

**From:** Hawkings, John FLNR:EX  
**Sent:** Friday, September 21, 2012 5:09 PM  
**To:** 'Karla Kozakevich'  
**Subject:** FW: Public Meeting Follow Up

Hi Karla,

Just wanted to include you on a short follow up note to the working group. Thanks again for your ongoing support on this process.  
Have a great weekend.

John

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**From:** Hawkings, John FLNR:EX  
**Sent:** Friday, September 21, 2012 5:09 PM  
**To:** 'Craig Henderson'; 'Lyle Resh,'; 'Al Skucas'; 'Terry Wardrop'; 'pjyoung@northernfireplace.ca';  
s.22 s.22 ; 'Mark Woods'; 'Justin Shuttleworth'; Trent, Tennessee  
FLNR:EX  
**Subject:** Public Meeting Follow Up

Hi All,

I just wanted to send a quick note of thanks for both your participation in the public meeting and your efforts leading up to it. Clearly it was a tough meeting but at the same time it started a necessary conversation that needed to happen. I am sure you are all wondering next steps. We are now beginning to look at and evaluate the feedback. Here are some preliminary observations but we will provide a more detailed analysis shortly.

- We collected approximately 120 feedback forms at the meeting. We have not evaluated them in detail but having read through them all once I would estimate that about 60% are strongly opposed and the rest are either ambiguous, supportive or are raising side issues. Interestingly a very large portion of those opposed are concerned specifically about access to the little tunnel. Many agreed the trail should be non-motorized to from Naramata to Little Tunnel. Almost all those opposed are concerned about highway vehicle access to the trail and the issue of recreation OHV's rarely comes up.
- There were 25 participants of the meeting who spoke publicly. 18 where clearly opposed, 2 were clearly supportive, 2 were ambiguous and 3 raised unrelated issues. Interestingly 5 of those strongly opposed acknowledged that they agreed the Trail should be non-motorized from Arawana Rd. to Little Tunnel.
- We have received emails from 20 people with feedback (a few have sent up to 7 messages). 3 have been in opposition to the plan and 17 have been strongly in favor. Those in favor have almost all indicated they attended the meeting but were too intimidated to speak up.

We will continue to gather feedback and intend to make it all available to the Working Group in an unattributed form to respect confidentiality. We will also try to categorize and summarize to better understand it.

Again, thank you for hanging in there in a tough but worthwhile process.

Have a great weekend.

**John Hawkings**

Manager, Trails

Ministry of Forests, Lands and Natural Resource Operations

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# Naramata Community Meeting

## Kettle Valley Rail Trail

## Development Concept Plan

September 18, 2012

Naramata Centre

Naramata, B.C.

7:00 p.m. - 9:00 p.m.



**Karla Kozakevich:** Please take your seats. Everybody at the back please come take a seat. Okay, folks we're going to get started. There are a few more seats up front if anybody would like to come forward.

My name is Karla Kozakevich. I'm your Area 'E' Director, and I'm also your moderator this evening. First, I would like to thank everyone for coming out tonight and for attending and participating in this important public meeting.

I have come to learn that Naramations are a passionate bunch, especially when it comes to our trail system and our parks. Many of you here most likely participated in a survey this past winter, a trails use survey through the Regional Trails Master Plan. Per capita Naramata had the highest number of responses, and that's just amazing. That shows me we have a passionate bunch here. I was expecting an excellent turnout tonight, and we certainly got it, so that's wonderful.

We also, as a community, have a wonderful bunch of volunteers. I'd like to take the opportunity to thank the Naramata Wood Whackers and the Naramata Parks and Rec.  
[APPLAUSE]

Naramata Wood Whackers along with the Naramata Parks and Rec Commission volunteers spend countless hours doing work on improving the quality of our trails and our parks, and there are many of them here this evening. So thank you, everyone.

We also have in attendance tonight many people from outside of the Naramata area. People have said that they wanted to come to see the presentation tonight and see how it may impact or benefit their trail system in their area of the Regional District.

Tonight we will hear from Mr. John Hawkings. He is the trails manager with the Ministry of Forests, Lands and Natural Resource Operations. Mr. Hawkings will introduce us to the working group members seated at the table, and he will provide us with a concept plan presentation. Upon conclusion of his presentation we will open the floor to questions, and we plan to conclude around 9:00 p.m. So let's get started tonight by welcoming Mr. John Hawkings.  
[APPLAUSE]

**John Hawkings:** Thank you, Karla. It's a real pleasure to be here tonight. I'm thrilled to see the packed house to have what, I think, is going to be a good and timely discussion. Before we get started I do want to introduce the working group members, those folks that you see sitting up front here. You all have met Karla, not a member of the working group, but an area representative. Andrew Druin is a representative of the local non-motorized perspective. Next to Andrew, we have Ken Anderson, who represents the local motorized perspective in the working group. Lyle Resh is a member of the Naramata Wood Whackers, who I'm sure is a familiar face to all of you.

Next to Lyle is Al Lucas. Al is the President of Trails B.C. the provincial representative of the TransCanada Trail. Next to Al we have Tennessee Trent. Tennessee is a provincial trail specialist with the Ministry of Forests, Lands and Natural Resource Operations. And next to Tennessee we have Terry Wardrobe. Terry is the Land Environment coordinator for the Quad Riders ATV Association of B.C. so that's ATVBC. Craig Henderson is next to Terry. Craig Henderson is a local non-motorized representative on the working group. Next to Craig is Phil Young. Phil Young is a local motorized representative on the working group. And finally on the very end there, last but not least, we have Mark Woods, who is the Community Services Manager of the Regional District of the Okanagan Similkameen. So these are the members of the working group. I'm sure that many of those faces are familiar to you.

As Karla mentioned, my name is John Hawkings. I'm the Provincial Trails Manager with the Ministry of Forests Lands and Natural Resource Operations and the Recreation Sites and Trails Branch. So with that I'm going to provide you with a presentation that really just goes through the document that some of you may have had a chance to peruse in the last half hour. We chose not to print out 300 copies. The document will be described in detail here tonight, and will be available online, hopefully, first thing in the morning.

I'll provide that website as well. The other thing I do want to mention is there is lots of opportunity tonight for comments and some discussion. I'm very interested to hear people's thoughts and people's comments. As well, there's an opportunity to fill out comment forms, and you will see those along the back table. If you could fill those out, if you have some comments, some suggestions, and so on. I believe there is a table right at the back door there where those can be left. I would really encourage you to fill out the form entirely to let us know where you are from. It really helps us to try to understand the issues and the perspectives of the various members of the community and those from the region, especially by identifying where you are from. So that would be a great help to us.

This presentation I'm going to give tonight I want to first of all provide some background and context for the current process. There has been a number of media releases and the information is out there. But I just wanted to, once again, explain why we are here and what we are trying to do. So I'm going to describe the process and those people involved. I'm going to describe the concept plan in detail. I'm going to kind of go through it step-by-step and talk about what we are presenting, what we are proposing, and how we came to some of those proposals. And finally, we are going to provide an opportunity for some questions, clarifications,

and feedback.

When this process initiated at a provincial level it was actually, I think, just prior to Christmas of 2011. We had the provincial motorized, and the non-motorized representatives sitting together at the table in meetings in Victoria and in Richmond -- I will just stop for one second. If everyone could please turn off your cell phones that would be much appreciated, of course, in this day and age.

One of the first things that was determined by both groups sitting at the table, and that was a table where we have been before and often don't always agree on particular issues, was that the process was going to be based on respect, and that was key. That mutual respect does not necessarily mean that we always agree, but it certainly means that we give each other the time and the space to provide opinions, to speak freely, to listen carefully, and to try to understand the issue from both your perspective and from other people's perspectives. This discussion that we are going to have tonight, it's a difficult discussion. That's why there's probably, I'm guessing, 270 people in the room tonight. If it was simple we wouldn't be here. But with that being said, I think that there is an opportunity here for us to see how we can make sure that this trail benefits the most people in the community. So I think when we get to that point of comments and questions, I'm going to ask that we continue that

level of respect that so far the working group and the provincial steering committee have been able to follow so far. You know, we are going to listen with courtesy and patience to others, maintain an atmosphere where everyone feels comfortable talking. We are going to ask that you don't interrupt, let people talk, let people finish what they want to say, wait your turn. We are going to ask you to line up at the mic and to speak. If you don't get a chance to speak or don't feel comfortable speaking, we'll read and consider every comment that is written down. I will put my e-mail address up at the end of the night and you can send comments that way as well. And again just a reminder for people to turn off their cell phones.

So with that out of the way, I want to tell you a little bit about who we are and why I'm here and not somebody else from the Provincial Government. I work with the Provincial Recreational Sites and Trails Branch of the Ministry of Forests, as I mentioned. We have two main jobs in our branch. We manage about 1,300 recreation sites and 800 trails in the province. Many of you have driven around on forestry roads throughout the province and have come to those small forest recreation sites an outhouse, a picnic table, a campsite and so on. We manage 1,300 of those around the province. We also manage 800 trails. Those are trails that are designated under the Forestry Range Practices Act. When those trails

are designated under that Act they become the responsibility of our Ministry. The Kettle Valley Rail Trail is one of those trails. The other thing that we do besides managing those very specific assets, which you can quite easily point to on a map, we provide input into managing public recreation on the overall landscape as a whole for 94 million hectares of Crown Land throughout B.C. One of the biggest jurisdictions with the most public land. So we have a pretty broad role. That's why we find ourselves here as the branch and the government responsible for the Kettle Valley Rail Trail and the Columbia Western Rail Trail.

It started about five years ago now. Some of you may have been involved in some of the discussions around the Provincial Trails Strategy. We have drafted a Provincial Trails Strategy, and one of the key concepts in the Provincial Trail Strategy was to provide and secure recreation opportunities for all user groups. We have identified six specific user groups, but we know there are actually more. We didn't include dog sledding and some of the smaller groups, but we really mean all user groups that can recreate in the environment responsibly. By that we mean hikers, cyclists, ATVers, snowmobilers, dirt bikers, motorized and non-motorized, equestrian, yes, dogsledders, cross-country skiers. We do work with all of those groups throughout the Province. We are working with all of those groups to enhance

and better recreation opportunities. The vision for the B.C. Trail System reflects that. It was part of the draft strategy, it was for a world-renowned sustainable network of trails with opportunities for all, which provides benefits for trail users, and communities in the Province.

I do want to give a little bit of background. I know that there are people in this room that were here for most of this. People at the front table were involved in much of this, and in fact, there are many of you that may know this better than I do. I do think it's good for the context to just provide a little bit of this background.

In 1990 the Province purchased the Carmi Subdivision of the Kettle Valley Rail Trail. The Carmi Subdivision basically starts in Naramata -- sorry, well it does start in Naramata and ends at Midway or vice-a-versa. Mile zero of the KVR was always considered Midway to Naramata. So that's the Carmi Subdivision. It was purchased in 1990.

In 1993 cabinet endorsed this principle of buying former rail corridors, to purchase them and to use them for recreation trails or other utility or transportation uses, but it became something that the government sought after to do. In 1993 about that same time, the Canada 125 Corporation announced the TransCanada Trail Initiative. So essentially that was kind of the birth of the TransCanada Trail. In 1993 again, that was a busy year, the Premier

endorsed the TransCanada Trail Initiative in BC. It tapped a group called Trails BC at that time, which was sort of a subcommittee of the outdoor recreation council, to play a role to help partner with the Province to help develop the TransCanada Trail. Trails BC has been at it ever since. As this group that is up here will tell you, and the many Trails BC members I can see in this room, they have been hard at work in supporting, funding, and working on and dedicating thousands and thousands of hours to the Trans-Canada Trail Initiative of which the trail through your backyard is one of them.

In 1995 the Province saw the opportunity to purchase the other remaining portions of the Kettle Valley Rail Trail. So that included the section the Osoyoos Subdivision Penticton to -- sorry, from Kaleden beyond to almost Osoyoos, it included the section from Summerland over to basically all the way to Spences Bridge and so on. In 1995 -- that purchase was about \$4.2 million for those portions.

In 1997 the Minister of Environment dedicated those main portions of the Kettle Valley Rail Trail, including this portion here, as the TransCanada Trail, and that was done by an Order in Council.

Between 1998 and 2004 the Province invested about \$6 million dollars in trail upgrades, particularly on trestles and bridges. As well, of course, after the Okanagan fires

there was about \$19 million combined, \$18 million federal and \$1.3 million provincial investment, in rebuilding the Myra Canyon Trestles.

There has been a significant investment in the rail trails over the past four years, through infrastructure stimulus funding there has been an additional investment of probably \$6 million in the trails. The total investment in rail trails in the province since the original 1990 purchase is over \$50 million.

In 2007 the Recreation Sites and Trails Branch of the Ministry of Forests, Lands and Natural Resources Operations took over responsibility for management of the rail trail network. Rail trails are -- I don't want to say they are new idea in B.C. because as we just saw, they have been around for a long time. We purchased the first one in 1990, specifically with this vision for a world-class trail. With that being said, the rail trail network in British Columbia is fairly undeveloped. We have 2,000 kilometers of rail trail. It's not, again, extensively developed only about 800 kilometres of that is being used as a recreational trail. In the U.S. there is about 20,000 miles of rail trails, extensively developed, extensively used. B.C. has a vision. We have a vision for a long distance trail that connects communities that is used extensively by the people in those communities, but also by people traveling through those

communities.

We know from looking at rail trails around the world, we know from development of isolated pieces of rail trail in other places in B.C., that this vision is possible. We know we can have a world-class recreation trail that provides social and economic benefits for the communities, the regions, and the province as a whole. We also know that the Okanagan presents special appeal. The presence of Myra Canyon. The connection between Myra Canyon and Naramata to a town like Naramata, with the wineries and the connection to Penticton and the continuation of the trail beyond, with the cooperation of the Penticton Indian Band, if that was to happen, to connect that trail all the way through to Okanagan Falls, and maybe one day to Osoyoos, has incredible potential, particularly because it's downhill from Chute Lake to Naramata to Penticton which is nice for everybody. So it certainly is a unique and it's a significant opportunity.

With that being said, despite picking up the rail trails through the 90s, the rail trail development in the province has been challenging. It continues to be challenging. We are continuing to try and work on the governance and the management of the rail trails. The rail trail management has been bounced around between ministries for the better part of two decades. The governance model, which is very established on rail trails world-wide, is not being

developed here. Who's managing it? How are the regional districts and the local governments involved? And how do the stewardship groups that are critical to the trail, where do they fit in? How are they funded? Who is paying for them? There has been significant capital investment in the rail trails. There has been almost zero on operations and maintenance. If it wasn't for the volunteers those rail trails probably wouldn't be passable today.

Trail use conflict. I receive over 200 pieces of correspondence a year from people that are unhappy with the way the rail trail is being used from both sides of the debate.

So clearly the rail trail conflict is real, and it's a very critical piece of us being able to move forward in trying to come up with a resolution to that. It's unclear, people are uncertain. What is the rail trail for? How is it to be used? Are there rules? Are there regulations? Until we can clarify what it is and how we are supposed to use it, we are not going to be able to take a step forward. And I can assure you that the status quo is not working at many levels.

Funding is a big piece. Make no mistake, the KVR was one of the most expensive pieces of rail corridor to build in the province, if not in the country. It's built in a tough spot with significant infrastructure. The tunnels, the trestles, the retaining walls, they require millions of

dollars to maintain, to keep up. We just lost a portion of the rail trail up at the south end of Chute Lake as some of you may know. One hundred thousand dollars to fix that, to repair that probably. How do we pay for it? How do we pay for it?

**Jackie:** Are they going to fix it?

**John Hawkings:** We'll get to that. Sorry, that's a bit outside of the scope. So there is a significant piece of investment required to keep these trails going. Where does the money come from? And that is part of the challenge of developing the rail trail.

So after years of not making progress and trying various attempts, we decided that we had to take a new approach to try and resolve these long-standing issues on the rail trail.

In January of this year, just before Christmas, we convened something that we just termed, for lack of a better term, a "provincial level steering committee". This includes government representatives, representatives of ATVBC, and BC Off-road Motorcycle Association, the TransCanada Trail, and Trails BC. We got together and we said, what is the best way that we can go about solving some of these problems, figuring out how to manage this trail. But what we did before we even got to the discussion, we talked about our shared objectives. What do both groups or all groups involved in this want to see? It's was pretty obvious

that we had some shared objectives. The first one was that we wanted to maximize the benefits for the greatest number of British Columbians. It seems pretty obvious, but it needed to be said. We want to make sure that this trail works for the greatest number of people. You know recognizing it's provincial asset of both regional and provincial is significant, but never forgetting that it goes through communities.

We wanted to meet the recreational needs of all the user groups. Recognizing that, as we've seen in countless areas along the trail, we can't share every trail. There are just some activities that aren't compatible. But we've got to provide opportunities that are good for all those different user groups because the Province formally recognizes all those user groups on the land-base, and recognizes that those are all legitimate users of recreation trails. And, finally, everyone wanted it to connect communities. That is what is unique about this trail is that it connects communities. We have thousands of trails in the Province, but very few are valley-bottom trails that connect communities. So that is critically important.

The steering committee had four tasks. The first thing was to form a committee, which was done as we were all sitting around the room together. The second thing, which was a little more difficult, is to develop through consensus a set

of principles, guidelines, and a draft protocol to try and guide the resolution of this trail conflict. Trail conflict is the number one issue that affects this trail, and that is what we are particularly focused on here. We wanted to identify through consensus a demonstration area to initiate the resolution process. I'll speak a little bit later about, you know, why we are here in Naramata out of the 800 kilometres of trail that our branch of the government is managing. And finally, we wanted to establish a local working group in the demonstration community to undertake the process.

After years of working on this we found that this was a practical approach to resolving the conflict. The Provincial Level Steering Committee came up with a hierarchical approach. The approach was to identify and develop high-quality motorizing routes. This is key. Those routes have to meet the needs of the motorized users. I will talk about what those needs were as they were communicated to us through motorized users in the province. They have to provide connections to key points of interest. We absolutely understand that. Motorized users are looking to go to places, whether it's more riding beyond the trail, or whether it's to specific features on the trail, or beyond the trail. And it's got to include adequate facilities to encourage motorized use. Motorized users have unique needs, around staging areas of particular sizes, and other

facilities, signage particularly. Where alternative routes are not available to seek opportunities to share the right of way over limited distances. We have found in, I think, 20,000 miles of rail trails in the U.S. and all of the rail trails that exist in Canada have shown us that by-and-large where you have unregulated mixed use, basically what you have is you have, non-motorized users that look to go other places. If the tread quality isn't good enough on the rail trail people will seek out pavement. So we want to look at ways -- the number one issue that we are trying to address is the quality of the tread surface. And a significant investment is required to get a high-quality tread surface so that we will see people, not just that can use the trail, but that will use the trail. So we're looking at options where we are going to shared use to do things like twinning the trail, separating the trail, literally creating lanes that would allow for a hard compact tread surface to remain, and not be degraded. Clearly there is a huge cost to that, so that is not the ideal opportunity. And where that is not clear and cost effective, we would designate shared sections of the trail based on rules and signage, maintaining speed limits, rules of etiquette, and finding ways to share the trail.

Why Naramata? There are a couple of things that are incredibly important in undertaking trail projects, and one is the various level of support that it takes; community

support, regional support, and, of, course provincial support. Naramata is unique in that we have incredible community support. We have community support from the Naramata Wood Whackers and various other people in the community, and I think Karla mentioned, it's a community that is passionate about the trail. I think we're going to hear that tonight. So that was a key consideration.

The Regional District is an incredibly strong partner in trails. Many of you are involved in the Regional District partnership -- sorry the Regional District Trails Master Plan. You can see they take a proactive approach to the trails. The Province and the Regional District have signed a partnership agreement for co-management of the rail trail within their regional boundaries. And the Regional District has been working with us closely for as long as I have been around, and then long before my time on rail trail issues. So it was very important to us that we work within the Regional District, and that we work where we have a strong community.

And finally, critically important is that we knew from the outset that the landscape around Naramata provided options and opportunities. One of the critical components in selecting an area to undertake a resolution process to provide some certainty around the trail was that we could have some success. If we don't achieve success here, then, we really have to look inward and wonder, where can we find

success?

The Naramata KVR working group, I introduced the members, it was made up of the Province of B.C., the Regional District, a representative from Trails BC, and ATVBC, and those representatives were also members of the steering committee and that provided that continuity between the steering committee and the working group, two local motorized representatives and two local non-motorized representatives. This was the working group. We had meetings and spent time out on the trails. And I can tell you that the working group members spent an awful lot of time out on the trails on their own, and on group trips to really try and travel the landscape to check the viability.

**Audience Member:** Were you walking?

**John Hawkings:** Walking, riding, ATV'G, driving, we did it all. And I can tell you that the local members of this group know the area like the back of their hands. The other thing that I would like to mention is that trail management is dynamic, it's an irradiative process. This is just not something that we work on today, you know, we come up with a plan, we implement it, and it's done.

Continually when trail networks are being developed we are always looking at how these patterns work; where the areas work; where new trails need to be developed; or old trails need to be shutdown, and this would be no different. We are

proposing a concept tonight. And I really would like everyone to look at the concept, the idea. The detail about whether the trail is 20 metres this way or 5 metres that way, those are details that would come out of more like a construction plan. What we want to hear is what do you think about the concept? Does the concept work for you? And think about this, is the concept something that benefits the greatest number of people? That's been our measuring stick.

So what is the plan? That's what you all are here for. You all are here to hear about the plan. The plan has three parts. Trail use designations, motorized opportunity development, and KVR trail development. Many of you have flipped through it, many of you have seen the maps. I can't talk about anyone of these three things in isolation, even though I'm probably about to try, because they are absolutely key.

The designations are based on the ability to develop motorized opportunities. The KVR trail development is based on where we have been able to identify that investment would make sense, based on, again, those designations and the motorized trail development opportunities. So basically with that I'm now going to take you kind of through the maps you've seen around the room. We have got a Google Earth image that we'll try to, as best we can, you know I realize that some of you are quite far back there, but try to show what is being

proposed.

One thing we know about the rail trails, and this is province-wide, is that the heaviest use is nearest to the center of the communities. And that's where you see the highest number of pedestrians, the highest number of cyclists. the majority of people will walk out and back a kilometre or so, and as you go further out you see less and less people. That's the key part of the recommendations that are being put forward tonight.

From the Penticton City boundary to Arawana Road we are proposing a non-motorized designation with motorized access for tenure holders. There are arranged tenure holders that use the KVR for access there. We also recognize that there are residences that have secondary access off the KVR. The Province is willing to discuss with those residents options based on some sort of a tenure to provide that continued access to the driveways, but it is certainly not intended to be a thoroughfare or a driveway for residents. So it would be on a limited basis for sure.

Arawana to the Little Tunnel. I have spent a lot of time on the trail. I spent a lot of time in this area. I have talked to a number of people out there. Arawana to the Little Tunnel is probably the heaviest used section of the trail by local residents of Naramata. We understand the value of the Little Tunnel. We understand that it's an incredibly important

feature for the community to visit, but we also believe that inherently heavy pedestrian, cyclist, and trail use and off-highway vehicle, ATV's use is just not compatible. And it's not going to be more compatible, you know, in a year or five years or ten years. So we are proposing and the working group has proposed that the Little Tunnel -- Arawana Road to the Little Tunnel would be designated as non-motorized. We recognize the importance of access to the Little Tunnel. The working group recognizes that people want access to Little Tunnel.

The access to Little Tunnel will be maintained from Glenfir for motorized use. Maybe not as convenient, but again, I think we have to look at the use of the trail that benefits the highest number of people, and then really ask ourselves, is it appropriate for, you know, ATV's and the high number of cyclists and walkers that are in that area? By moving to a non-motorized -- going to a non-motorized designation it allows the Province to invest in a really high-quality tread surface like you have seen up to Arawana road that, I think, will increase the use of the trail as well.

**Audience Member:** Can you explain why people that aren't going to be driving on that road deserve to have a higher quality roadbed --

**John Hawkings:** John Hawkings: I think there will be plenty of time to answer those questions. Let's get through the

presentation. I'm sure lots of people have that same question, and we'll get there for sure. Particularly the plan for tonight is to leave lots of time for that. Little Tunnel to Glenfir Trail that, again, would be shared use.

Glenfir Trail to Adra Tunnel, what most people refer to as the second track. Again, we understand the value of the Adra Tunnel as a high quality destination feature. We also understand that, you know, due to recent events and then the fire this spring that the tunnel is no longer open. But I don't think that detracts from where people still want to go and see it as a feature. We would certainly hope to one day open that tunnel again. With that being said, we have developed -- and I think some of you have seen on the maps, and we have field checked it, we have ridden it on ATV's, on dirt bikes, on bikes, we have walked it -- there is a very viable route to Adra Tunnel in a long connection, it utilizes hydro lines, existing roads that are there that with enhancements and developments could be an exceptional ATV route. And, in fact, I would suggest, far more exciting than the KVR. That would allow the area from Glenfir to Adra Tunnel to be non-motorized.

Now I just want to side track for a minute here. I don't know -- I recognize that probably people can't see the Google Earth image as well as I probably can up here, but we go -- you see the Adra Tunnel is right here. This is Smethhurst Road

coming up right here. We are proposing a parking and staging area for off-highway vehicles right here. Fairly close to the area adjacent to Adra Tunnel. There is already a nice existing ATV trail with enhancements and signage that would lead people just up and over Adra Tunnel. There would be a pedestrian, very short little walking trail. You could just park your ATV, and you would be right at the north entrance of Adra Tunnel. The ATV route would continue on to Adra Station. From Adra Station to the Elinor Forest Service Road the trail would be shared use.

From Elinor Forest Service Road we would do enhancements and fix up the road and it provides a wonderful trail all the way up to Naramata Lake and on to Chute Lake. It connects with hundreds of kilometres OHV options, off-highway vehicle, ATV and dirt riding opportunities up here that the ATV community has told us is important to access. The trail would then be non-motorized from Elinor FSR junction here on the second track -- sorry, wrong, up here on the third track to Chute Lake. The hydro line access, which would be accessed -- sorry, trying to see it from my angle -- the hydro line access, which is accessed at the junction of the Elinor Forest Service Road down below. I think a lot of people call that, Lyle, the Naramata Irrigation District Road; is that correct -- accesses the hydro line. We are in discussions right now with the land owner, there is some

private land right there, to come to terms with an access agreement that would permit ATV access along the hydro line that would also connect up with Chute Lake.

One of the things that the ATV community and the dirt bike community has told us is incredibly important are circle routes, not the outbacks. This option provides a number of circle routes. Additionally, I do want to mention that we are proposing a -- really difficult to see here -- um, this is Glenfir here -- a staging area here off of the Chute Lake Road that would provide easy access to the hydro line and then to Chute Lake as well, the Chute Lake area.

**Audience Member:** So when you are talking motorized, you are not talking cars all the time, are you?

**John Hawkings:** No. Again, I would like to save the questions to the end, but the car issue needs to be addressed, so I will address it now. The KVR is purchased as a rail trail. It is a trail. Our branch of the government manages trails. There are two branches of government that manage roads, it's the Ministry of Transportation and the Ministry of Forest Engineering program that manage forest service roads. I understand that the KVR has been used as a road. What we have to ask ourselves is "is that compatible?" The Ministry of the Attorney General is looking at the issue of motorized vehicle access from Glenfir to Little Tunnel. We have had one death out there already, and it's just simply not managed.

The KVR Trail is not managed as a road.

Our branch of the government has no experience in managing roads, engineering motorized traffic. There are no trails in the province that are designated as recreation trails that allow for vehicle traffic. The issue of vehicle traffic from Glenfir to Little Tunnel recognizing the value of that to the community is still being looked at by government. We are not proposing in all the other areas that we are talking about "non-motorized" and "motorized", we are referring to off-highway vehicles, ATV's, and dirt bikes. We are not considering motor vehicle access to the KVR. You know, the KVR was purchased and intended to be a trail and not necessarily a road.

**Audience Member:** I find it really funny though that the only place that you mentioned that there was a death on that track is the only section that you are allowing truck traffic --

**John Hawkings:** That's exactly why it's being reviewed. The issue of motorized vehicle use, to be specific, on the KVR is around the compatibility of uses. So, again, I'm going to kind of defer questions to later, and I know that's going to come up, so we can talk about that.

I have commented on, briefly touched on, some of the motorized opportunity development aspects of this plan. I just want to highlight them again. The Smethhurst Road forestry staging area is the area that I mentioned that is

up on Smethhurst Road, so this area here. The northeast Glenfir staging area will be an OHV staging area for the upper Chute Lake Road. Development of the trail from the staging area here, the trail already exists. you can go ride it today, I assure you, but we would be enhancing that, but we would be signing it properly to ensure that visitors would know where to go. Shared use improvements from Adra Station to Elinor FSR, that's along the KVR.

Improvements for the Elinor Forest Service Road to Chute Lake, it's a non-active Forest Service Road. it's not being maintained right now by a forest licensee, so certainly it's pretty rough in sections. But with moderate work it could be fixed up. Because it's not being used for industrial traffic it makes it for an ideal route for off-highway vehicles.

Improvements to the Elinor FSR and the hydro line.

Certainly, you know, the hydro line also there are areas where it's steep and plenty of opportunities to build in switch backs to make that hydro line a great trail. The working group has looked at this carefully. They have come to compromises. They have been able to achieve some consensus. We believe that this meets the needs of the motorized users. It provides connections to key points of interest, and it includes adequate facilities. If you remember from the beginning, those were those key points that the working group was trying to hit.

The third thing that I mentioned that was part of this plan would be KVR trail development. One of the key focuses would be on resurfacing developments. In many places, particularly in the dry summer here, the KVR is like peddling in sand. Even with the 2% grade downhill it can be incredibly tough if you are pedaling a bike loaded panniers, you know, with just up front suspension.  
[LAUGHTER]

Again, you know, I hear the comments, but what I want -- what I would like to reiterate is we are not trying to create a trail that people can use. We want to create a trail that people will use.

The infrastructure improvements that I have talked about, and that is an ongoing process there is not a time. The Wood Whackers have done a fantastic job of maintaining and installing the infrastructure.

Signage is a critical part of this if we are proposing alternative ATV routes. It's incredibly important that those ATV routes are as easy to follow as the KVR is. So clearly there will be a comprehensive signage program. The signage will not only serve as informational and directional, it would also provide education and trail etiquette. It would help us to determine, you know, to make sure that people recognize and understand that look over the next "X" kilometres there is going to be ATV's on the trail. People expect that we have

less conflict. The signage clarifies designated uses, and there will be regulatory signage and there is tons of opportunity with all the great history around the area for historical and interpretive signage. These things are not easy. I absolutely understand that. When we do something like this we apply the four "E" approach. For any of you that are familiar with the Bear Creek area and the problems that the motorcycle and dirt bike groups are facing in the Bear Creek area in West Kelowna have faced, you know that we have had incredible success creating excellent opportunities for dirt bikes and ATV's in that area.

We have used what we call the four "E" approach. We used education. We try to get people to understand what we are trying to do and why we are trying to do it. Engineering -- this is those things -- trail construction, building new trails and facilities, it's also gates and barriers.

Enforcement, if this plan was to go ahead, we would use enforcement. We spend more money on education, we spend less money on enforcement. No one wants to use enforcement. The key to this whole thing is evaluation, as I have said before. Looking at it, is it working? Is it supported. Can it be tweaked, and tweaking it overtime? None of these trails or networks are ever static.

One of the questions we are have been getting the most

is around the timing. When will this happen? As with government, as I'm sure some of you have been reading the paper, the government is feeling a little lean all of a sudden, implementation is always based on available resources. We do have available resources now. The rail trail program started to become quite well funded over the last few years. we do anticipate having reasonable funding implemented over the next couple of years. I would suggest that this would be a two-year process. We would like to initiate some of the work this year. We would like to enhance the trail surface along particular sections. We would like to start developing possibly a staging area and doing some trail enhancements. The majority of the work though would happen next year. If the plan would go ahead the regulatory designation would go into place to coincide with the development of the new trails, so that would be next year.

I have already mentioned the comment forms are there. Again, I understand that this is a passionate topic. I am going to turn it over to Karla, and she is going to moderate. I do want to thank you for your time. I really want to encourage all of you to provide your comments. It really helps us to understand where everybody is coming from. We are trying to do the best thing we can for the greatest number of people. I want you to also consider the trail from a community perspective, from a regional perspective and from

a provincial perspective. And again, thank you very much for your time.

[APPLAUSE]

**Karla Kozakevich:** Thank you, Mr. Hawkings. Before we take questions I would just like to reiterate some of the rules for this evening. If we could have one speaker at a time, and if you can use the microphone that would help everyone hear the question and hear the responses from our head table. Please refrain from side discussions or, if you could, take them outside that would be helpful. And most importantly, let's maintain an atmosphere of respect and courtesy for everybody's questions and opinions and comments. At the head table here we only have one microphone, so, I'm going to ask that people lineup behind the microphone here for their questions and I will keep this mic with Mr. Hawkings and he can pass it amongst his colleagues at the head table. So if you would like to start lining up, please.

Please go ahead.

**Jackie:** During your presentation, number one, you commented that you were going to address the issue that the fact that the road on the south-side of Naramata -- or pardon me -- Chute Lake is -- like, it's wiped out. There is no access to Chute Lake at that part of the staging area or whatever you want to call it. And also there are residential properties up there that we will not have access to according to your lovely

little plan here. And also, could you clarify for us exactly where can cars and trucks go?

**John Hawkings:** Sure. So I think there were a couple of questions there.

The washed out culverts on the south-side of Chute Lake are actually on the Elinor Forest Service Road. I can think of many people on the Elinor Forest Service Road, that's the washout, that is on the forest road. It's not actually the KVR.

**Jackie:** It's access to the KVR.

**John Hawkings:** Yeah, from Elinor.

The actual road that crosses is the Elinor Forest Service Road. Clearly an integral part of the KVR it's also access to a recreation site from just beyond the KVR. Everybody knows that in this Province a big issue we face is maintenance of the forest roads, and forest roads are maintained by forest licencees that use the road. And when a road is no longer used there is no one -- the forest licencee no longer maintains them. None of them lead to Naramata at all. So cost for that bridge about \$100,000. The question is where does the money come from? It's not right on the KVR. It's not -- it is a forest service road that's not actively managed, so the forest service in June said, we have no use for the road. We are having those discussions, those discussions are not over. It's simply, again, this is the piece. If the KVR

is going to be managed for a recreation trail where does that support come from? Where does the money come from? What is the use? Because if we clarify the use then it's clear who is going to pay for it, and it is a critical piece. So I don't want to get side-tracked by the discussion of culverts on a forest service road, other than to say, it's being discussed by the Ministry. The other question was around where can cars and trucks go? Cars and trucks can go the same place they have always been allowed to go in this province, which is on public roads, that's where cars go.

**Jackie:** I don't have access to -- I'm zoned residential up at Chute Lake and I own property up there, and I have absolutely no access to it.

**John Hawkings:** Yeah, and I think your issue, you know, your issue is obviously incredibly important, and it's unique. It's not the same issue facing this group. So, I think, you know, let's talk.

**Jackie:** Well these people don't have access to the public campground or to Elinor Lake either.

**John Hawkings:** And that's why we are having discussions internally on that issue, which is a little bit to the side, literally to the side of the KVR. Let me give you my card and let's talk.

**Jackie:** Well I'm sure you'll get the call.

**Jim:** Hi, my name is Jim Pearmain. I'm a resident of Naramata.

I represent two sides of this issue, the non-motorized user and the motorized user. Oh, wait, sorry, I don't represent the motorized user because I have a 4X4 and can't afford an ATV or a motorcycle. So I guess I have been selected against in this process. I'm not sure at what point the size of the vehicle determined it's use in the back roads of British Columbia, but that's a point that I would like to see addressed.  
[APPLAUSE]

**John Hawkings:** I am not sure I totally understand. Are you asking about access to other areas or the KVR with a 4X4?

**Jim:** I'm asking about the use of the area above Naramata around the KVR that I have used for many years, as have many of people in this room, with our 4X4 for multiple use access for many different reasons.

**John Hawkings:** I mean the use of 4X4's in the back country in British Columbia common, it happens in a lot of places and it's subject existing regulations. Nothing changes there. You can recreate with a 4X4 according to, you know, making sure that you don't do environmental damage. We know that there are big fines for that. You know, recreate responsibly. There are no changes proposed to the use of 4X4's in the back country.

**Jim:** Okay. So if I understand you correctly, when you say "ATV and motorcycle use," you mean 4X4's as well for that area

within the Rock Oven Park and above the KVR in Naramata?

**John Hawkings:** So, we are not proposing designations on areas that are not the KVR. So I don't know, I'm not quite sure if you are talking about the KVR?

**Jim:** Okay, let's talk about --

**John Hawkings:** On the other Crown land roads you are subject to the existing laws in British Columbia around the use of 4X4's.

**Jim:** Okay. So on the KVR when you draw the yellow line to the small tunnel, will my 4X4 continue to be allowed to use that stretch of road as I have been for all the years I have lived in Naramata?

**John Hawkings:** No. Not if it's a licenced highway vehicle.

**Jim:** So we've been selected against, as I think I mentioned earlier.

**John Hawkings:** I think that's an unfortunate way to see it, but I suppose that may be your perspective.

**Audience Member:** I was just going to ask about having invested in the KVR, is there a similar investment on the tourism side of it? If you have a cycle-friendly 100 kilometre trail that is a real world-class attraction, is there also going to be also an investment on the tourism side to attract, you know, the international tourist trade?

**John Hawkings:** Absolutely there is. Tourism B.C., who up until 2009 actually owned the Columbia, Western and the Slocan

Valley Rail Trail. And our branch, which previously was in the Ministry of Tourism, have basically a marketing and tourism plan ready to go. If you go to the Hello B.C. website right now it's there. The feedback we get from around the world is we came and we're not coming back because of the surface of the trail. When people are looking at the trail there are other rail trails in the world. And so that's the challenge. We are ready to market it. Most of the communities along the trail tell us that's what they want us to do, but we are no where near having a product relative to other rail trails.

**Audience Member:** I see. And so just specifically, is there going to be a tourism launch or a market launch that coincides with the completion of the new surfaces and that kind of thing?

**John Hawkings:** Absolutely, yes.

**Audience Member:** Excellent.

**Mary Simonin:** My name is Mary Simonin. I have lived in Naramata for quite some time. And since the early 80s I have been an equestrian rider up above. When I started riding in the 80's there was nobody up there at all. It was quite amazing. Horses, very occasionally you would see someone hiking up there with their dog, and lots of kids going to their rites of passage at the Little Tunnel there, which was always fine with me. So over the years it's been really fascinating for me to see how the trail has changed because on horse back

I have been able to ride everywhere. So where the cyclists are and where the ATV's or motorized vehicles go, and there are a couple of points I would like to make.

One is, I am deeply impressed with the group of you here, I am well aware of how complex the issue is. I have always been aware of it as a rider because for us we have always been concerned about being squeezed out once the KVR accessing up into the back country, when people who own it close it off. And so anyway I'm really impressed with what I see the efforts to be and I applaud them. And I think they are very sound. I think they are very fair. And I'm saying this from a person who has a son who has used every motorized vehicle you can have in the bush back there, and I want to him be able to still do that because that's all part of what's here. So I feel encouraged and I feel that everybody who is here tonight should be able to come away with some sort of hope in terms of what their issues may be. The biggest issue I see that is going to be the most difficult is from Glenfir to the Little Tunnel that has always been accessed by vehicles. And so I wish the vehicles luck and I'm going to just keep on riding. [APPLAUSE]

**Scott:** My name is Scott Summers, Naramata. You know, I am getting a little nervous. I just wonder if starting to shut it down for motorized vehicles is that going to make it, I mean eventually is this just softening the blow for us and

eventually it's going to be non-motorized completely?

That's what I worry about. You know, it just seems like that's the way I understand that's what is happening, but what about the elderly and the handicapped that do want to go to the tunnel. My son was killed up there. He was the one that you mentioned earlier. I want to be able to see his memorial site forever. I am not going to be able to ride a bike or walk. I have a lot of friends that ride scooters because they are handicapped, and I don't want that access ever taken away. So is this, if you choose a plan where it's half vehicle and half hike and bike, is it going to stay like that? That's -- I mean there's no -- anyway, I just want some assurances there that this is not a way to get a foot in the door for getting rid of motorized vehicles. Do you have anything to say about that?

**John Hawkings:** Certainly. I would hope that what I said at the beginning of the presentation people will understand. This is not choosing one group over the other. We are working with motorized -- some of the work we are most proud of in the province is around developing ATV trails. The work we are doing in West Harrison, the work we are doing at Logan Lake, the work we are doing at Bear Creek. You know, we are a bit new to this in B.C., in America they have been doing this for 20 years. And we are not putting ATV's in postage stamp areas either. We really are committed to developing

great ORV trails. It's part of our provincial strategy. Here we are not saying that we don't want ATV's on the landscape. In fact, we are saying here is where ATV's go on the landscape. Can I give you guarantees about the future? I don't think there are any guarantees about the future. Society will tell us in 20 years what society wants. What we are trying to do today is say, what does society want? What does the community want? And, again, what does the region want? And what does the province want? We are all players in this. We are all writing checks on this one. And it honestly impacts the community dearly.

So, you know, are there assurances? No. Are we committed to this plan going forward with it as it is? We want to hear what you have to say tonight. We think it's a good idea, and if it works, if the trail can be viable, and it can be supported, then this is the way we will stick with it.

**Scott:** I just want to say one more thing too. For motor vehicles as well as the hikers and bikers. The coexistence depends on both parties. I mean when I go by, you know, I don't dust people out when they are walking or riding their bike. I know not everybody does that. And on the same token, there's a lot of militant hikers and bikers too that don't want to yield or make it hard to get around and stuff like that. I think both sides could grow up a little bit and there

wouldn't be a need for a discussion like this.  
[APPLAUSE]

**Audience Member:** He kind of took all of the wind out of my sails on everything I wanted to say. But you guys keep going on about "it's a trail". It's not. A coal engine went down there. No one seemed to bitch about it at that time. Now all of these leaf flickers want to be like, oh, no, you can't have a vehicle actually driving down there. And exactly what Scotty said, yeah, we have courtesy for people that want to walk it, bike it, or anything else. Myself, I stop, pull over, and don't kick up dust. Why do they get the decision to actually even start any of this? To say, oh, no, it should be shutdown just for someone to walk it. Everyone deserves the right to go down there whether you are handicapped, old, elderly, whatever. I've got's parents, grandparents from the Coast, they can't walk it. They want to see all of it. How long would it take you to walk the whole KVR just in the Naramata section?

Three tracks? How long would it take you? Answer the question.

**John Hawkings:** Well I'm -- you know --

**Audience Member:** Well come on you're not answering.

**John Hawkings:** I can tell you -- I can tell you I cycled the whole thing on more than the one occasion.

**Audience Member:** I didn't say "cycle". Did you hear "cycle"?

I said "walk".

**John Hawkings:** Thank you. I think one of the main questions which is worth asking, why this decision? How did we get here?

**Audience Member:** I didn't ask that. That's not what I asked.

**John Hawkings:** Okay.

**Audience Member:** No, but you don't understand what you think you are doing. You are going to put all of this money to make it motorized access in certain spots. It's already motorized all the fricken way around it. You don't have to put any money in it. Leave it alone and let everybody use it. And if there -- and if there --  
[APPLAUSE]

And if there - sorry. But if there is some idiot that doesn't want to pull over and wants to dust some bikers or people that are walking or whatever else, get a plate number then. You know, really.

You know what, Naramata up on the bench there they cleared how much land? Really what is there four houses built up there? Then everyone bitches about guys 4-bying, dirt biking, ATV's. Oh, you went through a mud puddle you are wrecking the eco-system. Oh, but you can clear cut everything. You have got logging trucks going up there. Like, what, now you are going to cut access roads up in there, and that's all right though.

**John Hawkings:** I do thank you for your input. Your point is well made. I heard you and I think everyone has heard you. So that's why we're here.

[APPLAUSE]

**Audience Member:** I will try not to get too off topic here with maybe some of my opinions and stuff like that. And maybe get a general question there at the end. I guess in terms of what that fellow had to say, there, I kind of again -- I guess I agree with every aspect of what's going on here in terms of people that don't want motorized stuff, and people that, you know, are for it. You know, I have mountained biked out the KVR and, you know, the little tunnel, and I have driven 4-bys out there, horses, dirt bikes, whatever, right. So I can appreciate the different angles and the concerns and stuff. I guess, my comment or what I wanted to say my opinion about, like my feeling on it is the only real area up for issue is probably like from Arawana out to the Little Tunnel. I can appreciate where that's, you know, you made some comments about like where the greater number of people that are using it and whatnot, right? I feel like there are only certain times of the year, tourist season that that's really an issue. And I do feel it's awfully crowded, you know. I can see where there's issues involved around vehicles, say, from Smethurst up the Little Tunnel and this and that. So I can appreciate the different angles there. I guess that was kind of my

point. I don't feel like beyond that is really an issue at this point. Yeah, I'm sure you are going is to get some feedback from every aspect of trail users from, you know, Little Tunnel and beyond second track and there on up. I don't feel it's a significant issue at this point. I feel that the bottom section is really what's up for debate, I guess. My question I have for you guys is being that it's going to be maybe, you know, tourist season I can appreciate that there are lots of locals that use it probably fall and spring, you know, all four seasons and this and that. Is there any room for seasonal usage on that short section of trail or maybe some of the further trails that are in discussion. You were saying that with the rail trail program, and stuff like that, is there a seasonal usage and stuff or is it just like, no, it's just the way it is? In the off-season the locals are the ones here that are using it and there are lots of aspects of usage in that time. I guess that is kind of just the point of my question.  
[Applause]

**John Hawkings:** All right. Everyone is looking at me. The issue of seasonal use has been discussed, absolutely. It's an idea that has been proposed. It's an idea being considered in other places. So, yeah, it can be considered. In this case, you know, what we looked at was, you know, can we create alternatives that get you to the same places, that get you

to the same area, and do we have to look further at seasonal use? I recommend that you -- I have noted it down. I recommend that you send it in as a comment. Again, this working group's work is not done. We are going to continue to consider these things. The biggest challenge in terms of developing the rail trail, and the people that are basically funding the rail trail, keeping it going, is around creating a sustainable, viable trail. And it's about the surface. And even an ATV, who is the most considerate, respectful -- which the vast majority are. I absolutely get that. I'm traveling at 20 kilometres-an-hour overtime you are going to spend a lot more time maintaining that tread surface. And that's the biggest challenge we have. So we are looking at, you know -- when the province purchased the rail trails back in 1995 that was the intention. When TransCanada Trails provided the millions of dollars of funding it was for it as a non-motorized trail. The question we have to ask ourselves is, if it's going to be basically a resource road, who is going to pay for it? And how does it fit in, in the regional and provincial perspective? It goes beyond Naramata. It goes beyond Chute Lake in both directions. It does connect with Penticton. So these are the challenging aspects of the issue that this group is trying to work with. Can we look at seasonal variations? Yeah, we can, and we are willing to do that. It's one of the options on the table. Is it

appropriate for this area? We can look at it. So I encourage you to put it on a comment form, and it will be one of the tools in the tool kit as we go forward.

**Audience Member:** I guess just in closing too, like, I grew up here. I have spent almost 30 years growing up in this community, I'd, you know, be -- it would be pretty sad to see, you know, like you say, trail surfacing and stuff like that. I can appreciate where it's going to make a nicer ride, it's going to increase tourism. It also, you know -- we grew up here and people still appreciate a way of life here and stuff too, that needs to be considered as well.

[APPLAUSE]

**Christine:** My name is Christine Oakley. I moved to Naramata in 2001. I love Naramata. I became part of Naramata. Part of Naramata is the KVR. At no time did I see a survey cross my mail box asking me what my opinion was of changing this. I understand from other people that it was on-line. I feel that if this was above-board you would have mailed that survey out to each and every resident of this area so that we could have seen this before we found out there was a town meeting and that 99% of your plans had been made.

[APPLAUSE]

My second point is that I am very litigious. I probably feel like a brother of Mr. Blackwell. I have just been diagnosed with fibromyalgia. Friday I was lucky enough to be up at Rock Oven one, two, and three because my husband was

able to drive me there in the truck.

[APPLAUSE]

There is no way I would have made that walk on my own.

I am suffering in pain just standing here since this meeting has started, but I intended to stay until the end. I am letting you know that should you close that KVR to motorized vehicles I will be starting a class-action suit for the discrimination against the disabled.

[APPLAUSE]

I am giving you my notice now.

[APPLAUSE]

And as you can hear by the people around me, there will be many that will back me on this. I will take the Province, I will take Recreation Sites and Trails B.C., and as the RDOS knows, there is nothing stopping us from suing them. Good night.

[APPLAUSE]

**John Hawkings:** Thank you. I think we need to address that issue, potential access for people with disabilities or the elderly. It's not an issue unique to this area. The question of, you know, the elderly and people that need mobility assistance, there is no intention to prevent access to the trail for motorized scooters. We have developed a plan that provides access -- listen, we have developed a plan, all the features that everyone has mentioned can be accessed just

as I have shown on the map. You can get to all of those areas. This plan was developed by providing access to those key features which recur over-and-over again are important.

**Audience Member:** Can we get to the big tunnel in a car? A wheelchair car?

**Karla Kozakevich:** Go ahead.

**Miranda:** My name is Miranda Halladay. I am coming to this, and I'm embarrassed to say that I think I'm coming to it a little late in the game. I have a couple of comments and observations. We have a business that depends on tourism. I live in Naramata. I'm proud to say I am part of a community that is very passionate about everything, I think, and obviously the KVR is a flash point. My husband's a hunter. He quads on the KVR and obviously accesses the back country through that system. Having come to this meeting with unfortunately not a lot of back story on the issue, I wanted to have a bit of clarification and I thought hopefully maybe it would provide some insight for the broader audiences about how we got to this place in the sense that you mentioned that there was -- you have 200 complaints in a year. Is that for the entire trail system in British Columbia?

**John Hawkings:** Yes.

**Miranda:** Okay. I'm not totally --

**John Hawkings:** Sorry. Sorry, not the entire trail system, the rail trails, specifically the TransCanada Trail.

**Miranda:** I'm trying to set -- I'm not at all trying to set anybody up or state any position because, quite frankly, I'm fairly ambiguous at this point. I'm learning about where we are at. My other question was having used that -- I use the first kilometre of the -- well the first ten kilometres, five kilometres up and five kilometres back the Little Tunnel probably once a week at least. I can understand and appreciate your comment that that would be where most of the conflict is. I am just curious as to has there been much data taken as to use beyond the Little Tunnel? And just as a member of this community, I guess, I'd hate to see something become so divisive if there isn't a huge issue beyond that two kilometres. I'm curious as to what the impetus for that was.

**John Hawkings:** I will just keeping looking at my colleagues and if they want to speak or comment, I'm sure they'll put up their hands. The issue on the KVR is both, as I've said a lot of times tonight, it's community-based, it's regional, and it's provincial, and there's layers of issues here. Do we receive complaints about the trail from Naramata residents? Absolutely, we do. Tourists going through? Absolutely, we do. Is also a provincial and a regional issue? It is. There is a question out there, what is the future of the KVR? We are not just talking about the future of the KVR in Naramata, it's the KVR. Is it significant because it's 20 or 30 kilometres through your community or is it

significant because it's actually 400 kilometres from Hope, B.C. all the way to Castlegar.

**Audience Member:** Did you shut that part down?

**John Hawkings:** So what we're trying to do is we're trying to say that we have to look at the rail trail for the reason that the Province purchased it and owns it, and that is, as a recreation trail. It's a significant trail. If it's not a recreation trail then let's just make it a resource road and then figure out who pays for it because, you know, we can't even pay for a culvert up at Chute Lake because there is no money to pay for that. So the question is, um -- is not just -- it's not just about -- um -- how the -- the --

**Audience Member:** Ut-ut-ut, stutter a bit more.

**Audience Member:** Hey, sir, come on, he's trying to speak, eh.

**John Hawkings:** So, yes, there are issues with Naramata, but we are trying to create certain data around trail use for the whole thing. We are looking at this process and saying, let's create some certainty. Let's try to answer people's questions about where they can go and where they can't go. Let's try to come up with something that suits the greatest number of people, again, in the community, regionally, and provincially.

**Miranda:** And part of it, just to further the question a little bit, obviously there is maintenance component to it and you guys are trying to secure funding for maintaining, has this

been part of the impetus for the review in a sense?

**John Hawkings:** Absolutely. I mean funding, this is just a big part of it; right? Who pays for this? Who pays for all the culverts that washout, you know, seven of them this year along the entire rail trail network. So part of making funding determinations is who are our partners? Well the Regional District is a funder of the trail. TransCanada Trail, the national organization, is a major funder of the trail. The Province is a funder of the trail. And, of course, there is all the in-kind support that comes from the stewardship groups, the Naramata Wood Whackers, and so on. So it's all part of the question, what is this thing? What's it going to be? Is it going to be a road? Then let's call it a road. Is it gonna be a trail? Let's call it a trail. Because whatever it's gonna be it's got implications for operations, capital funding, all of those things.

**Miranda:** Well I just want to say thank you to all of you guys that have volunteered your time to come up with a plan. I can appreciate that there are a lot of people here that feel like they are coming into it late in the game. And I hope that there is an evolution and we can come together as a community and have some consensus and agreement in using the KVR. So, thank you.  
[APPLAUSE]

**Travis:** Hello. My name is Travis Doroshuk and I'm a youth

in this community. I have lived here -- I am only 16 years old and I have lived here since I was 16. "Since I was 16", wow, that's impressive. I have lived here since I was born. The KVR is just a huge, huge part of my life. I use it. I bike it. I don't use the upper section from Little Tunnel to Arawana. But the sections that I do use are mostly with my motor bike, or I'm going with a drive with my family, or I'm just out to enjoy the scenery. If we're going to put this all in perspective, this is my perspective, the trail is in working condition and everyone is capable of using it. And what it is, is people have to respect other people's opinions. And when respecting other people's opinions we can't point our fingers at everyone. Everyone has a role in what is happening. If you look at the trail now, cyclists are more than capable of using it. Motor vehicles are more than capable of using it. It's just that it's not exactly how they want it. So they have to say, no more can motorized vehicles be used. So why can't you just be happy with what you have; and just be thankful that you can use it how it is and just not have to fiddle with the little things to make it perfect for how you want it. You can just let everyone use it how they wanted to.

[APPLAUSE]

**Working Group Member:** Yeah, that's sort of a Utopia idea though. The fact is that over time the trail surface is going

to degrade. I am here representing the non-motorized users. I am here representing mountain bikers and also dirt bikers. I have been on the trail in different parts of this province. I was on the trail last year, and two guys pulled out in front of me, fellow dirt bikers, the guys pull out in front of me and they cut a bunch of doughnuts in front of me. Right there in front of me, they cut a bunch of deep doughnuts in the trail. They buzzed the banks and they throw a bunch of dirt onto the trail.

**Travis:** Do you mind if I interrupt you? So how many times has that happened to you?

**Working Group Member:** Well that is the one time.

**Travis:** So why do you have to single that out?

**Working Group Member:** Because that is a case in point about everybody isn't sociable. A lot of people are not responsible to really consider the trail surface.

**Travis:** Okay. I can understand that. So if you think of all the other times you enjoyed it, why do you have to single out that one time, and point at those people, and just not accept that. All of those other times you had a great time, but you have to say, no, these people are wrong, I want them out of there.

[APPLAUSE]

So how long have you been using the trail for?

**Working Group Member:** Travis, I'm not arguing with you. That

was simply case in point. One time, and I'm sure it happens all the time too.

**Travis:** So how long have you been using it, if you don't mind me asking? How long have you been using the trail for?

**Working Group Member:** Twenty five years.

**Travis:** Okay. So I'm sure there's over 50% of the people here -- I'm sure there are lots of people in here, I don't want to point fingers, but I'm sure there are lots of people in here who have used it much longer than you have and enjoyed it in the same ways you have, and they are just trying to like --

**Working Group Member:** My friend, the thing is this is only one small, small little piece of trail.

**Travis:** Yeah, you're leaving a small, small bit for us to use.

It's our community.  
[APPLAUSE]

**Audience Member:** It is our community.

**Travis:** Do you mind if I ask one more thing. I'm sorry, I'm 16, and so I'm kind of new at this kind of thing. Who is paying for the trail to get done however it is? Is it the citizens of Naramata who don't want it to be done this way?

**Al Lucas:** I'm just going to answer your previous question here.

**Travis:** Absolutely.

**Al Lucas:** At Trails B.C. we are very much in promotion of the

trail and TransCanada Trail. in 2008 we sponsored a challenge ride after the re-opening of the Myra Canyon Trestles here. We got 500 people to ride their bikes all the way from Myra Canyon down to Penticton, and they were able to do it. We probably had 400 comments saying don't do this again. This trail is not suitable for such an event.

**Travis:** Okay. So were they on their dainty little bikes trying to go fast enough to try to be the first one there, or were they just trying to enjoy their time?

**Al Lucas:** This was from 16 years old to 80 years old, it was a cross section. That's the beauty of rail trails for the non-motorized community, it enables people that want to attend something like that to be able to do it. It's not that difficult to do it. As I said, we had over 500 people finish that.

**Travis:** That is impressive.

**Karla Kozakevich:** Thank you. Travis, if I can just have Mr. Hawkings answer your question on funding and maybe, if we can move down the line after that?

**Travis:** Okay.

**John Hawkings:** The funding, as I mentioned before, it's a mixed bag. The majority of the funding for the trail over the years has actually come from the Federal Government. About 60% of the 50 million-dollar investment that I said that has been made to B.C.'s rail trails. The second, sort of bulk

of that funding, has come from the Province. Thirdly, it's from the TransCanada Trail, which is a national organization which matches our capital funding between 20 to 50%. So anytime we put money in they match it, and they're a non-profit society with a number of members. There are people that are here that have been involved in that fundraising for decades literally. And then probably as you cut the pie, the funding comes from the Regional District. And probably, you know, lastly, it would be the local community. Not to suggest that all of the local community doesn't contribute significantly through the volunteer efforts, the support, and all of those things. And, of course, we all as British Columbians, 25 million Canadians, we all -- I don't know how many of us pay taxes, but most of us 25 million Canadians.

**Travis:** Is there any time for me to ask one more thing? Okay. I'm just curious about the trails because if you are closing off the KVR in certain sections then the trails that you are willing to -- that we have been using for previous years, I use them, I enjoy them, but I also enjoy the KVR. So if these trails that you are telling us to use are only -- like they are rocky, they are rutted out, and if you want us to be using those then will they be able to be dealt with or are they still going to be not very suitable for all vehicles?

**John Hawkings:** That's the key part of the plan. I mean, we are investing in those trails as much as we are investing in

the KVR. I mean, that's the key here. You know, this group has ridden those trails. We know where they need to be fixed up, and you know that's absolutely the plan.

[APPLAUSE]

**Karla Kozakevich:** Thank you, Travis.

**John Loken:** On behalf of all of my Naramata friends, I apologize for the negative experience that you guys have had on our roads. I have been actively involved on that trail for 45 years cutting trees that have fallen on to it, and I honestly have never had or witnessed any kind of altercation between horse rider, jogger, walker, biker, or vehicle traffic. Thank God I got my parents up there to enjoy some of that scenery while they were still alive because it's the only way I could have done it. It's probably the only way I might see it again. But aside from that, I would like to urge people that the furthest back I have heard in history now is 1990. The railroad grade goes back to when? I think we should look at why it was built. Who built it. What it was built for. It is a very elaborate piece of engineering. People died and gave their lives on that, and to exclude it from those of us who have enjoyed it for this long, in any sense of the word, is a bigger error.

[APPLAUSE]

**Violet:** Hello. My name is Violet. I'm not a resident of Naramata, but I have some property around, like, something

in Glenfir and something between the both tracks. I have a little black Jeep and I do like to drive on the tracks. I have to say that. I do have to say I was one of the last ones even going through the Adra Tunnel. I do like what you tried to do. But you forget one thing, this has been used for a long time for different purposes than you want to restrict it to. So I try to find a solution because I also like the idea to split it. I see the big yellow circle which is using the Naramata Irrigation District right-of-way, and that's only ATV's now. And so I suspect that Naramata is going to have to buy a lot of ATV's for the water main if they will use that because they use it normally with a car. Why not make that a motorized circle? Do you know what I understand -- do you understand what I mean? The yellow circle you have there, it makes a corner at the leased property. Nobody is talking about that one. That is now also only ATV, and not Jeep anymore.

**John Hawkings:** It would be a forest resource road. I mean we drove it in a 4X4 Dodge Durango last week, so it's drivable.

**Violet:** Yes. So why not open that to the public?

**Jackie:** Why didn't you use an ATV?

**John Hawkings:** There's nothing that doesn't -- we rode on an ATV a couple of weeks ago as well -- there is nothing that prevents the public from using that now other than their vehicle.

**Violet:** Oh, I see you write in there shared use and it's in yellow. I propose it's only for an ATV. I'm talking about the yellow, what is on your screen. With the corner of our lease, this is the sharp corner.

**John Hawkings:** Yeah, I know. I understand that.

**Violet:** Why don't you -- because I understand the people of Naramata want to have access easily to Rock Oven Park with cars. I mean, if you cannot go up stairs you can not go to the park. So why not make that open to the public for cars?

**John Hawkings:** Well we'll certainly take that recommendation. Right now there's nothing -- we are not proposing any changes to that. I mean, you know, again it's sort of the same side of a different picture. If the ATVers are using that route, are ATV's and cars compatible? If they are, absolutely. Like I said, you know, it can be driven with a car right now. It's a bit rough.

**Violet:** Now you told me the only way for a car to get to the Adra Tunnel is on the right side. Am I the only one looking at this map? Do we have the same map?

**John Hawkings:** I think we are both seeing the same thing.

**Violet:** Yes. Okay. But that's not the loop. If you want to go from Naramata you still have to make a turn around. I would propose to make that more public use more than -- of course, you would have to talk with some owners.

**John Hawkings:** Yes, let's discuss it afterwards.

**Violet:** Okay.

**John Hawkings:** -- since it's your private land we're discussing.

**Ken:** My name is Ken Wagar, and I have lived in Naramata for 28 years. I love the place. It's gotten busier here, of course, we have got to expect that. It's a beautiful place. Driving the Naramata Road it's, "share the road". We watch out for bikers, they watch out for us. Sometimes there is bad things that happen along there, and there has been accidents long Naramata Road, and they still refuse to put in a bike lane. And all I'm saying is the KVR, we could make that accessible to everybody by just using a little bit of common sense, putting up some signs, saying when there is on-coming traffic or whatever, people walking, whatever, pull over, stop, let them go by you. That's what I do when I'm driving. When I'm walking, I see the same thing happen when I'm walking. So you know I think it could be. I like your plan and everything, it's okay, but I think that you are forgetting some of the people here. And some of the people -- Naramata is a pretty close-knit community. We do stick together and we come up with some things that are really good. And I think more ideas have to be thrown around, and I don't like being rushed into anything. I have been there, done that with Blackwell, I'm not going there again. Thank you.

[APPLAUSE]

**Mike:** I'm Mike Tyer with the Southern Okanagan Dirt Bike Club. Just a question on forest service roads. If you are diverting the motorized onto the forest service roads kids and anyone without a drivers licence and third party liability won't be able to be on those. Do you have any comments on that?

**John Hawkings:** Yeah, you are correct. There are a couple of pieces to that one. Right now, people even at this table are working on the Natural Resource Road Act. And the government is actually reviewing whether there is a better system to make sure that kids under 16 can access all of these resource roads. That being said, that's a very good comment, and thank you for making that. I will note it. I encourage you to also, you know, if you want to repeat that on a form, it's something we're going have to look at and see if through the recreation designation on the trail, maybe we can circumvent that requirement. So that is a great point.

[APPLAUSE]

**Peter:** Peter Dooling, resident of Naramata. My comments relate only to the section not above the Little Tunnel, so the Little Tunnel down to Penticton. The current situation on that section of the TransCanada Trail or the KVR, the present situation is untenable. I see the KVR and that section everyday. I witness it for hours. In that section two days ago, and this is repeated day-after-day, I see ATV's

running side-by-side. They take up both sides of the trail. They go as fast as they can, and they create so much dust that that is why they are side-by-side, because one doesn't want to eat the other's dust. That's a big issue. No one has brought up the issue of dust in that section of the KVR in a residential area.

Now the second issue there is safety. ATV's, trail bikes speed through that straight section towards the Arawana Water Tower where it was located, all through there. I witnessed some of them doing 40 miles-per-hour to 60 miles-per-hour on that trail. Now it's a small percentage, but for people who live in that vicinity it's an untenable picture to have this going on. I don't care whether it's spring, summer, or fall that would still go on. The dust and safety issues are untenable in the present situation. So I encourage this group, you've got a good plan for that portion of the trail. I know not about the rest, I have not witnessed it sufficiently. But I fully support you on the idea of non-motorized uses only, motorized uses prohibited in that portion of the trail for those reasons noise, safety, and one heck of a lot of dust. They really cut it up. I tell you.

Now, maybe there is a solution, maybe if the trail was paved to the Little Tunnel or at least to Naramata Creek, that get rid of the disturbance that is being caused for the residential neighbourhoods in that area. But the noise is

excessive, and the dust is excessive, and speeds are leading to safety issues. Very inappropriate. motorized users are behaving very badly. Thank you.  
[APPLAUSE]

**Jeff:** Hi there. My name is Jeff. I have lived here for almost 30 years. I like a lot of the points that you just made about the speed on the Arawana side. And I am definitely okay with the Smethhurst to Arawana side being closed down to cars and trucks, that doesn't bother me at all. What does bother me is the portion from Smethhurst to the tunnel and from the tunnel to Glenfir. Now you are saying this trail is supposed to be used for everybody, but the people that cannot ride bikes, motor bikes, quads, people that can't ride horses, they are left out. So, how do we get those people in there?

**Working Group Member:** During the course of our discussions that has come up time-and-time again within our own group, and we've tossed around the idea of perhaps some kind of an exemption certificate that is for people that are physically disabled, and situations where people may want to get their great grandparents up there. You can apply for a certificate to go up there. That kind of thing.

**Jeff:** Okay.

**Working Group Member:** I can't give you any specifics, but there is room to work with that.

**Jeff:** How would that work though?

**Working Group Member:** It would be an application system. Exactly the same way, for instance, as if you wanted a decal to go on your mirror so you can have special parking rights. You go through an application process, something along those lines.

**Jackie:** With a fee, I assume.

**Working Group Member:** Well nominal, perhaps.

**Jeff:** I understand, and I appreciate what you guys are all doing. I truly do. I know it's a beautiful area. I have lived here for almost 30 years. I have had a disability for 26 of those years. I am a father. I have two kids. I cannot get up there under my own power. I have a scooter. We saw John on a scooter earlier, I'm sure it's not going to have enough battery power to get from Naramata Village up to the tunnel and back.

[APPLAUSE]

**Audience Member:** You tell 'em.

[APPLAUSE]

**Jeff:** I like parts of the plan, I do, but to take away 4x4 trucks' complete access to any part of the KVR is just not right. You just can't. I might have just seen the tunnel for the last time. I love that place. I want to get married up at that place. Anyone who has ever been up there, you know the energy, you know how that feels. I'm screwed with this plan. That sucks. I'm choked.

**Jackie:** We all are.

**Jeff:** I want cyclists; I want hikers; I want bikers; I want horse back riders; I want everyone to access that road. I want everyone to be able to enjoy it.  
[APPLAUSE]

**John Hawkings:** The issue of vehicle access to the Little Tunnel, we are hearing that loud and clear. That is why we are here tonight to hear what people think. And that message is coming through. As I said before, this is a real challenging issue because the KVR is not managed as a road. It's not being managed by people that manage roads. There are legal liability issues here. I can give you this assurance that we are still in discussion with government about the viability of the route from Glenfir to the Little Tunnel for vehicles. We will look at that to see what can be done. But, again, what you are asking for is a road and not a trail. You have to understand the implications of that. It does mean that the people that are in charge of it have to be in charge of roads. You don't want people that don't know how to manage a road to be in charge.

**Jeff:** I understand that. I appreciate that. So after this meeting where do we go from here? How does the process go?

**John Hawkings:** This process -- a number of comments have been made about not giving us the chance. Well what we've found, and this is through extensive experience, we have to give

people something to talk about. And this is what this is. This is people that have dedicated thousands of hours of their lives to trails, both before this process started and they will afterwards. We have come up with ideas that we think work. We presented them to you. You have given us a bunch of feedback. We have got a court reporter sitting over here who is recording that feedback. We have comment forms. My e-mail address is incredibly easy to find. It was on the screen and I will get it up there again. We want to hear what you have to say. We're going to sit back, we're going to look at what everyone has said. We are going to look at it not just from the perspective of the community, we are going to look at it from the perspective of the community; we're going to look at it on a regional perspective, and then we're going to look at it from the provincial perspective. We have to put all these layers together to understand who owns it. It's owned by the people of British Columbia, and we have got to figure out all of these angles, and then we're going to continue to go forward. We are probably going to come back to the community and say, hey, guys, you know, this is what we heard. How is this working?

**Jeff:** Thank you.  
[APPLAUSE]

**Rob:** I'm Rob Van Westen. I was born in Naramata. I have Naramata on my birth certificate, and there are only a handful

of people that can say that. Back in '93 I guess is when Trails, or whatever, came and expropriated all of that land out of our backyard. My backyard extends for thousands of acres. I'm a taxpayer. Right. It's Crown land. You know, you say you can't drive on the trails, but we are allowed to drive on Forest Service roads. You are taking over stuff that doesn't belong to you.

[APPLAUSE]

**John Hawkings:** Just to clarify, the trail is owned in fee simple and it was fee simple lands that were owned by CP Rail that the province bought. So the Province paid --

**Rob:** With my taxpayers dollars.

**John Hawkings:** -- the Province paid millions of dollars of all of ours, the taxpayers dollars of three million British Columbians, so it's all of our taxpayer dollars. We make rules for public access all the time. We make rules for public swimming pools. We make rules for public libraries. We make rules for our highways and our Forest Service roads. You know, if you happen to own a plane you can't land it on the highway. You can't run through a red light. These are the rules that we, as a society, make to try to benefit the greatest number of people. The KVR is just like any other public asset. We look at it and we say, what is the best use? It has some pretty unique features. It's a low grade. It's a maximum 2% grade. It connects communities. It's a great

asset. What is the best way to use it? Why buy it in the first place? We don't have all of the answers here. I have been at this for seven years. This is where we are now because the status quo is not working. I can assure everyone in this community that if we maintain status quo the KVR, as you see it today, is not going to look the same in ten years. That is an absolute certainty. So these are the things we have to resolve as community, as a region, and as a Province.

**Rob:** The KVR has been like that for 30 years since they ripped up the rails. We have been driving on that KVR for 30 years. There are rules. There are signs, "30 kilometres-an-hour". There are lots of people in Naramata that have respect. I have been following mynaramata.com. Craig is a good reporter. There are lots of articles on there. There is lots of comments, and if you look at the comments it's mostly about ATV's and dirt bikes, not cars. Maybe you guys should think about registering and licence plating ATV's and dirt bikes so we can report these offenders that are digging the big holes in the tracks and damaging the rail bed. It's not the cars doing as much as you think it is.

Another couple of points. Are you going to tell my five-year-old daughter she is not allowed to go to the Ladybug Trail anymore? We travel there six times a year with her at least.

**John Hawkings:** Absolutely not. The Ladybug Trail is totally

accessible --

**Rob:** By car?

**John Hawkings:** -- based on this plan. Well as I said --

**Rob:** Well there are no cars from Glenfir on there.

**John Hawkings:** -- what I've said a number of times is that we are still trying to understand the vehicle issue and the implications around that.

**Rob:** So apparently you should come to Naramata before you had even drafted this proposal, you should have come and got the feedback from us first before you decided what to do with our backyard.

[Cheers and Applause]

**John Hawkings:** Well thank you for your input. That's why we are here. We are here to hear. This is it. This is us saying to you, let's get some feedback, so I do appreciate that.

**Rob:** I have a family of six. I have four daughters.

**John Hawkings:** Right.

**Rob:** We travel up in the back country 24 times a year, twice a month. Say there is only four in a car. That is 100 visits per year; right? Ladybug Trail, being like I said, at least a half a dozen of those. Rock Ovens, going to the tunnel, and seeing shot-creting work they have done in there. The kids are really inquisitive. they are really smart kids. They love their backyard; right? And they're not allowed to

go there any more. I think that is a real disgrace. What am I supposed to tell them? As a taxpayer, what am I supposed to tell them?

[APPLAUSE]

So to keep us out of our neighbourhood, out of our backyard, you want to change what we have already had for 30 years? When I was a kid I saw the train. I saw the train go by. How many people can say that here? I know there are some good, long-time locals here, but there's a lot of people that never have.

[APPLAUSE]

**John Hawkings:** Thanks, Rob, we definitely have noted your comments, so I do appreciate that.

**Rob:** I told you I needed a lot of time; right? Okay, now you guys haven't touched the road from Kelowna to Chute Lake. And that's because the logging companies won't let you? Because you know that's a logging road. It accesses Rat Nip. it accesses across Chute Lake. it goes up in behind. that's how they get the timber out of there. You don't have the balls to stand up to a lumber company, but you want to tell Naramata what to do.

[Cheers and Applause]

**John Hawkings:** I think we are getting a little bit beyond sort of --

**Rob:** No.

**Audience Members:** Enough. No.

**Rob:** I have got one more comment and then I'm --

**John Hawkings:** Let me -- let me -- I think you owe me a chance to respond to that. I think we are getting beyond that sort of level of respect that we talked about. But I do want to say that we have to look at each section of the trail as it is. And this group will be looking at the section from Chute Lake to Gillard FSR next. And we'll have to look at the intricacies and the complexities of that particular section, which are very, very different from what's happening in Naramata.

**Rob:** So you're going to tell Gorman Brothers to build a new road?

**John Hawkings:** Currently under legislation Gorman Brothers need our authorization to use the trail, which we do continue to authorize.

**Rob:** Okay. If you look at the Highway's plan from Penticton to Naramata, actually the KVR from Popular Grove Road, it shows on the plan four lanes to Popular Grove Road. And then it diverts into two two-lane roads, one being on the KVR, which they have already started paving so the snakes can die on it and all this stuff. So people -- I have a good friend of mine, Mike, who got run over by three ladies going at least 40 kilometres-an-hour, three abreast coming around the corner. they didn't see him, they were yapping and gabbing away. He's walking with a brace for two months.

**John Hawkings:** Again, I think we are getting a little side tracked here. MOT does not have any sort of jurisdiction or authority over the KVR, and there still is great access from Chute Lake to Chute Lake Lodge and then beyond along the KVR to Gillard FSR.

**Rob:** You are going to drive my mom on a quad to go see my grandparents ashes at the Little Tunnel?

**John Hawkings:** Again, I think we have addressed the car/Little Tunnel issue. It's a bit beyond, you know --

**Rob:** No, that's the biggest issue in this room.

**John Hawkings:** No, I'm definitely hearing it loud and clear.  
[APPLAUSE]

**Karla Kozakevich:** Hang on one second, folks. We have about five to ten minutes left. So if we can try and get through everybody that is currently standing.

**Audience Member:** I think you guys have had a year to come up with this plan. I think we deserve more than an hour to ask questions. I do have a question. Is this a paid panel or are you all volunteering your time? For a year now you've been drawing a paycheck while you have been drawing up this plan without our input --

**Karla Kozakevich:** Excuse me, these are volunteers all along here.

**Audience Member:** Oh, he says, no.

**Karla Kozakevich:** Except for at the very end and Mr. Hawkings.

So within here, these are volunteers.

**Audience Member:** So Mr. Hawkings and him, but the people in the middle are volunteers. Well that's wonderful. But the other two have been drawing a paycheque. I have a really simple, simple solution. Just give the damn main trail to the Highways Department and keep your side trails, that way the Highways Department will leave it open for our vehicles, everybody can get to their little trails, and then you'll have the little trails for your ATV's and bicycles. Everybody will be happy. Just give the road away. I'm willing to give up my tax dollars that you put into it without my approval. So, either give me back a tax refund or give the road to Highways.

**John Hawkings:** My curiosity is killing me at this point. Would that make everybody happy?

**Audience Members:** No.

**Audience Member:** You are saying it wouldn't make you happy if vehicles could just drive on the main trail?

**Audience Members:** No.

**Audience Member:** Are we more concerned about an international asset than the people that actually use this trail on a daily basis? My car -- my truck has to get up there because that's where the firewood is. A lot of people in this area we burn firewood for our heat in the winter. We cut off the Crown land with legal permits, but now you are saying we can't even

get to the wood. There is some head shaking that needs to go on at that table.

**Karla Kozakevich:** Okay. Next question, please. Let's move on, please. We are running out of time.

**Charles:** I have a couple of questions.

**Karla Kozakevich:** Put the mic up higher, please.

**Charles:** Is that better? I have made a couple of notes things from listening and trying to make sense of this. It seems there are a couple of things that are stuck in my mind. You said that you have had 200 complaints in the last year in all of B.C., and we are having this kind of a change put upon us because of it? I mean, if it's complaint driven then all we need to do is start making complaints every time we see someone shaking their head as we drove by. I mean, we, in Naramata, we have a pride in our village, and share to make things work. You never needed to have police out here because we'd keep track of what was going on, making sure that everybody else knew. Kids loved, in hindsight, loved going to school out here because they didn't have to worry about any bullying. There was always somebody who knew who was doing what.

Well what we've got, as I see it, is a problem that you have detailed, this issue that multi-use on this trail is not compatible. Now, how is it that it's not compatible when it has been for a long, long time. And the only thing I have ever heard, as far as a complaint, was where somebody gets

out of control, somebody does something silly, things like driving past people when it's quite obvious that people are out for a walk. You don't need to drive by them at 20 miles-per-hour. We don't have to have a completely manicured base for all of these wonderful people to get out and explore and enjoy what we have in Naramata. We came here, we invested, we like it here. We don't need to fix it. And by the way, if you are going to get into making changes, this is the only time that you become legally obligated to do it properly. Leave it alone and there isn't an issue. We don't have a problem until you start making problems.  
[Applause]

**Bob:** Bob Pereira, I have lived here my whole life. A couple of questions about the second and third tracks. What vehicle access will there be for emergency situations? Say somebody has a heart attack in the middle section of the third track or a bike accident or forest fire, how will emergency vehicles get there?

**John Hawkings:** Certainly like anywhere, I think, in the Province where emergency vehicles can physically can get there we have made provisions for them to get there. I think we also have to recognize that there are plenty of places in the Province where people recreate where emergency vehicles don't get to and where we have search and rescue teams to access those areas. There isn't an obligation to provide

access to, you know, every square kilometre. With that being said, of course, where we have the ability to get to a place we are going to be able to provide that access. And whether it's having keys to gates or ballers, certainly no one is going to restrict ATV's, and that goes for maintenance as well. Certainly ATV's are very important maintenance tools. We use ATV's for trail maintenance.

**Bob:** You can't put out a fire with an ATV, it won't carry that much water.

**John Hawkings:** I can assure you that you don't tell the Ministry of Forests Wildfire Branch that they can't go here or there if there is a fire. So that's not really an issue.

**Bob:** In 2003 the Okanagan Mountain Park lit up. They had no access to put it out, no where to get to it. So now let's just say 15 to 20 years from now when the road's been cut off, nobody can get in there for firewood, and it's sitting at five to six feet of fallen dead and it lights on fire, then what do we do?

**John Hawkings:** We work closely with the Wildfire Management Branch. And, you know, what we're proposing here is to actually make a model that ensures the trail is maintained, not falls apart. The status quo sees the trail deteriorate over time the way we are going right now. So what I see 15 or 20 years from now is that the trail is actually better. and if ever needed, God forbid, the access is going to be

there.

**Bob:** So you will have access to all the trails, but it's like spitting on a camp fire. If that area isn't looked after by guys who are cutting firewood, like I said, it's going to get ugly. It will light up a fire.

**Karla Kozakevich:** Can we have the two final questions, please, before we close.

**Ron:** Yeah, Ron Peterson, a long time Naramata resident. Well I've used that KVR for over 40 years. I wish the rail tracks were still there. That's not an issue. I have a comment. The next time you people in your ultimate wisdom decide to have a public meeting of this nature that affects this many people, spend the \$300 and send flyers out. Don't tack notices to telephone poles. More than half of the people -- I would say more than half the people here are here through word-of-mouth because nobody knew about it unless the word was spread. For every other issue in Naramata you guys can spend \$300 and send flyers out to every mail box and every resident in this village. Something of this nature you can't do that? Thank you.  
[Applause]

**Marilyn:** Hi, I'm Marilyn Hanson, and I am from Summerland. I don't know, can you hear me? I have been working on the KVR project on the other side of the lake for over 12 years now. I would like to point out that the TransCanada Trail

concept is not just a Naramata local issue, it's a concept all across Canada, going from coast-to-coast-to-coast. And part of it is going to be motorized, but part of it not. This is a very difficult issue here. You have had a committee work really hard on it, but it's not just about Naramata. You have to also understand that keeping a trail surface with the knobby wheels of ATV's and dirt bikes is very, very difficult. We have compaction experts for our trail and it's getting degraded from these knobby wheels. The solution that this group has worked out maybe isn't perfect, but they have worked on something very hard, and perhaps there will be some adjustments. But I would like you to think of the whole project across Canada and across B.C. It will bring tourism, and it will bring a lot of benefits to these communities here.

Thank you.

[APPLAUSE]

**Karla Kozakevich:** Thank you. Last question, Robbie.

**Rob:** Also the KVR from Glenfir to Smethurst is a vital access route in the winter when the road below Glenfir gets really icy and slippery on that paved piece that Highways did a few years back. I know that Chapman's wife crashed there with his kids coming down one morning. We have come down the hill from tobogganing with the kids up at Chute Lake and determined it's getting too slippery. We know the asphalt. We know the melting conditions in the afternoon. We know the sun bakes

in some places there. It's a skating rink. We take the KVR home for safety. So it's a major safety corridor for people in Naramata.

**Jessie:** Hi, just a quick question. My name is Jesse Jones. I have lived here my entire life. Just wondering about the drive for this. It is, you've said, mostly a usable trail network for tourism and bicycles, and that kind of thing, motorcycles and mountain bikes. I have used every form of transportation on the trail. Is that really the drive or is it more a matter of removing the legal liability of motorized vehicles on the trail?

**John Hawkings:** No. I don't want to get into the Occupier's Liability Act, but there's really not significant liability for motorized or non-motorized on the trails for the Province, and it wouldn't make sense. I mean, if there was liability on the KVR we would have the same liability elsewhere. It's not a liability issue. It's about making sure that this very expensive asset, and it's unique and significant, is managed in a way that is sustainable over the long term. It's about the designation in 1993 for the TransCanada Trail, and suggesting that the vision that existed for the TransCanada Trail still exists today. It's about recognizing the value of the trail that is a community asset, but is also linked beyond the borders of Naramata. It's connected to Myra Canyon, and it's connected to Penticton. And looking at it

from that lens, there are multiple drivers for this, but certainly liability is not the issue. I think we've got maybe the last question after you, and then we need to wrap it up.

**Jessie:** My question or proposition, I guess is to look -- because the users of the trails past the tunnel -- I understand that's the highest traffic area before the Little Tunnel. Above that, I have been up there in the summer, winter, spring. As a survey it would be interesting to see a percentage of users that would benefit from a trail surface upgrade as opposed to everybody else that uses it now, and the amount of trail degradation that has happened in the last 30 years from car tires. I don't think a lot of it would be open without the ability to drive on it. It seems like it's a large portion of people that use that area, there is very little traffic. I have been up there when there is a foot of snow on it. Trust me, there is not a cross-country skier or a snowshoer. Very seldom do you see anyone up there. Why not take that money and put it into things like the Big Tunnel restoration, and things so that we can actually restore spots that we want to see and not restrict access to it.

[APPLAUSE]

**John Hawkings:** We do hope to restore the Adra Tunnel. That would be a phenomenal asset and attraction. It would probably attract, you know, people from all around to see. So absolutely. One thing that we do know is if you enhance the

surface, people use it. Not just people, not just tourists, not just people out of the community, but the community uses it more. We've seen that when enhancing trail surfaces in other areas of British Columbia, the use has blown everybody away. So that's a key part of it. You are right, there isn't a lot of use on it right now. There isn't a lot of use on the TransCanada Trail across the Province, but where there is use is where there is a really high-quality surface. One more question and I think we have got to wrap it up.

**Audience Member:** Is this not the highest used area of the TransCanada Trail? That's what I understood. If the trail surface was so bad how is it the highest used area?

**John Hawkings:** Well, I -- you're not at the mic, but I will answer that really quickly. I mean, the TransCanada Trail includes the Galloping Goose in Victoria. So clearly, you know, it includes sections through Vancouver, and it includes sections really close to communities, and it includes sections that are in the middle of nowhere. So it's really difficult to say what the highest used section is in kind of like relative terms. So, you know, the closer to communities, more use; further away, less use.

**Karla Kozakevich:** Final question, please. This is truly is the last question.

**Randy:** Okay. I'm Randy Dorshuk, and I have lived here pretty much all of my life. I hunt. I ATV. I bike the trails. I'm

hearing a lot of people talking about all of the things we are going to lose. Dust problems, and all of this stuff. Has anyone considered the wildlife? You've pushed -- if we go to these trails you are talking about, is there anyone here representing the wildlife? No. Okay. The trails you've said pushes us out into wintering grounds for elk. I don't want to give out all my hunting secrets. But think about it, why aren't those trails used it? Why are they not used? Because they are left --

**John Hawkings:** We spent a couple of Saturdays on them and they are used. That hydro line has been well used. We have seen people and vehicles on them.

**Randy:** Have you considered the elk and the deer and the bear that use that trail? We don't trample that trail with our quads because of that.

**John Hawkings:** In the process of designating recreation trails, we do work with the Ministry of Environment -- well the wildlife folks are now part of our Ministry. We do work with the grasslands group where we have grasslands involved. And, you know, we are also working with the range tenure holders, we've met with them. So we work with all of the stakeholders, private land owners, etcetera in this process.

**Randy:** What upsets me is we are all here whining and complaining about things we are losing, nobody has mentioned the animals. And I think it's a huge issue here.

**John Hawkings:** I think it's a great point and I do thank you for making it. It's been noted for sure.

**Randy:** It's disgraceful that there isn't a representative from wildlife here telling us their studies because there wasn't any.  
[CHEERS AND APPLAUSE]

**Karla Kozakevich:** Karla. Okay, folks, we are going to wrap up. The head table has mentioned that they will stick around for a little while. I do thank you for coming out tonight. This has been a very educational session, I think, for everybody at the head table and everyone in the room. I'm going to hand the mic over to Mr. John Hawkings to make some closing comments. I would like to express my sincere thanks to him for coming here tonight, and to the rest of the group for the time they have put into the project. Thank you.  
[APPLAUSE]

**John Hawkings:** I just want to reiterate what Karla has said. Our goal coming here tonight was to present something to the community, it was worked on by members of the community, and by members of the branch government responsible for this trail. I do appreciate the feedback. It will be considered; all of the comments, everything you've said, and the forms. We will take that back and we will look at it in the context of the community, and I said this over-and-over again, by the region, and the Province, and we'll try to put together the picture and determine the best steps.

This is not the last you will hear from us. I'm sure this is not the last we'll hear from you. And, you know, we're going to go forward and we're going to try to make the best decisions that we can. Thank you.

[APPLAUSE]

(Adjourned at 9:07 p.m.)

OFFICIAL COURT REPORTER'S CERTIFICATE:

I, Kathryn Vail, OCR, Official Court Reporter, do hereby certify that the foregoing pages contain a true and accurate transcription of the proceedings taken herein to the best of my knowledge, skill and ability.

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