



The City of Kawartha Lakes Trails Master Plan Update

Public Information Centre #1
November 4th, 2021



PIC Purpose & Agenda



PIC purpose...

- Provide an overview of the overall purpose of the trails master plan update
- Inform the public of the technical steps and stages of the project and what has been completed to date
- Generate an understanding of the process and considerations behind the development of the trails network and master plan update
- Provide an overview of next steps
- Address any questions or comments provided by attendees

| Item | Description | Time |
|---|---|------------------|
| Welcome & Introductions | Roundtable or short menti (using Chrome or Smart Phone device) survey to get to know those in attendance | 7:00 – 7:15 p.m. |
| Presentation – Project Overview & Considerations | Presentation by CIMA+ outlining the approach, objectives, outcomes, and foundational considerations of the trails master plan update <i>*throughout the presentation there will be an opportunity to ask questions of the information received</i> | 7:15 – 8:00 p.m. |
| Q&A / Next Steps | Final wrap-up | 8:00 – 8:30 p.m. |

Housekeeping & Welcome



General considerations...

- Please keep your microphone muted during the presentation and if you are not speaking
- If you are experiencing network issues please turn off your video to preserve bandwidth
- If you have a question please use the following options:
 - Include your question in the chat box
 - Raise your hand
- If you are not comfortable using the interactive online engagement tools please feel free to use either of the options noted above when we go through the activities
- If you are ever “removed” from the meeting please use the link again and you will be let back in by the facilitator

Discussion #1. A bit about you... Go to...www.menti.com



On computer Chrome
is preferred; type in
the link noted above



For your
Smartphone please
scan the QR Code

Access Code: 3724 8566

Presentation Outline



- Project Process
- Trail Plan Update Opportunities
- What Have We Heard?
- Future Trail Foundations
- Trail Assumptions
- Trail Impacts & Considerations
- Revisiting the Network
- Outcomes

Project Process Overview



Project Initiation
July 2021

Round 2 Engagement:
Development & Design

Round 3
Engagement:
Prioritization

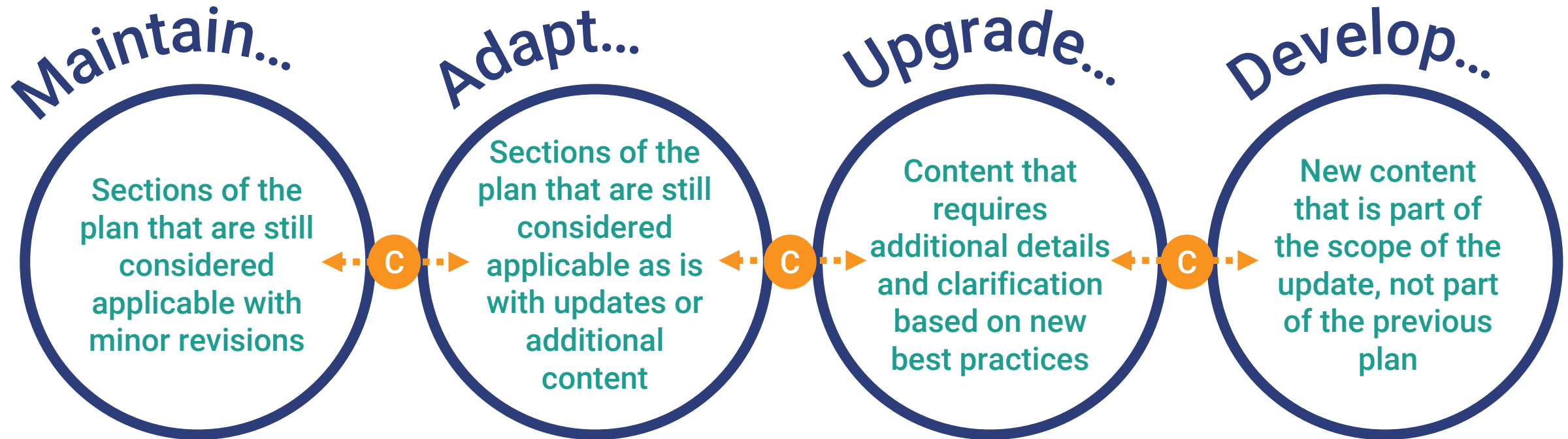
Project Completion
March 2022



Trail Update Opportunities



In 2006, the original trails master plan was adopted...
almost 15 years have pass which means an update should...



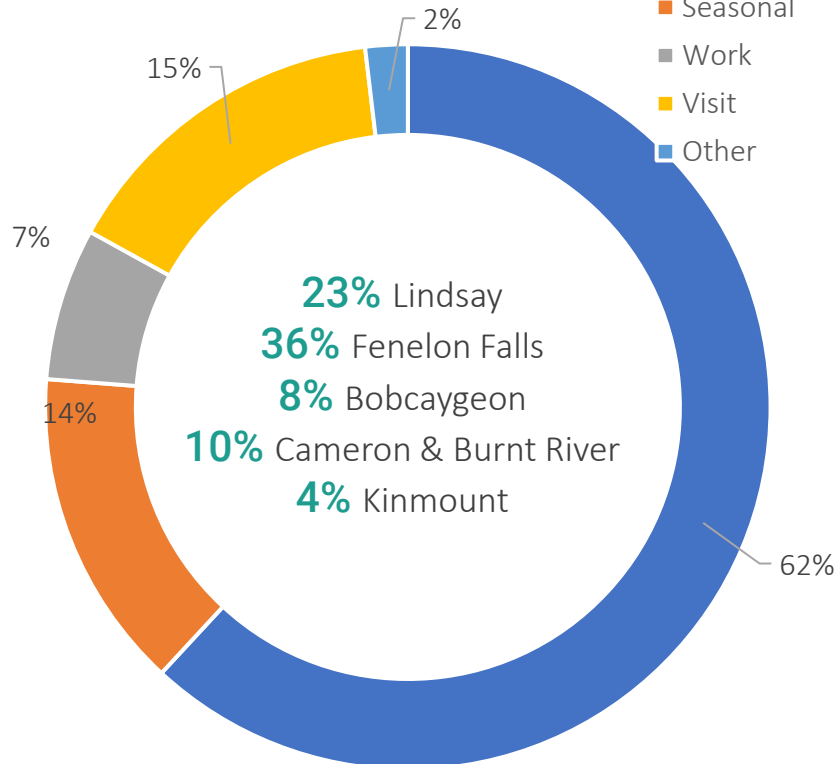
What Have We Heard?



242 responses to the survey... **56%** were aware of the 2006 Plan... **94%** did not participate last time

Community representation

- Permanent Resident
- Seasonal
- Work
- Visit
- Other



What about the 2006 plan worked well?

Victoria Rail trail improvements

Trail access within Kawartha and outside

Well maintained in sections of trail

Increased tourism for cycling and ATV

Plan attempted to accommodate a range of users

Strategic focus on areas e.g. Lindsay

**Many individuals commented that they were unable to locate the previous trails plan and had not reviewed it.*



What about the 2006 plan did not work well?

High use of ATVs in specific locations

Design of trails leads to conflict

Access from trail links and communities

Communication and promotion of trails

Building trails and including amenities

Monitoring and enforcement needs

Long-term investment and commitment

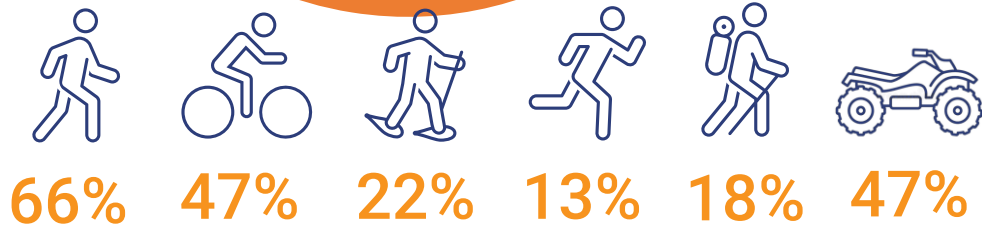
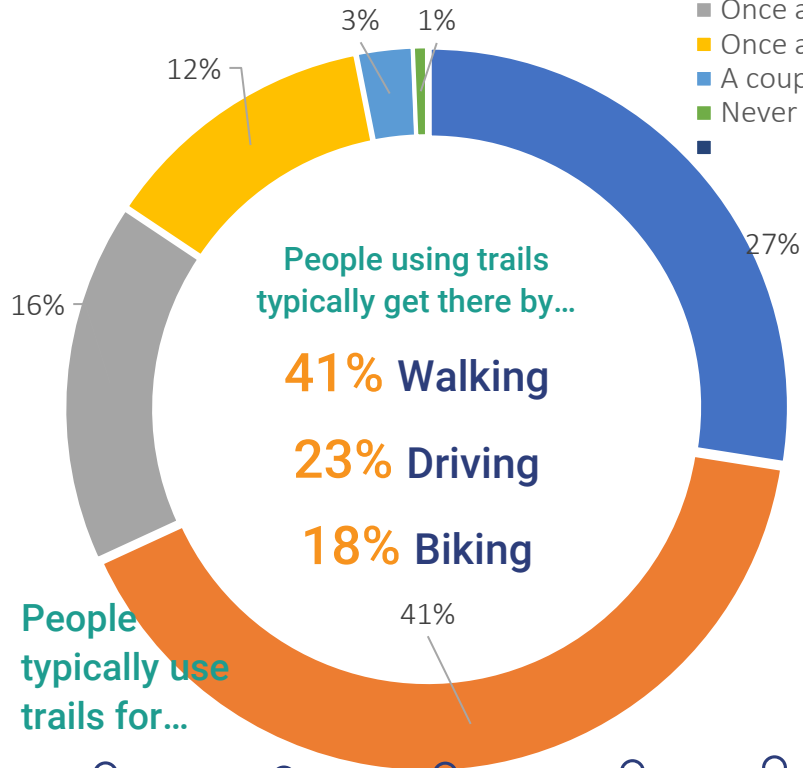
Quality and consistency of trail design

What Have We Heard?

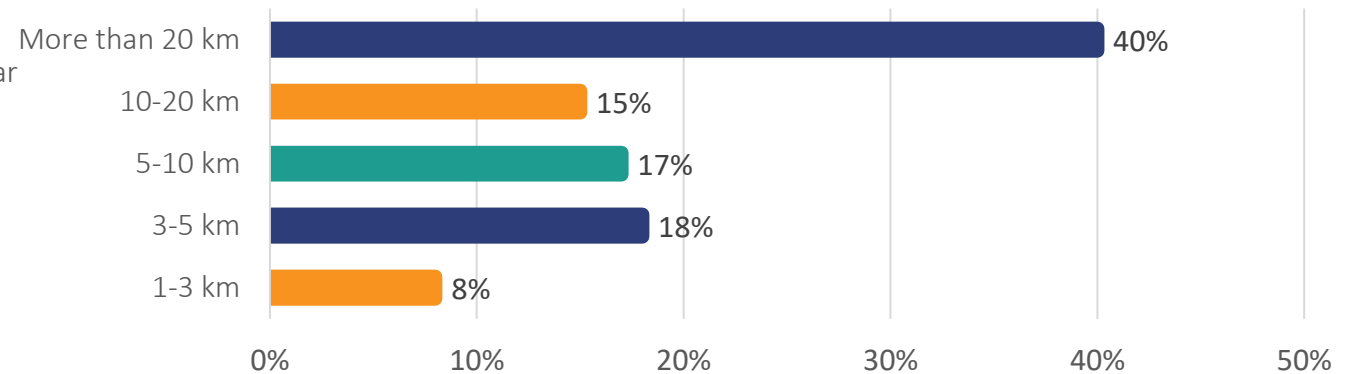


Frequency of trail use...

- Daily
- Several times a week
- Once a week
- Once a month
- A couple of times a year
- Never



Typical distance travelled on trails...



How do you get the trail information?

City's
Webpage

6%

E-Map or
App

27%

Hard Copy
Map

14%

From
Memory

40%

Other sources include...

- > Trailheads or signage
- > Trans Canada Trail Site
- > Google
- > Alltrails.ca
- > Strava
- > Exploration
- > Recommendations

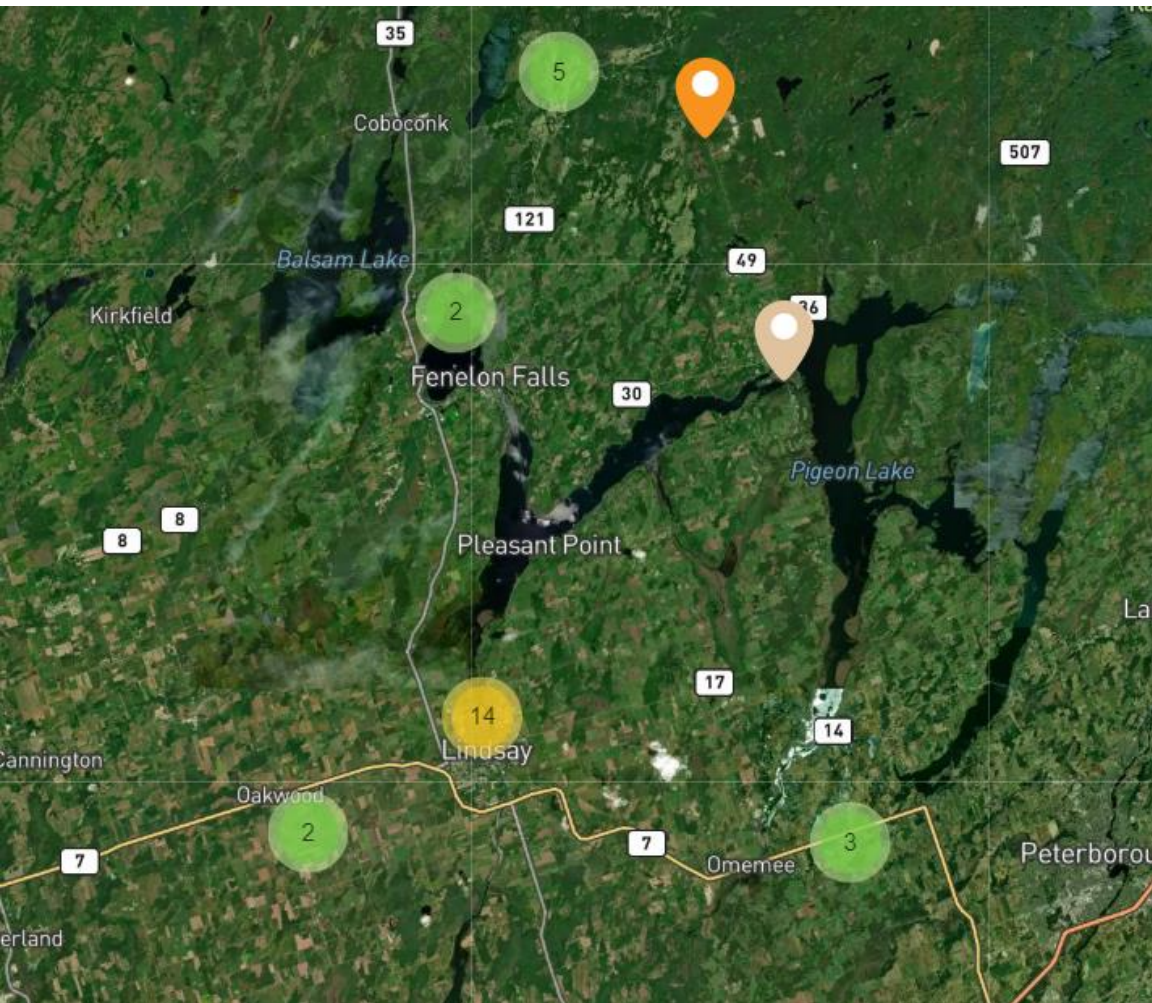
Top five barriers...

1. Weather
2. Safety
3. Accessibility
4. Time
5. Lack of Amenities

Top five visions...

1. Safe and accessible
2. Connected
3. Natural
4. Maintained
5. Legacy

What Have We Heard?



64 pins dropped on the map...

Some highlights include:

- > Trail between Lindsay and Ken Reid Park is heavily used, and could use new screenings or maybe even be paved
- > There is no trail/sidewalk on the east side of William St. N. to connect between the river trail at Carew Park
- > Creation of a trail route to downtown
- > Improvements to existing Kawartha Rail Trail
- > Improve Crego Lake to Davis Lake trail
- > Improved services and amenities along the trail system
- > Links to major destinations
- > Trail Gap: Riverside Trail through Carew Park should be formalized
- > Paved trail over the Jennings Creek is always a good place in the spring
- > Trail between Thunderbridge and Victoria Ave would be a great candidate for lighting at night
- > North entrance of Pinery Forest train. Used in the winter as a cross country ski trail
- > Bobcaygeon has several options to peddle a Bicycle within the town, but becomes difficult to venture beyond.
- > Need to work on a balance between motorized and active users
- > High volume of children playing on the trails, elderly groups walking, and density of homes / cottages. Consideration for an ATV bypass

Future Trail Foundations



Revisiting the original vision and objectives...

Vision...

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

Objectives...

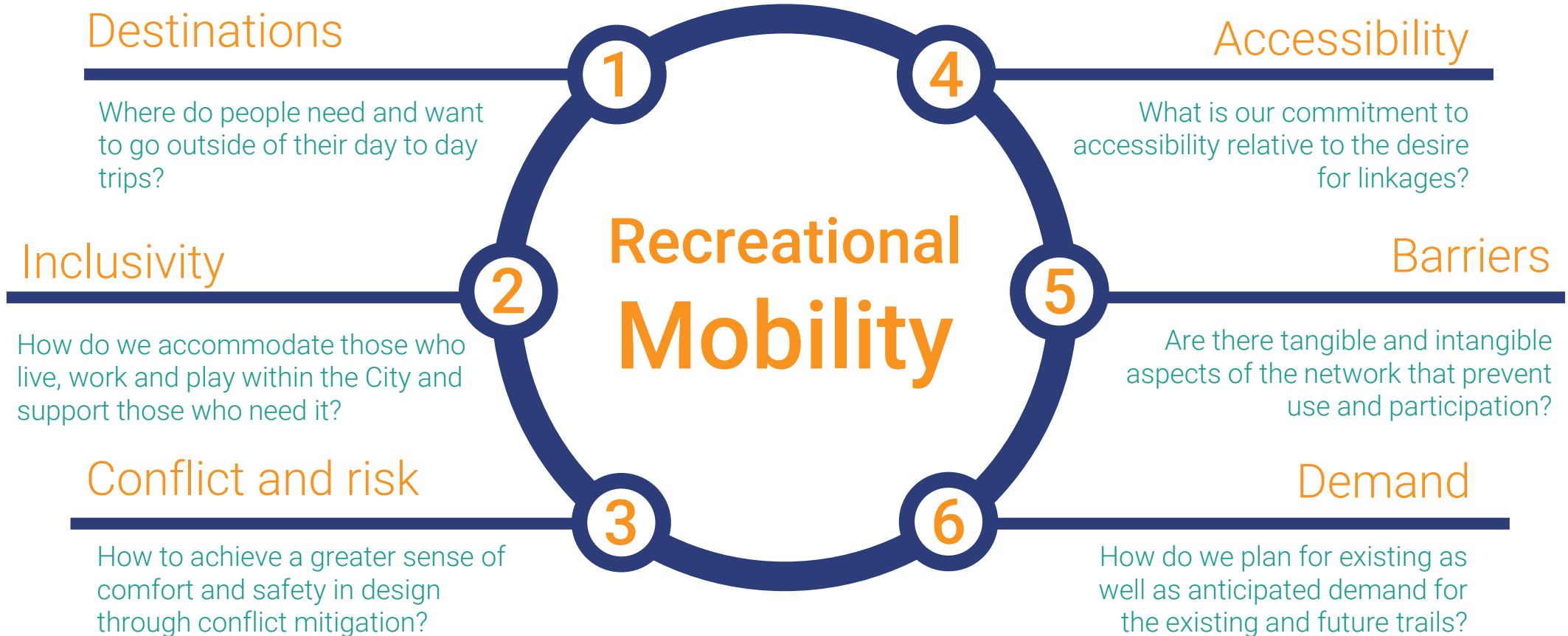
1. *Responsible and cooperative use of trails*
2. *Accommodating all users*
3. *Include shared and specialized use of trails*
4. *User friendly and inviting*
5. *Clear signage and information*
6. *Marked access points*
7. *Social, economic and environmental sustainability*
8. *Foster stewardship*
9. *Secure funding*

Areas of focus...

23
recommendations
previously identified...

**some of these recommendations have not been actioned. They were intended to be fully implemented by 2015*

Trail Impacts & Considerations



Trail User Considerations



Natural and Cultural

Destinations

Recreational and Fitness

Recreation

All Season

When considering trail users, we are aware that...

- > There is a considerable range of users that exist in Kawartha Lakes
- > All users likely cannot feasibly or safely co-exist in all trail locations
- > That recreation and trail use means very different things to different people / users
- > It is rare for a person to only function as one “user” at all times
- > Trail use is sometimes impacted by the destination or is the destination
- > Trail safety and comfort is very subjective and influenced by many
- > There is only so much “public space” to accommodate everyone

Trip Type

Season

Day to day Travel

Single Season

Highly Experienced
Very Comfortable

User Experience

Low Experience
Lacking Comfort

Trail User Considerations



Pedestrians

- > Walkers, hikers, joggers, runners, bird watchers, strollers and dog walkers
- > Fewer design requirements
- > Prefer softer surfaces
- > Vertical clearance 8 ft.
- > Amenities: benches, drinking fountains, shaded rest areas, rest rooms, signage



In-line Skating

- > Paved multi-use trails likely to attract inline skaters and skateboarders
- > Require hard surfaces
- > Trail width similar to bicyclists at 1.5m or more with vertical clearance of pedestrians
- > Amenities such as benches are appreciated



Cyclists

- > Range of categories that are determined by comfort and safety
- > Highest frequency is interested but concerned with low stress tolerance and varied experiences and needs
- > Operating space of 1.2 – 1.5 m
- > Preference for neighbourhood routes and separation



Motorized

- > Appropriate in more rural areas
- > 8 – 10 ft. wide for 1 way traffic and 12 to 14 ft. wide for two way traffic
- > Minimum sight distance of 400 ft.
- > Branches cleared at least 2 ft and 10 ft vertical clearance
- > Direction is provided by the provincial government and municipal bylaws



Mobility Devices

- > Firm and stable surfaces
- > No openings smaller than 20mm
- > Long narrow openings placed at right angles to the direction of travel
- > Minimum clear width of 1000mm
- > Minimum head room of 2100mm
- > Edge protection and raised barriers next to steep slopes



Winter Use / Mountain Bike

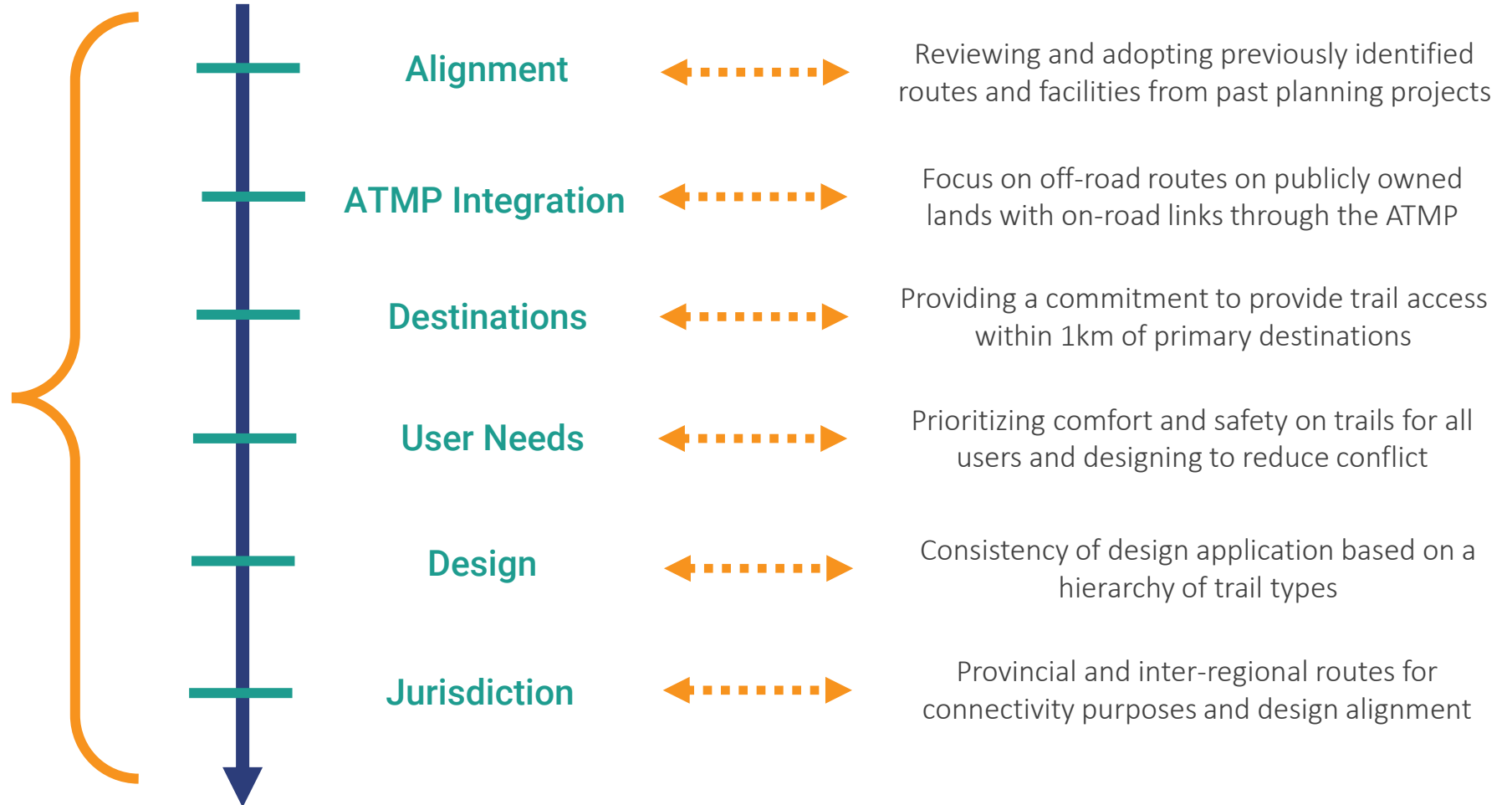
- > Similar alignment to pedestrian and cyclist
- > Maintenance considerations are more seasonally and weather dependent
- > Tend to seek out more challenging and experience specific courses with steeper grades and uneven surfaces
- > More appropriate for dedicated single use

Trail Assumptions



We know that...

We are building upon a system of existing and previously planned trail routes and conditions within the built-up, rural and suburban areas of Kawartha Lakes.

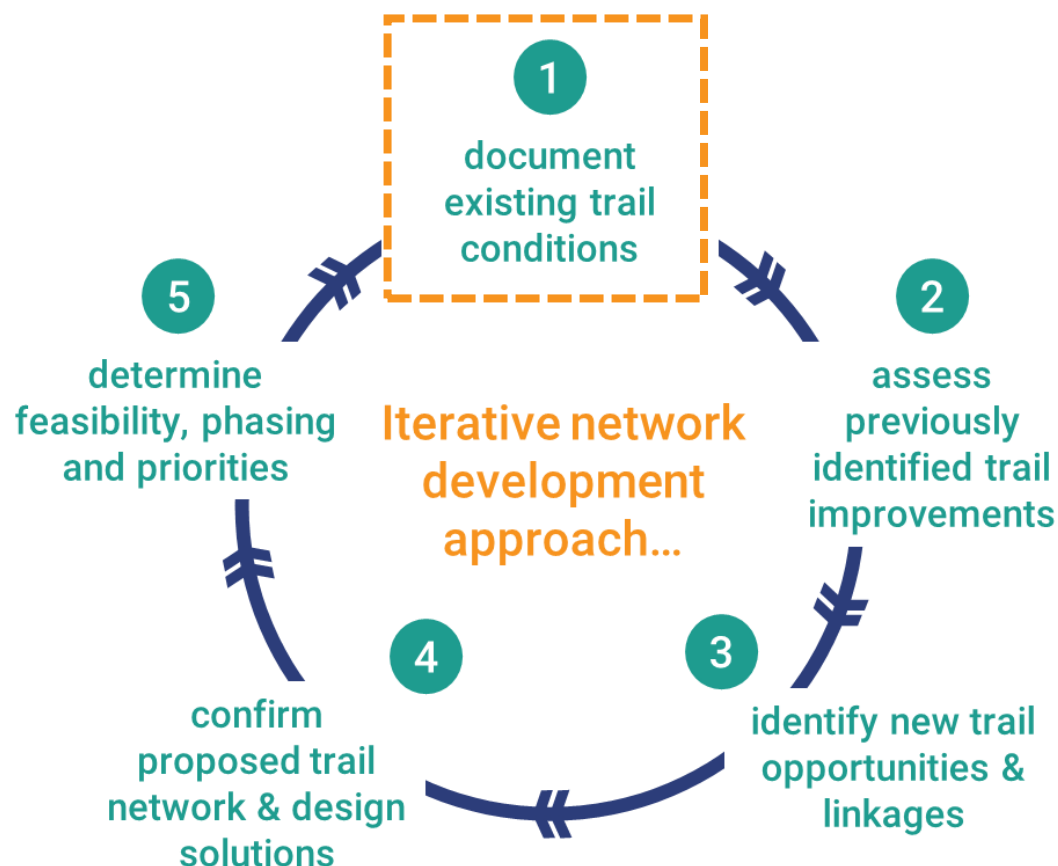


Revisiting the Network



Approximately 300 km of existing trails surveyed via desktop investigation

*not all under the City's jurisdiction



Kawartha Trans Canada Trail

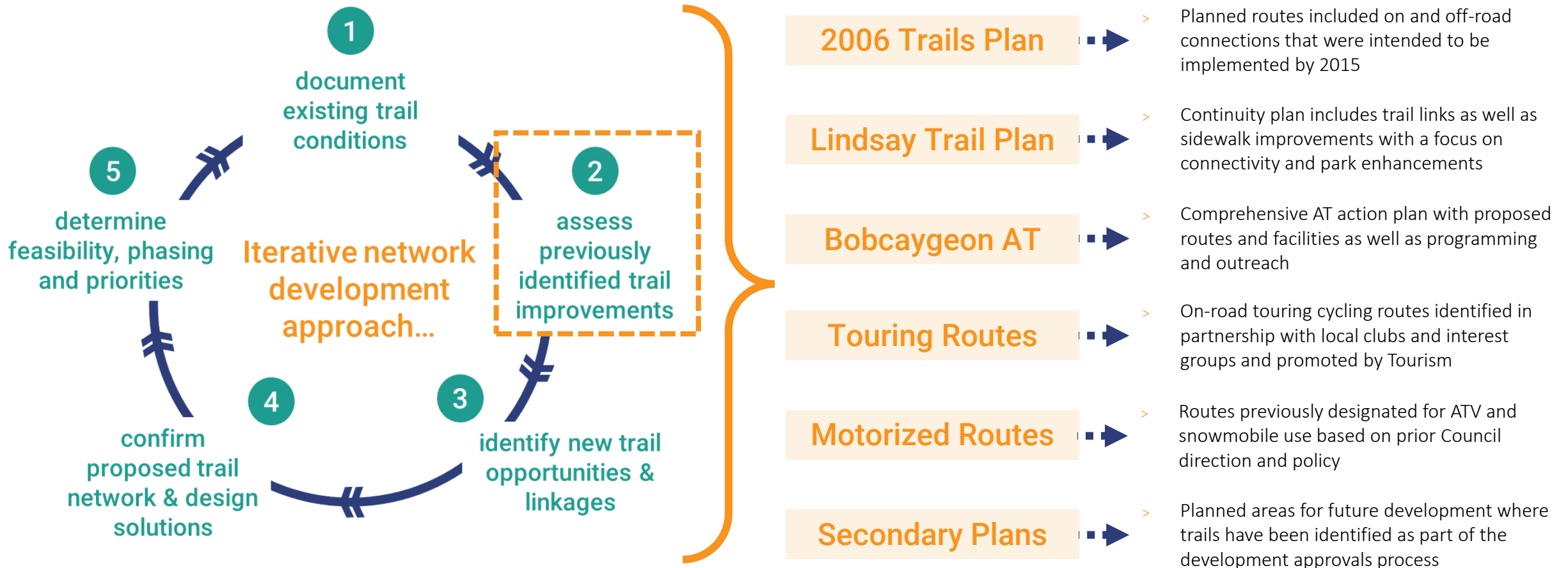
(Simcoe Street, looking East)



Revisiting the Network



There are also a considerable number of previously identified trail routes...



Existing Conditions



City of Kawartha Lakes
Trails Master Plan Update
Map #1: Kawartha Lakes Existing and Previously Proposed Trails Map

Kawartha Lakes



Sources:
City provided GIS layers: Trails, urban settlement boundaries, cycling routes, secondary cycling routes, waterways, roads, wetlands, conservation areas, Oak Ridges Moraine Conservation Area, Provincial Parks

Proposed trails drawn from 2006 Trails Master Plan

Legend

Existing Trail Routes

- Victoria Rail Trail
- Kawartha Lakes Trans Canada Trail
- Trails
- ... On-road connecting link¹

Previously Proposed Trail Routes²

- ... Trails
- ... On-road connecting link
- ORV passby route

Roads

- Local Roads
- Highways

Context

- Provincial Parks
- Oak Ridges Moraine
- Provincially Significant Wetlands
- Sommerville Tract
- Conservation Areas
- Waterways
- Urban Area boundaries
- Railines

See map #4 for Fenelon Falls existing & previously proposed trails

See map #3 for Bobcaygeon existing and previously proposed trails

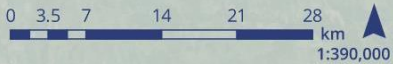
See map #4 for Fenelon Falls existing & previously proposed trails

See map #2 for Lindsay existing & previously proposed trails

See map #3 for Bobcaygeon existing and previously proposed trails

Notes:

2. Routes are not formally considered a trail type but provide connectivity between exiting trails which could be enhanced by signage and wayfinding or through the ATMP process
3. All proposed links sourced from the 2006 Trails Master Plan





City of Kawartha Lakes
Trails Master Plan Update

Map #2: Lindsay Existing and Previously Proposed Trails Map

Kawartha Lakes



Proposed non-motorized multi-use path
connecting to Dunsford Nature Trail in
the North (2006 TMP)

Proposed in-park path through Elgin
Park (detailed design drawing)

Legend

Destinations

- Schools
- Hospitals
- Sport fields
- Arenas
- Community centres
- Golf courses
- Libraries/Museums
- Religious institutions
- Boat Launch/ Docking
- Cemetaries
- Victoria Rail Trailheads

- Parks/ Open space
- Natural Area

Context

- Urban Settlement Boundary
- Waterways
- Woodlands

Existing Trail Routes

- Victoria Rail Trail
- Kawartha Lakes Trans Canada Trail
- Legacy Trail
- Rotary Trail
- Pathways
- Park pathways¹
- Private pathways¹
- On-road connecting links²

Motorized Routes

- ORV passby route
- ORV permitted routes

Previously Proposed Trail Routes³

- Trails
- On-road connecting link
- Proposed Scugog River crossing

Roads

- Local Roads
- Highways

Sources:
City provided GIS layers: Trails,
parcels, urban settlement boundary, secondary cycling routes,
waterways, roads, destinations

In-park paths drawn in GIS from aerial
imagery

Proposed trails traced from Lindsay
Continuity Plan, 2006 Trails Master Plan, and
detailed design drawings from Stewart C.
McElroy and Associates Inc, and Landscape
Planning.

Notes:

1. Paths on private properties are existing trail connections that are used by community members which may require future discussions about acquisition and formalization
2. Routes are not formally considered a trail type but provide connectivity between exiting trails which could be enhanced by signage and wayfinding or through the ATMP process
3. Source of trails in callouts, if trail does not have callout it was part of the previously proposed trails in the Lindsay Continuity Plan



Kawartha Lakes



City of Kawartha Lakes
Trails Master Plan Update

Map #4: Fenelon Falls Existing and Previously Proposed Trails Map

Legend

Destinations

- Schools
- Hospitals
- Sport fields
- Arenas
- Community centres
- Libraries/Museums
- Religious institutions
- Beaches
- Boat Launches
- Cemeteries
- Victoria Rail Trailheads
- Parks

Context

- Urban Settlement Boundary
- Waterways

Existing Trail Routes

- Victoria Rail Trail
- Victoria Rail Trail- Winter Route
- Pathways
- In-park pathways
- ... On road connecting links ¹

Previously Proposed Trail Routes

- On road connecting links
- ORV passby route

Roads

- Local Roads

Notes:

1. Routes are not formally considered a trail type but provide connectivity between exiting trails which could be enhanced by signage and wayfinding or through the ATMP proces

Sources:

City provided GIS layers: Trails, parcels, urban settlement boundary, cycling routes, waterways, roads, destinations

In-park paths drawn in GIS from aerial imagery

Previously Proposed Trails sourced from the 2006 Trails Master Plan



Kawartha Lakes

City of Kawartha Lakes
Trails Master Plan Update

Map #3: Bobcaygeon Existing and Previously Proposed Trails Map



2006 TMP Proposed Verulam/
Fenelon Cycling Loop Secondary
Route

Proposed in-park path through
Bobcaygeon Beach Park

Notes:

1. Paths on private properties are existing trail connections that are used by community members which may require future discussions about acquisition and formalization
Lorem ipsum
2. Routes are not formally considered a trail type but provide connectivity between exiting trails which could be enhanced by signage and wayfinding or through the ATMP process

Sources:

City provided GIS layers: Trails, parcels, urban settlement boundary, secondary cycling routes, waterways, roads, destinations

In-park paths drawn in GIS from aerial imagery

Proposed trails traced from 2006 Trails Master Plan, and detailed design drawings from Landscape Planning

2006 TMP Proposed
Hamlet Cycling Route

2006 TMP Proposed Verulam/
Fenelon Cycling Loop

Legend

Destinations

- Schools
- Hospitals
- Sport fields
- Arenas
- Community centres
- Libraries/Museums
- Religious institutions
- Beaches
- Boat Launches
- Cemetaries
- Parks

Existing Trail Routes

- In-park pathways
- Private pathways¹
- On-road connecting links²

Roads

- Local Roads
- Highways

- Urban Settlement Boundary
- Waterways

Previously Proposed Trail Routes

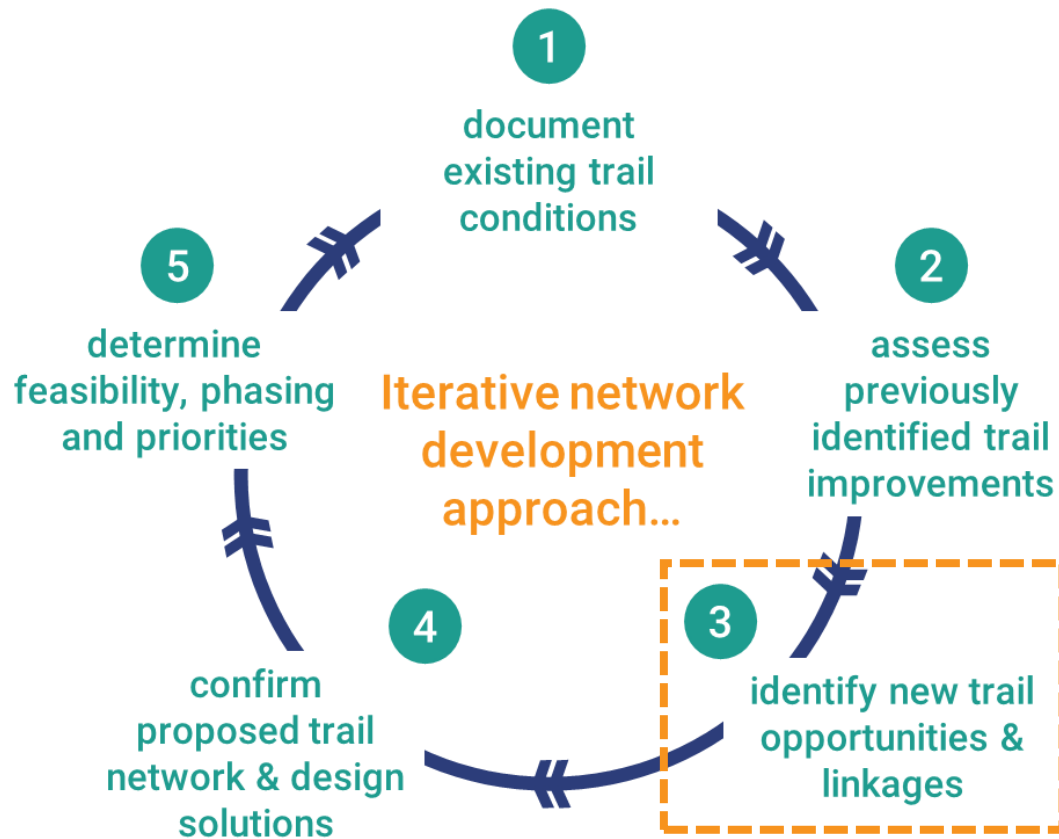
- Trails
- 2006 TMP on-road connecting link
- Bobcaygeon AT plan on-road connecting link

0 0.5 1 2 3 km 1:22,000

Revisiting the Network



When identifying new trail opportunities...



Corridors

➡ The “location” or “site” where a trail could be located

Features

➡ The conditions along the corridor that could require design enhancement

Start / End Points

➡ How individuals and users are accommodated at the designated access point

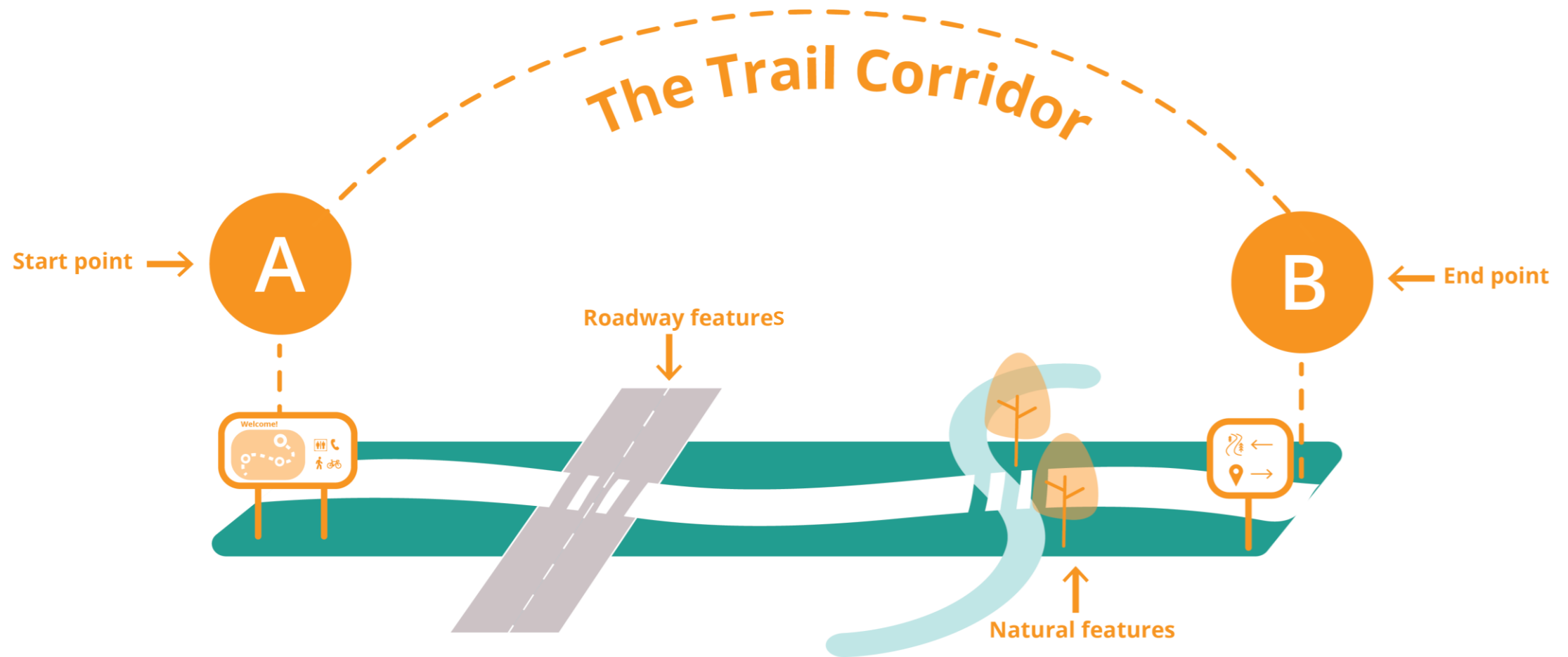
Wayfinding / Signage

➡ How information is communicated and trails are connected

AT Integration

➡ Improvements along on-road corridors to enhance the comfort and safety of users

Considering New Trails



Potential Trail Corridors



Provincial Parks / Forests

Major destinations for passive recreation with natural and cultural experiences



Parks / Open Space

Publicly owned lands that are designated as active recreation spaces



High Demand

Off-road “goat paths” where there is existing demand or use for connection



Waterways

Parallel or adjacent to these natural views and vistas that are known as “draws”



Development

Planned areas of growth or new development where trails will be planned / implemented



Hydro / Road Allowance

Linear corridors owned by the municipality or other public agency where current use can be complemented by a trail

Trail Features



Highways / Major Roadways

Consideration:

Roadway type e.g. MTO highway or Arterial Roadway

Potential treatment:

Mid-block or at intersections crossings e.g. cross-rides or pedestrian crossings



Natural Areas / ESAs

Consideration:

Where trails are permitted, environmental impacts may require treatments

Potential treatment:

Design of treatment dependent on type of trail and environmental constraints



Waterways

Consideration:

Major and minor water systems where trails are present or connectivity is achieved

Potential treatment:

Creek and river crossings may require bridges and Slopes should not exceed 5%



Topography

Consideration:

Significant variations in the 2 dimensional surface

Potential treatment:

Fully AODA compliant trails or In stairways or transitional treatments may be appropriate

Start & End Point Design



Trail start and end points need to be clearly delineated but may not be designed in the same way in all locations.

Trailheads...

Defined as the place where a trail begins which provides different features or amenities to accommodate different users and uses

1. **Major Trailheads** – candidate locations would be high demand sections of trail at major network junctions
2. **Minor Trailheads** – candidate locations would be most trail locations where notification of transition is needed

Access Barriers...

Defined as conditions or obstacles that control or adapt the use of a trail by certain user groups for a range of reasons and purposes

1. **Seasonal Barriers** – barriers that can be added or removed based on seasonal uses
2. **Restricted Access Barriers** – prevent unauthorized users from entering the trail
3. **Speed Slowing Barriers** - visual cue when approaching a roadway

Parking...

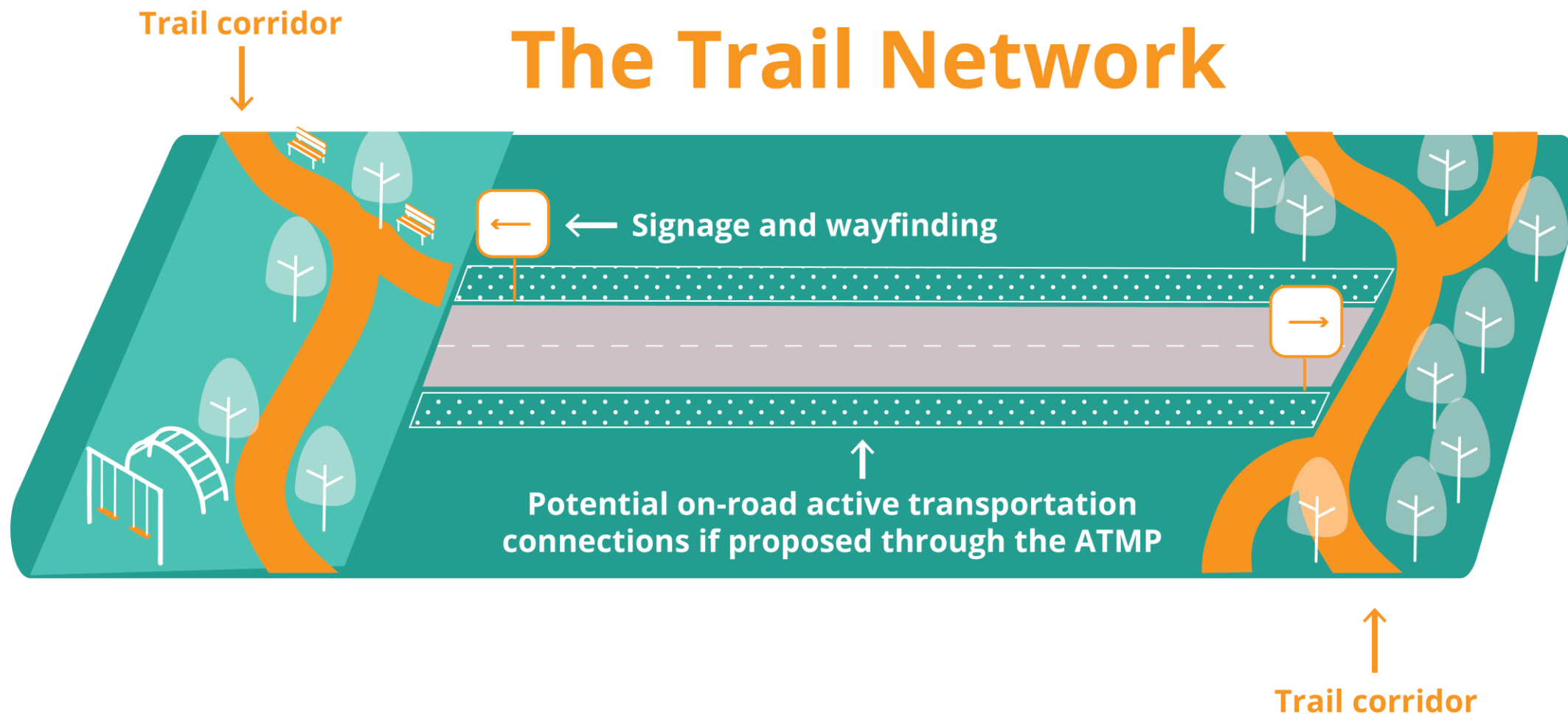
Defined as a designated area where individuals are able to place their vehicle or supporting devices for a period of time

1. **Vehicular Parking**
2. **Trailer Parking**
3. **Bicycle Parking**

Connecting New Trails



The Trail Network



Signage & Wayfinding



Connectivity will be achieved through...

Sign types...

Developing a “family” of signs helps to determine the type of information as well as placement of the signage along or as part of the trails network including...

1. *Orientation Signage (at trailheads)*
2. *Etiquette or “Rules of the Trail”*
3. *Trail Gateway*
4. *Warning*
5. *Directional*
6. *Interpretive*

Loop routes...

Where there are sections of the network that require users to be “on-road”, connectivity will be achieved through the identification and signing of loop routes determined by...

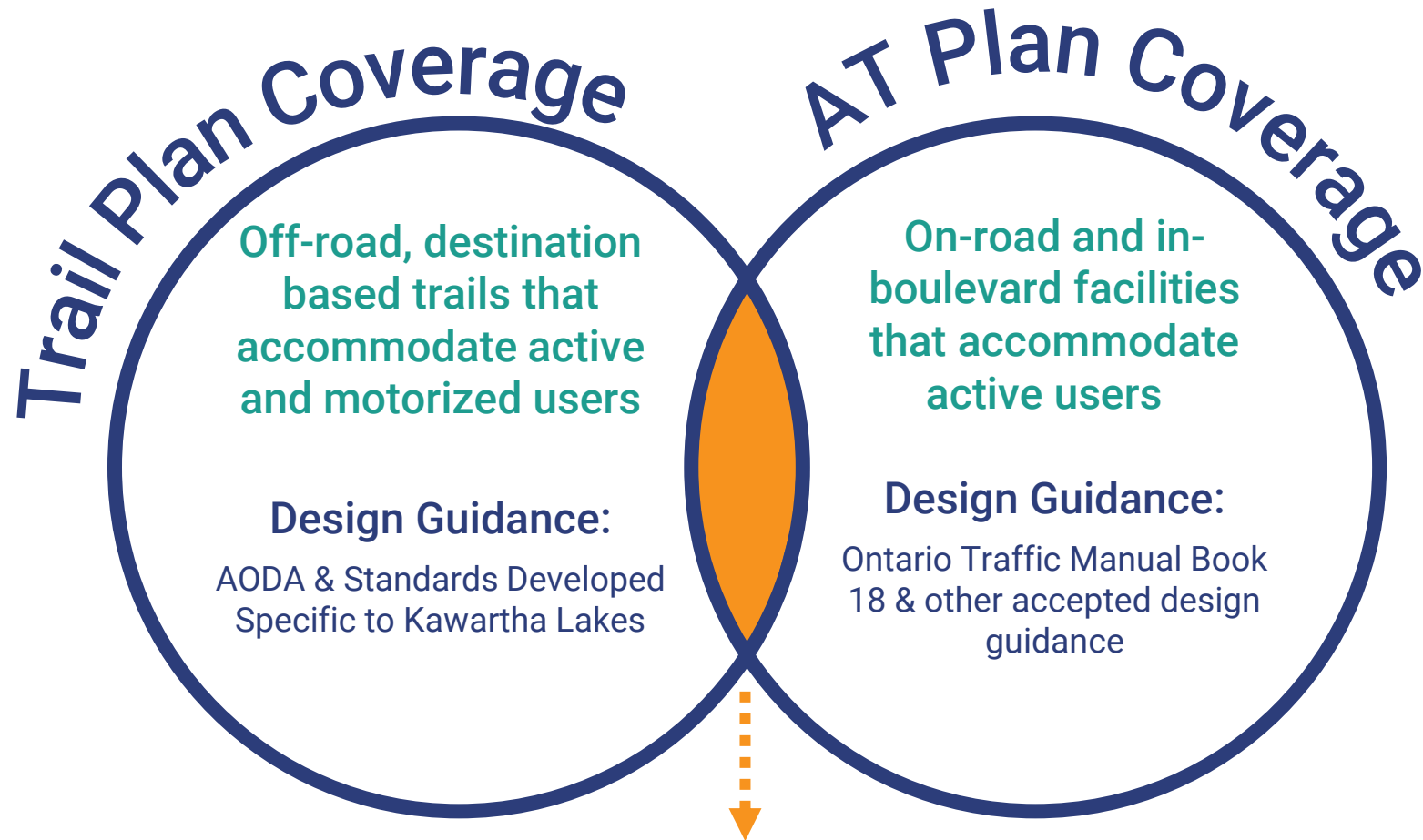
1. *Trip Distance*
2. *User Group*
3. *Destination Type*
4. *Trip Experience*
5. *Difficulty Level*

Branding...

The City of Kawartha Lakes is committed to preparing a unique look and feel for trail signage and wayfinding as part of the trails update. Considerations will include...

1. *Corporate Branding*
2. *Trail Names*
3. *City Entry and Exit Points*
4. *Major Destinations*
5. *Tourism Objectives*

ATMP Integration



Key considerations:

1. Where appropriate, the ATMP will identify improvements to on-road routes that connect trails
2. Prioritization and phasing of routes should be complementary
3. Continuity of design should be achieved where feasible and appropriate
4. Signage will be covered by both projects but branded signage will be part of the trails scope

Recreation & Transportation Mobility

Questions & Input?



Based on what you have heard...

- What do you think the future of trails should be in the City of Kawartha Lakes? What is the “big” ambition?
- Are there routes that you like to use that are missing?
- Are there new trails that should be explored through this process?
- How would you like to see the different trail uses managed?
- How do you think design and maintenance could be improved?

Share your input by...



Raise your hand if you have a questions or comment you would like to share



Unmute yourself and ask the question to the group / the facilitator



Type your comment or question in the chat box for the group to see

Project Next Steps



In the next month or so...

- Summarizing the input received through various engagement events and opportunities
- Reviewing, revising and confirming the trails vision and goals for the City of Kawartha Lakes
- Identifying exiting trail improvements
- Confirming potential new trail routes and identifying evaluation criteria
- Summarizing the findings of phase 1 into a report and providing to audiences for review and confirmation

Please stay in touch by...



Speak with other community members or stakeholders



Send in your comments by mail to the City



Phone one of the project contacts noted on Jump In Kawartha



Email one of the project contacts or kawartha.trailsupdate@cima.ca



Thank you!

