



2008 in Review

**MANITOBA RECREATIONAL TRAILS ASSOCIATION
ANNUAL GENERAL MEETING
April 17 to 19, 2009
Russell, MB**

Manitoba Recreational Trails Association

2008 A Year in Review

Executive Directors Report

A big **THANK YOU** to our **Volunteer Trail Builders** is the first thing that must be said. 2008 was a year of planning and focus for programs and initiatives for the MRTA. Sustainability, maintenance and trail completion have become the key areas for development. Projects like the Floodway redevelopment, Borders to Beaches and our Maintenance and Refurbishment plan ensure that we are looking to the future of trails and trail builders in Manitoba.

Trails Strategic Planning

The MRTA undertook a Strategic planning exercise, and a plan to 2010 was developed in 2007. This plan is constantly under review was last updated in September of 2008. The updated information is available on is the MRTA website. <http://www.mrta.mb.ca/builders.html>

Border to Beaches:

This single project will help advance the completion and marketing of the Trans Canada Trail in Manitoba. This project has become a 3 year, 4.4 million dollar focus for co-ordinated trail development in Manitoba. The Implementation Committee has dedicated themselves and worked extremely hard on researching and proposal writing so this project was ready and submitted to Canada Builds for funding. Support has been pouring in from the Rural Municipalities, and trail supports in Eastern Manitoba. Funding from the Trans Canada Trail Foundation has been confirmed and \$750,000 is committed.

The Borders to Beaches trail assessment pilot project was completed by Barnes and Duncan. This assessment serves as the basis for the development and construction of trail from Powerview to the end of the Blue Water Trail and the connection to the Red River North Trail.

Trail Maintenance/Refurbishment:

As the TCT moves closer to completion, the MTRA's focus will shift from trail building to trail maintenance and refurbishment. To this end, the firm of Hilderman Thomas Frank Cram was hired to develop a trail maintenance-refurbishment plan for the MRTA in the summer of 2007. After 18 months of research and hard work, the MRTA will roll out this new policy at the AGM in Russell. The study's recommendations will ensure trails in this province have a well planned and funded program for now and into the future. The details will be posted on our website in May and funds will become available shortly thereafter.

Floodway Opportunities Working Group:

In May of 2008 Hilderman Thomas Frank Cram was awarded the contract for the development of an Opportunities Concept Plan. Working with over 40 stakeholders; like the MRTA, Rivers West, Rural Municipalities and special interest groups the Floodway Authority worked on developing a plan that would integrate recreation, education and interpretative infrastructure into the greenway. The Floodway will provide a new connection of the Crow Wing Trail to the Clouiter and Winnipeg Trails system as well as a new bypass that connects to the Red River Trail in the north. The MRTA was a major contributor to the development of a trails plan that would see the separation of usage, a west-side multi-use non-motorized trail and the east-side greenway a natural recreation area for dog-sledding, kite boarding and equestrian activities.

Organizational Activities

The MRTA has invested in developing and strengthening its core organization and its partnerships with funders and trail groups. Board workshops are held to assist in focusing the members on its policies, planning and operations and annual general meetings are held around the province so trail builders can gather and share ideas. The MRTA recognizes the importance of partnerships and that without its relationship with the trails builders and other supporters it could not function as an effective representative for the trails community.

AGM:

In June 2008 the TCT & MRTA held a joint conference and meeting. Activities for our out of town guest were the focus Friday, with an evening reception with provincial updates. Meetings and workshops were held Saturday as well as the morning TCT AGM and the formal Banquet was held in the evening at Lower Fort Garry Hotel. The MRTA AGM was held at the Norwood Hotel in Winnipeg and by the feedback, it indicates that it was a successful event. The National delegates enjoyed their stay and the Manitoba delegates enjoyed the opportunity to get together and learn what was happening along the trail from a national & provincial perspective. Chris Randle, Janice Lukes, Kathleen Leathers, David King, Linda Morin were re-elected for a two year term and Jeoff Chipman was a newly elected board member

Finance:

See – finance report for financial details.

The MRTA currently operates due to funding received from the Provincial government and the TCT Foundation. We have submitted proposals for project specific funding such as, Border to Beaches and are anticipating an announcement sometime in 2009

Fundraising:

A Fundraising committee was formed under the leadership of Jeoff Chipman. This committee is tasked with developing a plan of action to raise the required monies to complete the funding formula set by Build Canada for the Border to Beaches project. This committee will assist the MRTA to meet its financial needs into the future.

Membership:

The 2008 membership breaks downs as follows:

TCT membership	16	(missing: Blue Water, Stanley)
Non-TCT memberships	10	
Household memberships	<u>07</u>	
Total	33	

The membership renewals for 2009 have begun to come in, based on the newsletter reminder that was sent out.

Policy:

With the recent review by Canada Customs and Revenue Agency to the Charitable Tax Status requirements, the Board of Directors is reviewing our current policy. The MRTA will begin assisting Trail groups for applying for their own Charitable Tax number. This is due to changes that will restrict the use of third parties and the MRTA's charitable tax number. It is anticipated that this can be achieved by 2012.

Communications and Promotion

In the age of internet and personal communications, the MRTA is working hard to get our message out. With use of the internet, publications and personal interaction we have achieved new levels of contact and impressions made. Our website, awarding winning maps and newsletter are just a few of the valuable tools available to the MRTA.

Newsletter:

Our major endeavour aimed to reach our trail users and supporters is the newsletter. Currently we are publishing two issues per year with circulation of over 425 per issue. This forum allows trail groups to promote, advise and give feedback to the trails community in Manitoba. The newsletter is also available in an on-line format on our web site.

Web Site:

Our web site content is now controlled from the MTRA offices. This allows us instant accessibility to web updates and the inclusion of more materials to our site. Each trail group now has its own web presence and can post trail updates, photos and events. This is the way to share information and attract new trail users to their area. Linkages to other websites are available and growing as we will continue to add more partners to our site. A new cleaner look for our site is planned for 2009.

Brochure Blanks:

This branding program has become very popular. It allows all trail groups to provide local maps and current information to trail users in a consistent look. It is extremely important to provide our trail users with a sense of continuity in our information flow as they travel across the province. So far we have gone through two printing of the blanks and hope to continue this service to our partners in the coming years. We encourage trail groups to have enough of these forms in stock for the coming year.

Communications Duties:

Management is always working on promoting the trails and working with and forming new partners. Currently the MRTA works with the Canadian Trails Federation, The Trans Canada Trail, Winnipeg Trails Association, Manitoba Floodway Authority and Bike to the Future just to name a few. Staff attended meeting on local trail issues, trail groups AGM's, rural trail development and planning sessions. Staff and board consulted on the Floodway redevelopment, Highways crossings, land transfers and easements and events.

The MRTA sits on the Parks and Protected Areas Research Forum steering committee and the University of Manitoba's Healthy People, Healthy Parks. We assist in judging the TCT/Canada Day Poster Contest and gave a presentation on trail development to a community group in Killarney as they are interested in developing trails through their town. We met with the Lombard North Group who is working on the Assiniboine River Greenway project just east of Spruce Woods.

An events page was continuous updated was added to the MRTA website. These pages highlight and promote our trail group's endeavours. The MRTA posted an event-planning manual under its Trail Builder page that will assist in organizing events along the trail and Trail Adventure Poster Blanks were printed for Trail groups to use and promote their trails.

Trail Events:

We attended the **Saskatchewan Trails Symposium in Regina** – The two days were packed full of seminars and workshops. Saskatchewan is in the process of developing a Provincial Trails Strategy. The main focus of the symposium was to gather input from the trail stakeholder groups. The sessions provided information on experience elsewhere – Alberta Trails made presentations about their pilot map project, their Recreation Corridors legislative review, and their trail classification project that is under development. Marianne Price from the Iron Horse Trail gave a presentation on how the abandoned rail line revitalized their rural economies by bringing in visitors, and what was required to get positive results. Rob Gardner, an environmental consultant from Medicine Hat provided a detailed trail building workshop

The following is a list of a few of the events held across the province by our stakeholders and supported by the MRTA;

- April 20 – Earth Day Celebrations at FortWhyte Alive.
- RSTA: Walk-n-Clean Afternoons: Rossburn,
- June 7- International Trails Day. Attended event along Northeast Pioneers Greenway. Winnipeg launched their 25 new trail marker signs. Trail day events were also held in Roblin and Sandy Lake. Rossburn and Elphinstone held trail clean-up days just prior.
- June 20: Bike to Work Day.
- June 29: North Whiteshell Trail Association: Pancake Breakfast fundraiser at Pinewood Lodge
- July 19: Whiteshell Music Festival – fundraiser for South Whiteshell Trail– Falcon Lake
- Sunday October 5, 10:00 am, Centennial Trail Hike
- Saturday Oct 4, South Whiteshell Fall Supper – Falcon Lake
- Sunday October 5, 10:00 am Centennial Trail Hike
- Headingley Grand Trunk Trail AGM & UPDATE Wednesday, Oct 29th

Interpretive Committee Update

Trailhead Sign Delamination and Re-print:

All signs have been reprinted and delivered and installed by Belle Fosh. All trail groups seem happy with the quality of work. We will continue to monitor these signs in the coming year.

Interpretive Panels:

The interpretive committee has been working implementing the next phase of the MRTA's interpretive plan. To date 10 panels have been designed and approved. A further 49 customized interpretive panels are planned. They will provide information on the geography, topography or cultural history unique to a specific area. The design of 49 signs is a labour intensive project, so the interpretive committee divided this project into phases. The next phase is the design of the custom bases for panels. We are working on a pedestal and base that will be able to take the weight and size of the panels. Mounting the panels is the next challenge, whether a concrete base or sunken posts will work across the province.

The following are the first approved 10 panels. Work is progressing on the remaining panels and it is anticipated that they should be ready for installation by the end of the season.

Crocus - San Clara

Discover the **CROCUS TRAIL**
Découvrez le **SENTIER CROCUS**



Life's Riches

Traveling the Trans Canada Trail across Manitoba you will experience a diversity of cultures and landscapes. You will find the rich heritage of the Métis people here, along the cow wing Trail portion east of the Red River, and again on the Red River North section of the TCT up to Lake Winnipeg. The Métis have an independent spirit. They have blended aspects of both the First Nations and European cultures into their own unique identity.

The Métis value sharing, respect for elders, and a strong sense of community responsibility. In the San Clara area you will hear people speaking Métis, the Métis language. The culture is kept alive and vibrant at events like dances, where the whole community comes together for kidding and jigging. Lessons in youth, fishing, dance and backpacking taught at the Métis centre. The older Council guides the community.

If you are passing through in August, take the time to attend the annual Métis Day and experience this rich culture for yourself.

Les richesses de la vie


En empruntant le sentier transcanadien à travers le Manitoba, vous découvrirez une variété de cultures et de paysages. Le riche patrimoine de peuple métis est ici bien visible, que ce soit le long du sentier Cow Wing, à l'est de la rivière Rouge, ou sur la portion nord du sentier transcanadien, le long de la rivière Rouge jusqu'au lac Winnipeg. Les Métis ont l'esprit indépendant. Leur identité unique résulte du mélange des cultures européennes et autochtones.

Les Métis apprécient les valeurs de partage et de respect envers les aînés, et ils possèdent un sens aigu de la responsabilité communautaire. Dans la région de San Clara, vous entendrez des gens parler le français métis. La culture est vivante et dynamique grâce à des activités telles que danses, où toute la collectivité se rassemble pour jouer du violon et danser la gigue. Vous pouvez prendre des leçons de danse, de jonglerie et de pêche au centre métis. Le conseil des aînés guide la collectivité.

Si vous passez par ici en août, prenez le temps d'assister aux Journées Métis locales et de goûter à cette riche culture.

Crocus - Asessippi Area

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Inondation à La Fourche

The course of water south of the prairie front parts of a system complete designed to control the floodwaters in the valley of the Assiniboine River, and particularly in Winnipeg, after the devastating flood of 1950. Several flood control works were built to protect Winnipeg: the Red River Floodway, the storage diversion, and the Shellmouth Dam. Together these three structures can divert or hold back water destined for the Winnipeg Capital City.

The Shellmouth Dam, on the distance on your right, is holding back the waters of the Assiniboine and Shell rivers, the Red River at the Forks in the centre of Winnipeg. In years of possible floods, the dam retains more water in the Lake of the Prairies, reducing the flow to Winnipeg at peak times, preventing flooding.


Flooding at The Forks

waterways are like veins stretching across the province and country, carrying our lifeblood - water, what happens on the rivers across the province or across the prairies will have an impact on us - good or bad.

The Shellmouth Dam and Lake of the Prairies are part of an elaborate system to control flooding in the Red River valley, particularly in Winnipeg after the devastating flood of 1950. Several flood control works were built to protect Winnipeg: the Red River Floodway, the storage diversion, and the Shellmouth Dam. Together these three structures can divert or hold back water destined for the Winnipeg Capital City.

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Blood of Riel

Many of the people in the San Clara area can claim a blood relation with Louis Riel, the famous Métis leader. Riel was born in the Red River Settlement in 1844. His grandfather was Jean-Baptiste Laprodière. Through the Laprodière line Riel is connected with the LaBrière, Paul, LaPlante and other families around San Clara. The Métis began to disperse from Red River Settlement across the northwest in the 1850s. At the turn of the last century, Métis families began moving to the San, Cane, and Boggy Creeks areas. They came here because there was farmland available, an abundance of wildlife, and trapping and logging opportunities. A walk through the cemetery will acquaint you with the families of San Clara.

Le sang de Riel

Beaucoup de gens de la région de San Clara peuvent prétendre avoir un lien de parenté avec le célèbre leader métis Louis Riel. Louis Riel est né à la Colonie de la Rivière Rouge en 1844. Son grand-père était Jean-Baptiste Laprodière. Par l'intermédiaire de la famille Laprodière, Riel est apparenté aux familles LaBrière, Paul et LaPlante, ainsi qu'à d'autres familles dans la région de San Clara. Après la dissémination à la rivière rouge et le nord de l'est en 1850, les Métis se sont dispersés. Au tournant du siècle dernier, des familles métisses ont commencé à s'installer dans la région de San Clara et Boggy Creeks. Elles sont arrivées nord car des terres agricoles étaient disponibles. Le faune était abondante et les possibilités de pratiquer des activités de chasse et d'exploitation forestière étaient nombreuses. Une balade dans le cimetière vous permettra de connaître les familles de San Clara.

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Découvrez le **SENTIER CROCUS**



Asessippi Provincial Park

Manitoba's provincial parks are lands set aside to conserve the special places and diversity of the province. Each park represents a natural region or cultural heritage. You will pass through ten provincial parks as you cross the province on the Trans Canada Trail.

Asessippi Provincial Park, 23 square kilometres, conserves a portion of the Souris-TIS Plain Natural Region. The park is a combination of mixed-grass prairie and aspen and oak woods. Along the trail look for prairie wildflowers like the orange hoary puccoon or Purple Blazingstar.

From the Asessippi to the Red River to the Assiniboine and Frontenac, the cultural history of Asessippi is rich and varied. Further east along the trail you will come across remnants of the deserted Asessippi townsite. The town was founded in 1852 and had some 50 residents along with a gristmill, sawmill, shingle factory and Cheek Agency. There is an interpretive trail through part of the abandoned townsite on the other side of the river from the Trans Canada Trail.

Parc provincial Asessippi

Les parcs provinciaux du Manitoba ont des terres mises de côté afin de conserver les lieux privilégiés et la diversité de la province. Chaque parc représente une région naturelle ou un patrimoine culturel. En traversant la province sur le sentier transcanadien, vous traverserez dix parcs provinciaux.

Le parc provincial Asessippi, d'une superficie de 23 km², conserve une partie de la région naturelle de la plaine de Souris. Ce parc offre un mélange de prairie mixte et de forêts de peupliers tremblants et de chênes. Le long du sentier, essayez de voir des fleurs sauvages de prairie comme le grand blanchâtre orange ou la liardée mauve.

Des Premières Nations aux commerçants de fourrure en passant par les pionniers et les trépassés, l'histoire culturelle d'Asessippi est aussi riche que les fleurs sauvages qui y poussent. Plus à l'est sur le sentier, vous rencontrerez des ruines de village abandonnées devenues d'Asessippi. Fondé en 1852, ce village comptait quelque 50 habitants et possédait un moulin à brayer le grain, une scierie, une fabrique de barils et une fabrique de planches. Il y avait aussi un magasin d'importation qui traversait une partie du village. De l'autre côté de la rivière par rapport au sentier transcanadien.

Discover the **CROCUS TRAIL**
Découvrez le **SENTIER CROCUS**



The Métis Flag

The Métis flag, a white infinity symbol on a blue background, is proudly flown in the San Clara area, where there is a strong Métis heritage. The flag is thought to be the oldest indigenous Canadian flag, it represents the coming together of the European and First Nations cultures.


The Métis flag is similar to the blue and white flag of St. Andrew - the national flag of Scotland. The blue and white colours are also the traditional colours of the French Republic. The Métis Resource Centre (www.metisresourcecentre.mb.ca) has a wealth of information on the Métis flag and history. You will see the flag proudly flying along this section of the Trans Canada Trail.

Le drapeau métis

Le drapeau métis, composé d'un symbole de l'infini de couleur blanche sur fond bleu, flotte fièrement dans la région de San Clara, où le patrimoine métis est très présent. On pense qu'il s'agit du plus ancien drapeau autochtone du Canada, il représente l'union des cultures européennes et autochtones.

Le drapeau métis ressemble au drapeau bleu et blanc de St. Andrew, le drapeau national écossais. Le bleu et le blanc sont aussi les couleurs traditionnelles de la fleur de la France. Le Métis Culture and Heritage Resource Centre (www.metisresourcecentre.mb.ca) offre une mine d'or d'informations sur le drapeau et l'histoire des Métis. Vous verrez le drapeau fièrement flotter le long de cette portion du sentier transcanadien.

Discover the **CROCUS TRAIL**
Découvrez le **SENTIER CROCUS**



What a View!

There are three viewpoints along this stretch of the Trans Canada Trail. You are looking across the Shell River to the south side of Assessippi Provincial Park. The point in front of you is a popular boating and swimming area. The campground is to the left in the trees.

On a Clear day you can see the Shellmouth Dam stretching across the river far to your right. That is where the Shell River joins the Assiniboine River, which then meanders across the province to join the Red River at The Forks in Winnipeg.

The Shellmouth Dam, completed in 1972, holds back the waters of the Assiniboine and Shell rivers, creating Lake of the Prairies. The lake, out of view around the point of land on your right, is 72 kilometres long and stretches northwest into Saskatchewan.

Just as the Trans Canada Trail connects us, so do our waterways.

Quelle vue!

Il y a trois belvédères le long de cette portion du sentier transcanadien. Vous pouvez voir de côté sud du parc provincial Asessippi, de l'autre côté de la rivière Shell. En face de vous se trouve une zone de navigation de plaisance et de natation très fréquentée. Le terrain de camping se trouve à gauche parmi les arbres.


Par temps clair, vous pouvez voir, à votre droite, le barrage de Shellmouth qui s'étend au loin à travers la rivière. C'est là que la rivière Shell se jette dans la rivière Assiniboine, cette dernière dérivant alors la province pour rejoindre la rivière Rouge à La Fourche, à Winnipeg.

achevé en 1972, le barrage de Shellmouth retient les eaux des rivières Assiniboine et Shell, créant ainsi le lac des Prairies. Caché par le morceau de terre à votre droite, le lac s'étend sur 72 kilomètres jusqu'en Saskatchewan.

Tout comme le sentier transcanadien, nos cours d'eau nous relient.

Red River North - Lockport

Discover the **RED RIVER NORTH TRAIL**
 Découvrez le **SENTIER RED RIVER NORTH**



Channel Cat

Le poisson-chat

The channel catfish is a misunderstood cat. It is a common misconception that channel cats are bottom-feeders that scavenge waste along the river bottom. Not true. These cats are hunters. They do eat clams and crayfish found on the river bottom but they also hunt other fish, especially gizzardies. Nor are they tolerant of polluted water. In fact, waste discharge destroys catfish habitat.

Catfish can weigh more than 10 kilograms and be a challenge for any fisher. Lockport is a great spot to test your mettle against the catfish. Your best bet is still fishing with a single hook and glideye for bait. Catfish meat is white, fatty and rich. It is very popular with Americans who come great distances to fish in these waters.

As you are trekking the Trans-Canada Trail along the Red River you might want to take the time to put a line in, but before you do, pick up a fishing license at the local store.

Le poisson-chat peut peser plus de 10 kg et représenter un défi pour n'importe quel pêcheur. Lockport est un bon endroit pour vous mesurer au poisson-chat. Afin de mettre toutes les chances de votre côté, évitez la pêche au coup avec un hameçon unique et une lequette aux yeux d'or comme appât. La chair du poisson-chat est blanche, succulente et riche. Les Américains sont très friands de ce poisson, et ils n'hésitent pas à parcourir de longs trajets pour venir le pêcher dans ce eaux.

Au cours de votre randonnée le long de la rivière Rouge, sur le sentier transcanadien, vous aurez peut-être envie de lancer votre ligne dans la rivière. Avant de commencer, procurez-vous un permis de pêche au magasin local.

Discover the **RED RIVER NORTH TRAIL**
 Découvrez le **SENTIER RED RIVER NORTH**



Great Comeback

Un grand retour

The American white pelican is a grand bird in flight or on the water. It measures one to two metres in length and has a wingspan more than two metres across. The pelican is an elegant white bird with black primary feathers. You cannot mistake the large orange bill and pouch. The pouch, used to scoop up fish while swimming, can hold 12 litres of water.

In the 1960s and 1970s the number of white pelicans was rapidly declining. Due largely to people disturbing their nests, in 1978 the American white pelican was listed as a threatened species. Education, research and protection have caused their numbers to soar. While still considered rare, their numbers have made a great comeback and they have been taken off the threatened list.

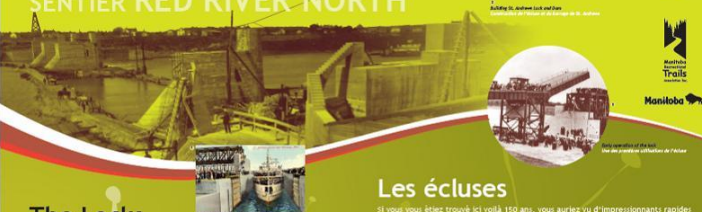
Watch for pelicans flying overhead or floating along the Red on this section of the Trans-Canada Trail.

Le pélican d'Amérique est un grand oiseau, en vol comme sur l'eau. Il mesure de un à deux mètres de long et il a une envergure de plus de deux mètres. Le pélican est un élégant oiseau blanc aux plumes primaires noires. Il est impossible de ne pas reconnaître son bec et sa poche orange. Utilisée pour amasser des poissons tout en nageant, la poche peut contenir jusqu'à douze litres d'eau.

Dans les années 60 et 70, le nombre de pélicans d'Amérique a rapidement diminué, en grande partie à cause des gens qui dérangeaient leurs nids. En 1978, le pélican d'Amérique a été inscrit sur la liste des espèces menacées. L'éducation, la recherche et la protection ont entraîné une remontée spectaculaire de leur nombre. Même s'il est encore considéré comme rare, le pélican d'Amérique a fait un grand retour et a été retiré de la liste des espèces menacées.

Admirez les pélicans qui volent au-dessus de vous ou flottent le long de la rivière Rouge sur cette portion du sentier transcanadien.

Discover the **RED RIVER NORTH TRAIL**
 Découvrez le **SENTIER RED RIVER NORTH**



The Locks

Les écluses

If you were standing here 150 years ago you would have seen a set of impressive rapids with birds, fishing and fish trying to swim up the rapids. In the late 1800s the people of the Red River settlement asked the government to improve navigation on the river so large boats could pass here at Lister Rapids.

The St. Andrews Lock and Dam was opened in 1910, it flooded the rapids to 2.74 metres or 9 feet, allowing the passage of large vessels down the Red River to Lebuk and Lake Winnipeg. The lock itself is on this side of the dam and allows boats to go from the higher water level to the lower level. Boats are raised or lowered 4.3 metres or 14 feet in the lock. You can watch the lock operate between May and October.

The dam is a National Historic Site. To find out more, pick up a copy of the St. Andrews Lock and Dam pamphlet at Kenosaw Visitor Centre across the river.


Si vous vous êtes trouvé ici voilà 150 ans, vous auriez vu d'impressionnants rapides dans lesquels les oiseaux pêchaient et les poissons essayaient de remonter le courant. À la fin du 19^e siècle, les habitants de la Colonie de la Rivière-Rouge ont demandé au gouvernement d'améliorer la navigation sur la rivière afin que de grands bateaux puissent passer ici, à Lister Rapids.

L'écluse et le barrage de St. Andrews ont été inaugurés en 1910, inondant les rapides à une profondeur de 2,74 m (9 pi), et permettant ainsi le passage de plus grands bateaux le long de la rivière Rouge. Vers Lebuk et vers le Lac-Winnipeg. L'écluse elle-même se trouve de ce côté-ci du barrage et permet aux bateaux de passer du niveau d'eau le plus élevé au niveau le plus bas. Les bateaux sont élevés ou abaissés de 4,3 m (14 pi) dans l'écluse. Vous pouvez voir cette opération entre mai et octobre.

Le barrage est un lieu historique national. Pour plus de renseignements, prenez un exemplaire de la brochure sur l'écluse et le barrage de St. Andrews au centre d'accueil Kenosaw, de l'autre côté de la rivière.

South Whiteshell - Trail Falcon Lake

Discover the **SOUTH WHITESHELL TRAIL**
 Découvrez le **SENTIER SOUTH WHITESHELL**



Bottleneck

Le goulet d'étranglement

You are in a tight spot – wedged between Barron Lake and Falcon Lake. How many transportation and transmission systems can you count right here?

Just in this immediate area there are a number of transcontinental infrastructures – the Trans-Canada Highway, the Trans-Canada Pipeline and the Trans-Canada Trail that you are standing on. Not too far from here are also two transcontinental railway lines and several other corridors like the fibre optic line. The Boreal Shield Region is tough and expensive country to build in, so many of the transcontinental systems follow the same corridor.

Il y a dans les environs immédiats un certain nombre d'équipements d'infrastructure transcontinentaux : la route transcanadienne, le pipeline transcanadien et le sentier transcanadien sur lequel vous vous trouvez. Il y a aussi dans les environs deux lignes de chemin de fer transcontinentales et plusieurs canalisations comme la ligne de fibre optique. Il est difficile et cher de construire dans la région du bouclier boréal, c'est pourquoi beaucoup de systèmes transcontinentaux suivent le même couloir.

RSTA Committee:

A committee was struck at the MRTA board level to work through some of the property related challenges associated with the Rossburn Subdivision Trail. The MRTA's lease on 3 parcels of land in Sandy Lake, Rossburn and Russell expired in April of 2008, and the MRTA indicated it was going to exercise its option to purchase prior to that date. The MRTA had hoped to transfer the option to purchase directly to the three RST communities, so that the land would only have to be transferred once, CN however was not supportive of this process.

A considerable amount of time has gone into the acquisition and transfer of railway right of ways from Canadian National Railways. This issue requires CN to provide correct documents and contracts so that the transfers can proceed. Current leases on the property will need to be renegotiated. A draft agreement has been drawn up. We need to change old system deeds to new system titles. Discussed challenges surrounding our option to purchase, and which jurisdictions would be interested in taking over the trail. The sale price would be set to re-coup any taxes paid.

Grants:

Though the MRTA's ongoing program, eleven grants were given out across the province. These funds support continuing work on trail building, signage and maintenance.

MRTA Grants issued in 2008	QTY	Funds Allocated 2008	Total \$ amount paid out
TCT Millennium Fund (MF) Grants allocated	6	\$50,970.05	
First instalment issued TCT MF 2008	3		\$15,517.50
Final Instalments issued MF -TCT Grants 2008	3		\$35,452.55
Final Instalments issued Non-TCT Grants 2007	0		0
TCT Manitoba Project Fund (TCT-MB) Grants allocated	4	\$58,006.00	
First instalment issued TCT-MB Fund 2007	2		\$37,881.00
Final instalment issued TCT-MB fund 2007	2		\$20,125.00
Maintenance / Refurbishment Fund	1	\$5,055.00	\$5,055.00
Total Grant funding issued in 2008			\$114,031.05

Trail Reports

Manitoba's segment of Trans Canada Trail is now grown to just over than 1,400 km when complete. Approximately 78% of our trail has been developed to date. Some of the "incomplete" sections are still passable and will be considered complete when all required signage has been installed. We have 18 incredible Trail volunteer stewardship groups, some of which have several sub-groups that look after developing the TCT in their respective regions. The Trail surface can range from wilderness trail where the route has been cleared and signed to paved asphalt and everything in between, including gravel trail, gravel and dirt roads, mowed grass, wood-chips and boardwalk.

Completion of Trail as of Jan. 2009:

Section	Estimate completed trail	Estimate outstanding trail	Total km	Notes:
Crocus	136	0	136	
Rosburn Subdivision	125	51	176	
Neepawa-Langford	0	34	34	
Carberry-North Cypress	32	0	32	
Glenboro-South Cypress	35	10	45	Connection through Sandy Lake First Nation ~ 10 km
Victoria Millennium	15	0	15	
Lorne	78	0	78	
Miami-Thompson	54	0	54	
Stanley	64	0	64	
Altona-Gretna	76	0	76	
Crow Wing	189	1	191	
Winnipeg	76	7	83	~ 17 km currently signed
Red River North	34	120	154	
Blue Water	72	20	92	Incomplete section includes gap from Powerview to Red River North
Pinawa	28	0	28	
North Whiteshell	50	40	90	
Centennial	25	20	45	Includes gap to Rennie
South Whiteshell	11	4	15	Does not include Falcon Lake route for water connection. Add 24 km to total.
Totals:	1,100	307	1,408	% Complete 78%

Crocus Trail - 136km/85 miles. Connects with the Saskatchewan border at Madge Lake and continues south through Duck Mountain Provincial Forest, through Roblin to Russell

This trail is essentially complete, but with some sections in flux – notably the Duck Mountain section, due to varying moisture levels in swamp areas. Still pending is the installation of Trailhead markers at Russell. The trailhead and the MB- Sask boundary will have to wait until the highway reconstruction is completed at the junction of hwy 83 & 57. Trail usage is light to moderate throughout and use within town and adjacent to park or water is heavier.

Snowmobiles predominate the Tummel and Asessippi section. Bear Creek is popular with ATV'ers, but this is causing challenges, as the ATV trail is to be separate from TCT due to damages on the trail. Currently there is no conflict with snowmobilers' as they stay to designated trails.

RSTA - 176 km/109 miles. This section of trail is a former rail line that runs from Russell to Neepawa. Although the trail functions as a snowmobile route in winter, further work is being done to bring the surface up to standard that will make it suitable for use for cycling and hiking in the summer months.

This section of trail is a former rail line that runs from Russell to Neepawa. Although the trail functions as a snowmobile route in winter, further work is being done to bring the surface up to standard that will make it suitable for use for cycling and hiking in the summer months. Work started on trail refurbishing the trail from Erickson to Sandy Lake and was completed before the years end. Crushed fines from the rock crushing process have been applied and packed, giving these 14.5 miles a very cyclable surface. Also completed was the project of signing of full trail with "Stop" and "Stop Ahead" signs. TCT signs have been put up along the complete trail, from Neepawa to Russell.

Neepawa / Langford - 34 km/21 miles. This trail runs from the Town of Neepawa to the Southern boundary of the Rural Municipality of Langford.

Trail is complete but basically along back roads from where it meets Neepawa. The trail group hopes to have agreements in place with PFRA to deal with the challenge of straightening out the south portion to continue straight south rather than make the required jogs. Crossing the Whitemud River possesses a challenge along the selected route. They hope to re-deck the old dam in order to connect with the RM of Langford. The RM of Langford has determined an interim trail route through the RM, until such a time as passage through Langford pasture can be negotiated.

Carberry/North Cypress Trail - 32 km/20 miles. This trail section follows little used rural roads and has been signed for the last few years. The trail runs from northern boundary of municipality near Wellwood to southern boundary of municipality 5 miles south of Carberry. The Carberry Plains area is characterised by fertile soils that produce a very diverse agriculture industry.

The trail group is anxious for the connections on either side of their trail section to be completed. Trail signage is being update and new signs will be in place for summer of 2009.

Glenboro South Cypress Trail - 35 km/22 miles (+10km gap). This trail begins at the boundary of the R.M of North Cypress, 8km/5mi south of Carberry. It runs through the R.M. of South Cypress and Spruce Woods Provincial Park, to the southern boundary of the park – 6.5km/4mi north of the Cypress River.

The trail is complete from Epinette Creek parking lot, south through Spruce Woods Park and joins up with the R.M. of Victoria/Cypress River section, except for the Assiniboine River crossing. There is a gap of approximately 10 km between the south end of the Carberry trail section and Spruce Woods Provincial Park. Once the route through Swan Lake First Nation has been determined, the last connection out of the park can be made.

Victoria Millennium Trail/Cypress River - 15 km/9 miles. Head out leaving Spruce Woods Provincial Park along the South Park road, this route will parallel Hwy #2 to the east of the Village of Cypress River. The area provides a diversity of landscapes – rock-strewn hills, wetlands, forested sandy lands, and flat prairie fields. A millennium park adjacent to Hwy #2 is complete with washrooms, camping and Kitchenette. Be sure to explore the Cypress River Wetland Discovery Trail, which opened in the park in June of 2006.

The biggest challenge relates to maintenance and the replacement of signs, and posts that go missing from year to year.

Lorne Municipality Trail - 78 km/48 miles. This section of trail is situated in the gently rolling hills and fertile lands of southern Manitoba. It follows little used rural roads and is signed. It is bordered on the east by the Pembina Hills, by the Tiger Hills on the north and west, and the Pembina Valley on the south. The Pembina River drains a series of lakes including the popular Swan Lake to the south. As you approach St. Leon you can't miss the giant windmills harnessing the energy from the prairie winds.

Miami/Thompson Trail - 54 km/34 miles. This trail starts near Deerwood at the boundary of the Rural Municipality of Thompson. It runs through Five Corners to the boundary of the Rural Municipality of Stanley. It passes through a particularly picturesque river valley.

Trail Maintenance has replaced trail development as a primary task. A bridge needs to be re-installed, work for shoring up needs to be done.

Stanley Trail - 64 km/40 miles. The trail enters from the R.M. of Thompson at the northwest corner and generally follows the line of the Pembina escarpment in a south easterly direction to within a mile of the Canada / U.S. border. The southern part of the trail closely follows the Boundary Commission Trail. The most technically challenging and scenic portions are the ones that follow the wooded creeks along the escarpment.

This section is complete and signed. Maintenance is a current focus. There are a few sections that get washed out along escarpment especially in years with heavy run-off.

Altona/Rhineland/Gretna Post Road - 76 km/47 miles. This trail follows portions of the old Boundary Commission Trail that was used to establish the Canadian/US border. It also passes through various communities first settled by Mennonites, as evidenced by many of the town names.

A long-term re-route of trail is planned for the future, but is stalled pending negotiations with landowners. The Trail section along the US border may also require a re-route at some point in the future, should border requirements make use of this section prohibitive.

Crow Wing - 190 km/118 miles. This winding trail begins at the town of Emerson and follows the historic Red River Cart route north. It passes through the towns of Ridgeville, Roseau River First Nation, St Malo, St Pierre Jolys, Otterburne, Niverville, St. Adolphe to St Norbert to join up with the Winnipeg section of the TCT.

The Niverville section is currently in a road right-of-way and slated to be incorporated into their new Crow Wing subdivision. Lease issues in the RM of De Salaberry require that the trail be temporarily re-routed until a lease agreement expires. The Kirkpatrick swamp requires a temporary re-route due to need for a boardwalk solution. Seasonal flooding can affect sections of the trail.

Winnipeg - 83 km/ 52 miles. The Winnipeg section of Trans Canada Trail follows approximately 50% of the City Parkway System with the remaining route following park trails and city streets.

81 km of TCT in Winnipeg follows existing trails or quiet residential roads. Of the 81 km, two key links will be completed by 2011 - a multi use pathway along Bishop Grandin Blvd WEST of the Red River - from Pembina Hwy to McGillivray (linking in Waverly West and FortWhyte Alive) and a multi use pathway alongside the Chief Peguis expansion from the Red River along Douglas Ave in NK to the Northeast Pioneers Greenway. Completion of these two linkages will finally enable SAFE passage by foot or bike on the entire 81 km. Winnipeg Trails Association is working with the City of Winnipeg to install TCT signage this summer and next. Wpg Trails Association is working to secure funding to develop updated Winnipeg TCT map. Discussions are underway with local trail groups to hold a Trans Canada Trail event promoting the TCT in Winnipeg.

Winnipeg Trails Association is coordinating 5+ trail groups and will be holding events on trails for International Trails Day, June 6th. Details will be posted in the next week on websites. It would be great to be able to link to PROVINCIAL trail activities occurring on International Trails Day on the MRTA website.

Many other positive trail development projects are occurring in Winnipeg - not TCT related - ie: Trail Mapping project, Trail signage project, KM signage project, Trailhead Project, Trail Development projects, Policy development related to trail standards, Ciclovía, etc.

Red River North - 133 km/83 miles (+21km). The trail travels north from the City of Winnipeg (at the perimeter and Henderson Highway) to Birds Hill, along the Floodway to cross the Locks and Dam at Lockport; North along River Road to Historic Lower Fort Garry; traveling through the City of Selkirk, crossing the bridge and heading northeast through East Selkirk and Tyndall; turning north through the Mars Sand Hills, past Gull Lake, Beconia, and the beaches - passing through Grand Marais and Grand Beach, along the shoreline at Lake Winnipeg at Lester Beach, traveling north to Traverse Bay to turn South and connecting with the Blue Water Trail in the Belair Provincial Forest.

Approximately 88km have still to be developed and a further 36 to 40 km requires signage. The greatest challenge is that much of this trail passes through crown & private lands and obtaining permits and land use licenses. The trail group has added another 20 kms to their area from Traverse Bay Corner south and east to the start of the Blue Water Trail.

Blue Water - 92 km/57 miles (+20km). This trail starts at Jackfish Creek in Belair Provincial Forest and runs via Great Falls to the Old Pinawa Dam site.

The section from Pine Falls to Pinawa is complete although one section needs to be moved from the highways right-of-way (not approved) to an alternate route, which involves surfacing 2.5 km of swampy ground and a couple of 6 ft bridges. A gap of approximately 20 km exists between Belair Provincial Forest and Pine Falls.

Pinawa Trail - 28 km/17 miles. The Pinawa Trail section traverses mixed forest, granite ridges, and beaver dams as it winds from the Pinawa Dam Provincial Park to the Seven Sisters Generating Station. It includes the Pinawa Channel Heritage Walk, Ironwood Trail, and Alice Chambers Trail. Thousands of visitors experience the

beauty, diversity of wildlife, and the exhilaration of just being outdoors in what seems to be an untouched area.

Future Plans are to improve some of the stretches that are very wet in spring with boardwalks, or built up areas to make the trail open and available to all walkers and users.

North Whiteshell - 90 km/56 miles. The North Whiteshell section stretches from the dam at Seven Sisters Falls to Caddy Lake, via Natalie, Eleanor, Dorothy and Nutimik Lakes on the Winnipeg River, and Betula Lake, White Lake, Brereton Lake, and Rennie. Approximately 50 km of trail have been built to date. The Whiteshell River Bridge at Nutimik Lake is a key river-crossing project that will facilitate trail completion in this section greatly.

The approaches to Whiteshell River Bridge were roughed-in to allow construction access to the Bridge site. Completed a 4 km section along Bannock Point Road and connected Bannock Point Road to Pine Point Rapids Trailhead. At Brereton Lake a 3.4 km section of trail from the CN tracks to Amisk trail was completed as well as an 8 km section extending from Betula Lake to Basket Falls.

Centennial Trail - 45 km/28 miles. Running from the Bear Lake Trailhead to Caddy Lake, this new section has been incorporated into the Trans Canada Trail. A further section has been flagged and partially signed from Bear Lake Trailhead, around Ross Lake to the microwave tower along Highway 44. Some sections of this trail are very difficult and not for novices. A 10 to 15 km gap exists between the microwave tower and the Town of Rennie.

The Centennial Trail has been developed by the Boy Scouts and Girl Guides of Canada and is currently 25 km in length.

South Whiteshell - 15 km/9 miles. This trail section runs from Caddy Lake to West Hawk Lake, with a spur from West Hawk to Falcon Lake. The spur is an exceptionally well-built trail that is receiving a lot of year round use. An obstacle involves the trail section at Penniac Bay, which will require a re-route a long Star Lake, until such time as the Highway department refurbishes and widens the road and road allowance to allow for a safe road crossing. Ontario is slated to have a water route from Dryden to the Manitoba border. This would mean altering the connection point with the Trail in Manitoba and incorporating the spur trail to Falcon Lake as part of the Manitoba TCT route. A proposed route has been selected and will be finalized once Ontario has negotiated the last connecting piece. This would increase the trail length by another 24 km with approximately 10 km needing construction.

This section of trail has been substantially completed by the local trail association, but still has some construction needs, once again through the landscape of the Precambrian Shield. Their largest remaining challenge is crossing Penniac Bay, which is dependant on the Department of Transportation and a widening of the highway at that point. They also require a smaller footbridge for a crossing by Caddy Lake which would provide for a connection with the Centennial Trail. The Trans Canada Trail route from Ontario will be a water route, connecting through High Lake. This will require additional trail construction along the south shore of Falcon Lake. The Mantario feeder trail, Caddy Lake inlet bridge and West Hawk Lake to Travel Manitoba Centre are under construction and should be completed soon.