

## **Municipal/Regional Elections 2014: UPDATED NOVEMBER 14, 2014**

### **Active Transportation, Trails, and Greenways – Candidate Comments**

The Shuswap Trail Alliance is pleased, once again, to offer candidates in each of our partner electoral areas the opportunity to share their thoughts on the importance of active transportation (walking and cycling strategies), greenways, and trails.

Two questions were posed for this election period, both based on key priorities expressed in each of our communities to get people active, healthy, and using two feet to move throughout the Shuswap.

1. Given the growing priority placed on healthy options for active transportation, what strategic actions need to be taken over the next 4 years to significantly improve walking and cycling connectivity in our communities and the region?
2. We are currently faced with an unprecedented economic opportunity to secure and manage the abandoned CP Rail line between Sicamous and Armstrong as a destination greenway corridor for walking and cycling – in what ways should our communities work together to support the regional effort to secure the corridor?

We offer their comments here, unedited, with thanks to all those who took the time to respond. Be sure to return to this link for candidate comment additions through the week running up to the election.

*(for further background on this and other initiatives of the Shuswap Trail Alliance please contact Phil McIntyre-Paul at 250-804-1964, email [phil@shuswaptrails.com](mailto:phil@shuswaptrails.com)), or visit [www.shuswaptrailalliance.com](http://www.shuswaptrailalliance.com).*

## **Columbia Shuswap Regional District Area E**

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### ***Rhona Martin (Candidate for Director, CSRD Area E)***

1. Over the next four years the Shuswap region must build on the foundation that has begun with the implementation of our Area specific parks plans. Each Area has identified specific sites and uses that are important to them. In Area E we are well underway to developing a first class attraction at North Fork Wild, the property that was so very generously donated by Mr. Peter Jennings. The project has been a great collaboration of expertise that once complete will offer teaching/learning opportunities that are endless. There must be continued financial commitment from the Area E Parks plan to maintain this beautiful site once it is complete which I am committed to do.
2. In regard to the Sicamous to Armstrong rail line we as potential partners attended one meeting in at which time we all indicated our support for striving to retain the rail line. We are currently waiting for our First Nations neighbours to finish their negotiations with CP Rail. It has been identified in the Area E Draft Official Community Plan that this rail bed be identified as a

transportation corridor. This was done to ensure that a hundred years from now if a light rail line is needed the corridor would be available. In the meantime the corridor should be developed after consultation with all affected parties to create an active transportation link to enable loops for locals and tourists to the area. I am excited to work with our partners in this project that would see further development of recreational opportunities for our region.

I am very excited at the prospect of working with all of our partners on this project. I have supported both of these projects in the past and will continue to work to move them forward.

Thank you to the Shuswap Trail Alliance for their expertise in relationship building which has been a big part of both of these projects as well I thank you for providing me the opportunity to share my thoughts on your questions.

## **Enderby, City of**

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### ***Running for Mayor. . .***

#### ***Greg McCune (Candidate for Mayor, City of Enderby)***

Thank You

1. I believe Enderby has to keep their strong relationship With the Shuswap Trail alliance as it has yielded great benefits to our City and the Region. I would like to see a marketing and possible reward program to work with the schools and local business community to support a ride to school / ride to work program. People are encouraged to leave their vehicles at home and walk or ride. Also to promote the region I believe there is a great opportunity to have a race where people compete against each other in the Cliff Crunch. This could be a weekend where people can sign in and they are timed at the top and bottom. This could be become an annual event that could also include a bike portion and possible use of the river. Creating awareness along with continued good planning and communication will run walk or ride us into the future.
2. The railway corridor is a tremendous asset that would solidify our region as a place be and to travel to. There is an opportunity to not only promote our local area but a hiking/ biking area that could reach from the Revelstoke and Shuswap area to the US border. I believe all user groups are very close to what the vision could be but it should expand to a provincial discussion.

### ***Running for Council. . .***

#### ***Paul McCaig (Candidate for Council, City of Enderby)***

Thank you for the opportunity to respond to your question on the opportunity to secure and manage the old rail line from Armstrong to Sicamous.



As a founding member of the Gordon Dale Trail Society I believe it to be very important that all effort is spent on working with all communities involved to secure this property or the future corridor for walking and cycling path.

I would love to be involved in this adventure

## **North Okanagan Regional District Area F**

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### ***Herman Halvorson (Candidate for Director, NORD Area F)***

1. In Area F I agree and feel the right way would be to get involvement from cyclists and walkers and design the most efficient and safest routes which would benefit all the people. This could be done through Fortune Park and the Enderby/Area F Service Commission.
2. Very good question on the CPR line and I would suggest that funding has to be organized first followed by a plan to accommodate the line for this purpose. I read an article in The Vancouver Sun recently which now allows motorized vehicles such as ATVS, dirt bikes, 4X4 s and snowmobiles stating "there is not universal support among communities along the corridors for strictly non-motorized support." This network is part of the famed Trans Canada Trail. All communities in the corridor must work together to make this happen, which also includes First Nations. VERY IMPORTANT. A further point is that it may need to be fenced to avoid trespass on private properties which is presently occurring.

### ***Jackie Pearase (Candidate for Director, NORD Area F)***

1. Given the growing priority placed on healthy options for active transportation, what strategic actions need to be taken over the next 4 years to significantly improve walking and cycling connectivity in our communities and the region?

The Enderby/Area F Services Commission (Fortune Parks and Rec) has formed a good relationship with the Shuswap Trail Alliance, providing three years of funding to assist with trail development in the city and Area F. We have begun researching potential improvements to trails in Area F and have a few projects that will enhance what already exists and some that will add new trails. For example, there is an existing trail system in the Mabel Lake area but more needs to be done to improve connectivity, which could be accomplished with some extra funds and work. Cycling is also increasing in the rural areas and it is important to work with users, the STA and the Ministry of Transportation and Infrastructure to improve safety on some routes. I think Fortune Parks needs to continue funding so we can achieve some of the goals and ideas put forth to date.

There are also opportunities to enhance the trail system while also protecting sensitive areas where use needs to be curtailed or better monitored. This means an enhanced relationship with the Conservation Officer Service, something that is already initiated through the enhanced boat

patrols implemented with the COS this summer by the Regional District of North Okanagan Electoral Areas.

As many may also know, the RDNO is part of the group working toward some kind of trail system on the abandoned trail system between Vernon and Kelowna. The outcome is unknown at this time, but the effort demonstrates a regional desire to promote alternate transportation modes.

2. We are currently faced with an unprecedented economic opportunity to secure and manage the abandoned CP Rail line between Sicamous and Armstrong as a destination greenway corridor for walking and cycling – in what ways should our communities work together to support the regional effort to secure the corridor?

Some may recall that the RDNO did follow through with the set process for the abandoned railway between Grindrod and Armstrong at the time it happened, but the price determined during the process was too much without buy-in from the other jurisdictions. The RDNO initiated the move to zone the railway as a transportation corridor during the disposition process as a way of protecting the corridor regardless of the outcome. It would be ideal to have the corridor used for a trail and if another opportunity exists to obtain the railway, I am wholeheartedly on board. With action also underway by Splastin, I am anxious to see the outcome of that process and see where it leads local government.

There are excellent economic opportunities for all communities along the corridor. And using it as a trail system now protects it for any future use beyond our imaginations at this time. As it stands now, though, I see a need for more to be done to protect those living along the corridor from people who see it as their personal playground regardless of who they annoy. Additional policing is unlikely and CP has installed berms as an (ineffective) deterrent. It seems use as a trail would invite more self-policing and ownership of a critical piece of infrastructure.

## Salmon Arm, City of

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### *Running for Mayor. . .*

#### ***Marty Bootsma (Candidate for Mayor, City of Salmon Arm)***

1. Given the growing priority placed on healthy options for active transportation, what strategic actions need to be taken over the next 4 years to significantly improve walking and cycling connectivity in our communities and the region?

City Councils are often composed of those from all walks of life...financial planners, tradespeople, office workers, educators, etc etc. and as a result they count on interested and qualified input from those expert in their fields. From my perspective, I would look to the Shuswap Trail Alliance for recommendations regarding walking and cycling connectivity, see

how it fits with the current Official Community Plan as well as the Financial Plan, and possibly adjust one or both if in the best interests of the community.

2. We are currently faced with an unprecedented economic opportunity to secure and manage the abandoned CP Rail line between Sicamous and Armstrong as a destination greenway corridor for walking and cycling – in what ways should our communities work together to support the regional effort to secure the corridor?

From what I understand of the situation is that the Shuswap Trail Alliance plan of action is to assemble a financing strategy and submit a bid to purchase. Although none of this railway line falls within the municipality of Salmon Arm, we do have an opportunity to be involved through our participation in the CSRD, with two Salmon Arm members on the Board. No doubt we will be asked to contribute financially, which isn't something any candidate can commit to at this point, but we do have the ability to lobby the provincial as well as the federal government and should do so in addition to any other support we may provide. I do not know who else may be interested in this property or what other uses are proposed, but it is vital that that all interested in the trail concept be unified in this goal.

***Debbie Cannon (Candidate for Mayor, City of Salmon Arm)***

These are excellent questions, and I'd like to thank the Trail Alliance for giving me the opportunity to respond to them.

1. Given the growing priority placed on healthy options for active transportation, what strategic actions need to be taken over the next 4 years to significantly improve walking and cycling connectivity in our communities and the region?

Council must work closely with the greenways committee, First Nations and Shuswap Trail Alliance to ensure bike lanes and walking paths are an integral part of our overall transit strategy. In terms of strategic steps, council needs to continue to direct funds (budget item) towards improving/building greenways. It also needs to factor them in when considering new developments. Creating a greenways "master plan" or blueprint would help with this. On a more specific note, I think a top priority should be establishing a bike/walk path that connects our downtown core to the West End development.

2. We are currently faced with an unprecedented economic opportunity to secure and manage the abandoned CP Rail line between Sicamous and Armstrong as a destination greenway corridor for walking and cycling – in what ways should our communities work together to support the regional effort to secure the corridor?

I feel very strongly that the city needs to support efforts to secure the abandoned railway corridor. Even though the corridor does not pass through Salmon Arm, I think the economic and recreational benefits of a rail trail cannot be overstated. Mayor and council should be working



closely with advocacy groups, First Nations and other municipalities to not lose out on this incredible opportunity. This includes letter writing (something we've already done), organizing petitions, pitching the initiative to provincial ministers at events like UBCM, and promoting the trail at community events such as Bike for Life and Roots and Blues. Grassroots organizations such as the Trail Alliance have led the charge on this, and I think that is how it should be. That being said, I do not think there has been nearly enough support from local governments for this project. There needs to be more communication and coordination between regional councils and First Nations.

***Mayor Nancy Cooper (Incumbent, City of Salmon Arm)***

I have supported Shuswap Trails since the beginning and continue to support your initiatives. Shuswap Trails create and promote an active lifestyle; thereby contributing to the overall good health of our community. The trails you build and maintain bring many biking, walking, hiking and equestrian enthusiasts to the Shuswap. Tourists who come to use the trails have a positive impact on the local economy. I feel every dollar we give you in support is well worth it. Thank you for our hard work and commitment to our community.

***Ian Wickett (Candidate for Mayor, City of Salmon Arm)***

Question #1: Given the growing priority placed on healthy options for active transportation, what strategic actions need to be taken over the next 4 years to significantly improve walking and cycling connectivity in our communities and the region?

I support initiatives for active transportation for both the obvious benefit of personal health from regular exercise and for the financial benefit to the city of relieving demand for roads and parking.

An important strategy is urban design. We want to have our commercial development occur in a compact area with a significant density of housing within a comfortable walking distance. This type of development is encouraged by our Official Community Plan and I support it.

It is more difficult to walk when sidewalks are in a state of disrepair and they are not continuous, forcing pedestrians to share the road with vehicles. It is one of my platform planks (<http://www.ianwickettmayor.ca/roads-and-sidewalks.html>) to address these issues as I am able.

Encouraging cycling for transportation in Salmon Arm is a little more difficult given the hilly terrain, short of running a bicycle tow up Okanagan and 20th Avenue NE. We can make certain

that our buses are equipped with sufficient bicycle racks to enable people to ride to town, move around and do their shopping and other business, and then return up the hill by bus.

Question #2: We are currently faced with an unprecedented economic opportunity to secure and manage the abandoned CP Rail line between Sicamous and Armstrong as a destination greenway corridor for walking and cycling – in what ways should our communities work together to support the regional effort to secure the corridor?

I agree that the opportunity to secure and manage the abandoned rail line between Sicamous and Armstrong represents an unprecedented economic opportunity. We need only look at the Kettle Valley to see the benefits that such a development can bring.

It is unfortunate that the opportunity wasn't obvious to everyone first round. I am more than willing to have Salmon Arm council meet with our neighbouring councils to explore all options for taking advantage of this unique opportunity.

Biking, both touring and mountain biking, are growing in popularity, and whatever our council can do to encourage its growth and to support initiatives like those the Trail Alliance had taken in expanding and improving, for example, the bike trail between Salmon Arm and Sicamous must be encouraged, to benefit not just the recreational opportunities for residents of the Shuswap but to expand on the tourism potential.

### ***Running for Council. . .***

#### ***Diana Altschul (Candidate for Council, City of Salmon Arm)***

Good day to you at the Shuswap Trail Alliance,

I am new to the arena of running for councillor, and excited about learning and serving the community from a walking perspective.

And its different; walking that is;

Since the passing of my partner, two years and nine months ago, I have walked rain, sleet, or shine every day, at least a couple of kilometers. With my trusted little guy, rockafella. For a while I posted about my walks, then I posted pictures when I learned that on my phone, and I was hooked, saying good day, to everyone I saw, sometimes they stopped, and sometimes you saw them daily or not all for a while, but new friends for tea or coffee develop, you don't get that by passing one in a car!!

Love to walk, love to support you.

#### ***Tom Birch (Candidate for Council, City of Salmon Arm)***



Thank you for these questions. I will answer both together.

I believe that the Shuswap Trail Alliance is best suited to set the direction for what trail systems are or will be used by our community and how to promote those for tourism as well. Presentations should be brought to the impacted municipal councils to explain what is required.

The communities themselves, through the Shuswap Trail Alliance, should be directly involved in acquiring, building and maintenance of the trails (and I know you are) because the amount of ownership from individuals is a clear signal to council of the priority of any project in the municipality. If more is needed from the municipalities than what the local citizens can provide, that must be driven by the Shuswap Trail Alliance and brought to council.

I would favour a joint presentation where all the local municipal councils could see the coordinated plan and discuss it together. Then they would take that away to their individual councils to review in terms of budget, etc. I am not sure that it would be feasible to organize but it would be most effective.

***Keith Chancellor (Candidate for Council, City of Salmon Arm)***

There are not enough appropriate words of accolade to commend the Shuswap Trail Alliance on the tremendous work they have done and continue to do creating and enhancing trails throughout the Shuswap. As an avid outdoorsman I am always amazed whenever I am outdoors in the Shuswap just how vast the network of trails systems is around our area.

The Sicamous to Armstrong greenway corridor is a no brainer; most people already expect that to be a public greenway corridor. We need the support of NORD and the CSRD in conjunction with local municipalities to secure the corridor. I do not foresee the project as anything other than inevitable.

Looking to the future I support an initiative to plan an alternative route for both the Trans-Canada Highway and the CPR mainline to bypass downtown Salmon Arm. The Shuswap Trail Alliance must be partnered with and consulted on this very important project throughout the entire planning process.

***Kevin Flynn (Candidate for Council, City of Salmon Arm)***

In my 9 years on City Council I was always a strong supporter of the Greenways initiatives, chaired the local Salmon Arm Committee, and worked extensively with the numerous volunteers in the Trail Alliance and other organizations focusing on alternative transportation options. My wife is also involved in the organizing and execution of your major fundraising Dance.

I will continue to support the enhancement of our local and regional trail networks. I will want to ensure that any transportation projects and new developments have a focus on alternative transportation solutions. As an active road bike rider I would also want to make sure road projects provide room for bike lanes when cost effective. The tourism, aesthetic, health and lifestyle values of trails and greenways are indisputable.

As such, I am obviously in favour of exploring all options for the CP Rail line to be used as a greenway and tourism attraction. Certainly the Kettle Valley Rail is a successful model that we can aspire to and work towards regionally.

Many thanks to the volunteers who make our region better by focusing on this important part of our infrastructure.

***Tim Giandomenico (Candidate for Council, City of Salmon Arm)***

1. The best way Council can support healthy options for active transportation is to formalize plans for walking and cycling connectivity in the Official Community Plan. Actions, however, speak louder than words...planning must be matched with policies for working with local groups to fund and create sections of trail and bike path that are easily built and to acquire necessary pieces of land for longer term development and connectivity.
2. Securing and developing a trail along the abandoned CP Rail line between Sicamous and Armstrong faces an inter-jurisdictional challenge. Sicamous is part of the CSRD; Enderby and Armstrong lie within NORD. In order for this worthwhile project to succeed, we need to support our neighbours at the CSRD board, understanding that there is a tremendous regional benefit to this project. We also need to ensure both CSRD and NORD have mutual policies supporting the acquisition of the CP Rail property. Without both jurisdictions being on the same page, we won't be able to secure the support from senior levels of government that will be necessary to make this dream a reality

***Alan Harrison (Candidate for Council, City of Salmon Arm)***

1. Given the growing priority placed on healthy options for active transportation, what strategic actions need to be taken over the next 4 years to significantly improve walking and cycling connectivity in our communities and the region?

I think the two most important things the City of Salmon Arm can do are: 1. Given the current 3 year funding contract with the Shuswap Trail Alliance expires at the end of 2015 (the agreement was a commitment of \$40 000 a year for 3 years), Council needs to continue to fund the following 4 years. Sustainability of funding is important to ensure the momentum of trail development continues. 2. Continued staff support, working cooperatively with Greenways is crucial. Council needs to continue to recognize that the community values walking and cycling

infrastructure - City staff knowledge and time is necessary to ensure this good work continues.

2. We are currently faced with an unprecedented economic opportunity to secure and manage the abandoned CP Rail line between Sicamous and Armstrong as a destination greenway corridor for walking and cycling – in what ways should our communities work together to support the regional effort to secure the corridor?

What an opportunity for our region to expand our trail system through this corridor. Salmon Arm can play a role in helping secure this. Political pressure is needed. In cooperation with our neighbouring governments, Salmon Arm is committed to joining forces and being heard publically and lobbying behind the scenes. A grass roots movement among residents is growing - I think this is the most powerful lobby of all - I encourage the public to stay involved.

***Ivan Idzan (Candidate for Council, City of Salmon Arm)***

1. Given the growing priority placed on healthy options for active transportation, what strategic actions need to be taken over the next 4 years to significantly improve walking and cycling connectivity in our communities and the region?

Strategic actions to significantly improve walking and cycling connectivity in our communities and the region include:

- a. identifying key areas within the communities and region that still exist as significant gaps in walking/cycling connectivity;
  - b. making sure connectivity projects are a priority for local, regional, and the provincial governments;
  - c. communicating the availability and benefits of connectivity projects (both when being developed and after completion) for local/regional residents and businesses, including spin-off benefits relative to economic development and tourism;
  - d. examining the broader communication and development goals of communities and various community/regional organizations for opportunities to cross-promote walking/cycling connectivity within the communication and development strategies of those organizations (e.g., economic development/business promotion of agri-tourism that can be accessed via walking/cycling routes)
2. We are currently faced with an unprecedented economic opportunity to secure and manage the abandoned CP Rail line between Sicamous and Armstrong as a destination greenway corridor for walking and cycling – in what ways should our communities work together to support the regional effort to secure the corridor?
    - a. Active and strong advocacy to have the abandoned rail line come into public ownership as a destination greenway corridor

- b. Identifying and promoting economic development and tourism opportunities in relation to the establishment of such a greenway corridor
- c. Consideration of some or all of the route as a regional, provincial or even federal park area to ensure the route and area is preserved for future generations, hopefully through additional funding from other levels of government.

Thanks for the opportunity.

***Ken Jamieson (Candidate for Council, City of Salmon Arm)***

1. The City needs to continue to use our Greenways Strategy as the main guide and to make sure all new councillors and staff are on board. Planning is important. We need to do our best to connect all the disconnected trails and sidewalks that can be found all over Salmon Arm. It will take time and it will take money. I am certainly committed to improving our existing trail network and expanding it wherever affordable and needed. We have a real mix of needs in town; lots of younger people who like the challenging bike and hike routes, as well as older folks who need flatter and less challenging routes. And then there are all of us in between. We need to do our best to provide opportunities for as many people as possible.

2. I cannot guarantee money for this initiative. I can only guarantee that my voice will be loud. You're right; however, this is an unprecedented opportunity. Sicamous, Enderby, Armstrong, Salmon Arm, the regional Native bands and regional districts need to coordinate their efforts and speak with a single persuasive voice. One of my concerns about the opportunity has to do with what kind of user ship is appropriate? Which groups will have access? All groups? Walking/Hiking groups? Cyclists? What about motorized traffic? Lots of questions, but there is no doubt that we need to secure the corridor and then plan for future use.

***Jim Kimmerly (Candidate for Council, City of Salmon Arm)***

1. I would look to the Trail Alliance to develop the strategy and present this to council and other organizations for support. I would think you run into red tape from time to time with the overlapping park authorities so some streamlining of these organizations would be helpful.
2. This question is more difficult for me. I think CP & CNR should be donating these abandoned lines and not receive payment for them. This land was given to them at no charge to provide a service and now that they no longer provide that service they want to get paid for free land! They should be able to use the donated land as a tax write-down so if this has not been presented to the rail companies it should be.

***Tim Lavery (Candidate for Council, City of Salmon Arm)***

1. Active Transportation

I really would like to see Salmon Arm have a formalized plan in place that gives credence to Alternate Transportation. I do have to defer to the experts on this for specifics and I certainly consider the Shuswap Trail Alliance as a leading voice to listen to closely.

My approach to any initiative is to widely consult and measure then to prioritize. I'd like to see an *Active Transportation Master Plan* developed that formalizes goals for short, middle and longer terms. The key is to have wide-spread support and a guideline from which to direct resources and measure progress over time. The STA is more than familiar with such a process.

While I have some of my own specific ideas, there is first the need for that Master Plan. Patchwork decisions really aren't effective. A master plan builds in expectations for new road works and development, allocates resources for upgrading existing local networks and, as importantly, can integrate the different modes of transportation that people could use. I am also open to looking at the Development Cost Charge bylaw to provide a distinct budget line item for funding Active Transportation measures over time.

I'd specifically like to see an added focus on the increasing number of our seniors who are now scooter-ized but who have genuine difficulties navigating our existing infrastructure.

2. Sicamous-Armstrong Rail Corridor

This is indeed both an economic and a recreational opportunity that should be seized. I not only fully support the call for the Splatkin community, regional districts, municipalities and organizations to work together, I'd like to take an active role on this as an appointee to the CSRD as one of Salmon Arm's regional directors. The need for provincial support in transportation corridor acquisition and in developing a funding mechanism is clear. Regional engagement, clear wide-spread support and lobbying of the province are critical. I'm all on board.

***Louise Wallace Richmond (Candidate for Council, City of Salmon Arm)***

1. Given the growing priority placed on healthy options for active transportation, what strategic actions need to be taken over the next 4 years to significantly improve walking and cycling connectivity in our communities and the region?

Strategy wise, if elected, I would work to encourage council and the community to recognize what trails are not - they are not extras, they are not luxuries, they are not merely for tourists. They are critical to the transportation grid. I further believe that for planning and predictability, the city should seriously consider setting a ratio of new transportation dollars to trails. We spend a great deal of money on roads, pavements and parking. Part of that needs to be reserved year to year for trails. As for which trails and where, I'd love to see the trail from canoe to raven get sorted but I would defer to your expertise as a world class trail alliance to provide direction on the priorities for the city and the region.

2. We are currently faced with an unprecedented economic opportunity to secure and manage the abandoned CP Rail line between Sicamous and Armstrong as a destination greenway corridor for walking and cycling – in what ways should our communities work together to support the regional effort to secure the corridor?

From what I understand, the new direction in public funding of projects is community engagement, partnership and capacity building. There is a very strong business argument to make that this greenway could fundamentally improve all of the aforementioned. In terms of tax revenue generated by the additional and world-class regional asset this would no doubt become, it would pay for itself and more in the short and long term. The city needs to lobby the region, the province and the feds on this while showing the grass roots community support. It must take a leadership and cooperative position on this initiative.

There are three levels of government but only one taxpayer base. Investment in trails provides value in health care, infrastructure and property. We all benefit - hikers, cyclists and drivers included. Having said all of the above, I want to acknowledge the dedication of the trail alliance staff and board and the commitment of current council to see these critical initiatives move forward. Elected or not, I am profoundly grateful

## Sicamous, District of

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### *Running for Mayor. . .*

#### *Terry Rysz (Candidate for Mayor, District of Sicamous)*

1. If I get elected to the Mayors position my intention are to give each councillor a portfolio. The councillor involved will then set up a committee and attend all meetings that will engage in the direction we would like to follow. If Gord Bushell gets elected I am sure he will be a prime candidate for such a position. I as well will sit in on the committee, this portfolio will be under the heading of parks and recreation. Under this heading I in collaboration with the selected councillor will set out our direction. On top of the list will be the Shuswap trail alliance. Within the context of the committee working with members of the Shuswap trail alliance, you will be invited to also sit on this committee. We would like the same opportunity to attend the alliance meetings. Engage a plan, share our visions, address financial tools, and expectations, then see this vision turn into positive results by getting the job done.

I had the wonderful experience of living in New Zealand for a year and Hiked extensively throughout the Southern Island, the very southern tip of NZ Stewart Island and have always commented on their programs for trails, huts, and safety. They have come to showcase their country through their trails program.

2. During the recent Union Of BC Municipalities, the District of Sicamous put forth a resolution to lobby the provincial Government to assist municipalities to acquire abandoned rail corridors through a tax funding mechanism. I spoke on behalf of the motion, stating that we believe that all of these corridors like the one from Sicamous to Armstrong belong to the people of British Columbia, the citizens of Canada so that we can showcase this beautiful province to the world. I also mentioned that small communities like ours cannot go it alone. When the question was called we received unanimous support for the 2000 delegates that were in attendance. I personally felt overjoyed by the response and hopefully the province will step up to support our cause. If elected mayor I will not let the provincial govt. off the hook. We need their help. We need the help of the trail alliance and the CSRD. We will pursue that rail corridor on behalf of our plan for recreational use and we will acquire this corridor. No different than the Kettle Valley trail, the Cranbrook Kimberly trail and others that are established in the province.

***Running for Council. . .***

***Colleen Anderson (Candidate for Council, District of Sicamous)***

1. Strategically, from a district standpoint we should review all systems; proposed systems, and the logic of those locations. For example are they close to a high school for training, close to a senior center for walking, etc. We need to find the most cost effective way to network them. Different sections could be sponsored by a local business, orchard, market etc., which would help the project's cost effectiveness for the communities involved. If a project makes sense and can offer a cost sharing component, it will grow legs and gain support.
2. All options should be weighed, all stakeholders should have a discussion. The abandoned rail line could hold solutions to future growth to communities. The project should be reviewed with open mindedness and some vision.

***Gord Bushell (Candidate for Council, District of Sicamous)***

1 - A strategic plan with mapping between our community's needs to be collectively worked on and promoted with the Splatins, municipal district offices, CSRD & the different clubs and organizations that promote healthy outdoor activities in the Shuswap & North Okanagan..

We should have all connecting community's within the planned area participating financially in the plan with matching funds from Provincial & Federal governments.

Next we need to produce a marketing plan with Destinations B.C, Thomson Okanagan Tourism Association to market this area as a world class trail system destination with Shuswap Trail Alliance administering the plan.

2 - I'm not sure if the businesses and residents of all the nearby communities are fully aware of the opportunity. We need to get the benefiting community's more engaged, working with the



Shuswap trail Alliance, Splatsin for the Rail Trail call to action.

We need to engage the community's by way of open house's near the rail line in Sicamous, (Moose Mulligans) Grindrod (Riverfront Pub) Enderby (Fortunes landing or Splatsin office) Spallumcheen & Armstrong.

By engaging more of the business & residents we can draw on more participation at the open houses to aggressively seek funding of this Rail Trail.

***Fred Busch (Candidate for Council, District of Sicamous)***

1. Establishing & maintaining walking/cycling trails within our municipal boundaries & adjoining areas is something that should be enshrined in our OCP. Sicamous is going to be looking at our OCP in the next year & this is something that should be part of it & our commitment strengthened. We already have as part of our strategic plan an emphasis on being a healthy community & putting this in our OCP is a natural further step.
2. I think we made a start last spring/summer when we had a meeting in the CSRD boardroom & talked about some strategies we could follow to urge the various parties involved to jointly have this rail line established as a recreational corridor. Sicamous at the urging of the parties involved, drafted a resolution that would establish a source of funding for not only this trail, but also other trails, province wide, that was presented to the UBCM this past September. This resolution was passed by UBCM & will now, hopefully, be dealt with by UBCM & provincial government negotiations. Now that the rails are gone, & when there is some finality to the matter, Sicamous certainly has an appetite to work with whoever is the owner(s) of the old rail line to establish it as a regional recreation corridor.

***Malcolm Makayev (Candidate for Council, District of Sicamous)***

1. In our community walking and cycling improvements should be identified in the revised Official Community Plan, and prioritized in the new Strategic Plan. Both these documents will be created with full input from our community. To implement the construction of new paths in our community while keeping taxes down, we should be applying for grants from sources like the Small Community Fund (through the build Canada Fund) and any other grants that might be available.
2. To significantly improve walking and cycling connectivity in our region, it will take a collaborative of all Community and Regional District's citizens to create a public call to action by sending expressions of support to their local Regional Directors, and MLA to work together with Secwepemc and Provincial Leadership, the Shuswap Trail alliance, community leaders, organizations, and any sponsoring partners to acquire the abandoned Sicamous to Armstrong Rail Corridor.

***Lynn Miller (Candidate for Council, District of Sicamous)***

1. I would love to see a project to put in a trail from Sicamous to Malakwa as I watch the traffic get faster and see hikers and bikers always increasing, what a great way to get people back to enjoying nature and being safe.
2. The safety issue of staying off highway on 97 is a huge win. Depending on how wide a track will be available will dictate what else might be done. What a wonderful opportunity for the whole area. Thank you all for your hard work on our behalf, and good luck.

***Donna Mounce (Candidate for Council, District of Sicamous)***

1. I believe that we need to start a hiking and/or walking group in our community. The reason for this action is to get people moving off the couch and computer and get them active. We also need to budget an amount for maintenance of our trails that we currently utilize. I have a walk/run planned for next year that will partially be done through our local nature trail and through part of our residential area. It is called the Sicamous Beach Park Run. Each community has their own trails and areas that can be utilized for walking and cycling but they seem to be underutilized by the majority of their community. We need to educate and inform our community members about the significant benefits for their health and the environment that we live in. I believe that one step is to start publicizing our trails as assets to be utilized as much as possible. We can start organizing fundraising hikes for organizations with ties to health and environment. We can also start doing some wilderness training courses on our trails.
2. I am not aware of the current state of negotiation with CP Rail for the line. If we have not successfully negotiated the purchase or the lease of the property then I believe that we need to use our voices by going through government channels. I believe that if each council in this region were to contact the various ministries responsible for this type of action we can then use our combined clout to secure the rail line. I believe that once we have secured the rail line each municipality on the route would then be equally responsible for the management and maintenance of the trail

***Joan Thomson (Candidate for Council, District of Sicamous)***

1. Our community needs to work with the Shuswap Trail Alliance to improve the trails in our region to ensure that we are connected to other communities. We also need to work to ensure that the sidewalks and trails within our own communities are safe and easy to navigate.
2. Sicamous has taken the initiative to make a resolution to UBCM to support us and other communities in our province to secure all abandoned rail lines for this purpose and it was passed unanimously. It would also help if all the communities and the First Nations in our area got together and lobbied the governments, provincial and federal, to secure this corridor.

