



The Trails Society of B.C.

A BC Representative for



Trans Canada Trail
Sentier Transcanadien

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Newsletter

Trail Talk

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For 2019...

If you have not already done so you are invited to...

[Renew your membership or become a member](#)

[Volunteer for trail work](#) and/or [Be a Donor](#)

Trails BC, continues to see itself as a strong advocate for non-motorized recreation on trails never losing sight of its greenway vision for the targeted users: cyclists, walkers, and equestrians. We appreciate all your contributions and we are hopeful that you and future generations will benefit from the interesting, active, and healthy experiences that these trails provide.



Need for quality experiences for all on established trails in B.C.

The image on the right illustrates the end of a sensational quality cycle from Penticton to Little Tunnel (~19 km). From here to Chute Lake (+24 km) and up to Myra Canyon (+24 km) the trail becomes either extremely unpleasant or even too difficult to cycle due to motorized users accessing the trail. Only the most determined non-motorized users carry on. Myra Canyon Provincial Park adds another 13 km of high quality non-motorized trail, a trip of 80 km that contains ~50 km of poor quality trail for non-motorized users.



We are looking for the day that the B.C. Government will fully consider the **importance of the rail trails designated as the Trans Canada Trail to be fully non-motorized** allowing for destinations that offer a quality extended experience to the designated users. Cyclists in particular are the most impacted by loose, muddy and rutted surfaces caused by motorized vehicles accessing the trail. The government needs to declare through legislation or policy that motorized and non-motorized trail users are incompatible on the same trail and, therefore, such mixed trails must be avoided on officially established trails that invite non-motorized users of all ages and abilities to enjoy.

Presently the Provincial Trail Strategy states "Conflict between trail users: given the disproportionate nature of impacts between different types of users, it is particularly important to resolve conflicts so that all trail users can

enjoy a high quality trail experience for their particular type of use.” Non-motorized users are clearly disproportionately impacted by motorized users on the same trail and therefore need separate accommodation. Exceptional circumstances allowing such mixed use require making the trail equivalent to a road, a compromise that defeats the trail experience but can be tolerated for short distances. Most people seek out trails, pathways, and sidewalks to get away or at the very least be separated from motor vehicle traffic. Motorized recreation needs to be supported on separate trails or facilities from the ones inviting non-motorized users.

Improving the Trans Canada Trail/the Great Trail and extending its network

In 2017, we celebrated 25 years of effort to establish the TCT across Canada by officially connecting the trail to the Pacific, the Atlantic, and the Arctic Oceans., a feat that also highlighted Canada 150. With this behind us we set out and continue to enhance the trail with greenways projects and trail extensions that reach out to more communities



An example of a trail extension is the newly established TCT route from Tsawwassen to the Golden Ears Bridge thus adding Delta, and Surrey to the TCT network. A future trail route, the Great Blue Heron Way, will bring in Richmond between the City of Vancouver and Tsawwassen adding Ladner and Steveston along its route. Once that will be established the potential trail users will be able to plan a loop tour with options for shorter tours by using the BC Parkway, the Central Valley, Greenway, and the Arbutus Greenway - up to 200 km multi-day main round trip as well as several single day round trips. Another example is the extension to the Isadore Trail in Cranbrook described later in this newsletter. Others are the Slocan rail trail and the Sea-to-Sky Trail.



It is understood that while the TCT/the Great Trail is now officially routed across the country, it does not mean that it is completed as an off-road trail. Much still needs to be done to make it into a multi-day/week/month user friendly cross-country amenity. In the meantime, most users choose the truly finished off-road trail destinations and dream along with the rest of us that one day the trail will be better enjoyed by all non-motorized users looking for extended excursions on the TCT across the country. There is hardly a better way than this to appreciate and understand the extent of this country, its heritage, and the importance of participating in a vast unified nation. It helps us look beyond our own boundaries whether provincial, regional, or municipal.

Report from the Trans Canada Trail – Trisha Kaplan

(Trail Development Manager, Western and Northern Canada)

2018 was an exciting year for The Great Trail in BC! With the Trail now connected, energy and funds were directed towards projects that improve the Trail and the user experience. Several projects were completed, several are in-progress, and we are in the process of reviewing applications for our 2019 Capital Improvement Plan (CIP) funding program.

2018 Trail Grants for trail Completed in BC

Brookside Walking Trail Geotechnical Investigation, Dawson Creek - \$16,937.50

Willband Creek Park Trail Study, Abbotsford - \$5,000.00

Elk Valley Trail, Sparwood - \$60,000.00

Boivin Creek Trail, Elkford - \$10,000.00

Morning Mountain Trail, Nelson - \$46,620.00

Cranbrook Loop Trail, Cranbrook - \$24,400.00

Emergency Funding went to

KVR Repair, Naramata - \$12,000.00

KVR Repair, Penticton - \$75,000.00

2018 Trail Grants In-progress

Saltair Rail with Trail, Cowichan Valley Trail - \$165,482

Cascade Trestle, Kettle River Trail - \$25,000



Downtown Victoria Cycling Route - \$48,000

Slocan Valley Heritage Trail - \$10,000

Castlegar Area Trails - \$16,000

Elk Valley Trail, Fernie - \$64,000

Signage

In addition to the Trail Capital Improvement Grants, TCT funded several signage projects across BC. In 2018, 756 Great Trail signs were installed across the province, as well as trailheads and interpretive signage.

In the fall of 2018, TCT accepted **new funding applications** from across Canada and received many applications from BC. These applications were for exciting new trail sections that would move the trail from the roadway to greenway trail, trail improvements, as well as two requests for emergency repair funding. TCT staff is reviewing these applications and approvals submitted by the beginning of March. We also opened the Signage CIP program and that will close shortly.

In addition to our annual Capital Improvement Grants, we continue to focus on strategic **initiatives to improve the Trail and the user experience**. TCT is still reaching out to Indigenous communities along or near the Trail to encourage engagement and funding applications. Increasing accessibility for individuals with varying disabilities is another priority and we are planning projects in partnership with local groups and organizations working in the field of accessibility. Our focus is also directed towards increasing safety by moving trail from roadways to greenways wherever possible, increasing usage, and improving the experience.

If you have any questions, please don't hesitate to contact Trisha Kaplan at tkaplan@tctrail.ca

Trails BC continues to challenge trail enthusiasts to cycle or walk the many tours, excursions, or adventures offered on its website and [Trails BC Meetups](#).

These adventurous tours or excursions described on the Trails BC website (www.trailsbc.ca) enables users to freely find the route on Google Maps or download each track on their smartphone or GPS device in order to follow the route using Google Maps or other mapping Apps such ViewRanger or Gaii GPS. The Apps allow users to download maps when out of data range or to avoid using data transmission as well as tracking your route. The whole Trans Canada Trail across B.C. can similarly be followed by going to the Trails BC website.



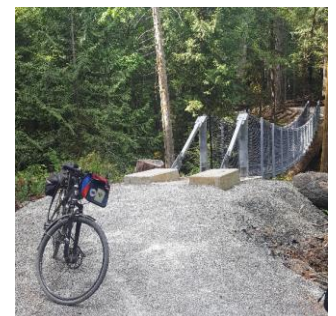
The Cranbrook to Wardner Trail (Chief Isadore Trail) now has an added section in Cranbrook itself offering an additional 8 km walk or cycle loop. [Click on this link for a map and full description](#)

This 43 km trail combined with the paved trail to Kimberley creates a 70 km quality trail experience. Added to this is the newly 8 km completed loop trail in Cranbrook Community Forest in and out of the Cranbrook urban centre, all part of the TCT/the Great Trail network.

The Langford to Shawnigan Lake Trail – Have you tried it yet?

A 27 km trail, built to a high standard, picks up from the Galloping Goose Trail and joins with the Trail on the south side of Shawnigan Lake to the Kinsol Trestle for a total of 40 kms. Parts of the trail are somewhat challenging because of steep sections. Here, on our website, we describe a sensational [loop tour via the Mill Bay-Brentwood Ferry](#). Taking in the Kinsol Trestle, the loop is about 86 km. Note that a portion of this loop is on roadway.

This new TCT connection allows for a continuous 123 km off-road trail from the Johnson Bridge in Victoria to Somenos Rd. North of Duncan.



An alternate TCT route to Paleface Pass – continues to be improved

With the help of devoted Chilliwack Outdoor Club members, we were able to completely re-open Paleface Pass. However, it remains quite a challenge for cyclists on loaded bikes. Hence, using the route between the Vedder in Chilliwack to Hope is a better option for most cyclists. It involves crossing the City of Chilliwack from the Vedder dikes to the Fraser River dikes up to the Agassiz Bridge. Be aware that until the Agassiz Bridge gets updated, traffic mostly must follow the cyclists across because there is no bike shoulder. The rest of the way to Hope is on Highway 7 which is mainly flat with good cycling shoulders. It is part of the Experience the Fraser, Canyon to Coast trail route.



In the meantime we continue working on other off-highway opportunities for this route. [Check out the routing on the Trails BC Website here.](#) Look for the new overpass trail to rail over Highway 1. As well, the Fraser Valley Regional District is actively looking to deck the KVR train bridge into Hope to accommodate trail users, an added sought after feature.

FraserFEST

Celebrate your watershed.

Again in 2019 we will participate in a multi-day ride of up to 4 days for FraserFEST September 13, 15, 21, 22. [Check it out here.](#) A limited number of participants are asked to register ahead of time. Each day is followed by a salmon feast at a different First Nation location. Participants can register for any or all 4 adventures offered. Being first-come first-served, it is advised to register early to ensure a place.



The Okanagan Trestles Tour

An 80 or 40 km cycle from Myra Canyon to Penticton – [check it out here](#)

The Haller Trail – Pat Foreman

When outdoor adventurers hit trails in BC, they are never limited by choices of how or where. Decisions will always come down to when and who. Happy trails to those with boots or rubber on the ground, but let's not forget the days when horses and mules were the primary means of getting anywhere. Today there are still countless horse people who take to the saddle for back-country trail adventures.

Trails BC's equestrians and guests come together by invitation each year to spend a few days in the Cariboo. The annual Haller-Grinder trail work-bee and ride is celebrating its 25th anniversary this year. This year we hope to map and mark another horse trail in the area: Larri's Loop at 6000 ft on High Bar Mountain. Apart from formally developing and inventorying these routes, we will ride the Haller-Grinder per usual.

Invited guests will show up and set up camp with plenty of time for horse talk and chatter. There's nothing like horse people for cowboy-hearty meals! Each day the ride sets out with a trail-boss and spends 6 to 8 hours total on the trail. At noon riders enjoy their lunches atop a mountain with view or on the edge of a meadow in the shade of an old growth Douglas fir.

Some arrive a few days early to clean up trails and camp field area. Up to 20 riders from the youngest (12) to the



oldest (80) appreciate the wilderness trails we explore and revel at their viewpoints from atop a horse. These trips nourish souls with dreams and sweet memories sufficient to last the year.

Boots, Bikes, and Equines - Ah, give us horses, 4 feet to move the soul.

In 1995, Hank McEwan, and Larri Woodrow left the Lower Mainland with their equines in tow to scout routes and build this spectacular pair of horse trails. It took a number of trips to find level enough ground and open our routes. One circuitous route is named The Grinder Loop after Eddie Grinder a First Nation horseman who lived and rode in this area, and gave the other circuitous route Chief Rose Haller's family name. The Hallers and Grinders First Nations families are well known in and around Clinton and beyond.

To find the trailhead and a map click [here](#) on the Recreation Sites and Trails BC website. Experienced equestrians and experienced wilderness hikers would likely greatly enjoy this countryside along the Fraser. We will soon have a downloadable track on the Trails BC website.

Newly designed TCT Marker Pavilions

Trans Canada Trail National has implemented its new pavilion design replacing the 4 major B.C. TCT Pavilions containing donor names. The new way of listing the donor names make them easier to find. These new pavilions are located in Victoria, North Vancouver, Granville Island, and Penticton. The one shown here is the First Nations theme pavilion for Canada in the North Vancouver Waterfront Park near the Lonsdale Quay. TCT Pavilions make for easily recognizable and focal point meeting places along the TCT/the Great Trail.



Ebikes

[Check out these ICBC regulations on ebikes](#) -

An electric bike, or motor-assisted cycle, is a two- or three-wheeled cycle with a seat, pedals and an electric motor (up to 500 watts). A motor assisted cycle (MAC) cannot be gas-powered. This definition which is made clearer by going to the link basically makes such ebikes suitable for non-motorized multi-use trails.



Ride for Water

[Check out this group's Facebook](#). They will be once again announcing their cycle event that will take place in and out of the Chilliwack River Valley on the Trans Canada Trail. This is a challenging event that attracts adventurous mountain bikers.



Trails BC 2019 AGM - mark your calendar!

We are scheduling our AGM for the weekend of May 4 to be held in Penticton. We will advise all our members and others as soon as arrangements are finalized. Do check the Trails BC homepage for up to date posted information. An important discussion for this meeting will be to explore how Trails BC can play a greater role in bringing together groups interested in greenway trails. **Along with the AGM we will be organizing excursions to experience the greenways of the area, much of it on the TCT/the Great Trail, before and following the AGM.** Please advise us right away if you plan to attend at trailsbc@trailsbc.ca.

Your Membership and Donations

Your membership, also treated as a donation, is essential for us to know that we are supported to carry on our work. All of us are volunteers. [Renew or become a trails group or individual member](#) by clicking on this link or the [print version](#) (pdf) if you do not want to do the transaction online. [Link here for Donations](#).

Call for Volunteers

As always, we are looking for volunteers willing to help with trail maintenance in the Chilliwack River Valley, Silverhope Valley, and the Coquihalla – [fill out this form](#) if you are interested in doing trail work. Other parts of the province need volunteers as well. In the photo are volunteers that got together to celebrate many years of dedicated volunteering doing trails work.



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