



WORCA Response Cycling Trails Master Plan - Draft

The WORCA Board of Directors has reviewed the Draft version of the Cycling Trails Master Plan and as a group discussed the plan and its objectives. The following response represents our concerns, comments and ideas for improving the plan. There is no particular order to our comments. We moved back and forth on the Map and applied the outlined Principals and Objectives.

We'd like to take this opportunity to thank the RMOW for taking the initiative to create such a plan and for allowing us the opportunity to comment. We hope that you will find our feedback constructive and useful.

Singletrack

General Comments

As a group we would urge the RMOW to be sure to try and preserve the nature and feel of certain areas of trails. For example, when proposing new expansion areas or new trails for an area, we feel that the nature and style of the trails in that area should be respected and preserved. Further, we don't necessarily feel that all areas need to have a distribution of trail difficulties. Just because we have room for more trails doesn't mean that we should be developing all available areas. There should be a focus of upgrading and maintaining the existing infrastructure and network before focusing on new trail development.

We also have concerns about the proliferation of machine built trails. While we understand it provides a more entry level trail (and this has been very successful and appreciated in the Lost Lake system), we aren't convinced that this is the best use of funds for trails in the rest of the valley. In the opinion of the Board, it would be more beneficial to the system, and in turn the riding experience, if that money was spent on quality hand built trails that have the feeling of being a bit more connected to the terrain and area one is traveling through.

An additional consideration is the application of Whistler Trail Standards Difficulty ratings. It seems to the Board that there are some inconsistencies in some of the difficulty ratings of trails, i.e. Boyd's and Ride Don't Slide. When compared to trails like Cheap Thrills most feel that BT's and RDS are 'underrated'. While on the topic of RDS, WORCA expects to complete some bridging work next year to keep riders out of the creek and improve the flow of the trail.



Trail Specific Comments

Blueberry Trail

We feel very strongly that the trail should not be downgraded. This is a classic 'heritage' trail in the valley and we feel that it should be enhanced and improve the flow with some hand work versus machine.

Map Zone 458

We like the class 4 option for this area, believe that trails should be of similar style to Cheap Thrills/Industrial Disease.

Proposed Trail 360

We are concerned an easy connection to Flank would create a possible easy access route for people/companies to start shuttling up to cheap thrills. We would prefer to see a climbable Class 3 trail in the 361 zone to connect to the flank and then possibly a blue descent trail at location 360 to keep people from climbing up it.

Proposed Trail 256,253

We would prefer to see the existing character of the West side trails maintained. We also have concerns with the green trail through Rainbow/Rebob section. The Route as suggested; seems to cut right through Rebob and interrupt four descents. This route should be carefully picked so as to not interrupt the flow of the existing network.

Whip Me Snip Me should be left Blue. Possibly keep the green trail from Rainbow Park on east side of road past River to Rainbow Parking lot.

350 Emerald/Rainbow Bench

We would like to see the possible addition of a blue loop through this area, it is already fairly dense with trails and we don't want to overcrowd the area. We are all supportive of the Alpine/Emerald connection; however, we are concerned about it being a Class 2 Trail. We would prefer to see a hand built trail that closely follows the unique contours and nature of that area at a class 2/3 level that would provide an excellent connection between the two neighborhoods as well as provide a great access route to the existing trails.

Zone 355

With concerns about possible (future) lift access on Blackcomb we would prefer to see the area have a more XC Blue trail than a DH oriented one, no fall line trails.

A possible opportunity to add another epic style signature trail that makes use of the land with both climbing and descending.

Trail 455

Concerned that this trail might provide easy access to the DH Foreplay section of comfortably numb and cause unwanted wear and tear on it. We



are more comfortable with an XC style trail that would prevent it from becoming a DH route.

454 short cut

We are NOT comfortable with this option. Comfortably Numb is supposed to be our signature epic trail and we feel that adding such a significant shortcut on the route detracts from this goal. We do however think that the bailout routes down to Green Lake Loop are acceptable as from a safety standpoint there should be some “escape routes”. However to reiterate, cutting the trail short by allowing people to skip the middle section is not acceptable.

Lost Lake and Whistler Interpretive Forest

The trails in these areas are generally for beginner to intermediate riders and we are all aware of the high levels of use by not only cyclists but also by pedestrians. Given the concentration of trails in these areas and the large amount of traffic we'd like to emphasize the importance of keeping these trails well maintained.

Valley Trail

As a connection we are unsure as to why the gates on the east side of Fitzsimmons Creek on the dyke are closed. We would like to see the gates opened from Spruce Grove to Lost Lake as a connector that doesn't require riding on the street.

Connecting Expo Trail with Millar Creek Trail would be nice, from Spring Creek exit, down to a possible bridge on Millar. A Class 1 trail connecting via bridging over the wetlands could provide a nice interpretive stop although the cost would be higher.

153 along Highway is great. The Highway to Tapley's does not need to be paved. It does not really benefit any commuters. Consider blue options along that stretch, ex: after gravel pit to Alpine, the trail is more often as connector on rides.

We feel it would be poor use of Funds to pave in Lost Lake Park.

Additional Comments

Something that stands out to us is that a Class 2 trail seems to be built by excavator. We wonder whether it is necessary at all the time for Green Trails to be built in this manner. We'd also suggest the possibility of giving some long standing classic trails 'Heritage' status, such as Blueberry and others. It would be nice to watch for overcrowding, we don't believe every class of Trail needs to be represented in each Zone.



Review Summary

Overall we feel that this is a great expansion and nice Plan. We commend the RMOW and its planning team for this effort. With all these changes that are being proposed, our concerns and suggestions are few. We look forward to seeing a great final Plan for trails in our valley.

WORCA 2007 Trail year

Several new projects are being planned for the coming year. This is not meant to be a comprehensive or complete list, but these are projects that we have identified as priorities for the coming season. Some of these trails need small repairs for sustainability, others need more love. We will divide the projects into different contracts that can be bid on.

Danimal
Industrial disease
Ride Don't Slide bridging on creeks.
Upper Babylon by Bike Clear cut section.
Rebob
Emerald Forest
Section 102
Young Lust

We'd like to recommend that both WORCA and the RMOW announce their plans for trail maintenance and rebuilding each spring so that community members will be aware of where working will be conducted during the biking season and so that we might prompt local users to either help out in the maintenance or suggest other areas where trails should be worked on.

The WORCA Board of Directors would like to thank the RMOW for its continued support of WORCA and, our trail system that has become an example, and model, for the rest of the world. We look forward to continuing to foster and develop our relationship to enhance our trail network whenever and wherever possible.

Sincerely,

The Whistler Off Road Cycling Association