we complete this iconic Canadian legacy that connects communities from coast to coast to coast.

I would be pleased to answer any questions or provide any further information that you require.

Sincerely,

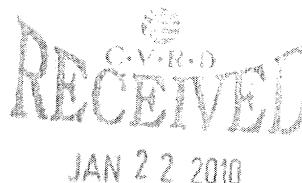
A handwritten signature in dark ink, appearing to read 'Tim Hoskin', written over a horizontal line.

Tim Hoskin
National Director of Trails

c.c. Al Skukas, President - Trails BC
Hon. Kevin Krueger, Minister of Tourism Culture and the Arts

IN 5

9369 Chemainus Road
Chemainus, B.C.
V0R 1K5



15 January, 2010

Gerry Giles
Chairperson
Board of Directors
Cowichan Valley Regional District
175 Ingram Street
Duncan, B.C.
V9L 1N8

Dear Ms. Giles:

As a resident of Chemainus who does a great deal of walking and cycling, I wish to express my appreciation for the section of the Cowichan Valley Trail that has recently been created in Chemainus, between Crozier and Henry roads.

I understand that the design and building of the path was a coordinated effort by many partners including the Municipality of North Cowichan and the Mount Brenton Golf Course, along with federal government funding. The time and effort to bring this project to its current stage requires vision and commitment. I congratulate you for a job well done.

By no means do I speak only for myself. I have spoken with many people who are using the trail and find it both a safer and more enjoyable route to, for example, walk their dogs, ride bicycles and commute between downtown and the south end of Chemainus. We look forward to the extension of the trail in the next few years.

With thanks and appreciation

Susan Beaubier
Susan Beaubier

c.c. Mayor Tom Walker and Council, Municipality of North Cowichan
President, Mount Brenton Golf Course
Jean Crowder, MP

Original	File	Copies to
10am	info@cs...	Chair
Comment		
On: 2010	22 Jan	2010
File #		

000055



February 1, 2010

Ms. Susan Beaubier
9369 Chemainus Road
CHEMAINUS BC V0R 1K5

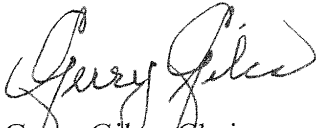
Dear Ms. Beaubier:

We are in receipt of your letter dated January 15, 2010 complimenting the work recently completed on that section of the Cowichan Valley Trail between Crozier and Henry Roads in Chemainus, and I want to personally thank you for your kind thoughts and words.

It is always extremely gratifying to receive a letter from a resident commenting favourably on the high-quality work that was done on a high-profile project of this nature. It really is amazing what can be accomplished when we cooperate and work with a common goal that improves the quality of life for residents in our communities. The Chemainus Rotary Club was also involved in this effort with the CVRD, with an end-result that is a clear demonstration of the power of community partnerships.

Thank you again for providing your comments on this section of the Trail. I, too, look forward to seeing the Trail extend throughout the Region over the next few years.

Sincerely,



Gerry Giles, Chair

GG:rlj
pc

Ms. Jean Crowder, M.P.
Mayor and Council, District of North Cowichan
President, Mount Brenton Golf Course
President, Chemainus Rotary Club
Attachment

rosa/Board Chair/Susan Beaubier Jan 31 2010

Doug Orr
10986 Punnett Close
Ladysmith, BC V9G 2A3



JAN 25 2010

January 19, 2009

Gerry Giles, Chair
Cowichan Valley Regional District
175 Ingram Street
Duncan, BC V9L 1N8

Dear Gerry Giles:

The Cowichan Valley Regional District (CVRD) needs a bicycle transportation network. There are benefits. Cycling promotes health and wellness. Cycling lowers the number of vehicles on the road and our collective impact on the environment. Cycling networks have economic impacts and communities benefit from 'credit card' cyclists who travel without baggage, vacationing in areas with networks and purchasing rooms and meals.

A bicycle network includes dedicated cycling lanes on roads, dedicated shoulders of sufficient size on all roads, and cycle paths which are usually paved. The Cowichan has none of the above. There are no bicycle lanes marked on roads, many roads do not have shoulders, the only trail is unpaved and connects Duncan to Lake Cowichan. Entry to Duncan is a nightmare from any direction.

University Way, the new road into the new Vancouver Island University indicates bike lanes. By putting in these bicycle lanes, North Cowichan is encouraging cyclists, however, without connecting lanes throughout Duncan, especially on Duncan and Canada Ave as the approaches to University Way, cyclists will be at great risk.

I live in Saltair. Each day, I commute to Duncan and see my neighbours walking and bicycling, squeezed onto the one shoulder along Chemainus Road. No matter the time of day, people are using the road.

Coming into Duncan, I see people walking, cycling, and pushing shopping carts trying to get from downtown Duncan to the new 'only accessible by cars' mall. This mall is the epitome of the region's lack of understanding of non-motorized transportation.

Victoria and Vancouver both are aggressively developing bicycle networks. In Washington State, the CVRD's equivalents, Callam and Jefferson counties are developing bicycle paths connecting Port Angeles to Port Townsend and more.

I suggest the CVRD needs a comprehensive plan that engages the member municipalities. I suggest an advisory committee of cyclists to provide the Board with guidance.

Sincerely,

Doug Orr 250.245.3457

cc. Mel Dorey

Original	<i>gile</i>	Chair	<i>gile</i>
Copy			
Committee			
File			
Date			

Jan 27/10



March 1, 2010

Mr. Doug Orr
10986 Punnett Close
LADYSMITH BC V9G 2A3

Dear Mr. Orr,

Thank you for your letter regarding the establishment of a bicycle transportation network throughout the Cowichan Valley. As a cyclist, I could not agree more with your comments especially those regarding the health benefits of cycling and the economic benefits of bicycle tourism.

The Cowichan Valley Regional District (CVRD) has no control over roads, lanes or road shoulders in the Region. While the municipalities do control and maintain roads within their boundaries, in the electoral areas the responsibility for roads and their shoulders remains exclusively under the jurisdiction of the Province with the CVRD having little or no influence over what transpires on or near them.

Your letter has been sent to the Regional Parks Committee so that they are aware of your concerns and so that they can try to accommodate bicycle traffic when building the regional trail system.

Thank you again for bringing this matter to our attention.

Sincerely,

Gerry Giles
Chair

GG:rj

pc: Director Mel Dorey, Chair, Parks Committee
Brian Farquhar, Manager, Parks and Trails Division

rosa/Board Chair/Doug Orr thanks March 1 2010

Lake Cowichan Gazette

Perhaps hikers and ATVers can share Trans Canada Trail

Published: January 18, 2010 9:00 PM

On the surface, it might not seem like hikers and ATV riders both using the Trans Canada Trail would be compatible, but here's something to consider.

There are indeed plenty of problems with motorized vehicles used on the Trans Canada Trail, either by dirt bikers or ATV riders, but they are likely the minority of users.

Like so many aspects of our society, the few who create the problems such as vandalism or making too much noise are the minority, but they ruin it for the rest of us.

It's basically the same with the damage done or the noise created from racing on the Trans Canada Trail.

The evidence of some vandalism is evident along the trail, such as the trestle blockade being ripped out of the ground on the south branch east of Lake Cowichan.

You can also see the tire spin marks on the trail within Lake Cowichan.

Those types of problems happen despite the ban on motorized use, if the ATV users are allowed to use the trail, then members of the Cowichan Valley ATV Club, for example, could help police the problem through education and simply by their presence.

Most ATVers who are members of a club are responsible users who have respect for others. That's because their organizations meet regularly and promote these issues, including safety.

As an avid hiker who is often on the Trans Canada Trail hoofing it, there have been very few problems related to ATVs and dirt bikers.

Another positive aspect would be the potential for positive economic spin-offs such as rallies and such.

Obviously if other events are planned, such as a specific hike or bicycle race, then the ATVers would have to stay off the trail. The same would apply for any ATV events.

We believe there are more positives than negatives with ATV use allowed on the Trans Canada Trail. Perhaps the answer is to allow it for a year and then assess it.

editor@lakecowichangazette.com

ATVers want to use Trans Canada Trail

By Doug Marner

Published: January 18, 2010 9:00 PM

Should all-terrain vehicles (ATVs) be able to use the Trans Canada Trail?

That's the big question the Town of Lake Cowichan and Cowichan Valley Regional District are considering after an informal meeting recently with representatives of the Quad Riders ATV Association of B.C.

Councillor Bob Day said several examples were cited at the meeting about communities that have embraced ATV use and that's resulted in economic benefits.

He said the District of Elkford, in the East Kootenays, now allows ATV use within the town, on a restricted basis, as the users hold rallies that either start or finish in Elkford.

"It might not be a bad idea to look at using that trail," said Day. "I asked them if they'd be the stewards of this trail and they said they'd be happy to."

Day said that trail partnerships were discussed, but he did admit that there's the liability issue.

"That's my concern," said Councillor Tim McGonigle.

Zan Boyle of Duncan, who is president of the Quad Riders ATV Association of B.C. and also a member of the Cowichan Valley ATV Club, would love to see it. Boyle was at the meeting. He believes the Trans Canada Trail should have a broader use, as it does in many areas of the country.

"The Trans Canada Trail, as far as I'm concerned, should be multi-use," said Boyle. "The decision about use is made for five per cent of the population that uses it. It's just a case of common respect by all users."

Boyle suggests that ATVs aren't allowed on the trail because of the few who cause problems, but by allowing organized users on the trail he believes that could help with the problems of vandalism and racing.

"I would think most of the destruction is by people who aren't a member of an ATV organization," he said, noting that the Cowichan Valley ATV Club, with more than 100 members, would help police the problem through education and just by having a presence.

Boyle knows that many hikers don't like ATVs on the same trails. "Many hikers don't want us on their trails, but they're sure happy to have us out there if they get lost," he noted.

Two hikers west of Cowichan Lake got lost last summer and were found by some ATV users who were called by the RCMP to help. Boyle said that could easily happen on the Trans Canada Trail, especially if someone is hurt.

Gord Austin of Lake Cowichan, who's a member of the Cowichan Valley ATV Club, supports ATVs on the Trans Canada Trail. In a letter to the Gazette in August, Austin noted that most ATV users drive responsibly, they don't leave garbage, their vehicles are insured and many have taken a safety riding course.

"Perhaps insurance and safety courses should be compulsory when purchasing an ATV to alleviate some of the issues," Austin suggested in his letter. "This trail is supposed to link the country for all people, not just those who think walking in the woods is the only way to go."

Day noted at the council committee meeting that the provincial government is looking at making off-road vehicle insurance mandatory, which would include ATVs.

According to a provincial government website, the plan is to have it in place by November of 2011, with the goal of encourage safe and responsible riding, to support a growing industry and to help enforcement officials identify irresponsible riders and even track stolen vehicles.

The government is also considering standards for environmentally-friendly mufflers to reduce noise disturbances, which has been a problem on the Trans Canada Trail within Lake Cowichan, where homes back onto the trail.

Boyle said he'd like to make a presentation to the entire Lake Cowichan town council.

ATVs should be allowed on the TC trail system

Cross-Canada vision: Trail was supposed to bring Canadians together

We understand and fully support the need for pockets of wilderness preserved strictly to offer serenity and sanctuary for those who need both. But not necessarily on the Trans-Canada Trail. As long as certain conditions are being met, all-terrain vehicles should be allowed on at least portions of the trail as it passes through Cowichan.

We say:
Group should not be excluded

The dream of the Trans-Canada Trail is one of connection — binding the country together through the use of a trail snaking through communities and wilderness areas from here to Newfoundland.

It is a very Canadian vision of inclusion. Staying true to that vision involves finding ways to make the trail accessible to all users.

There is no doubt many find ATVs obnoxious. That doesn't mean the people riding them are obnoxious. They should have a place on the trail.

Regulate ATV use to minimize any disruption. Pick spots where the roar of the machines is unlikely to disrupt neighbourhoods or park areas used as sanctuaries. Make sure the trail areas being used are areas tough enough to handle ATV activity. Restrict activity to insured riders during set times, or organized rallies.

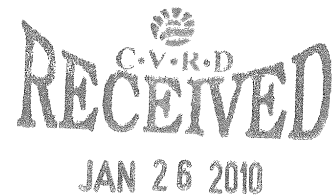
Allow a proven, responsible group like the Cowichan ATV club to certify and monitor activity.

The role of the Trans-Canada Trail is not to simply provide a quiet walk in the woods.

ATV riders are Canadians too. Most ATV riders — like most Canadians — are law-abiding, considerate and respectful of their neighbours.

So long as those values hold true on the trail, they should be welcomed — another part of a diverse country, sharing in the bounty it provides.

January 23, 2010



Cowichan Valley Regional District

Sirs; RE: ATVs on the Trans Canada Trail.

I don't often write letters (I just smash my wine glass then take a cold shower) but this issue is one that moves me to express my concern. The Trans-Canada Trail should remain an engine free zone. If ATVs are allowed the trail will soon become unusable for some walkers and hikers. Just look at the tire treads on those powerful machines. They are designed to dig in to the soil and any amount of traffic on those trails, no matter at what speed, will soon have the surface in such condition that it will discourage walkers and hikers. Imagine meeting a half dozen of them, rounding a curve at high speed, while you are having a quiet Sunday afternoon stroll with Fido.

If you would like to see what an ATV can do to a walking trail, I would be happy to give you a personal tour of a popular trail between Maple Bay Road and Kathleen Street. Two passes by an ATV dug up large rocks and left huge gouges on the hills and curves.

ATVs are ALL TERRAIN VEHICLES so let them chew up all the terrain where there are no walkers etc.

Allowing ATVs will also mean the inclusion of motor bikes. If these folks want a 'sense of community and inclusion' (as one editorial suggests,) Have them park their vehicles and take a walk along the trail. Why, they might even talk to one another, something they sure can't do over the roar of their engines.

There is so much country out there that can meet their needs. Let's keep motorized vehicles off the Trans-Canada Trail

Yours sincerely

Scott McIvor 

c.c. Municipality of North Cowichan
Cowichan News Leader Pictorial
Citizen

City/Inak	P.S.D.	Copies to:	B7
Board:	Info Plg		
Committee(s)			
Directed by:	SK	Date:	Jan 27/10
File #			

000063

Should the Trans-Canada Trail be an engine-free zone?



John McKinley

Cowichan officials are being asked whether vehicles like this one should be allowed on the Trans-Canada Trail.

Broadening use? Cowichan ATV club asking local officials to remove ban

Doug Marner
News Leader Pictorial

Should all-terrain vehicles (ATVs) be able to use the Trans-Canada Trail?

That's the big question the Cowichan Valley Regional District is considering after an informal meeting recently with representatives of the Quad Riders ATV Association of B.C.

Zan Boyle of Duncan, president of the Quad Riders ATV Association of B.C. and also a member of the Cowichan Valley ATV Club, would love to see it.

Boyle believes the Trans-Canada Trail should have a broader use here, as it does in many areas of the country.

"The Trans-Canada Trail, as far as I'm concerned, should be multi-use," said Boyle. "The decision about use is made for five per cent of the population that uses it. It's just a case of common respect by all users."

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on the trail because of the few who cause problems, but by allowing organized users on the trail he believes that could help with the problems of vandalism and racing.

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Club member Gord Austin of Lake Cowichan noted in an August letter most ATV users drive responsibly, they don't leave garbage, their vehicles are insured and many have taken a safety riding course.

"Perhaps insurance and safety courses should be compulsory when purchasing

an ATV to alleviate some of the issues," Austin suggested in his letter. "This trail is supposed to link the country for all people, not just those who think walking in the woods is the only way to go."

Lake Cowichan Councillor Bob Day said several examples were cited at the meeting about communities that have embraced ATV use and that's resulted in economic benefits.

He said the District of Elkford, in the East Kootenays, now allows ATV use within the town, on a restricted basis, as the users hold rallies that either start or finish in Elkford.

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The government is also considering standards for environmentally-friendly mufflers to reduce noise disturbances, which has been a problem on the Trans-Canada Trail within Lake Cowichan, where homes back onto the trail.

Brian Farquhar

From: Dave Allen [dallenkel@yahoo.ca]
Sent: Thursday, February 25, 2010 1:47 PM
To: rforrest@town.lakecowichan.bc.ca; trlm@shaw.ca; admin@town.lakecowichan.bc.ca; Brian Farquhar
Subject: ATV's on trails

I am writing to voice my opposition to allowing ATV access on the Trans Canada trail.

While I realize the need to balance broad interests, it is hard to see how ATV's are compatible with non-motorized uses. To be sure all users have rights, but such rights end at the point where other users are negatively impacted.

Regardless of how well intentioned or operated, motorized vehicles create more dust and noise than other uses. Additionally there is the issue of liability. If camping curlers are no longer able to utilize the Lake Cowichan arena parking lot (another public asset) then it seems inconsistent that ATV's and other motorized vehicles be allowed on the trails given the inherent danger levels.

Damage and enforcement are other issues that need to be resolved. Even prudent operation of such vehicles will create damage to the trails especially in the wetter seasons. Is there a budget for the increased maintenance such uses would create?

Telltale tire tracks and other vehicle damage are already evident on (and on the edges) of both the Trans Canada and Cowichan River trails meaning simply putting up signs is not sufficient. Is there to be extra enforcement funding available?

On balance I feel the impacts caused by ATV's (the majority being prudent users with a small minority creating a disproportionate share) impose a higher than acceptable burden on other users.

Dave Allen
97 Park Road, Lake Cowichan
250-749-6483
dallenkel@yahoo.ca

COWICHAN NEWS LEADER PICTORIAL

Wednesday, January 27, 2010

Trail already damaged, legal ATVs will only damage it more

Dear editor

I was out on the Trans-Canada Trail and once again was amazed at the damage done to this lovely trail system that was upgraded by volunteers of the Rotary Club.

At Salachie Road the damage is significant. This is not a single occurrence but rather a case of continuous damage. Check out where the Trans-Canada intersects with Renfrew Road and see how those "few" have managed to destroy the trail, making large ruts to get around the gate. It is unfortunate the "no motor vehicles" area cannot be managed. The police do not have resources or time. But it could be a moneymaker. Opening up even more areas to these folks will result in even more damage to some excellent trails that have been upgraded for people to bike, hike, stroll or to walk their dogs. If all the law-abiding club members will be accessing the trail via the same spots and you can imagine the extent of the damage.

My only hope is that the province plans to use the money collected from the licenses to repair the damage.

Glenn White

Cobble Hill

000066

MOUNTAINHURST
Donald and Margaret Hurst
3775 Mountain Road
Duncan, BC V9L 6N4



February 3, 2010

Town of Lake Cowichan, Mayor and Council
39 South Shore Road
PO Box 860
Lake Cowichan, BC
V0R 2G0

Cowichan Valley Regional District, Board of Directors
175 Ingram Street
Duncan, BC
V9L 1N8

Dear Town of Lake Cowichan Mayor and Council and CVRD Board of Directors

Re: Use of Motorized Vehicles on the Trans Canada Trail

We are in total agreement with the attached letter from Al Skucas, the president of Trails BC. We live beside the Trans Canada Trail, and, although it is currently designated no motorized vehicles, there are numerous motorcycles and ATVs that pass by our house on a regular basis. These vehicles are noisy, smelly and our experience has been that the operators have been disrespectful and rude. We often point out that the trail prohibits motorized vehicles. As a result we have been shouted at, cursed and had gravel sprayed in our face. We have never had a problem interacting with bikers, hikers or horseback riders.

Also these ATVs have caused considerable damage to the trail and surrounding right of way. Near the Kinsol Trestle the ATVs have caused considerable erosion and have chewed up the trail with do-nuts and other maneuvers caused by spinning tires.

We plan on spending a considerable sum to rebuild the Kinsol Trestle. This will open up the trail to the south (i.e., Victoria and suburbs) and inevitably considerably more motorized vehicles. The attraction of the trail is to interact with nature. This is very hard to do when listening to noisy ATVs and smelling their exhaust.

We urge you not to approve the use on motorized vehicles on the Trans Canada Trail

Sincerely,

A large, handwritten signature in cursive script that reads "Donald & Margaret Hurst".

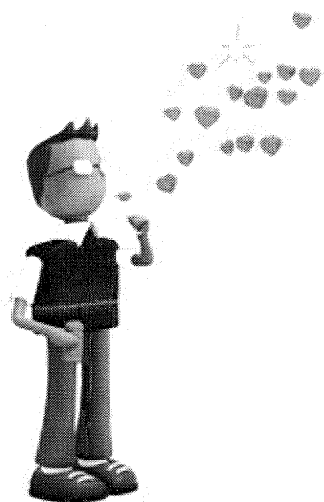
Donald & Margaret Hurst

Original: <i>B7</i>	Copies to: <i>Chair</i>
Board: <i>D.R.S.</i>	<i>LA W</i>
Committee(s):	<i>Nino</i>
Directed by: <i>[Signature]</i>	Date: <i>Feb 4/10</i>
File #	

000067

Brian Farquhar

From: Shannon Thibault [shannonthibault@rocketmail.com]
Sent: Wednesday, February 03, 2010 1:10 PM
To: Brian Farquhar
Cc: shannonthibault@rocketmail.com
Subject: Trail Use



Copyright © 2006 Yahoo! Inc. All rights reserved.

Hello Brian My name is Shanon Thibault and I'm writing to you with concerns about the Cowichan Valley Rail Trail. It has come to my attention that the ATV club has come forward about possibly having the trail made accesible to motorized vehicles. The concerne I have is that living here on Vancouver Island there are many places that these bikes can ride on without concerne and now that they have discovered the rail trail it make it easier for them to get to the local gravel pit and trails off sooke lake rd. Unfortunately they dont abide or respect trail or road safety and that worries me when driving down the road in my car or when out riding the trails with my 14yr old daughter. Im sure you know that horses and bikes dont mix well and there are limited places where we can ride and not have to deal with bikes.Dont get me wrong I love to ride bikes been doing it all my life. What I'm getting at is that at some point in time someone is going to get seriously hurt because not all bike riders respect the fact that you can shut off a bike but a horse is a totally different subject. Please with respect to protecting the natural beauty of the trail which is already getting damaged by bikes consider other users of the trail ex Hikers,Bikers Dog walkers and so on Im sure they as well will feel the same way. I live just near the beginning of the trail and find it wonderful that I can enjoy the peace and natural beauty of the trail untill I hear brrrrrrrrrrrm comming full throttle around a blind corner its pretty scarryif you know what I mean. Thankyou for reading this letter and if you would at all like to speak to me or send me emails please feel free and could you also let me know if there will be any meetings that will have to do with this so that I can attend to find out what is going to happen thankyou so much and take care. 250-818-0067

Looking for the perfect gift? **Give the gift of Flickr!**

Brian Farquhar

From: ltrevor@hotmail.com on behalf of Trevor Lind [trevorlind@trailsbc.ca]
Sent: Wednesday, February 03, 2010 11:08 AM
To: Brian Farquhar
Cc: Al Skucas; southwest@trailsbc.ca; kellykoome@trailsbc.ca; larriwoodrow@trailsbc.ca
Subject: ATV Use on Trans Canada Trail

Hello,

I am an occasional ATV rider since about age 5. ATVs and their users physically damage trail surfaces, contribute noise, and displace self propelled enjoyment by walkers and cyclists. The idea of walking on a fairly narrow trail tread 'shared' with ATVs capable as I know from experience of speeds exceeding 80 km/hour is neither comfortable nor practical for people travelling at natural human speeds.

In addition to being an occasional ATV user I am a Director at Large with Trails BC and an avid long-distance hiker and paddler. My longest self propelled route covered over 8000 kilometers from the Sub Tropics to the Sub Arctic. This experience was the happiest of my life and has deepened my connection to the land in western North America. Thus I am in support of Trails BC's position on ATV use of the Trans Canada Trail as written by Al Skucas. The Trans Canada Trail is Canada's leading opportunity to complete a long distance route for human powered recreationalists to connect with and enjoy the natural environments that sustain us. If developed free from mixed motorized ATV and motorcycle use it may become on par with the world class hiking and conservation efforts of some of USA's National Scenic Trails system.

If you have any questions or require clarification please do not hesitate to contact me.

Sincerely,

Trevor Lind
418 - 1331 Ellis St
Kelowna, BC V1Y 1Z9
Canada

250-860-2555

Not using Hotmail on your phone? Why not? [Get it now.](#)

COWICHAN NEWS LEADER PICTORIAL

Friday, February 5, 2010

The Trans-Canada Trail belongs to all of us

Dear editor

I'm in favour of ATV use on Trans-Canada Trail. Most responsible ATV riders use trail etiquette when passing other users of any trail.

There are the one-percenters who have no respect for anyone or anything be it a trail, highway, picnic area, etc. I think a presence of responsible ATV riders on any trail including the Trans-Canada would help in identifying and hopefully prosecuting the violators. It certainly wouldn't hurt. We all fund the trail, so we all should be able to use it.

Paul Bottomley

Ladysmith

Sharing the trail is not going to work in the valley

Dear editor

I have lived on a property bordering the Trans-Canada Trail and have witnessed too many incidents of unacceptable usage at all hours of the day and night, seven days a week. To have unlimited motorized usage of the trail is like having a motocross racetrack in a vacant lot next door to your home. A lot of users access the trail from any source including public roadways.

To say the trail can be shared is ridiculous. There is no way to monitor or enforce proper usage. In many cases the trail passes through residential areas. Unrestricted use of ATVs is showing complete disrespect to the property owners trying to enjoy a peaceful and tranquil environment. It also opens another real problem with underage drinking and partying. Who is going to come to their rescue if someone is seriously injured at 2 a.m.? There may be areas across Canada where shared usage is possible but not here in the Cowichan Valley.

S. Steacy

Lake Cowichan

000070

Brian Farquhar

From: Ken Cossey [kcossey@seaside.net]
Sent: Sunday, February 07, 2010 9:03 PM
To: zane@longhand.ca
Cc: Ron Austen; Brian Farquhar
Subject: Re: ATV access and the Trans Canada Trail

Mr. Parker,

Please note that we are not changing any policy with respect to allowing either motorized vehicles or ATVs on the TCT. All that is happening is they have asked to be a delegation to a future Board meeting.

Hope this helps and thanks for your e-mail.

I have taken the liberty of copying the CVRD's Parks Manager and the GM of Parks and Recreation, so that we can get your e-mail placed in our files.

Regards

Ken Cossey

----- Original Message -----

From: Zane Parker
To: kcossey@seaside.net
Sent: Wednesday, February 03, 2010 10:59 AM
Subject: ATV access and the Trans Canada Trail

Dear Mr. Cossey—

I am writing you as a resident of the Cowichan Valley, of Electoral Area B, to express my concerns for the policy option recently floated in the Cowichan News Leader (January 20th)—specifically, that the CVRD is considering lifting the current prohibition of ATVs on all or some sections of the Cowichan portion of the Trans-Canada Trail. I submit that it could be a contentious issue, and a hard one for the CVRD to justify, should the policy change be adopted.

I apologize, in advance, for the length of this letter. I have tried to be brief, but there is such an overwhelming weight of considerations that are relevant to your deliberations.

I should also say from the outset that I have many neighbours and many friends who own and ride ATVs and off-road motorcycles. I have no less respect for the people who choose this recreation, and most, I understand, ride with care and respect. I do, however, object to the de facto impairment to the non-motorized enjoyment of the trail that will result from the change in access rules. By definition, ATVs have access to virtually 100% of the terrain in the Cowichan. For better or worse, the Valley is already criss-crossed with old skid trails and more recent logging roads. Let the ATV Riders Association negotiate liability and access agreements with the private land owners if they want to extend their range.

My own family, like many we know, chose to live here and made investments in property in large part because of the peace and quiet—the trail appeared an attractive non-motorized corridor.

In addition to land owners directly adjacent to the trail, of which I know many, there are a number of other interests at stake here, and they will be willing and capable to get involved should the policy change go ahead. For example, many out here are keen on riding horses and horse-drawn carriages (indeed, I would suggest they alone constitute a valuable image resource for the district). I don't ride horses myself, but have good friends who do, and I understand the potential conflict between ATVs and horses, even under presumed

ideal circumstances. Usually it is the horse rider, or carriage occupants, who are most at risk when the two are passing, and I believe there would be a liability consideration for the Regional District.

Some of the riding associations who will be inclined to resist the proposed changes include: the Cowichan District Riding Club, the Competitive Trail Riders Association, Back Country Horsemen, and the BC Carriage Driving Society.

While there may be some revenue streams from the licensing or registration of ATVs, a membership of 100 members, as cited in the article, is not significant. A couple of years ago I helped organize a series of walks on the topic of land use, economic development, and sustainability for the region, under the name Connecting Cowichan, and two of the walks centred on the Trans-Canada trail. Our first event alone, along the trail through Glenora, attracted well over one hundred walkers, and riders, and that is a fraction of the people who care about the integrity and the tranquility of this trail. In addition to the horse riding associations, there are a large number of walking clubs in the valley who regularly use the trail. Many of these clubs are comprised of more elderly residents of the valley and these users too, I'm quite sure, will be keen to oppose the notion of "sharing" the trail with ATVs and motorbikes.

Finally, in addition to land-owners and user groups, there are many businesses that have set up along the trail, again, making investments based on existing policy. These businesses include a number of rural culinary destinations (for which the Cowichan is becoming world renowned) such as Deerholme Farm and Fairburn Farm, and horse-related businesses such as the Twin Creeks Bale and Breakfast.

These are all user groups, organizations, and businesses which have the resources and motivation to contest a more relaxed access policy for motorized vehicles, and if nothing else, they should be given ample opportunity to make their case to the CVRD Board.

When a hiker or horse rider, or a child on a bicycle, or someone in a wheelchair is passed in the opposite direction (perhaps around a blind corner) by high-powered motorized vehicles, it is an asymmetrical relationship where the notion of "common respect" does not apply, as Zan Boyle describes the context in the News Leader article.

I also disagree with the framing by Mr. Boyle that the current decisions of use are made for 5% of the population. I would like to see the polling data on such a question. I would suggest that currently the trail is accessible to 100% of the population. As I mentioned, I have some good friends who ride motorbikes and ATVs and last time I checked they were still capable of and interested in walking with their dog, or riding a bicycle with their kids once in a while. This is not to mention the many people who come to the valley to use the trail, because it is a quiet, non-motorized environment. Everyone one can walk, but not everyone has an ATV or is able to ride one. I would suggest the portion of the population who is able and wanting to ride an ATV or motorbike on the trail is closer to 5% of the population.

The region is currently on the brink of making some very large infrastructure investments, in the way of the Kinsol Trestle refurbishments. The current policy consideration will determine whether the trestle becomes an ATV highway bringing riders north of the Koksilah, or whether the trestle remains a site that draws visitors from all over the world, where you can walk or ride, and really appreciate the trestle and the sound of the river and the wind in the trees. The world has an increasing number of vehicles, roads, and greenhouse gas emissions, but precious few quiet paths left. (On a related policy note, I believe the CVRD should be more proactive in protecting the ecological and recreation values of the regions private forest lands—it seems to me that using fiscal incentives to raise revenues and directing logging practices on private lands would be a better immediate source of revenue than the licensing fees for ATVs and motorcycles.)

Such a policy change would also have clear sustainability and climate change implications. As you are aware, the CVRD is signatory to B.C.'s Climate Charter which commits the district to reducing greenhouse gas emissions. Extending the range of motorized vehicle use while simultaneously reducing non-motorized use (many, if not most people would stop using the trail, rather than hike or ride along an ATV route) would be very hard to justify in this context.

If a Provincial Charter is not sufficient policy impetus, then I suggest the Board consult their own "12 Big Ideas," accepted unanimously by the District Council last year. On first review, it would seem to me that the proposed change would fly in the face of at least half of those principals, not to mention the general spirit of sustainability.

1. *Get real about climate change.* As mentioned above, it is hard to justify extending the range of motorized vehicles and, de facto, restricting non-motorized transport and recreation in the face of our commitment to reduce greenhouse gas emissions.

4. *Get up to speed on the new green economy.* High horse power ATVs and motorcycles do not fit into an image (or the reality) of green industry and eco-tourism in the Cowichan Valley. Cites eco-tourism. It should be remembered that the Trans-Canada Trail is the only non-motorized corridor through the valley, and is a world-class passing, as it does, through some of the most beautiful forest and agricultural lands left anywhere.

Clearly Tourism Cowichan is appealing to the quiet, rural nature of the region to draw visitors, not to unfettered ATV access: "This unique area of Southern Vancouver Island is increasingly recognized internationally for its charming communities, the local cuisine scene and its overall ambiance and quality of life. Whether you come for a day or stay for a lifetime, your senses will be filled by your experiences in the Cowichan - its sights, its sounds and its tastes will be your guide as each day presents a new adventure."

5. *Clear the air to reduce carbon emissions.* This principal recognizes importance of local air quality emissions (ground level ozone, particulates, carbon monoxide, etc.), distinct from greenhouse gas emissions. For residents adjacent to the trail, local air quality is a critical issue.

8. *Revive biodiversity.* Turtles, frogs, ducks, beavers, salmon, and many more creatures rely on healthy ecosystem conditions. The Trans-Canada trail mostly runs through valley bottoms and necessarily runs adjacent to significant waterways and wetland areas. Leaks and spills of gasoline, oil, coolants, and other fluids are inevitable and can be very destructive to living systems. Frogs are disappearing the world over because of the permeability of their skin, and the pervasive influences of environmental toxins, of one sort or another.

10. *Be carbon neutral.* ATVs are clearly not carbon neutral. Far from it. The "12 Big Ideas" document even cites the example of making recreation carbon-free.

12. *Lead the way.* Extending the range of ATVs and motorized vehicles is not the kind of leadership the Valley needs right now.

There is some suggestion in the New Leader story and editorial that some considered, restricted, and responsible use of ATVs is possible. However, under the current restriction there is already considerable abuse and flaunting of rules. Opening the trail for further access is a slippery slope that will lead to greatly increased use, and abuse, outside of what may be a sanctioned range of activity. Indeed, I would suggest the council use this opportunity to enable greater controls of ATV riders (I agree that licensing and registration is a good idea) while better monitoring and enforcing existing prohibitions.

Mr. Boyle says that the 100 strong residents of the ATV Club "will police the problem" through education, and by having a presence. But as I hope I have illustrated, we have a presence here now. The people who live here, care about this place, and currently enjoy the opportunity to walk and ride in some peace are the stewards of the trail. If you check the trail now you will notice there is not a lot of garbage. I know that I and many neighbours pick up discarded beer cans and other refuse when we find it. Just this spring, I spent a good bit of time filling in a large sink hole that had developed after some recent heavy rains. If you notice any damage on or adjacent to the trail, it is likely caused by motorized vehicles not obeying the current rules. Indeed, the slope of the river bank, toward the natural gas pipeline crossing (just upstream from the trestle), is already an ATV and motorbike destination, as can be easily observed from the pattern of extreme use and erosion there and other spots along the trail. If stewardship is a concern, perhaps the CVRD would consider increasing the local care for the trail with some small funding for an annual clean up walk and celebration, or by organizing a local monitoring network.

And if the above is not enough, and while it may be a quaint notion, there is something to be said for a quiet place. It is part of what has drawn me and many other folks to the valley here. I believe it is worth keeping even a few small places of quiet.

I have a son who is turning three in a few days. He has always been very observant of the world, and so hard to put to sleep some days when he was a baby. The one thing that would lull him to sleep would be to ride in his backpack while I walked along the Trans-Canada Trail. He has amazingly astute hearing, and can recognize the far off sound of a raven, or of the train heading through Cowichan Station.

A few times, unfortunately, despite the prohibition on motorized vehicles, we have come across very loud ATVs and motorcycles on the trail. It can be frustrating as a parent, but quite terrifying for an eight-month old baby just falling asleep, to have a bunch of motorcycles or ATVs speed by. Walking on with a crying baby, breathing motor exhaust, illustrates the asymmetry of the relationship as I have described it. Now, my son still asks to bring construction-style hearing protectors on our walks, in case any motorized vehicles go by—it is not an image of the trail or the region, I think, that the CVRD wants to promote.

Please, can you let me know by phone or e-mail about your intentions? If the CVRD decides to move ahead and put the policy change forward as a motion, then I would request an opportunity to participate in any public process and address the council prior to the vote. I imagine there would be representations from a number of other residents, business owners, and organizations.

Thanks for your patience in reading my concerns and for your work with the CVRD. I look forward to being in touch.

Sincerely,
Zane Parker

Zane Parker, MRM
Common Ground
zane@longhand.ca
250.709.5775

No virus found in this incoming message.

Checked by AVG - www.avg.com

Version: 8.5.406 / Virus Database: 271.1.1/2668 - Release Date: 02/04/10 19:35:00

Brian Farquhar

From: kcossey@uniserve.com
Sent: Tuesday, February 09, 2010 9:00 AM
To: mward
Cc: Brian Farquhar; Ron Austen
Subject: Re: TRANS CANADA TRAIL

Mr. Ward,

Thank you for your e-mail, outlining your concerns.

The only issue that is happening is a request has been made by an ATV group to attend a Board meeting as a delegation. No policies are being changed that I am aware of. I have copied the CVRD Parks Manager and the GM of Parks and Recreation.

Regards

Ken Cossey

Quoting mward <mikeward@uniserve.com>:

> Feb. 7th, 2010
> To the Directors of the CVRD,
>
> A LETTER OPPOSING ATV and MOTORCYCLE TRAFFIC ON THE TRANS-CANADA TRAIL
>
> Dear CVRD Directors,
> We can appreciate the large volume of material that must cross your
> desk each week, so here is a summary of the points that we would
> respectfully ask you to keep in mind ...
>
> SUMMARY;
> 1. The Trans-Canada Trail is one of the few places in the Cowichan
> Valley that cyclists and parents with small children can enjoy a
> quiet ride or walk without the risk posed by motorized transport.
> 2. The noise and the risk that ATV traffic poses to others makes it
> inherently incompatible with trail uses such as hiking, biking,
> walking and even horseback riding.
> 3. No amount of supervision, licensing or regulation can change this
> basic incompatibility.
> 4. ATV users already have a vast network of logging roads and power
> lines well suited to their purpose while families have very few other
> options.
> 5. The Galloping Goose Trail in Victoria and the Seawall and False
> Creek Trails in Vancouver are great examples of the importance that
> enlightened communities attach to restricting some trails to non
> motorized traffic.
> 6. Tourism, along with the physical and mental well being of
> residents, increases when families are provided opportunities to
> safely enjoy the peace and quiet of the outdoors.
>
> IN GREATER DETAIL;
>
> We believe that motorized vehicles should not be allowed on the
> Trans-Canada Trail.

> We feel that the noise and the risk that ATV 's and motorcycles
> pose to hikers, bikers and families with small children, cannot be
> remedied through any form of self policing nor licensing requirement.
> Motorized traffic on the Trans-Canada trail is simply inconsistent
> with it's greatest purpose; to give hikers and bikers, tourists and
> families with small children, a safe and quiet place to travel and
> recreate together.
> In Europe, as in many Canadian cities, bike trails and hiking paths
> are an integral part of the transportation network.
> Cities such as Victoria with it's Galloping Goose Trail and
> Vancouver with the Stanley Park Seawall and the bikeway around False
> Creek, are just two examples of local communities that have
> recognized the importance of building trails that are restricted to
> non motorized traffic.
> Far from contemplating the imagined 'economic benefits' of opening
> these trails to motorized use, Victoria and Vancouver are actively
> seeking opportunities to expand their trail system in order to
> further benefit from the increased tourism that comes with being
> able to offer visitors a safe place to engage in healthy recreation
> with their families.
> These communities understand that cyclists, pedestrians and families
> with young children require a pathway for themselves, a pathway that
> would be rendered useless if motorized vehicles were allowed to share
> it.
> And that is precisely why the Trans-Canada trail is such a unique
> opportunity that must be preserved.
> If you look at a detailed map of the Cowichan Valley, you will find
> it laced with all manner of roads. From highways to smaller country
> roads, from power lines to the ubiquitous logging roads, it's
> difficult to find any place more than a few kilometers from vehicular
> traffic. Motorized traffic already has access to hundreds of
> kilometers of such roadways and power lines whereas pathways for non
> motorized travel are extremely rare in the Valley.
> In essence, motorized recreationalists don't need the Trans-Canada
> Trail, but families do.
> Enlightened communities all over the world have recognized the
> social and the economic benefits of providing trails designated
> exclusively for non motorized users and we feel that it is time for
> the Cowichan Valley to do the same.
> Thanks for your time and consideration,
>
> Mike and Jacqueline Ward
>
>
>
>
>

TO: COWICHAN VALLEY REGIONAL DISTRICT
DUNCAN, B.C.

Feb. 11, 2010
J. FOSTER
P.O. Box 213
DUNCAN, B.C. V9L 3X3

REGARDING: "SHOULD ATV'S AND MOTORBIKES
BE ALLOWED ON THE TRANS CANADA TRAIL?"

FEB 11 2010

TO WHOM IT MAY CONCERN:

NO, MOTORIZED TRAFFIC SHOULD NOT BE ALLOWED ON THE TRANS CANADA TRAIL. THE OUTDOOR WILDERNESS ENJOYMENT IS RUINED FOR WALKERS, BICYCLISTS, JOGGERS AND HORSE RIDERS WHEN THEY ENCOUNTER THESE INCREDIBLY NOISY VEHICLES.

ISN'T THE PURPOSE OF THE TRAIL TO ATTRACT WORLD CLASS TOURISM TO OUR AREA, BENEFITTING LOCAL SHOPS, RESTAURANTS, B&B'S AND HOTELS, ETC.; AS WELL AS QUIET ENJOYMENT FOR NATURE LOVING LOCALS? TOURISTS WANT TO SEE OUR BEAUTIFUL FORESTS, THE KINSOL TRESTLE AND WILDLIFE IN PEACE AND QUIET, AS MOST OF THE LOCALS DO. THOUSANDS OF KILOMETERS OF FORESTRY ROADS ARE ACCESSIBLE TO THE ATV-MOTORBIKE FOLKS. I ENCOUNTERED SOME ON A LOGGING ROAD ONCE; AND BELIEVE ME, A HEAD-ON COLLISION WITH ATV'S SPEEDING DOWNHILL, RIDING 3 ABREAST INTO A CORNER, ENGINES SO LOUD THEY COULDN'T EVEN HEAR OUR TRUCK APPROACHING, WAS BARELY AVERTED. NOT WHAT I'D WANT TO ENCOUNTER ON THE T.C. TRAIL!

AND HUNTING AND THE WILDERNESS EXPERIENCE ON THE TRANS CAN. TRAIL DON'T MIX. THERE ARE LOTS OF OLD LOGGING ROADS FOR HUNTERS TO USE.

AT THE MOMENT IT LOOKS LIKE GROUPS OF MOTORBIKERS AND ATV RIDERS ARE LOBBYING HARD TO OVERRIDE THE WISHES OF THE GENTLE USERS OF THE TRAIL. IF MOTORIZED VEHICLES OF ANY KIND ARE TO BE ALLOWED ON THE T.C. TRAIL, CANCEL THE RESTORATION OF THE KINSOL TRESTLE NOW AND SAVE OUR MONEY. NO ONE WILL COME TO USE THE TRAIL; OR THEY MAY COME ONCE BUT WON'T RETURN AFTER AN ENCOUNTER WITH MOTORIZED TRAFFIC.

000077
Julie Foster

Friday, February 12, 2010

Let ATVs on the trail when there is a stupidity vaccine

Patrick Hrushowy
News Leader Pictorial

I was going to write a column to try to convince the Neanderthals who tear up the trails in our public park systems with their quads and motorcycles to show a little heart and have some concern for the rest of us.

But then I realized most of them are probably not functionally literate anyway and wouldn't read it. OK, that's a little harsh and we should be grateful that the knuckle-draggers who ride those things in anti-social ways are in the minority.

But, fighting for your life trying to avoid one of these idiots when

you are out for a pleasant Sunday afternoon walk should never occur — ever!

My wife and our canine companion were almost run down recently as we were walking the trails near the Mile 66 Trestle on the Trans-Canada Trail.

Two young men (and I don't mean kids) came screaming around a corner at full tilt on two miniature trail bikes.

A collision was avoided by mere feet and the mouth-breathers didn't even have the decency to say "Oops, sorry."

I objected quite strenuously with wild gestures and many loudly proclaimed epithets but all I got for my effort was a one-finger salute thrown over the shoulder of one of those departing fools.

Too bad there is no vaccine against stupidity.

When we continued our walk around the corner we saw that those morons had been doing donuts all over the grassy areas by the picnic tables — and on the trail.

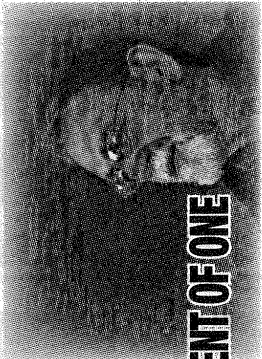
One-celled organisms would outscore those guys in IQ tests. I just can't get it clear in my head what goes on with these folks that they so easily defile what so many of us truly treasure and go to considerable ends to protect.

Last weekend, while on a hike on one of the North Cowichan trails going up Mount Tzouhalem through the ecological reserve, we saw the scars of a couple of motor bike riders desecrating the area.

The destruction was casually wanton and defied logic.

I have some sympathy for organized off-road riders who have been complaining recently about motorized vehicles being excluded from our public trail system.

Our home backs onto the old E&N rail right-of-way between Duncan and Lake Cowichan and we frequently see families out on a group of quads on a very civilized ride. Unfortunately, we also see crude social



AN EXPERIMENT OF ONE

misfits intent on having their unmuffled rockets heard all the way into Lake Cowichan.

It's too bad that a few bad apples can ruin it for conscientious recreational riders but enforcement is made a whole lot easier if we simply keep them off the trails.

Besides, there are hundreds of miles of logging roads that are much more suitable for off-roaders than trails groomed for walking or bicycling.

Speaking of enforcement, I'd be willing to pay an extra property tax levy each year if I knew it would be dedicated to the manpower necessary to keep our trails safe from irresponsible recreation vehicle owners.

Got a tip or a comment? Email me at phrushowy@shaw.ca

COWICHAN VALLEY CITIZEN

Friday, February 12, 2010

YOUR VIEWS

No ATVs should be on the trail

Dear Editor:

Well, now I've heard everything?

Let motor vehicles on the walking trail? I guess who wrote the article does not live anywhere near the trail or off of it.

We do and for four years now we've had to deal with the people riding the ATVs and motorcycles at all times of the day and the night... at 3 a.m. sometimes. When they are unloading the weed off the bushes just down by the falls.

Yes...they use the trail as bandits, so why let them use it for anything but if they wish to ride unmotorized and or walk?

No one in Lake Cowichan wants the trail open for this, I'm pretty sure that if you took a poll you would see that it's a step in the wrong direction to even think along that line.

It's already chewed up from the ones that avoid the signs. That clearly read it's not allowed! They ride at night with the lootings they've done. Just before Xmas my motorcycle was stolen. Even though the police and my husband found it, and the house it was sitting at the culprits still walk the trail at night and through the day looking for things they can risk getting.

If they can ride ATVs up to our backyards our other larger things will be gone too. I still have the bolt cutters the thieves dropped in my garden. Don't create a mess by trying to open a Pandora's box. Instead, why not take a collection

for an ATV for the RCMP of Lake Cowichan to patrol with. That and the townspeople should be the only motors on it. I think that I probably speak for at least 90 per cent, if not a lot more people than that. That wouldn't even be just the folks on the trail as we hear and smell the bikes further than just our homes that run along it. The echoes are horrible and anyone wanting to shut them down could. But excuses in this town are a dime a dozen...the police won't even look after the issue, instead they want the town bylaw officer that only works on Thursdays to take care of the trail traffic? Now, you tell me, what kind of mentality is that?

Anyone else reading and thinking along this line should either write in or call the RCMP.

Lee-Ann Ledgerwood,
Lake Cowichan

COWICHAN NEWS LEADER PICTORIAL

Friday, February 19, 2010

Certain trails should be set aside for ATV users

Dear editor

I agree with most of the letters that stated ATVs, if licensed, will come to dominate the Trans-Canada Trail. I am, however, an ATV owner. I sure would like to have somewhere to ride. I have been looking around the Lake Cowichan area for trails that are not frequented by hikers, cyclists, and families with toddlers and a small, leashed dog.

The old rail bed along old Lake Cowichan Road would be a good place. It's outside the normally used recreational walkers area of our town. In my travels to Duncan along this road, I have never seen anyone walking along this

area of the trail. Why not open it to outdoor rec vehicle users outside city limits during certain hours?

Joe Dorey

Lake Cowichan

ATV owners, get off your butts and walk on the Trans-Canada Trail

Dear editor

The accepted use of a trail is a place to walk, not ride. The comment is that we all pay for the trail so we are allowed to use it does not cut it. Want to use it? Park the machine and take a walk! No one is denied a good walk in the country. The trail narrows to less than the width of your machine in places. If you encounter a person walking who to you expect to move out of the way? Do you expect them to jump into the woods to make room? Most logging roads are blocked off because of you folk.

There are many places where people live close to the trail. They live there because of the solitude. People walking the trail are welcomed as quiet visitors. Now you want to bring the noise and smell to them.

Thomas Wagner

Cowichan Bay

000080

CVRD Board and Regional Parks Committee
Cowichan Valley Regional District
175 Ingram Street
Duncan, B.C. V9L 1N8

21st February, 2010

Dear Board and Committee members,

I am the Secretary of the Cowichan District Riding Club, an organization that promotes equestrian activity in the Valley. Our members include people with many years of experience in the use of horses for diverse activities including trail riding, and a number routinely ride along the Trans Canada/Cowichan Valley Trail (TCT).

We understand that the ATV community is seeking permission to have the current ban on motorized vehicles on the TCT lifted. In our experience, this change would be unsafe. We readily acknowledge that most ATV and motorcycle riders that we meet along the many trails we use are very considerate when they encounter horses. However, there are others who are less considerate, and are also quite careless about how they treat the trail and the local environment.

A fast, motorized vehicle appearing unexpectedly around a corner or over the brow of a hill is a serious danger to anyone on the trail, including children, the elderly, dogs and equestrians. Such an event is especially dangerous for horses, they often react rapidly and unpredictably to surprises. In contrast, pedestrians appear slowly, allowing horses time to assess the "threat" and deal with it in a more predictable manner.

For the above reasons, our club members consider the current regulation of excluding motorized people from the TCT a wise and safe practice. Our region is well blessed with trails other than the TCT that are accessed by motorized users. Keeping motorized people off the TCT will not prevent their enjoyment of their preferred activity.

We would be more than happy to enter into a constructive dialogue, with or without the ATV users, to better explain our viewpoint. The availability of a safe and quiet TCT is a real asset to equestrians and many other residents of the Cowichan Valley, to share such an amenity with motorized vehicles would be a serious loss to both residents and visitors alike.

Yours sincerely,



I. Brent Heath

4373 Kingscote Rd., Cowichan Bay, V0R1N2.

cc. Brian Farquhar,

✓ Manager, CVRD Parks and Trails.

000081