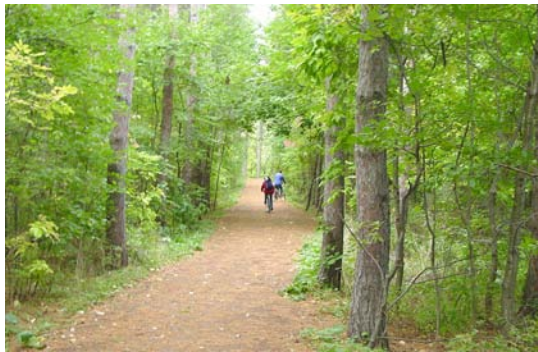


MARCH 2006



*Trails Master Plan*  
for the CITY OF KAWARTHA LAKES



dmA Planning & Management Services  
SRM Associates

# CITY OF KAWARTHA LAKES TRAILS MASTER PLAN

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*The authors wish to acknowledge the significant contributions made by the following:*

*the City of Kawartha Lakes Council, Steering Committee and Staff; the numerous trail and forest users, trail organizations, agency representatives and members of the public who contributed to the plan and its recommendations through direct input, as well as providing background reports, mapping and photographs.*

## EXECUTIVE SUMMARY

*“Trails in the City of Kawartha Lakes will be safe and accessible, support attractive and livable communities, and be sustainable...”*

This visionary goal, incorporating the principles developed with the assistance of trail users and members of the public, has helped inform the Trails Master Plan and will continue to set the tone for trails planning throughout the City. This goal is a reflection of both the local and regional community interest shown for trails planning throughout the study, but also the significant potential for quality trails within the City of Kawartha Lakes.

The City of Kawartha Lakes has an enviable system of trail corridors and nature areas, which link its urban communities, rural farmland, forests and lake systems. The primary City-owned recreational trail is the Victoria Rail Trail Corridor (VRTC) which extends across the municipality from north to south, and a network of trails in the forest management areas. The municipal system is supported by a provincially-owned rail-trail which links to adjacent communities on the east and west, as well as a range of trail loops in conservation areas and provincial parks.

The Trails Master Plan addresses the need for a comprehensive approach to trails planning and development throughout the City, and provides a framework for future decision-making. It will serve as a long term planning tool to guide the development of new trails and open space linkages, and to assist in negotiations to acquire routes for recreation/transportation as opportunities arise.

### Trails and Leisure Trends

With an increasing number of people in the City’s urban areas, and an aging population with a very high proportion of residents over 65, the importance of trails and passive outdoor recreation will undoubtedly increase over the next decade. As the City’s potential for all-season recreation use, and growth as a near-urban community is realized, it is expected that there will be increased interest in trails use by both motorized and non-motorized users. The City’s Strategic Plan for Parks, Recreation and Culture indicates that resident participation in unstructured recreational activities will increase as the population ages.



### Benefits of Trails

The benefits of trails are well documented, in studies throughout North America, including the recent Ontario Trails Strategy. Trails promote significant **health benefits** through the

encouragement of an active lifestyle that reduces risk of disease, and saves on health-care costs. Benefits can be afforded to a wide range of users including the physically active as well as the elderly, children and youth, and persons with disabilities.



Trails support both urban and rural/recreational lifestyles and can support broader environmental and ecological objectives through the protection of greenspace. From the perspective of **social and community benefits**, trails offer low cost, unstructured recreation that can be enjoyed in solitude, by families and as group activities. Volunteerism and collaboration, which have been the underpinnings of trails development across Ontario, strengthen community bonds. In Kawartha Lakes, trails support the concept of a "Community of Communities" providing connecting links both physically and socially.

Studies indicate that trail uses of all types, both motorized and non-motorized, have significant **economic benefits** for local communities that support them, through direct and indirect induced spending and tax generation. Research suggests that trails promote a high quality of life for communities and indicate a desirable place to both live and operate a business, or visit.

### Public Consultation

The Trails Master Plan is based on consultation and input from a wide variety of trail users; local and regional interest groups; landowners and other members of the public; and city representatives and staff. The following is a list of interest groups that participated over the course of the study (listed by type, in alphabetical order):

<b>All-Terrain Vehicles (ATVs)</b>	Burnt River Off-Road Kawartha Trail Riders Ontario Federation of All-Terrain Vehicles (OFATV)	<b>Nature &amp; Science</b>	Kawartha Field Naturalists Victoria Land & Water Stewardship Council
<b>Business &amp; Tourism</b>	Local Museum Bobcaygeon & Area Chamber of Commerce City of Lindsay Chamber of Commerce Kawartha Lakes Community Futures Development Corporation (CFDC)	<b>Rate Payers</b>	East Cameron Lake Area Rate Payers Association (ECLARA) Talbot Lake Cottagers Springdale Gardens

<b>Bicycling</b>	Biker Babes Spokes for Folks Fenelon Free Wheelers	<b>Service</b>	Rotary Club of Lindsay United Way
<b>Equestrian</b>	Ontario Trail Riders Association Ontario Equestrian Federation	<b>Snowmobiles</b>	Ontario Federation of Snowmobile Clubs (OFSC) Kawartha Lakes Snowmobile Club (OFSC Chapter)
<b>Health &amp; Wellness</b>	Health for Life Health & Lifestyle Task Group Trails for Health	<b>Off-road Motorcycles</b>	Ontario Dual Sport Club Oshawa Competition Motorcycle Club (OCMC) Ontario Federation of Trail Riders (OFTR)
<b>Hiking &amp; Outdoor</b>	Kawartha Lakes Green Trails Alliance (KLGTA) Ontario Trails Council (OTC) Ganaraska Hiking Trail Association (GHTA) Down to Earth Adventure Outfitters	<b>Other</b>	Guenkel, Rogers & Associates Sir Sandford Fleming College Swamp Rats

In addition to the individual residents that brought forward their vision, each of these interest groups provided valuable input into current and future trail usage and planning across the City.

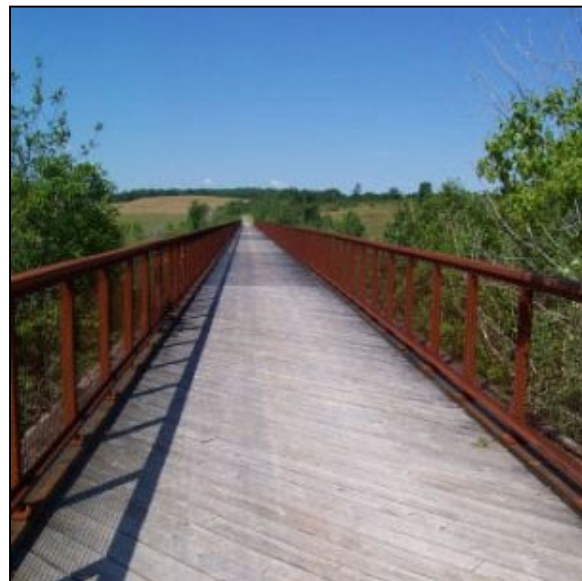
The City’s mix of urban and rural culture, the presence of a number of well organized trail groups with specific interests, and significant public concern for specific trail issues such as the use of the Victoria Rail Trail Corridor (VRTC), have revealed a number of emerging themes / issues regarding the future of trails across the entire the City.

**General Trails Planning and Development**

The public identified the importance of trail safety, accessibility, tourism and promotion, quality greenspace both in rural and urban settings, and cooperative shared use for trails across the City. Discussions around general trails planning and management included calls for a coordinated Trails Advisory Committee and a city-wide approach to the provision of both motorized and non-motorized trails.

**Victoria Rail Trail Corridor**

Discussion on the VRTC generated interest from groups and members of the public representing a range of uses, including walking/hiking/jogging, cross-country skiing, cycling, horseback riding, ATV, snowmobile and two-wheeled motorized use. Visions for the trail ranged from continuous and unrestricted motorized access to solely non-motorized uses, while others saw it as an opportunity to showcase the concept of a shared use



trail. As such, most of the discussion in the consultation activities and public feedback focused on the future of the VRTC. Most public comments called for improved standards of maintenance, and better regulation and enforcement. A number of people called for further consultation. The public was supportive of identifying key roles and responsibilities between trail organizations for maintaining sections of the VRTC.

### *East-West Rail Trail*

As the east-west rail trail falls under jurisdiction of the Provincial government, the City has no authority over the use and operation of this trail at this time. In discussing possible opportunities for this trail, there was public support for further upgrading and development of this provincially-owned former rail line as a recreational trail, along with the use of partnerships in management and maintenance. Hiking and cycling groups and a number of survey respondents saw this trail as part of the larger Trans Canada Trail system, with ATV and two-wheeled motorized users seeking access as well.

### *Trail Upgrades, Maintenance and Management*

Public comments on trail conditions and standards across the City ranged from general satisfaction to concerns for costs and maintaining shared-use conditions. Ongoing efforts in trail maintenance across the City were explored with potential formalized agreements. Partnership opportunities with interest groups and local business were suggested, as well as potential user-pay systems to cover ongoing trail costs. Focusing upgrade efforts on particular sections of the VRTC to achieve a world-class shared use Rail Trail was well supported.

### *By-laws & Enforcement*

The notion of a safe, shared and regulated trail system supported by a program for management and enforcement was central throughout the study process. Mixed feelings were expressed toward the need for, and content of the regulatory by-laws on the VRTC. Suggestions for enforcement included use of volunteers as trail wardens, as well as use of existing police programs, with a general agreement that any program for the VRTC should be further developed in consultation with all stakeholders.

### *Cycling Routes*

Emerging as an unrecognized source of tourism and recreation, safe and attractive road-based cycling routes and cycling on the VRTC were found to be important opportunities to members of the public and local user groups. With cycling groups involved in determining the recommended routes, there continues to be significant potential for promotion of this healthy and environmentally friendly activity.

## **TRAILS MASTER PLAN RECOMMENDATIONS**

Recognizing the needs of all users, both motorized and non-motorized, and aiming to integrate those needs into a coordinated and practical trails planning and management strategy for the City was central to the development of the Trails Master Plan and its recommendations. Considerations have been given to all of the potential economic, social and health benefits that trails can provide to the City, with a focus on moving towards the realization of a number of these potential opportunities, over the ten-year term of the plan.

For planning and management of the VRTC, the Plan's approach has been to draw upon and provide for the existing trail features and segments. Physically divided by two growing urban



areas, the VRTC has presented a number of challenges related to a continuous trail corridor through the City, particularly in the area of Fenelon Falls where the trail is disconnected in the summer season, and through Lindsay, where the urban trail system is fragmented. Formally recognized as being divided at Lindsay into the North and South Corridors, the VRTC is actually segmented into three parts: the North Corridor, extending from the County of Haliburton to Fenelon Falls; the Central Corridor extending from Fenelon Falls to Lindsay; and the South Corridor extending from Lindsay south to the Ganaraska Forest.

This results in motorized recreational vehicles unsafely traversing the urban areas using the road system, while seeking the continuation of the trail. While it was not within the mandate of the study to investigate in detail, the issues of road related use by snowmobiles, ATVs, and two-wheeled recreational vehicles, the Plan and its recommendations have nonetheless sought to address safe use of the VRTC, by all users. The Plan therefore establishes staging areas, trailheads, and trail improvements that support the existing structure and character of each Corridor, and provides a management strategy that is based on safe, shared-use and collaborative efforts of trail users. The Plan also suggests potential future connections via urban bypasses, with consideration of access to the periphery of the urban areas. Due to the complex nature of these road-based solutions, further investigation of the feasibility of these initiatives by City staff, user organizations, and approving agencies will be needed.

In recognition of the popularity of Kawartha Lakes for cycling, both in terms of local usage and tourism value, the Plan examined existing user needs and road-based and greenway cycling routes, and sets the framework for the development of an enviable City-wide cycling system.

The tremendous natural resource offered by the Forest Management areas provides additional opportunities for trails development of all types. The recommendations of the Forest Management Plan are endorsed through the Trails Plan, and the continued collaborative efforts of the City and the Forest Management Advisory Committees are encouraged.

There is unquestionably more work that can and will be done to further trails development in the City of Kawartha Lakes. This will require ongoing dialogue, discussion and collaboration between the City, its residents, trail organizations, and external agencies to realize the full potential of the City's existing and future trail assets. The establishment of a Trails Advisory Committee to assist the City is recommended in this Plan, and was supported in the consultation process.

A corporate and financial commitment to undertaking the recommended capital projects, and to managing and maintaining the trail system, both now and into the future, will be necessary. A sustained funding commitment and collaboration from all levels of trail partners, including the City, the Province, the Conservation Authority, and trail user/management organizations, will be necessary.

**Table 1** represents a summary of the **key recommendations** for the City of Kawartha Lakes. These final recommendations should be read in conjunction with the rationale provided within the body of the Plan, particularly in *Section 4.2 Trail Issues and Recommendations*.

**SUMMARY OF TRAILS MASTER PLAN RECOMMENDATIONS:**

<p><b>TRAILS PLANNING AND MANAGEMENT</b></p>	<p><b>Recommendation 1:</b>          Establish a Trails Advisory Committee comprised of City staff, representation from <u>all</u> trail user organizations, and agency partners. The mandate of the committee should be to further trails development in the City, and:</p> <ul style="list-style-type: none"> <li>- provide assistance to the City in the planning and development of trails;</li> <li>- coordinate volunteer trail maintenance efforts (e.g. general clean-up days);</li> <li>- develop a trails permitting system (i.e. for motorized use through umbrella organizations);</li> <li>- assist with monitoring of trail issues and conditions;</li> <li>- liaise with the City on trails development / management / promotion;</li> <li>- assist with identifying/securing funding for special trails projects (e.g. through organization fundraising, adopt-a-trail program, or grant securement);</li> <li>- assist in the development and verification of trails promotional materials;</li> <li>- assist in the development of a monitoring and enforcement program; and,</li> <li>- undertake public education and community outreach programs, e.g. at schools, through City websites and those of member organizations.</li> </ul> <p><b>Recommendation 2:</b>          Identify a City staff person as a trails coordinator to sit on the Committee and liaise with other City departments responsible for planning, economic development and roadworks to ensure that trail opportunities are addressed in City planning and infrastructure improvements.</p> <p><b>Recommendation 3:</b>          Continue to plan for trails development in growth areas. Ensure that new development areas are provided with sidewalks and/or trails for walking/cycling only. Develop bicycle lanes on selected collector / rural roads as road improvements are undertaken.</p> <p><b>Recommendation 4:</b>          Work with other trail providers to develop / support a network of trails in the City that offer a range of trail uses as appropriate to the location (hiking/walking, cycling, mountain-biking, ATV, snowmobiling, equestrian and potentially two-wheeled motorized uses), e.g. in the forest management areas, Conservation Areas, the provincial east-west trail, crown lands, private lands, Sir Sandford Fleming College Campus, and proposed new Provincial Parks such as Kawartha Highlands, Queen Elizabeth II Provincial Parks (QEIIPP).</p> <p><b>Recommendation 5:</b>          Ensure accuracy of current promotional materials (e.g. through the trails coordinator / Trails Advisory Committee) prior to re-publishing. Update materials periodically to reflect trail network changes, and as improvements take place.</p>
<p><b>VICTORIA RAIL TRAIL CORRIDOR</b></p>	<p><b>Recommendation 6:</b>          Develop and approve a municipal By-law to regulate trail uses on the existing Victoria Rail Trail Corridor as follows:          That hiking, jogging, walking, cycling, cross-country skiing, equestrian uses, and snowmobiles and All-terrain vehicles are permitted uses on the trail, subject to the following conditions:          That ATV use is for All-Terrain Vehicles only, as specified under the Highway Traffic Act, Regulation 316/03.          That ATV use is sanctioned for use, by permit only, to the Ontario Federation of All-Terrain Vehicles (OFATV) and its members providing that the following undertakings are accepted:</p> <ol style="list-style-type: none"> <li>a) Members and users of the trail must be properly licensed and insured, and display trail permits.</li> <li>b) ATV use is restricted on the following sections:             <ul style="list-style-type: none"> <li>- Victoria St. / William St. N. / Orchard Park Road area north to Thunder Bridge Road;</li> <li>- Hwy7. to Logie St. (when a staging area at Hwy. 7 is completed);</li> <li>- East Cameron Lake section from Garnet Graham Park to the unopened municipal road allowance (when an alternate trail is connection created along the road allowance, and a staging area at Northline Road), except during the following time period: when swing bridge closes (approx. mid-October) to Dec. 1 when snowmobile season begins.</li> </ul> </li> </ol>

**VICTORIA RAIL  
TRAIL CORRIDOR  
(cont'd)**

That snowmobile use is sanctioned for use by permit only to the Ontario Federation of Snowmobile Clubs (OFSC) and its members providing that the following undertakings are accepted:

a) Snowmobile use is restricted on the following sections:

- William Street to Thunder Bridge Road;
- Hwy. 7. to Logie St. (when a bypass is completed).

b) Members and users of the trail must be properly licensed and insured, and display trail permits.

And further that all use of the trail is subject to the following regulations:

**Hours of Use:**

All users, 7AM to 11PM, unless by special permit

**Season:**

Closed to all motorized uses April 1 to April 30 (due to damage during spring thaw)

ATVs: May 1 to Nov. 30

Snowmobiles: Dec. 1 to March 31

**Speed Limit:**

Snowmobiles: 50 km per hour

ATVs: 30 km per hour

All motorized vehicles: 20 km per hour through urban areas, as follows:

- West St. South to Northline Road, in Fenelon Falls urban area;
- Heritage Park to the boundary of the City of Kawartha Lakes and Haliburton County, through Kinnmount urban area;
- Between Twigg Road and Weston Road through Bethany urban area; and, through Burnt River urban area.

**Recommendation 7:**

Investigate/develop a program for management and enforcement of trails regulations, including a trail permitting system for motorized uses.

The program should be developed in consultation with the OFATV, OFSA and local chapters, other trail user groups, the City of Kawartha Lakes Police and the OPP. Models to investigate include:

- Use of municipal by-law enforcement officers on the trail;
- Establishment of a volunteer Trail Warden program e.g. with OFATV and OFSC as enforcement agents;
- Establishment of a Trail Warden program conducted as a collaborative initiative between City & OPP (SAVE unit).

**Recommendation 8:**

The following is recommended for the VRTC at Lindsay:

ATV / snowmobile use should be discontinued in the section of the VRTC from Victoria St. / William St. N. / Orchard Park Road north to Thunder Bridge Road, immediately, and signs posted at Ken Reid CA and at Thunder Ridge Road indicating where the trail ends.

The feasibility of providing a staging area on Thunder Bridge Road at Angeline St. should be examined. This will allow for the potential future development of a by-pass route along Thunder Bridge Road, should a road extension and bridge over the Scugog River ever be considered.

Alternately, in the absence of the suitability of a staging area at Thunder Bridge Road, the following areas should be considered instead:

- at the east-west hydro corridor (north of Angeline Street);
- Ken Reid CA. There is an existing parking area at Ken Reid, however this option would need to be further discussed with the Conservation Authority.

A staging area should be developed at Hwy. 7, and ATV / snowmobile use should then be discontinued from Hwy. 7 to Logie Street;

<p><b>VICTORIA RAIL TRAIL CORRIDOR (cont'd)</b></p>	<p><b>Recommendation 9:</b> The following is recommended for the VRTC at <u>Fenelon Falls</u>: Develop a staging area at the Fairgrounds on the south side of the river. Develop a staging area on the municipally owned land adjacent to the Superior Propane Station at Northline Road, and discontinue ATV use on the section from Garnet Graham Park, along East Cameron Lake to Northline Road for northbound traffic. Investigate the feasibility of developing a trail section from the VRTC along the unopened municipal road allowance to the baseball field at Colborne St. Establish an ATV only (no trailers) parking area to provide for closer access to the business area for southbound traffic.</p> <p><b>Recommendation 10:</b> Investigate with the MTO, OFATV and OFSC during the upcoming road widening, the feasibility of developing a snowmobile / ATV by-pass around Lindsay. The preferred route is in the north road allowance along Highway 7, extending from the overpass over the south corridor at Golden Mile Road (staging area illustrated on Figure 1), along Highway 7/35, north to Harvest St., then north along Hwy. 35 to Thunder Bridge Road, then east to the VRTC. The by-pass will require consideration of a special lane in the Hwy. 7 bridge reconstruction. In conjunction with a bypass, investigate suitable locations for additional ATV/snowmobile staging areas to provide access to commercial areas: - on Road 36. - on the airport lands; - in the vicinity of Hwy 35/7B; - on/adjacent to Wilson Fields at Hwy. 35 and Colborne Street.</p>
<p><b>FUTURE TRAIL CORRIDORS</b></p>	<p><b>Recommendation 11:</b> Investigate as an alternate future solution the feasibility of developing snowmobile/ATV bridge across the Scugog River at the terminus of Thunder Bridge Road, connecting to Lagoon Road through the Lindsay landfill site and establishing an ATV route along Verulam Road South (Road #36).</p> <p><b>Recommendation 12:</b> Investigate longer term solutions for redeveloping the bridge on Road 121 or constructing a new one, and identifying local roads through Fenelon Falls or a by-pass to accommodate an ATV connection. Investigation of traffic volumes will be needed to confirm potential municipal roads that can support ATV use, along with more in-depth discussion with the ATV and snowmobile associations, local residents, City staff and the police, to determine if there are any feasible routes.</p> <p><b>Recommendation 13:</b> Through the Trails Advisory Committee, identify key roles and responsibilities between trail organizations for maintaining sections of the VRTC, and enter into agreements for regular, routine and annual maintenance activities to ensure that the trail is maintained to a standard that supports all users.</p> <p><b>Recommendation 14:</b> Upgrade and maintain the VRTC from Lindsay to Fenelon Falls to higher standards, i.e. regrading as needed, new trail surfacing, trailheads, rest areas and signage. This should be a priority area for trail improvements, maintenance and monitoring/enforcement activities. Identify / recommend to Council an annual City budget toward maintaining the VRTC Central Corridor to a higher standard that supports all users. Following implementation, monitor the success of these measures, and periodically, e.g. every 2-3 years, review and confirm the continuation of ATV use on the Central Corridor (or any segment thereof).</p> <p><b>Recommendation 15:</b> Investigate locations and develop snowmobile / ATV staging areas at other strategic locations along the VRTC: south end near Bethany, north end near Kinnmount, Fenelon Falls bypass, Lindsay bypass.</p> <p><b>Recommendation 16:</b> The City of Kawartha Lakes should take a leadership role in discussions with the Province, City of Peterborough, and the Trans Canada Trail to facilitate the upgrading of the east-west former rail trail, including infrastructure improvements and to designate it as the TCT with uses to be determined through consultation with the Province, local trail organizations, and residents. Through the Trails Advisory Committee investigate using partnerships and trail organizations to assist in the management/maintenance of the trail over the long term.</p>

<b>FUTURE TRAIL CORRIDORS (cont'd)</b>	<p><b>Recommendation 17:</b> Continue efforts to develop a greenway trail connection in Lindsay between the VRTC North and South Corridor for non-motorized use only (from Thunder Bridge Road to Logie Street). This is a priority area for new trail development. The trail should be initially granular surfaced with consideration of upgrading to an asphalt surface to improve accessibility.</p> <p><b>Recommendation 18:</b> Investigate and develop the former rail-line between Lindsay and Dunsford for non-motorized uses via purchase or trail easements to secure non-municipal sections, and improved granular surfacing</p> <p><b>Recommendation 19:</b> Collaborate with the Region of Durham, local residents and trail organizations in investigating the potential establishment of a trail on the rail corridor west of Woodville.</p>
<b>FOREST MANAGEMENT TRACTS &amp; CONSERVATION AREAS</b>	<p><b>Recommendation 20:</b> Continue to implement the recommendations of the Forest Management Plan, with respect to trails development, including the development of signage, policies of use, and segregated trail systems, as needed. Implementation efforts with respect to signage and management should be integrated with the City's larger Trail system.</p> <p>Ensure that all trails in forest management areas that are to be managed for public uses are developed to appropriate trail design standards, and that basic amenities are provided for each area, including restrooms, water, parking, and signage (trail conduct, directional, interpretive).</p> <p>Coordinate efforts between the Advisory Committees to ensure a consistent set of signage and trail user conduct throughout the forest management areas.</p> <p>Work with the Conservation Authority to provide a consistent approach to trail conduct policies and signage, and coordinate efforts with City of Kawartha Lakes trails planning.</p>
<b>ROAD BASED CYCLING ROUTES</b>	<p><b>Recommendation 21:</b> Through the Trails Advisory Committee work with local cycling groups to develop a cycling map to identify and promote cycling routes including identification of cycling type, skill level, distance, trailheads, points of interest and amenities.</p> <p>Through the Trails Advisory Committee, work with local cycling groups towards the implementation of the cycling routes as follows:</p> <ul style="list-style-type: none"> <li>- Initially, the establishment of the rural routes through placement of signage at key start locations (i.e. Lindsay, and outlying communities, and a promotional trail map to direct cyclists;</li> <li>- secondly, establishing 2-3 loops of varying length that can be showcased. These loops will include in-pavement cycling facilities, and will require the incorporation of improvements and safety measures as roadworks are undertaken.</li> </ul>
<b>INSURANCE AND LIABILITY</b>	<p><b>Recommendation 22:</b> Review the status of existing municipal insurance policies, and management/maintenance practices and procedures as they relate to trails, and identify/implement a risk management strategy to reduce risk exposure.</p> <p>Risk management measures to be addressed include:</p> <ul style="list-style-type: none"> <li>- Building trails to a defined standard (refer to the Design Standards in Appendix A);</li> <li>- Regular maintenance of trails to an accepted and defined standard;</li> <li>- Undertaking regular inspections of trails and trail conditions, including documentation;</li> <li>- Undertaking trail repairs promptly when identified and within service levels determined by Council through budget.</li> <li>- Providing training for trail workers, and volunteers;</li> <li>- Requiring waivers of liability and acceptance of risk agreements for volunteers;</li> <li>- Requiring accident and incident reports;</li> <li>- Implementing a trail wardening program or other enforcement plan to provide regular monitoring of activities and enforcement regulations;</li> <li>- Coverage under insurance policies and requirement of same by trail user organizations.</li> </ul>

<p><b>LINE FENCES ACT</b></p>	<p><b>Recommendation 23:</b> Continue to monitor and contribute to ongoing dialogue related to Section 20 of the Line Fences Act to convey the municipality's position and the impact of the Act.  Comply with final position taken by the Ministry of Municipal Affairs and Housing when final decision is made.</p>
<p><b>PROJECT COSTS</b></p>	<p><b>Recommendation 24:</b> Approve and provide funds for the program of Capital Projects and Maintenance Costs outlined in the Trails Master Plan, subject to annual review and adjustment based on resource availability.</p>
<p><b>POTENTIAL FUNDING SOURCES</b></p>	<p><b>Recommendation 25:</b> Investigate all opportunities for cost-sharing and funding sources for trails development, as opportunities arise including: partnerships/collaborative ventures with trail partners; sponsorship programs such as Adopt-A-Trail; eligible grant programs (as available to not-for-profit organizations).</p>

## IMPLEMENTATION & COSTS

The following table outlines a suggested **10-year Implementation Plan** for achieving a series of improvements, upgrading and marketing of the trail system, with approximate timing. The priorities focus on City led initiatives and areas for capital contribution, recognizing that implementation may be accelerated, and other trail projects initiated through partnership opportunities with other agencies and trail organizations.

### Short Term Priorities (2006-2007)

Initial planning and management activities, include the establishment of a **Trails Advisory Committee**, and the **confirmation of the policy framework** for the VRTC. Once policies, procedures and agreements are in-place for motorized use on the VRTC, the priority will be for the **installation of regulatory signs and development of key staging areas on the VRTC, especially in Lindsay and Fenelon Falls** that will provide for managed use of VRTC. As well, initial investigations into **potential by-pass routes** around Lindsay and Fenelon Falls should be undertaken.

With the regulatory and enforcement measures in place for the VRTC, the move toward providing a quality rail-trail can be made. The priority for this is **improvement of the VRTC Central Corridor** from Lindsay to Ken Reid Conservation Area.

With respect to new trails development, the **Forest Management Areas offer immediate opportunities for trails enhancement**, development of signs, and other basic amenities. The identification and promotion of the road-based **hamlet cycling routes** also requires a limited capital investment, and serves to update trails information that is already in circulation.

### Mid Term Priorities (2008-2010)

Planning and management activities during this timeframe will include the investigation of new trails development and partnership opportunities, such as the Dunsford Rail Trail or improvements to the east-west rail trail (Omemee to Peterborough), and the ongoing identification of trail improvements in the Forest Management Areas. The priority for capital projects is the **improvement of the VRTC Central Corridor** from Ken Reid Conservation Area to Fenelon Falls, as well as **new trails development in the Forest Management Areas**.

### Long Term Priorities (2011-2015)

Long term initiatives may include the development of the **Dunsford Rail Trail**, and in-pavement improvements for **cycling routes**, as road improvements are undertaken. Over the long term when establishing priorities for new trail construction or improvements there are a number of factors that should be considered, including:

- visibility and profile of the trail segment;
- public and political support;
- contribution to existing route connectivity;
- available capital budgets;
- external partnerships and funding opportunities; and,
- timing of new development or road improvements.

## Ten Year Implementation Plan

INITIATIVE	ACTION ITEM	COST IMPLICATION
<b>SHORT TERM PRIORITIES (2006 –2007)</b>		
<b>Planning &amp; Management</b>	1.1 City assigns staff person to serve as Trail Coordinator	Completed
	1.2 Develop terms of Reference and Establish Trails Advisory Committee	Staff Resources
	1.3 Develop and pass by-law for trails use, particularly for the VRTC	Staff Resources
	1.4 Investigate / confirm an appropriate trails enforcement program, with a process for implementation	Staff Resources
	1.5 Identify roles and responsibilities for trail organizations for trail maintenance and wardening, and enter into associated agreements	Staff Resources
	1.6 Investigate feasibility and locations for Lindsay and Fenelon Falls staging areas, by-passes, and trail corridor in the municipal right-of-way (at Colborne St)	Staff Resources
	1.7 Confirm city-wide cycling routes and document conditions with respect to cycling types, skill levels, route lengths, amenities, and points of interest (in collaboration with cycling groups)	Staff Resources
	1.8 Continue efforts to establish / develop the Scugog River Greenway and trail in Lindsay	Staff Resources
	1.9 Ongoing discussions with the Province and local trail organizations on such issues as: - the future of the east-west Provincial Rail Trail; - potential for a Lindsay by-pass route; - progress related to the Line Fences Act	Staff Resources
<b>Capital Projects</b>	<b>VRTC:</b>	
	<b>Signage:</b>	
	1.10 Install signs pertaining to speed limits and regulation of use on the VRTC (e.g. permit holders only, and areas of restriction to motorized users)	\$15,950.00
	<b>Staging Areas:</b>	
	1.11 Develop staging area at the north end of Fenelon Falls (ie. Superior Propane)	\$15,000.00
	1.12 Develop staging area at the south end of Fenelon Falls (ie. Fenelon Falls Fairgrounds)	\$15,000.00
	1.13 Develop staging area at Thunder Bridge Rd. / Angeline St, or in proximity to Ken Reid Conservation Area	\$25,000.00
	<b>Trail Improvements:</b>	
	Stage 1: Central Corridor from Lindsay to Ken Reid Conservation Area	
	1.14 Granular surface upgrading	\$96,000.00
	1.15 Trailhead at Ken Reid	\$15,000.00
	1.16 Rest Areas / Points of Interest	\$5,000.00
	1.17 Trailhead near William Street	\$7,500.00
	<b>FOREST MANAGEMENT AREAS:</b>	
	1.18 Trailhead Upgrades at Somerville Forest Tract	\$24,000.00
	1.19 New Trail development in Somerville Forest Tract (8 km)	\$15,000.00
	<b>ROAD-BASED CYCLING ROUTES:</b>	
	<b>Signage &amp; Promotion:</b>	
	1.20 Prepare an updated cycling map and brochure	\$8,000.00
1.21 Install signage in Lindsay/and outlying communities at route origins, and key staging areas, directing users to the Hamlet Cycling Loops	\$3,300.00	
<b>SHORT TERM TOTAL COST</b>		<b>\$244,750.00</b>
<b>Maintenance</b>	1.22 Trail Operation & Maintenance (estimated at \$50,000 annually)	\$100,000.00

\* all costs in 2006 dollars



INITIATIVE	ACTION ITEM	COST IMPLICATION
<b>MID TERM PRIORITIES (YEARS 2008-2010)</b>		
<b>Planning &amp; Management</b>	2.1 Through Forest Recreational Use Advisory Committees, identify / implement specific trail improvement projects and establish use policies for the Forest Management Areas	Staff Resources
	2.2 Continue efforts to establish / develop the Scugog River Greenway and trail in Lindsay	Staff Resources / Capital Costs TBD
	2.3 Implement road / infrastructure improvements to support cycling initiatives and motorized by-passes as opportunities arise	Staff Resources
	2.4 Establish a formal trail connection along the former Dunsford Rail Line, through easements and / or land acquisition	Staff Resources / Capital Costs TBD
<b>Capital Projects</b>	<b>VTRC</b>	
	<b>Trail Improvements:</b>	
	Stage 2: Central Corridor from Ken Reid Conservation Area to Fenelon Falls	
	2.5 Granular surface upgrading	\$132,000.00
	2.6 Rest Areas / Points of Interest	\$7,500.00
	2.7 Trailhead near Cameron	\$14,500.00
	<b>FOREST MANAGEMENT AREAS:</b>	
	2.8 Trail Upgrades in Somerville Forest Tract	\$25,000.00
	2.9 Trail Upgrades in Emily Forest Tract	\$12,000.00
	2.10 Trailhead Upgrade at Emily Forest Tract	\$12,000.00
	2.11 Trail Upgrades in Manvers Forest Tract	\$10,000.00
	2.12 Trailhead at Manvers Forest Tract	\$15,000.00
	<b>MID TERM TOTAL COST</b>	<b>\$228,000.00</b>
<b>Maintenance</b>	2.13 Operations & Maintenance (estimated at \$50,000 annually)	\$150,000.00

\* all costs in 2006 dollars

INITIATIVE	ACTION ITEM	COST IMPLICATION
<b>LONG TERM PRIORITIES (YEARS 2011-2015)</b>		
<b>Planning &amp; Management</b>	3.1 Implement road / infrastructure improvements to support cycling initiatives as opportunities arise	TBD
	3.2 Investigate new trail development & upgrading (e.g.. in urban growth areas; Dunsford rail-trail, east-west rail-trail from Omemee to Peterborough)	TBD