



2022 07 11

I wish to take a moment to express my concerns regarding the destruction of the KVR trail in the Princeton to Tulameen section, following the atmospheric river events in November of 2021. As you are aware, mass destruction of infrastructure devastated sections of roadways and the KVR last fall, and repairs are essential to the community.

The Princeton RCMP have made considerable effort to increase the safety of ORV users in the area with the expansion of the MV1815 permit, specifically in the Tulameen and Coalmont communities. The permit Tulameen expansion project was developed by myself, in consultation with MOTI, ATVBC, ICBC, and Reichert Sales, after careful consideration and research regarding ORV crashes, fatalities, and general complaints. Prior to the expansion it was common for ORV users to flee from police in Tulameen at the sight of a police vehicle. Since the expansion, the relationship between the general ORV community and the RCMP has developed to reflect respectful, legal, ethical, and responsible shared use of the community by ORV users and an education-over-enforcement model (in most cases) by the RCMP and Conservation. ORV's running from police creates an enormous risk to the user, pedestrians and motor vehicles on the streets. The incidents of fleeing ORV users has been decreased nearly zero since the expansion, which is now on the incline again since the damage to the KVR.

The destruction of the KVR, particularly the highly travelled section of trail connecting the communities of Tulameen and Coalmont, and access corridor to popular recreation areas and attractions such as Granite Creek and Lodestone, has created a significant and dangerous risk to the general travelling public, residents, visitors, pedestrians, cyclists, and ORV users. The KVR is impassible in multiple sections between Coalmont and Tulameen causing trail users to use the highway portion of



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Coalmont Road (over Beer Hill). The speed limit in this section is 80 km/h, there is no shoulder in the most dangerous section, and there are multiple ascending and descending blind corners. This spring (2022) alone, there have been multiple events of ORV users narrowly avoiding collision with legal traffic and several events of ORV users fleeing police in this stretch when police attempt to conduct an ORV traffic stop.

This section of the KVR and its repair is essential in ensuring public safety to facilitate the safe movement of tourists and recreationists in the region, and I am requesting its repair as soon as practicable. The ORV community and the RCMP have progressed exponentially in the last 3 years in relation to safe and legal operation supporting increased tourism and community growth. It is proven that the vast majority of ORV users will operate ethically, responsibly, and legally if given the opportunity.

The trails community, ORV users, Tulameen, Coalmont, and the travelling public need this section of the KVR repaired to maintain the progress that has been made and prevent injury and/or loss of life.

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