



City of Kawartha Lakes

Trails Master Plan Update

Part 1 Summary Report

December 2021

Kawartha
Jump In



Table of Contents

- 1.0 Introduction..... 1
 - 1.1 Project Overview 2
 - 1.2 Engagement Overview 13
- 2.0 Kawartha Lakes Trails History 18
 - 2.1 Trails Master Plan (2006) Overview..... 19
 - 2.2 Community Profile 27
 - 2.3 User Profile & Definitions..... 29
 - 2.4 Policy Context 35
- 3.0 Trail Network & Routing 39
 - 3.1 Trail Network Update & Assumptions 40
 - 3.2 Condition Validation & Investigation..... 43
 - 3.3 Overview of Outcomes 46
- 4.0 Kawartha Lakes Trail Future 52
 - 4.1 Vision & Principles 53
 - 4.2 Planning & Design Next Steps 55

List of Figures

Figure 1. Trails Master Plan Update Project Plan & Schedule	3
Figure 2. Overview of 2006 Trails Master Plan Considerations	13
Figure 3. Map Pin Summary	17
Figure 4. Trail User Profiles	31
Figure 5. Kawartha Lakes Trail Network Update Process	41
Figure 6. Trail Corridor Components and Considerations	56
Figure 7. Trail Network Components and Considerations.....	57
Figure 8. Preliminary Proposed City of Kawartha Lakes Trails Classification	60

List of Tables

Table 1. Overview of Trails Master Plan Update and Active Transportation Master Plan Unique Components and Approaches.....	4
Table 2. Summary of Engagement Tactics and Milestones – July to December 2021.....	14
Table 3. Summary of Key Stakeholder Communications and Consideration of Input	18
Table 4. Summary of 2006 Trails Master Plan Foundations.....	20
Table 5. Summary of 2006 Trails Master Plan Recommendation Assessment.....	24
Table 6. Summary of Applicable Provincial and Municipal Policies and Plans Reviewed.....	36
Table 7. Overview of Trail Improvement Hot Spots and Rationale for Improvement	50
Table 8. Summary of Potential New Trail Locations	51
Table 9. Overview of Preliminary Proposed Trail Classification.....	63

1.0 Introduction

Kawartha Lakes is the second largest single-tier municipality, by land area, in Ontario, spanning almost 100 km north-south, at its longest extent, and approximately 40 km at its widest. Land use is primarily rural. The main settlement areas are the communities of Lindsay, Bobcaygeon, Fenelon Falls, Omemee and Woodville. Large areas of the municipality are occupied by natural areas (forests, wetlands, thickets etc.) and waterbodies. The geography of the Kawarthas is naturally divided into north and south with the north underlain by Canadian Shield and south, underlain by soft and erodible limestone.

As a result of this unique geographic landscape and natural heritage value, Kawartha Lakes, in alliance with external partners, has long been a proponent of recreational opportunities, tourism, and travel through the design and development of trail routes and facilities. The municipality and the trails found within it, such as the significant Victoria Rail Trail and Kawartha Trans Canada Trail, are identified as an appealing destination within Ontario and beyond.

In 2006, Kawartha Lakes completed the first City-wide Trails Master Plan. Fifteen years have passed and while there have been successes in implementing this plan, there are some challenges that have been identified.

In 2021, Kawartha Lakes, in partnership with CIMA+, embarked on an update to the Trails Master Plan to review and amend the status of trails within the municipality and to identify a strategy to guide next steps related to trail planning, design and implementation.



“Trails are one of the City of Kawartha Lakes best assets, they are fun, enjoyable and easy to use...we wish there were more trails routes and opportunities”

– Stakeholder Input

This Part 1 Summary Report is the first of two summary reports to be prepared for the Trails Master Plan Update that document the process and outcomes of the primary project phases. This Part 1 Summary Report focuses on documenting the status of the various projects identified in the 2006 Trails Master Plan, reporting the background information gathered on the existing trail system through desktop and field review, and confirming the vision for Kawartha Lakes trails that will carry forward for the next 10 to 20 years.

1.1 Project Overview

The Trails Master Plan Update was initiated in July 2021 and is anticipated to be completed in summer 2022.

The Trails Master Plan is being updated using an iterative process which combines technical tasks and engagement milestones with the intent of addressing the City's priorities, interests and needs. Kawartha Lakes and CIMA+ are in the process of undertaking a two-phased; three-part work program which is illustrated and described in **Figure 1**.

This Summary Report documents the process and findings of Phase 1 Part 1 as well as Round 1 Engagement. Section 1.2 of the report details the engagement strategy, activities completed, input received and how it has been used.

It is important to note that within this Part 1 Summary Report there are no route, trail design, policy or implementation recommendations that are being made. The outcome of this first phase of work includes a detailed understanding and reframing of the 2006 Trails Master Plan foundations culminating in the identification of existing, previously planned improvements, new trail opportunities (Section 3.0) and a refined trails vision and supporting principles (Section 4.0).

The Trails Master Plan Update process parallels the early phases of the City's first Active Transportation Master Plan (ATMP), with the ATMP planned to conclude in 2023. While the topic of active recreation is consistent in both plans, there are some project-specific differences which are critical to note and understand. These are highlighted in **Table 1**.

Figure 1. Trails Master Plan Update Project Plan & Schedule

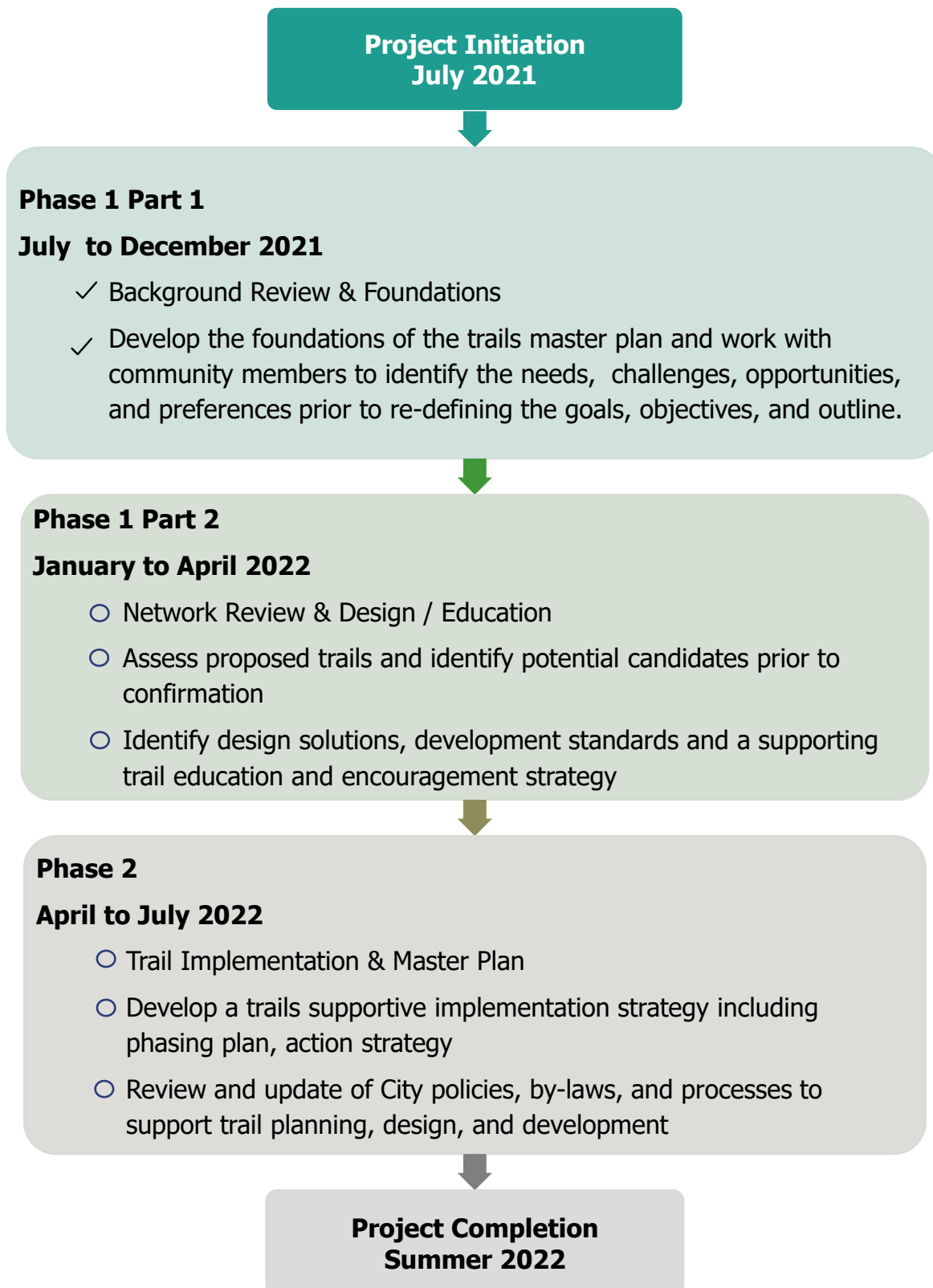


Table 1. Overview of Trails Master Plan Update and Active Transportation Master Plan Unique Components and Approaches

Components	Trails Master Plan Update	Active Transportation Master Plan
Design	AT Users & Beyond <ul style="list-style-type: none"> Primarily for trips outside of day-to-day travel, but may overlap Determined by wider contextual impacts Environmental impacts assessed Consideration of AT users and more 	Active Transportation Specific <ul style="list-style-type: none"> Interaction with other road users Wider multi-modal priorities Higher density in built-up areas Connections to major destinations for day-to-day trips
System Development	Trails First Approach <ul style="list-style-type: none"> Node / destination based Prioritization of natural spaces Connectivity through strategic on-road links Feasibility relative to the investment needed 	Roads First Approach <ul style="list-style-type: none"> Interaction with other road users Road Classification Assumptions relative to design needs First and last mile considerations
Process	Experience Driven <ul style="list-style-type: none"> Consideration and application of design solutions to trail user needs User mapping Influence of environment on experience Criteria integration 	Data / Safety Driven <ul style="list-style-type: none"> Facility recommendations based on quantitative information Economic return for investment Quantifying safety of users
Vision	Update & Re-envision <ul style="list-style-type: none"> Reviewing and revisiting past recommendations Revisiting alignment of vision Re-engaging stakeholders Infusing new guidelines Asset management focus Building on past successes 	New Vision <ul style="list-style-type: none"> Alignment with current guidelines Policy driven Connectivity Focused Multi-modal integration Demand based improvements Learning from comparable jurisdictions

Though different, both the Trails Master Plan Update and the Active Transportation Master Plan will overlap in the areas of...



Implementation

Phasing of priorities and improvements for enhanced connectivity.

Engagement

Overlapping stakeholder groups and similar engagement tactics.

Capacity

Determine the roles and responsibilities and partnership opportunities.

Evaluation

Counts of current demand and strategies to monitor performance.

Equity

Trails and active transportation as a means of improving mobility equity City-wide.



At its core, the Trails Master Plan Update looks to establish a blueprint to provide “fun experiences for all”, more specifically...

The update needs to...

- Identify missing trail linkages with a focus on urban connections through hamlets and urban areas.
- Provide clear and consistent maintenance standards and practices and opportunities for public reporting and municipal response.
- Identify safe design and direction for managing trail users and trail uses along high-demand corridors.
- Provide a strategic approach to wider connectivity over an extremely large geographic area.
- Identify and leverage branded loop routes linking major communities and internal and external destinations.
- Build capacity for implementation by the municipality and through partnerships.
- Leverage the design of amenities such as gateways to control behaviour and design safe and accessible spaces.
- Engage with the community to build capacity, interest, and demand for trails by those who do not currently use the trail system.
- Leverage the natural features and destinations such as marinas to increase active behaviours beyond trail use.
- Activate spaces along the trail network and connections to make areas more dynamic.

With the hopes that there will be...

- Strategic and long-term investment by the municipality and from external funding partners from both public and private agencies.
- Increased capacity and a commitment to volunteerism by local interest groups with a common goal of improving trails for all uses and purposes.
- A clear and consistent approach to trail design that is effectively applied where users can plan and anticipate their trail experiences.
- Clear and accessible signage and wayfinding providing guidance that leverages the local tourism and residential context.
- A shift towards more active recreational and day-to-day travel behaviours within the major communities and built-up areas because of education and outreach.
- The embedding of trail design and implementation into day-to-day decision making including wider community planning and development.
- A set of tools connected with the recommended strategies and actions to support consistent application and implementation.
- Flexible and adaptable policies, programs, and strategies that can easily be adapted to reflect changing conditions as the years progress.

The original 2006 Trails Master Plan was a thoughtful and strategic document that responded to community and stakeholder needs at the time. The Trails Master Plan had anticipated full implementation by 2021. We are learning that some aspects of the implementation have been a challenge. Between 2006 and 2021 there has been an evolution in how we...



Plan trails

the selection of routes and experiences of trail users.



Design trails

trail types and experiences taking into consideration the surrounding context and overall impact on the different users.



Promote trails

how we communicate and inform people of the trail opportunities and encourage use.



Implement trails

the way in which municipal staff address the day-to-day coordination of trails relative to budget allocation, capacity, and service management.



Maintain trails

the seasonal and year-round practices that accommodate the safe and comfortable use of trails by a range of users for fun.

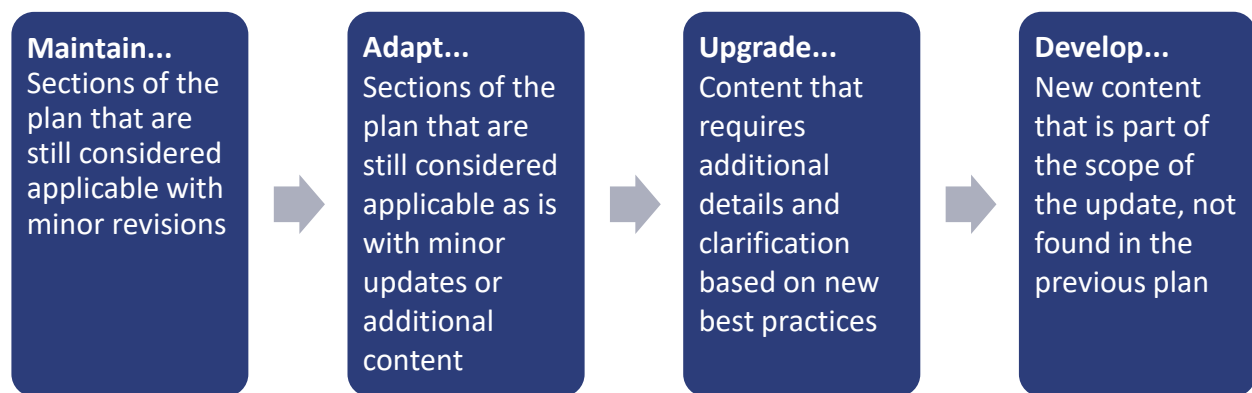


Evaluate trails

the approach used to assess the effectiveness and successes of the trail network relative to City ambitions and goals.

While the 2006 Trails Master Plan is being used as the foundation for the update, a considered review of the previous recommendations must be completed in order to responding and provide informed guidance on new trail policies and practices. The Project Team has reviewed the Plan and have identified four types of updates that will be considered as part of the overall development process. The considerations are identified in **Figure 2** and the details of this review and preliminary outcomes are found in Section 2.0 of this Summary Report.

Figure 2. Overview of 2006 Trails Master Plan Considerations



1.2 Engagement Overview

A core foundation of the Trails Master Plan Update is the design and implementation of a robust engagement program to inform, involve, consult, and strategically empower decision makers, city staff, agencies and surrounding municipalities, advisory committee members, interest groups and community organizations and residents.

The objectives of the first round of engagement were to:

- Inform audiences of the initiation of the Trails Master Plan Update project, the intent, purpose and desired outcomes.
- Work with stakeholders to better understand and assess the history of trails within Kawartha Lakes with a focus on work completed since the completion of the 2006 Trails Master Plan.
- Work collaboratively with community members to update and reframe the trails vision and supporting foundations and definitions.
- Facilitate and receive feedback on the existing trails network, previously planned routes, trail improvements and potential new trail opportunities.
- Better understand the challenges and opportunities related to trail planning, design.
- Implementation to inform the identification of trail recommendations and strategies.

A summary of the Round 1 engagement milestones is presented in **Table 2** and details of the input received are provided on the following pages.

Table 2. Summary of Engagement Tactics and Milestones – July to December 2021

Tactic / Milestone	Date
Monthly Team Meeting	July through December 2021
Senior Management Meeting	September 8, 2021
Jump In Webpage Launch Survey	September 2021
Stakeholder Notices (Email)	September 2021
Committee of the Whole Presentation	October 4, 2021
Technical Agency Workshop # 1	October 9, 2021
Stakeholder Workshop # 1	October 19, 2021
Public Information Session #1	November 4, 2021
Individual Stakeholder Meetings	Throughout November 2021
Community Working Group Meeting # 1	November 29, 2021

Public Input...

Approach overview:

- A virtual public information session was held on November 4th, 2021, between 7:00 p.m. and 8:30 p.m.
- The meeting included a presentation to attendees as well as interactive activities and discussions to gather input.
- A recording of the presentation as well as a copy of the slide deck was uploaded to the Jump In page following the presentation.

Key input and application:

- Public input focused primarily on user experience within the context of trails within Kawartha Lakes now. More specifically, individuals shared their own positive and negative experience using trails as active transportation users as well as motorized trail users.
- Concern was highlighted regarding specific corridor such as the Victoria Rail Trail and the Kawartha Trans Canada Trail including necessary clarification regarding intended trail users and enhanced design to address conflict.
- Emphasis was placed on coordinating larger scale active transportation initiatives including on-road routing which will be addressed through the ATMP process.
- Input gathered from the first public information session was used to review, revise, and help identify the recommended vision and principles for the Trails Master Plan Update as well as confirming potential improvement hot spots and new trail opportunities.

Technical Agency Input...

Approach overview:

- Agency representatives were invited to a facilitated virtual workshop on October 19th, 2021, between 1:30 p.m. and 3:30 p.m.
- The workshop included a presentation as well as two interactive activities. The first activity was used to better understand the attendees, their roles and involvement with trails; the second activity was used to discuss trail success, challenges, and experiences.

Key input and application:

- Considering the “technical” nature of these audiences, information was shared regarding opportunities and examples from comparable municipalities or key issues that need to be addressed.
- Several excellent examples were highlighted including management tactics, maintenance strategies, design of trail experience and policies.
- The input gathered was informative from the perspective of understanding the interests and opinions of other agencies who could be involved in the implementation and coordination of trail master plan update recommendations.
- In some cases, information was shared to clarify coordination and implementation challenges which will help to frame the development of the implementation and maintenance strategy.

Stakeholder Input...

Approach overview:

- Stakeholder members were invited to a facilitated virtual workshop session on October 19th, 2021, between 7:00 p.m. and 8:30 p.m.
- The workshop included a presentation as well as three interactive activities. The first activity was used to better understand the attendees and their past involvement with trails; the second activity was used to gather input on potential vision and objective revisions and the third activity was used to identify network improvements and enhancements.
- Follow-up meeting were held with various stakeholders, upon request, where more detailed information was gathered.

Key input and application:

- Key themes included: user conflict, safety and comfort of users, permissions, and restrictions, site specific issues, opportunities for enhancement, alignment with strategic priorities and emphasis on active use opportunities.
- The input gathered impacted the development of the proposed trail vision and principles; it also framed the identification of trail update foundations including the user definitions.
- Regarding routing specific locations were identified which have been mapped and highlighted as hot spots for trail improvement and new trail opportunities.

Working Group Input...

Approach overview:

- The Community Working Group (CWG) was struck by the municipality as a sounding board for the Trails Master Plan Update. Their input is intended to be used at the end of each round of engagement to confirm the outcomes of the engagement process and determine next steps.
- The first CWG meeting was held virtually on November 29th, 2021, between 1:30 and 3:30 p.m.
- The meeting included a presentation and was open forum question and answer with some prompting discussion by the consultant team. A copy of the presentation was provided to all community working group members following the session with an opportunity to provide comments to the project team.

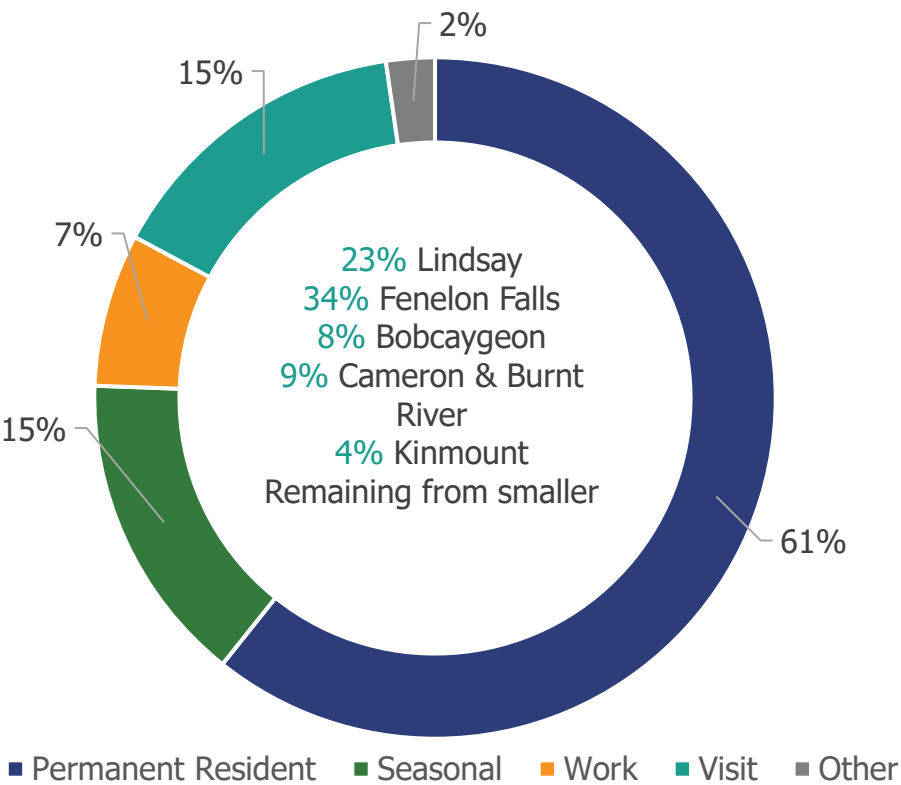
Key input and application:

- The Community Working Group was generally supportive of the proposed vision and principles for the trails update but wanted to ensure that the overall objective of “fun” was not lost through process.
- Some working group members were looking for clarification on potential maintenance and enforcement details relative to the trail classification.
- The Kawartha Trans Canada Trail was highlighted as a corridor in need of improvement with discussion occurring on how best to coordinate going forward.

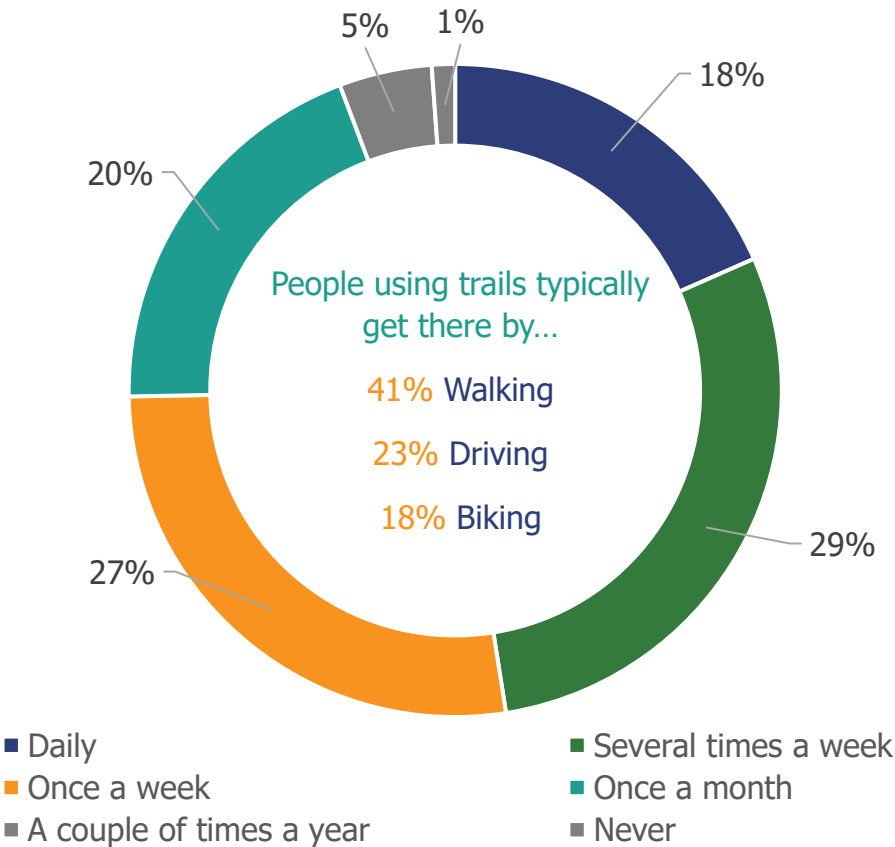
Consideration #1. What are community trail preferences, habits, and experiences?

273 responses to the survey...55% were aware of the 2006 Plan...96% did not participate in the development of the 2006 Plan

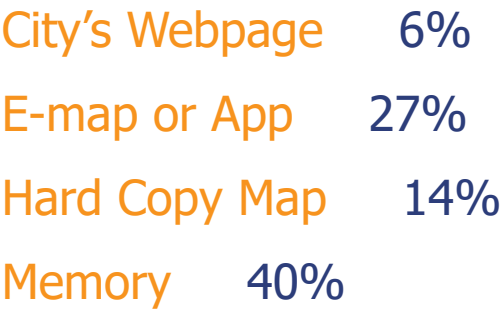
What is your relationship to Kawartha Lakes and in which community do you reside?



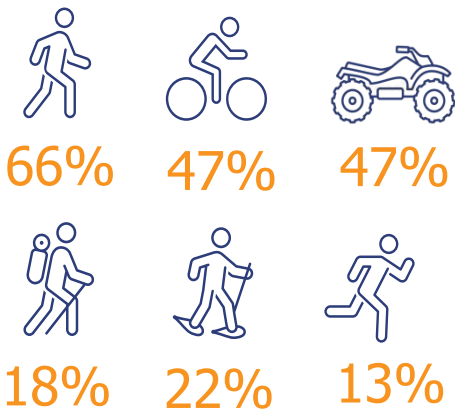
Frequency of trail use indicated a preference for use either daily or several times a week



Trail information is typically found by...



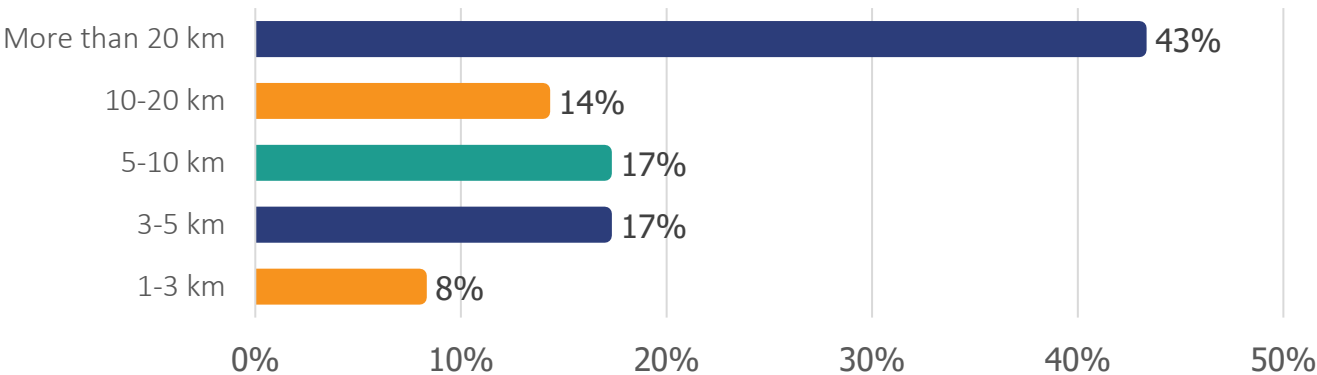
Trails are typically used by...



Top five barriers to trail use in Kawartha Lakes include...

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

The distance typically travelled when using trails...

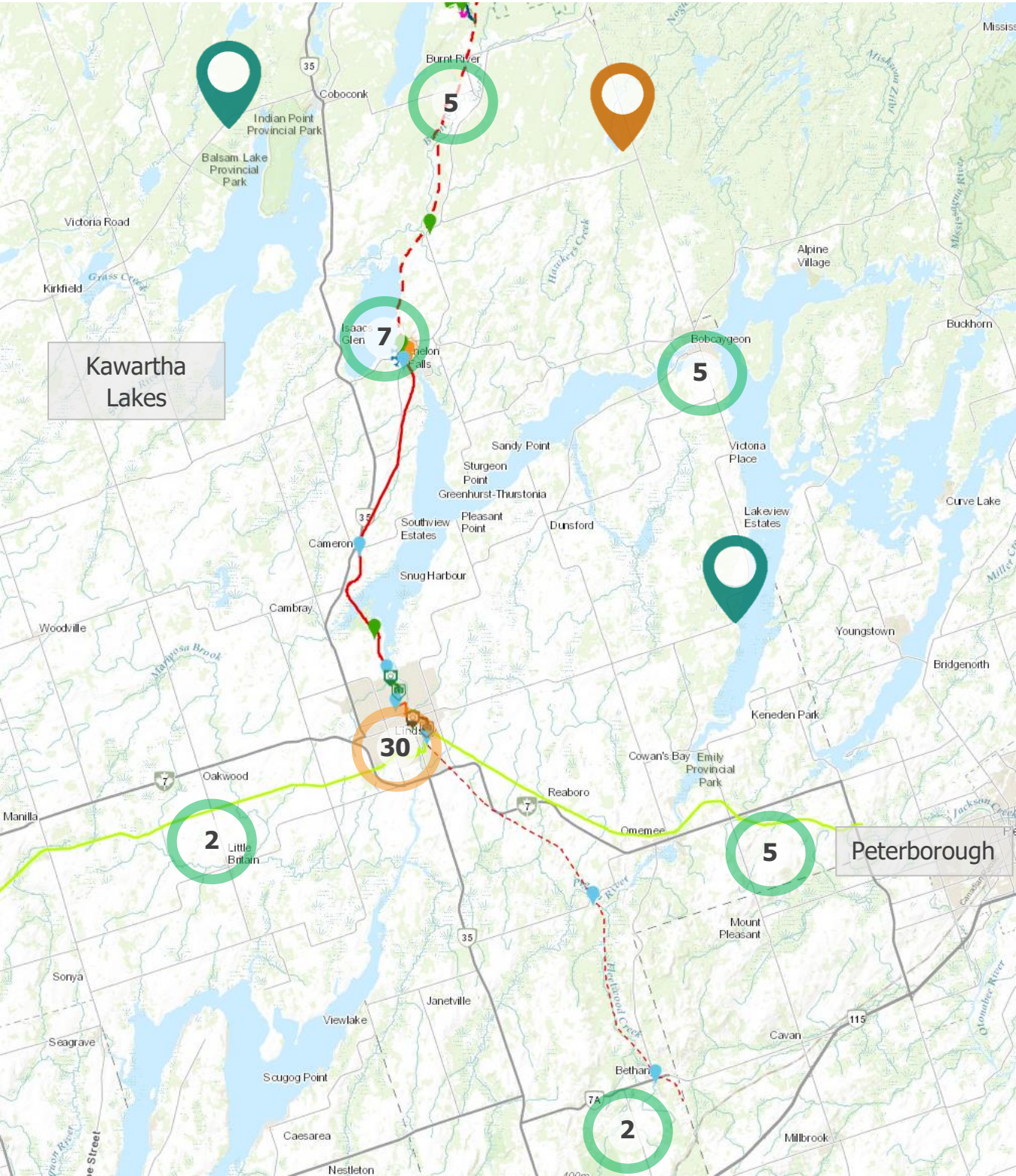


Most people get to trails by...



Consideration #2. What are your favourite trails and how could they be improved?

Figure 3. Map Pin Summary



December 2021

An interactive mapping application was launched and hosted on the Kawartha Lakes Jump In page. The pins represented different types of input including favourite trail, trails that should be prioritized, trail gaps, accessibility barriers and new trails for consideration. A graphic illustrating the input that was received is provided in **Figure 4**.

68 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 to connect between the river trail at Carew Park.
- Creation of a trail route to downtown.
- Improvements to existing 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 Thunder Bridge and Victoria Ave would be a great candidate for lighting at night.
- North entrance of Pinery Forest tract. 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.

All the information that was gathered through the interactive mapping tool was downloaded and reviewed in the context of identifying trail improvements – or hot spots – as well as opportunities to explore new trail linkages - as noted in Section 3.0 of the report.

Consideration #3. What are the specific requests being made by stakeholders for the trails update?

Table 3. Summary of Key Stakeholder Communications and Consideration of Input

Stakeholder Group	Received	Type of Information	Key Themes	Applicability
Green Trails Alliance	November 1, 2021	Written submission with research and rationale for requested recommendations provided.	<ul style="list-style-type: none"> A significant amount of research and documentation from national, provincial, and local resources was provided in support of an increase in active trail use throughout the municipality. Specific recommendations were provided relative to trail design, planning, enforcement, and management for consideration by the project team. 	<ul style="list-style-type: none"> - Design classification and guidance - Policy Development - Program Development - Funding Requests - Internal Capacity Support
East Cameron Lake Association	October 21, 2021 Various Communications through December 2021	30-minute meeting and presentation given by the two representatives from East Cameron Lake including research and rationale for requested recommendations. Written submissions as well as photographs / videos of specific areas and issues.	<ul style="list-style-type: none"> A presentation was provided highlighting the corridor specific concerns related to various users with an emphasis on improvements for active use. The core recommendation was to restrict ATV use along the VRT along East Cameron Lake and design for active users. Documentation of impacts of ORV use were provided along with supporting national and provincial research on increased AT use. 	<ul style="list-style-type: none"> - Recommendations specific to the ECL section of the VRT - Design of compatible uses - Safety relative to trail design - Potential user restrictions
Kawartha Trans Canada Trail Association	Various Communications between September and December 2021	Written submissions as well as photographs of specific areas where improvements have been requested. More general comments submitted by the organization representative.	<ul style="list-style-type: none"> The written submission provided an overview of the history of the Kawartha Trans Canada Trail which provided strong support for continued and enhanced partnerships between the municipality and the association. Specific locations were identified where improvements are needed including but not limited to crossings, amenity placement, signage and wayfinding and design. A request for additional investment was made to support ongoing maintenance and management. 	<ul style="list-style-type: none"> - Location specific improvements requested for design enhancement due to safety – focus on “on-road / sidewalk connections” - Accommodation of accessible users - Highlighting the KTCT as a spine corridor - Design to control restricted or permitted users - Policies - Staffing capacity and funding
Environmental Action Bobcaygeon	September 29, 2021	Written submission (formal) as well as follow-up at various engagement activities including the stakeholder workshop and email submissions by individual participants.	<ul style="list-style-type: none"> The communication provided by EAB included Bobcaygeon specific recommendations related to the improvement of active transportation with some consideration for trail enhancements. Reference was made to past initiatives undertaken by EAB at the community level with opportunities for future collaboration. 	<ul style="list-style-type: none"> - Alignment of on-road routes more applicability to the ATMP with potential exploration of off-road trails - Overall connectivity - Intersection safety - Economic support and development

Stakeholder Group	Received	Type of Information	Key Themes	Applicability
Kawartha Lakes Snowmobile Club	October 15, 2021	A 30-minute meeting was held with the Kawartha Lakes Snowmobile Club and Kawartha ATV Association regarding current practices related to trail development and management specific to motorized uses within Kawartha Lakes.	<ul style="list-style-type: none">Trail management practices including potential coordination efforts.Existing maintenance practices of motorized vehicle trails.	<ul style="list-style-type: none">Trail management strategyMaintenance strategies or guidelines in support of seasonal practicesCapacity and coordination recommendations
Kawartha ATV Association	October 15, 2021		<ul style="list-style-type: none">Identification of the ongoing partnership between the organization and the municipality including past effort to support from a funding perspective.Enforcement challenges and opportunities relative to existing and future trail use.	<ul style="list-style-type: none">Route recommendations and areas of improvements explore through the network development processTrail management and maintenance practices and policiesCapacity and coordination opportunities

2.0 Kawartha Lakes Trails History

Kawartha Lakes has a long history of supporting of trails. Stemming from a strong local interest and desire to provide fun and enjoyable experiences for residents and visitors, the municipality has been investing in the planning, design, implementation, and management of trails for years. Much of this investment has been done in partnership with key agency and stakeholder partnerships including but not limited to the Kawartha ATV Association, municipal committees, clubs, and interest groups (as outlined in Section 1.0 of the summary report), conservation authorities, provincial parks, and others.

While the municipality's trail history has been very positive, there are also some considerable challenges that continue to arise with the increasing demand and interest from local and non-local trail users. Before recommending updates to the Trails Master Plan and establishing the proposed strategy for the next 20 years, it is important to have a deeper understanding of the history of trails that is unique to Kawartha Lakes as well as the wider context that influences how trails are planned, design and implemented.



"Walking, biking, skiing, or snowshoeing on the trail has been an excellent way to exercise during the pandemic...During the early spring and late fall local folks and many, many people from out of area have discovered the trail and enjoyed the benefits."

– Stakeholder Input

As part of the first phase of work, the Project Team developed a broad understanding of trail history in Kawartha Lakes by:

- Reviewing and assessing the applicability of the 2006 Trails Master Plan content and recommendations.
- Reviewing population and geographic information to create a community profile relative to trail needs.
- Identifying user needs and definitions to help guide future trail planning and design with a focus on a user first approach.
- Summarizing benefits and best practices in support of trail investment and enhancement.
- Reviewing local and provincial policies in the context of understanding policy support (existing) and how trails “fit” within the wider policy context.

2.1 Trails Master Plan (2006) Overview

The 2006 Trails Master Plan was met with celebration at the time of development and was intended to be used as the blueprint for trail planning, design, and implementation for a 15-year time frame. The plan was ambitious in the way that it inspired community members and stakeholders but also presented challenges from an implementation perspective for city staff and decision makers. The plan was developed based on achieving and fulfilling the vision that...

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

The 2006 vision statement was further articulated by nine (9) master plan objectives which were intended to provide more clear direction on how to achieve the overall vision without being overly prescriptive.

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

While the 2006 vision seemed achievable, feedback to the Trails Master Plan Update process indicated that the original vision may have been considered too general and perhaps not providing enough direction on the intended outcomes. Similarly, the objectives included a range of very specific directions as well as high-level targets. This inconsistency led to some challenges when it came to the implementation of recommendations and strategies.

Through the first round of engagement (as summarized in Section 1.0), input was gathered on the successes and drawbacks of the 2006 Trails Master Plan. A summary of the input is provided in **Table 3**. The proposed 2021 trails vision for Kawartha Lakes is presented in Section 4.0 of the summary report.

Table 4. Summary of 2006 Trails Master Plan Foundations

Challenges with the current plan...	Future opportunities for the update...
<ul style="list-style-type: none"> The plan does not clearly address the user management – specifically related to the different trail uses and design / safety needs of hikers, cyclists, ATV users, snowmobiles, etc. Links to communities using existing or future trails were not prioritized which in some locations has led to isolated trails and trail experiences that are hard to get access to. Effective communication of trail opportunities, access, route alignment and user considerations is not set-out or prioritized. Though securing funding is an 	<ul style="list-style-type: none"> Kawartha Lakes has unique trails and trail experiences that are a draw for people who live and play within the municipality and surrounding areas, the “fun” should be leveraged. There are a variety of trail experiences for different users and uses with the potential for expansion considering the wide geographic context. The trails need to be well marked and properly identified not only from a communication perspective but to understand who the most appropriate users are and how to enjoy the trails comfortably and safely.

Challenges with the current plan...	Future opportunities for the update...
<p>objective, there has been a lack of long-term investment in trail development and maintenance.</p> <ul style="list-style-type: none">• A lack of consistent trail design and application throughout the municipality with a focus on connecting the trail design with specific users – either restrictions or permission.• Where there are concerns with trail use, a strategy has not yet been adopted to address monitoring and enforcement beyond individual group practices.	<ul style="list-style-type: none">• Within the design of the trails should be consideration for solutions which make the trails easy to access – applying both to accessibility as well as actual access to trail linkages.• Where possible, trails should be a destination while also highlight destinations in a way that is scenic.• Getting to and from trails should not only be clear but also convenient and when on the trails the experience should be one that is safe, peaceful, enjoyable, and relaxing.• Maintenance should be a priority taking into consideration the different seasonal uses but also year-round maintenance to ensure that there are no barriers to use.

The basis of the 2006 Trails Master Plan was the identification of a series of infrastructure recommendations. While the locations were identified, they were not mapped which led to some issues regarding route implementation tracking and management.

Map 1 (available as a separate file) illustrates the 2006 proposed improvements relative to the existing trails network.

The following list is an overview of the infrastructure improvements recommended and an assessment of their implementation status and potential inclusion as part of the Trails Master Plan Update.



Staging Areas

Staging areas and trailheads were identified in specific locations but the clarity regarding their placement and the recommended design solutions are unclear, requiring additional clarification to determine design impacts and implementation.



Signage

Signed routes were identified based on the on-road cycling routes which are no longer being addressed through the Trails Master Plan Update – refer to Table 3 for further explanation.



Trails in ROWs

Like the on-road cycling links, trails within the road right-of-way will be explored through the ATMP process unless identified as part of the site planning processes and linked to off-road trails. Though recommended, specific routing was not identified in 2006 plan.



Scugog Greenway & Trail

Was ultimately constructed and is further reinforced through other planning and design initiatives such as the Lindsay Continuity Plan.



Dunsford Trail

Route alignment was identified but did not include direction on the type of trail to be implemented or the feasibility of the corridor from an environmental impact perspective.



Central Corridor

A trail connecting Lindsay and Ken Reid continues to be in high demand – the routes exist but requires considerable improvement to address user needs and conflicts.



Forest Tract Upgrades

Informal and formal trails within existing Forest Tracts are primarily the responsibility of external agencies of the municipality but are in some cases maintained with municipal funds from forest management initiatives.



East West Rail Trail

Implemented as part of the successful Kawartha Trans Canada Trail corridor and continues to be a heavily used trail within the municipality by residents and visitors.















Kawartha Lakes Trails Master Plan Update













Part 1 Summary Report

It is important to note that, all proposed routes from the 2006 plan that have not yet been implemented will be reviewed to determine whether they are considered feasible in the context of the Trails Master Plan Update.















To support the proposed trail routes and facilities. Within the 2006 Trails Master Plan, 23 recommendations were identified in support of master plan recommendations. While the previous infrastructure improvements will be reviewed as part of the wider network development process for the master plan, the recommendations were reviewed in Phase 1 of the project based on input from City staff and stakeholders. The intent is to establish an understanding of what has been implemented, whether it would still be considered applicable in the 2021 Trails Master Plan Update and what some of the contextual considerations are to either address the lack of implementation or help to determine whether changes need to be made regarding the approach to implementation if they become part of the update.










Table 5. Summary of 2006 Trails Master Plan Recommendation Assessment

Trail Planning & Management					
Recommendation	Status		Applicable?		Considerations / Context
	Y	N	Y	N	
Establish trails advisory committee					<ul style="list-style-type: none">Trail advisory committee formed, and Terms of Reference accomplished.
Identify City staff as a trail's coordinator					<ul style="list-style-type: none">There are staff responsible for the management of trails. There is not a Trails Coordinator position within the municipal organizational chart.
Continue to plan for trails in development areas					<ul style="list-style-type: none">New trails are planned for development areas within Lindsay and other urban areas.These trails are opportunities for wider network integration
Work with trail providers to develop a network of trails to accommodate a range of users					<ul style="list-style-type: none">Trails have information regarding existing uses but does not provide guidance on where future trails could accommodate specific usesThe Trails Advisory Committee was comprised of a range of users that worked together to form the initial permitted uses on the trail by-law.Concern remains regarding the future planning of trails and expansion of the network relative to a balance of trail users
Ensure accuracy of information and update materials periodically to reflect changes					<ul style="list-style-type: none">Data management of trail related information has been inconsistent with some efforts to communicate trail routes through the municipality's website
Develop and approve municipal bylaw to regulate trail use on the existing VRT					<ul style="list-style-type: none">By-Law 2007-107 regulates and governs trail uses along the Victoria Rail Trail.
Investigate / develop a program for management and enforcement of trail regulations including a trail permitting program					<ul style="list-style-type: none">More clear direction is needed with coordinated efforts across the municipalityNeed for inter-departmental coordinationFunding is a key success factor but not something that is available

Victoria Rail Trail Corridor					
Recommendation	Status		Applicable?		Considerations / Context
	Y	N	Y	N	
VRTC in Lindsay should be reassessed and managed to address recommended improvements and restrictions					<ul style="list-style-type: none">By-law 2007-107 addressed concerns of the day.The Lindsay Continuity Plan identifies trail planning options within the urban boundary of Lindsay.
VRTC in Fenelon Falls should be reassessed and managed to address recommended improvements and restrictions					<ul style="list-style-type: none">By-law 2007-107 provides guidance for the restriction of ATV use in select locations but improvements along the VRTC have not been implemented to address areas of conflict or concern.
Investigate with MTO, OFATV and OFSC the feasibility of a snowmobile / ATV bypass around Lindsay					<ul style="list-style-type: none">Options for a by-pass route around Lindsay were presented to Council but not pursued. As of 2021 Council adopted an ORV by-pass route which runs within the urban boundary of Lindsay.
Explore the feasibility of a snowmobile / ATV bridge across the Scugog River at Thunder Bridge Road					<ul style="list-style-type: none">Bridge was reconsidered in the Lindsay Continuity Plan and remains a potential crossing at the Scugog River.
Investigate long-term solutions for redeveloping the bridge on Road 121 or a new construction					<ul style="list-style-type: none">Options for the development of this bridge have not been explored.
Identify local roads through Fenelon Falls or a by-pass to accommodate ATV use					<ul style="list-style-type: none">An alternate road route was presented to and approved by Council. The road route is currently utilized.Additional ORV routes were explored as part of a separate initiative to the trails master plan with the expectation that recommendations as identified by the Task Force would be adopted as part of the updated plan.

Victoria Rail Trail Corridor Continued					
Recommendation	Status		Applicable?		Considerations / Context
	Y	N	Y	N	
Work with the advisory committee to identify key roles and responsibilities between trail organizations to maintain the VRTC					<ul style="list-style-type: none">Trails Advisory Committee identified responsibilities with organizations. These responsibilities remain through an informal agreement.Maintenance efforts are provided by select organizations but may require some consideration relative to future uses.
Upgrade and maintain the VRTC from Lindsay to Fenelon Falls to a higher trail standard					<ul style="list-style-type: none">Considerable maintenance improvements have been made to this section of the trail system. A more formal maintenance plan should be developed with the various current users and uses in mind.
Identify locations for potential snowmobile / ATV staging areas along the VRTC					<ul style="list-style-type: none">Additional locations have been identified and constructed. Future staging areas and improved trailhead are still considered a significant need including sufficient parking and signage.
Future Trail Corridors					
Recommendation	Status		Applicable?		Considerations/Context
	Y	N	Y	N	
CKL take a leadership role in discussions with the Province, City of Peterborough and TCT to upgrade the rail trail					<ul style="list-style-type: none">Local independent, volunteer organization developed to manage and maintain the local TCT. Association may require support to manage the trail.
Continue to develop a Greenway trail corridor in Lindsay between the VRTC and South Corridor for non-motorized use only					<ul style="list-style-type: none">The section from Logie Street to King Street in Lindsay remains non-motorized. The Lindsay Continuity Plan identifies options to further develop non-motorized trail opportunities.
Investigate and develop the former rail line between Lindsay and Dunsford for non-motorized uses via purchase or trail easements					<ul style="list-style-type: none">Portion of this route received increased maintenance. Private land ownership has halted further development of the former rail line.
Collaborate with the Region of Durham to investigate potential trail on the rail corridor west of Woodville					<ul style="list-style-type: none">Route not implemented as per the recommended timeline.

Forest Management Tracts & Conservation Areas					
Recommendation	Status		Applicable ?		Considerations / Context
	Y	N	Y	N	
Continue to implement the recommendations of the Forest Management Plan					<ul style="list-style-type: none">The Forest Management Plan (2003) was implemented on a twenty-year horizon. Additional 5-year plans have been developed to supplement the long-range plan.
Ensure that all trails in forest management areas are developed to appropriate trail design standards with amenities					<ul style="list-style-type: none">Without consistent design guidance trails have been implemented and managed more on a case-by-case basis.
Coordinate efforts between the Advisory Committees to ensure consistent signage and trail user conduct					<ul style="list-style-type: none">New signage has been installed in coordination with the Forest Advisory Committee. Consistent design and installation guidance is required.
Work with the conservation authority to provide a consistent approach to trail conduct policies and signage					<ul style="list-style-type: none">Design standards have yet to be developed for specific trails as well as policies and signage guidanceClarification is needed on the role and priorities of the Conservation Authorities
Road Based Cycling Routes					
Recommendation	Status		Applicable ?		Considerations/Context
	Y	N	Y	N	
Work with local cycling groups to develop a cycling map					<ul style="list-style-type: none">The implementation of proposed on-road cycling routes has been led by the Tourism team, in coordination with other municipal departments.Unless targeted as a part of the wayfinding and signage strategy, on-road connections will be approached through the ATMP process
Focus implementation on the establishment of rural routes through signage					
Develop and implement 2-3 loop of varying lengths to be showcased throughout the municipality					

Insurance and Liability					
Recommendation	Status		Applicable?		Considerations / Context
	Y	N	Y	N	
Review the status of existing municipal insurance policies and management / maintenance practices as they relate to trails and identify / implement a risk management strategy					<ul style="list-style-type: none">• In coordination with Risk Management staff processes have been developed, and followed, based on best practices.• Risk management strategy has not been undertaken.
Line Fences Act					
Recommendation	Status		Applicable?		Considerations / Context
	Y	N	Y	N	
Continue to monitor and contribute to ongoing dialogue related to section 20 of the Line Fences Act to convey the position of the municipality					<ul style="list-style-type: none">• Managed relationship with trail neighbours to ensure fencing issues were appropriately addressed.
Comply with final position taken by the Ministry of Municipal Affairs and Housing when the final decision is made					
Project Costs					
Recommendation	Status		Applicable?		Considerations / Context
	Y	N	Y	N	
Approve and provide funds for the program of Capital Projects and Maintenance costs outline in the trails master plan subject to annual review					<ul style="list-style-type: none">• Annual budget provides funds to support maintenance.• Current amount allocated does not cover the costs of maintenance nor would it address new builds or improvements to trails
Potential Funding Sources					
Recommendation	Status		Applicable?		Considerations / Context
	Y	N	Y	N	
Investigate all opportunities for cost-sharing and funding sources for trail development					<ul style="list-style-type: none">• External and internal funding opportunities have been explored and leveraged where possible



December 2021

2.2 Community Profile

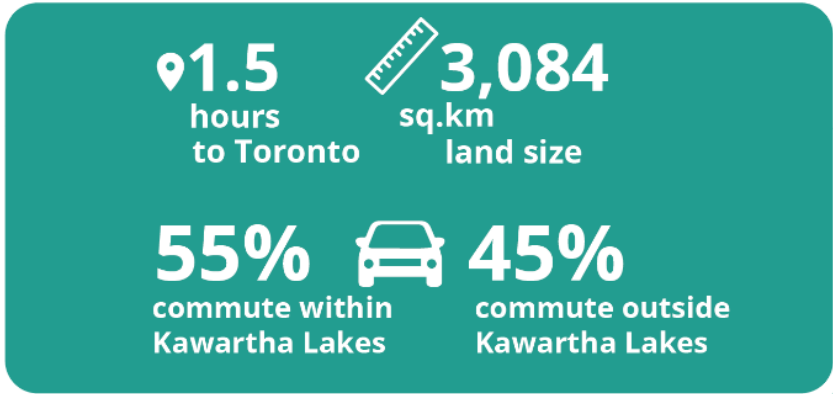
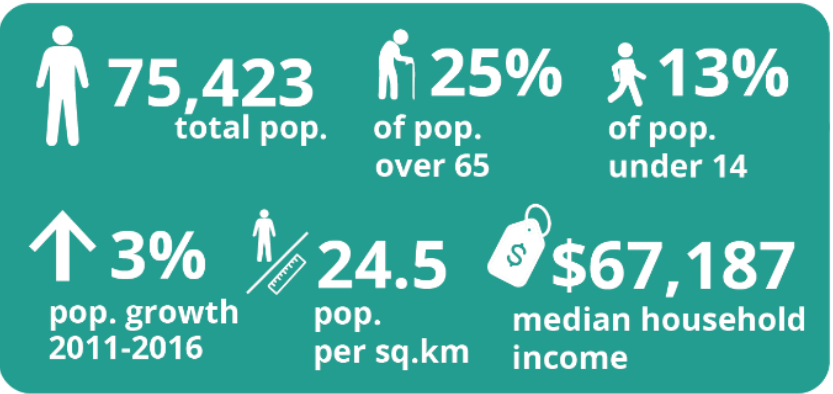
Quite a lot has changed since the original Trails Master Plan was developed, not only in the way trail planning is approached but in the way that Kawartha Lakes has grown and developed as a residential and tourism destination. COVID-19 has also had a considerable impact on individual and community behaviours including a significant increase in the demand for and use of recreational opportunities such as outdoor based leisure, fun and fitness.

These population, societal and geographic impacts have and will continue to shape for whom, how and why we plan for trails. A community profile has been developed for Kawartha Lakes to connect the population considerations such as demographic, geographic, social, economic characteristics with potential recreational mobility that could be integrated into the Trails Master Plan Update.

Based on the geographic area of the municipality and on input received through the engagement program, a “regional” approach has been taken to develop a community profile for Kawartha Lakes. The community profile has been organized in such a way that we are better able to understand the unique characteristics and how they could impact future trail development.

For example, while the northern “region” of the municipality has fewer people (population density), it has more natural areas which could serve as trail destinations. The southern “region” has the higher population density meaning that there would likely be more opportunities for day-to-day walking / cycling using trails and a more connected trail system. The community profile information presented on the following page was developed based on statistically valid information as well as trail research and best practices / research.

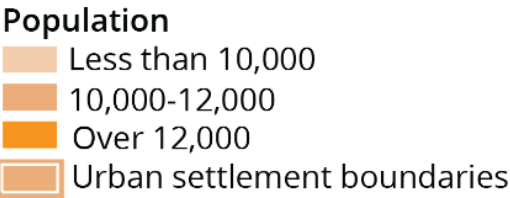
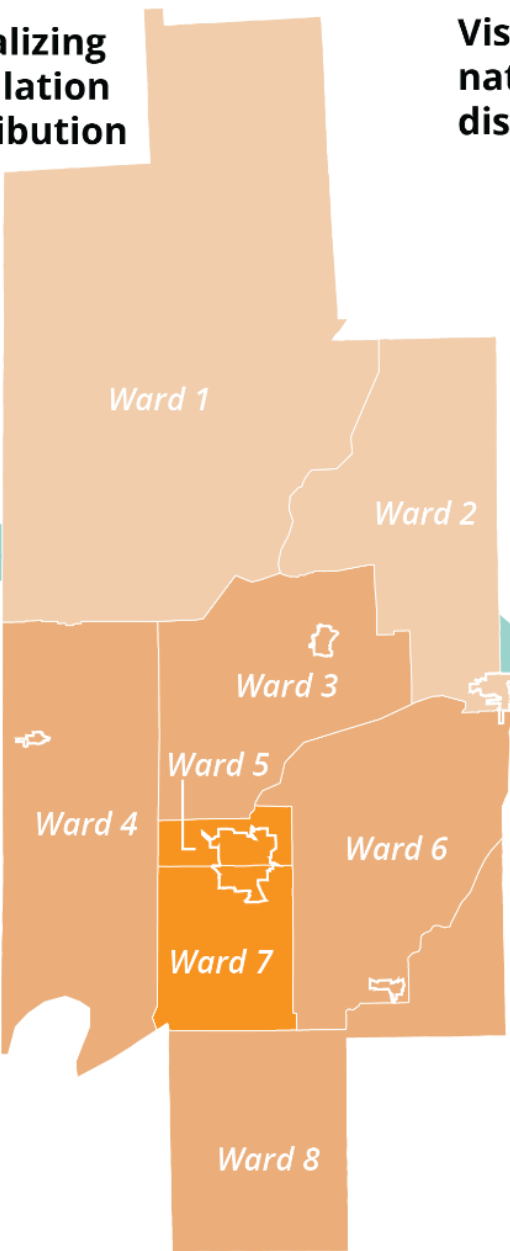
key statistics



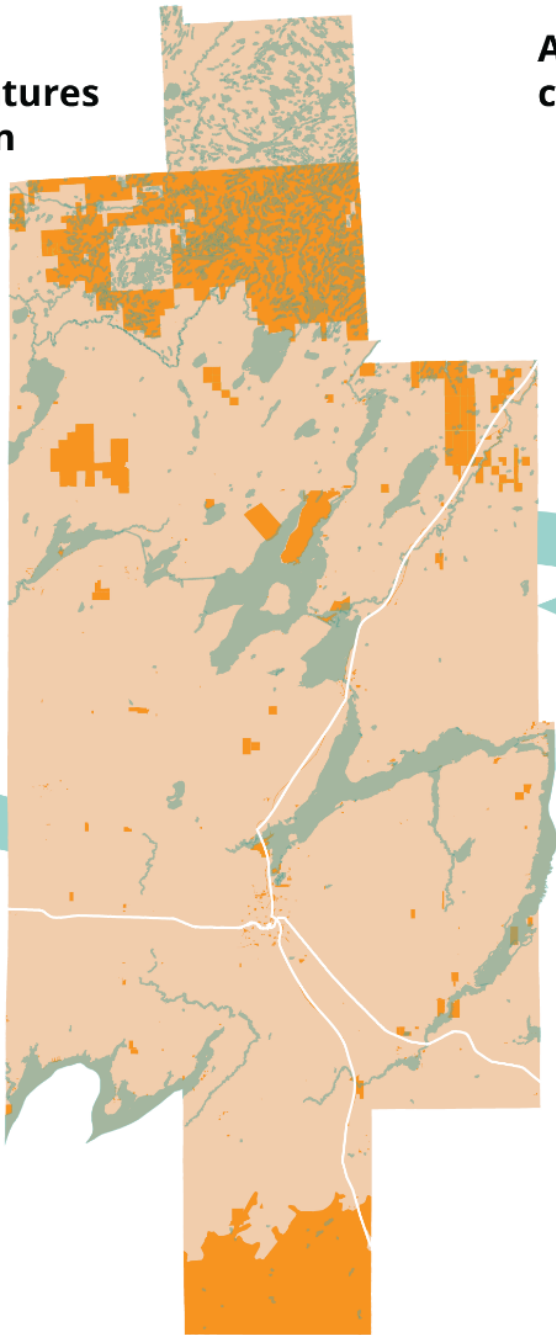
Thinking of population and geography spatially

For the context of the Trails Master Plan, it is important to understand how both the population and the key geographical features of Kawartha Lakes interact and could inform trail development and design .

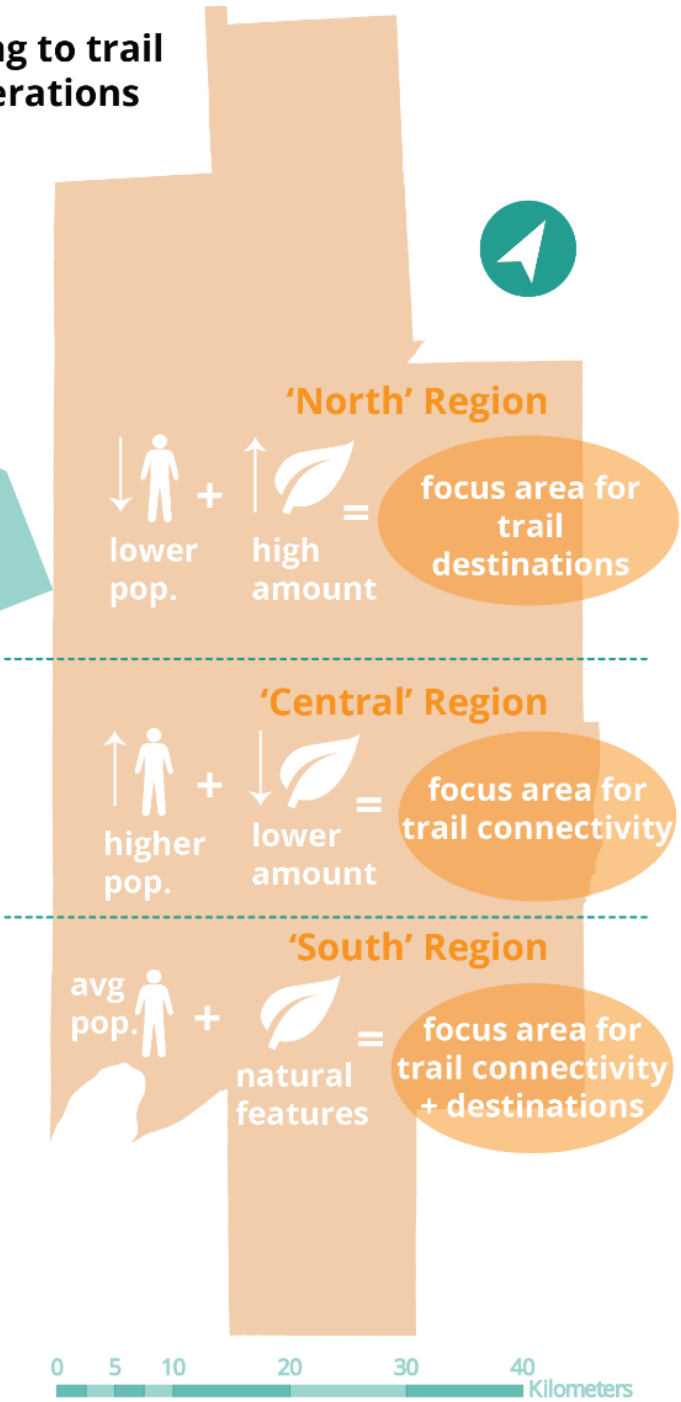
Visualizing population distribution



Visualizing natural features distribution



Applying to trail considerations



2.3 User Profile & Definitions

One of the strongest pieces of feedback received from the 2006 Trails Master Plan and through the Round 1 engagement for the Trails Master Plan Update was a strong desire for greater clarity on the intended trail users. Based on the community profile and the input received from the online survey, a couple of user specific considerations have been identified:

- Accessible trail use demand is increasing due to an aging population as well as commitments to all ages and abilities access to recreation.
- For more equitable use, not everyone has access to a vehicle to get to and from activities, meaning they need safe options for daily trips in addition to recreation.
- Mobility devices are now considered part of the trail use spectrum and include a range of options e.g. recumbent bikes.
- E-supportive uses such as e-bikes are gaining traction by several populations and require clarity in the form of local policy.
- Motorized users cover a significant number of categories and population groups.
- Niche uses for more high difficulty or seasonal uses are growing e.g. fat tire biking.

Defining trail users, though effective, is not a one size fits all approach. A trail user can one day experience trails on a bike and the next on a four-wheeler or ATV. This can make the consideration and application of trail user design needs somewhat of a challenge but also an opportunity.

For Kawartha Lakes, trail user definitions have been developed within three categories as outlined in **Figure 4**. The categories were developed to reflect provincially and nationally accepted definitions and standards as well as the Kawartha-specific population and stakeholder trends.

More specifically, the application of these definitions will inform:

- The identification and confirmation of improvements to existing trails as well as new trails.
- The design of trail facilities (i.e. the type of trail and supporting infrastructure) such as amenities, staging areas / trailheads, etc.
- The development of communication materials as well as the design and implementation of signage and wayfinding at trailheads or access points.

- The identification and recommendation of maintenance practices, both year-round and seasonal.
- The identification and recommendation of enforcement and management strategies spearheaded by the municipality in partnership with trail user specific organizations.

Within Kawartha Lakes, there are considerable strains between different trail user groups that have been compounded over time. It will take more than a Trails Master Plan Update to mitigate and address these conflicts, but an overall awareness and acceptance of the trail user groups, their use of the trail system and their contribution to next steps will hopefully be the first step.

It is important to acknowledge that not all trails will be designed for “shared use”, and it is appropriate to expect that some trails will have restrictions in place for active or ORV users depending on the context and the conditions.

It should also be understood that with limited budget and capacity, the municipality will be limited to how many trails they can reasonably manage and maintain for single use only meaning that tools such as enforcement, maintenance and design must be used to help control and manage user conflict and risk.

Figure 4. Trail User Profiles

Trail Considerations

Users Accommodated

Active use...

- Focus placed on accommodating safe trail use by those who use self-propelled or accessible / mobility supportive devices
- Include niche uses e.g., equestrians as well as seasonal uses such as snowshoeing
- Would require consideration for e-supportive uses based on local policy and application



Shared use...

- Focus placed on accommodating safe trail use by active transportation uses as well as ORV users in a way that reduces conflict
- Safety and comfort are heavily dependent on providing sufficient space, education, enforcements and potentially separation for users
- Design could also play a role in how the trail is perceived and used by different users leading to self management



ORV use...

- Focus placed on motorized vehicles that have been manufactured for off-road use including ATVs, utility vehicles, side by sides, snowmobiles, and dirt bikes (among others)
- Environmental impacts of uses need to be considered when designing the trail and frequent maintenance
- Start and end of trip design as well as amenities to support trips are also critical to user experience



When considering these profiles, there are likely a couple of key questions that may arise.

Are equestrians or water-based users being considered?

As part of the Trails Master Plan Update consideration will be given to on-land trail niche uses through design accommodation on existing and proposed trail linkages. Specific routes for equestrians will not be identified or designed as part of the network. Connections to waterways is considered a priority and accommodating potential users at water access points will be considered but like equestrians', kayak or canoe routes will not be identified as part of the network.

How do we consider different types of pedestrians and cyclists?

Not all pedestrians and cyclists are created the same. The rationale and reason for everyone to take a walk or a bike ride is unique to that person and can be heavily influenced by many different factors including sense of safety and comfort, weather, time of the day, location of the trail, amount of time available for the experience, etc. When discussing pedestrians and cyclists it is important to consider user vulnerability. What makes pedestrians and cyclists more vulnerable than other users is the lack of physical buffer or barrier between the user and other vehicles. Research shows that there are different categories of pedestrians and cyclists which are heavily based on the population factors of the individual. These categories range from the strong and fearless to those that are interested but concerned, these active transportation user "types" and how that relates to the design of the trail corridor, the trail features, the connection points, signage, and wayfinding, etc. will be critical to the success of this process.

Where do other winter users "fit"?

Encouraging seasonal and winter use is of importance to Kawartha Lakes. There is already a strong foundation of winter users but a significant variation in how active users are accommodated, in contrast to ORV users. There is some promotion of trails for winter use but limited direction on how best to maintain the trails at the municipal level or coordination with external groups. The Master Plan Update will identify maintenance practices that address winter use and potentially suggested route locations that may be more appropriate for those uses as priority practices.

What do we mean by e-bikes?

'E-bike' is a form of micromobility, being small human and electric powered transportation options. In Canada, e-bikes were historically defined federally as a power-assisted bicycle. Through this definition, e-bikes electric power-assist motor cannot exceed 500 watts and are required to be operated through both human and electric propulsion with working pedals for human propulsion. Within this definition, two forms of e-bikes have emerged: bicycle and scooter style. Bicycle style e-bikes look like traditional bicycles and typically have an external electric motor which can propel or assist the rider when needed. In comparison, scooter-style e-bikes more closely resemble a moped and are predominantly ridden through the electric assist. To be considered an e-bike, a scooter-style e-bike must have functional pedals which could propel the bike with human power. E-bikes have been gaining rapid attention as a mode for first and last mile travel, accessibility, and in 2020, the federal government deregulated power-assisted bicycles allowing provinces to form their own regulation for e-bike definitions and use.



2.4 Policy Context

Policies are the tools that are used by planners and other municipal staff to guide where, how, and what is built. They provide the blueprint for growth and development of a community while also addressing critical principles of mobility, environmental protection, economic growth, and infrastructure services. Planning is based on a framework or policy hierarchy that stems from high level provincial policies down to area-specific municipal plans. Trails are primarily supported by existing municipal policies and plans and while there are some provincial policies that provide a strong foundation for trail support, there are few that have a direct impact (geographically) on how trails are planned and designed relative to other land use planning.

When reviewing policies and plans it is not only important to understand what supports trail planning but how the topic of trails “fits” into the existing policy hierarchy. The information contained on the following page is an illustration and overview of the relevant planning policies that influence and / or impact the planning, design, and implementation of trails within Kawartha Lakes.

As part of the background review for the Trails Master Plan Update, provincial and municipal policies, plans, and implementation tools were reviewed and considered. They are outlined in **Table 6**.

This is not meant to provide an assessment of the application of the various policies, but more so to understand how the Trails Master Plan Update influences or is influenced by different policies and plans as adopted by the municipality. The ‘current state’ of policies does not always reflect the future goals and objectives of the municipality. In the upcoming phases of the Master Plan Update, the Project Team will be working to identify areas of enhancement or improvement and ensure that sufficient policy support is provided to facilitate long-term implementation.

Table 6. Summary of Applicable Provincial and Municipal Policies and Plans Reviewed

<p>Provincial Policy</p> <p>Policies developed and adopted by various ministries of the province</p>	<ul style="list-style-type: none"> • Provincial Policy Statement • Growth Plan for the Greater Golden Horseshoe • Oak Ridges Moraine Conservation Plan • Lake Simcoe Protection Plan • National Active Transportation Strategy • Ontario Trails Strategy • MTO #CycleON Action Plan
<p>Municipal Policy</p> <p>Policies developed and adopted by the municipality with varying degrees of detail to address city-wide growth and development as well as service management</p>	<ul style="list-style-type: none"> • Kawartha Lakes Strategic Plan • Kawartha Lakes Official Plan • Official Plans for Urban Growth Areas • Strategic Asset Management Policy • Forest Management Plan • Cultural Master Plan • Tourism Destination Development Plan • Municipal Accessibility Master Plan • Transit Master Plan • Healthy Environment Plan • Downtown Revitalization Plans (Lindsay, Fenelon Falls & Omemee) • Strategic Community Improvement Plan

Trail specific implementation tools...

While policy can be effective, the most effective tools sometimes come in the form of by-laws, guidelines / standards and other implementation tools adopted, implemented, and most importantly enforced by the municipality. Kawartha Lakes has developed and adopted several of these tools / documents to manage trails more effectively. The following is an overview of the different implementation tools that the municipality has access to and an overview of the tools that have been developed and adopted since the development of the 2006 Trails Master Plan.

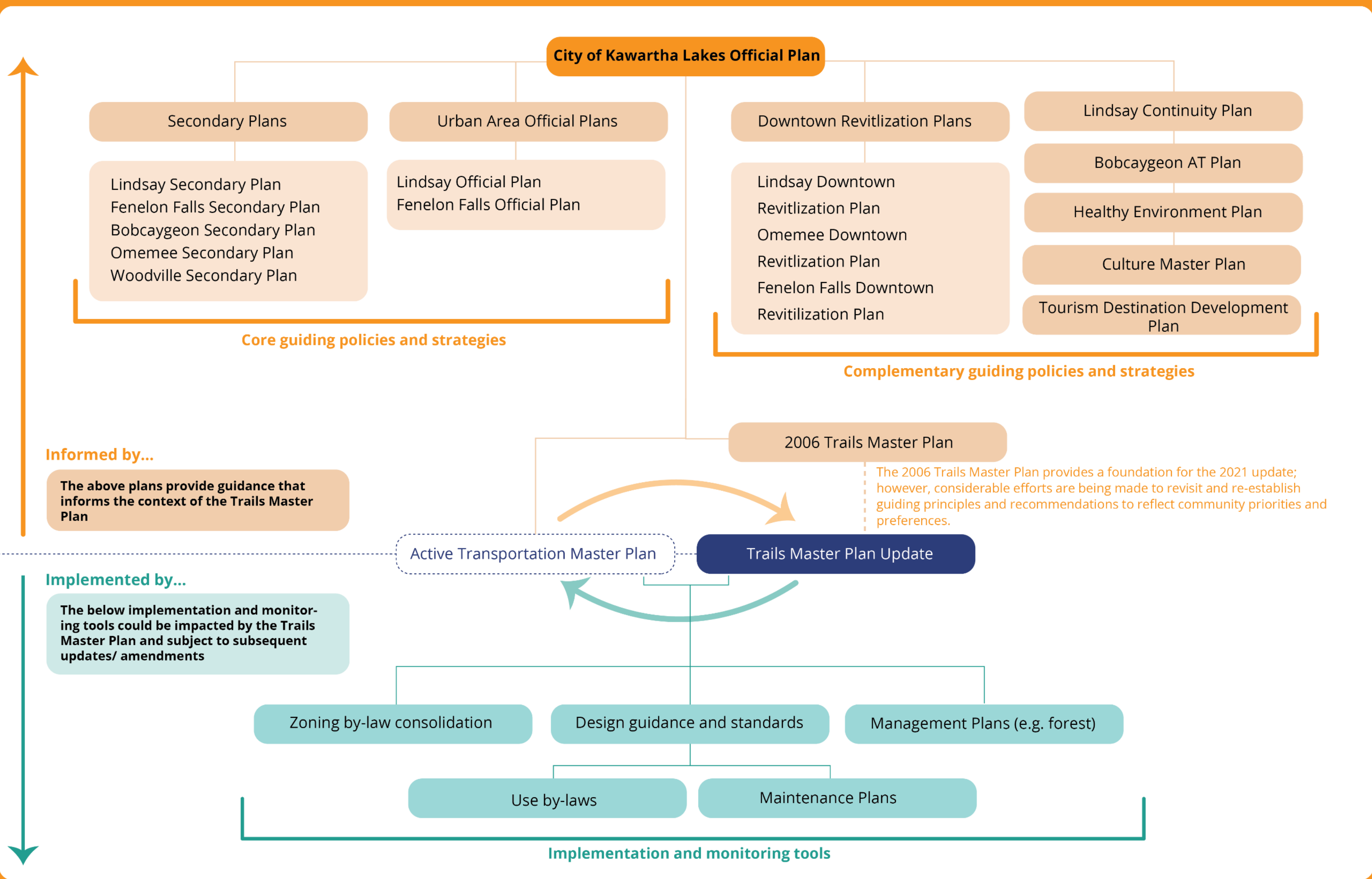
By-laws

- Developed and adopted to address and control use of land or behaviour of individual(s) relative to the appropriate identified use. Municipal bylaws are often enforceable through the public justice system, and offenders can be charged with a criminal offence for breach of a bylaw.
- By-Law 2007-107 specifically addresses the appropriate and enforceable use of the Victoria Rail Trail by various users including permitted use areas, restricted areas, road route access for ATVs and seasonal uses. By-law implementation is the responsibility of the Community Service Department.
- By-law 2019-077 which regulates the operation of ATVs and ORVs on municipal highways throughout Kawartha Lakes. By-law implementation is the responsibility of the Public Works Department.
- By-law 2021-170 speaks to the winter maintenance of sidewalks within the Lindsay Downtown Area. Though sidewalks are not considered part of the trail network, continuity of routes to key destinations by pedestrians will support wider community objectives. By-law implementation and enforcement is the responsibility of Public Works.

Standards & Guidelines

- A standard is a requirement or prohibition under a specific Policy or Act which must be adhered to through a specific process, while a guideline is a suggested direction that is not required to be upheld but is suggested based on best and comparable practices.
- No formal trail related guidelines or standards have been adopted beyond suggested use and sharing as found on the municipality's website.
- Guidelines and standards are primarily addressed through the municipality's Planning and Development department, most specifically through the Road Cross Sections and Standard Details including standard CKL-403, 404, 406, 413 and 413 'B' which speak to the design of sidewalks, pathways, and multi-use pathways.
- Guidance tends to come from federal and provincial sources which can be unique for off-road trails. Some key resources include Rails to Trails Conservancy, Ontario Trails Council, Trails for All Ontarians Collaborative Guidelines, Accessibility for Ontarians with Disabilities Act Built Environment Standards, Ontario Traffic Manual Book 15: Pedestrian Crossings and Ontario Traffic Manual Book 18: Cycling Facilities among others.

Like municipal policies and plans, the implementation tools will also be reviewed in the context of the new trails recommendations identified in the next phase of the project.



3.0 Trail Network & Routing

The intended outcome of the Master Plan Update process is a robust, thoughtful, and informed update to the 2006 Trails Master Plan considering the unique conditions and context found within Kawartha Lakes. The basis of the update is the identification of a feasible and implementable series of trail improvements and new trail opportunities that together form a 'network' of trail experiences for different users.

A network is typically considered a series of connected and continuous routes and facilities that link people to their destinations of choice. Trails are unique in that it can be a challenge to identify a fully continuous and connected system of off-road trail opportunities.

The purpose of the Trails Master Plan Update is to focus on the identification, evaluation, and selection of a series of trail improvements and new routes as well as supporting design solutions in specific destinations including built-up areas, parks and open spaces, forest tracts, natural areas, linear corridors and in some cases private lands. The goal is to leverage the recommendations identified through the Trails Master Plan Update, as well as the Kawartha Lakes Active Transportation Master Plan, to establish the connectivity and continuity that is desired by community members and visitors.



"The City of Kawartha Lakes relies on tourism, (per its Strategic Plan) and trail systems are an excellent way to promote tourism...We should make our trail system one of the safest and best in the province, and market it as such."

– Stakeholder input

Section 3.0 provides an overview of the iterative approach being used to identify specific trail improvements. The approach is based on the comprehensive existing trails network and leverages the planning and design best practices as well as input received through various engagement tactics and avenues undertaken in Phase 1 of the work plan. The information contained within this section is not meant to be reviewed as recommendations but as initial findings which will be further reviewed and confirmed through a comprehensive evaluation process completed in Phase 2 of the work plan.

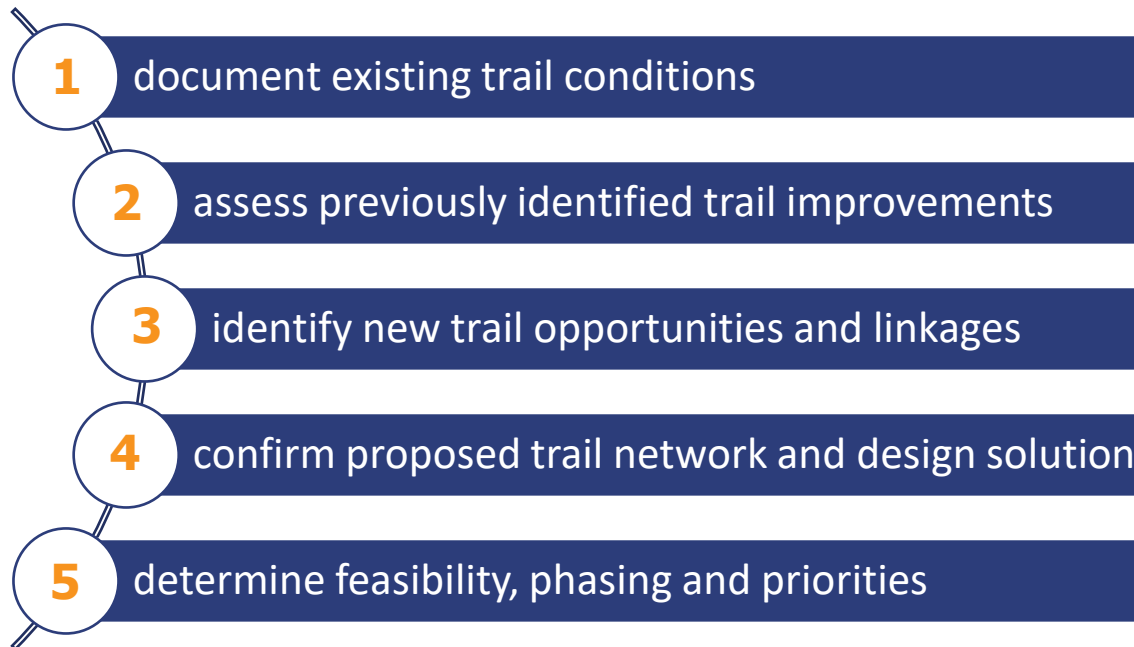
3.1 Trail Network Update & Assumptions

The trail network update process refers to the steps by which the proposed trail network will be reviewed, confirmed, designed, and prioritized. An iterative approach has been identified for the purposes of the Kawartha Lakes trails network update process. The approach starts with the identification, documentation, and assessment of existing and previously adopted trail linkages prior to identifying and evaluating new trail opportunities.

The intent of the process is to ensure that the most feasible trail improvements and new trail solutions are identified in the context of municipal planning, design, construction, and maintenance.

For the purposes of the Trails Master Plan Update, a five (5) step network update process has been identified and is being applied. An overview and description of each of the process steps and the assumptions that have been identified and integrated are presented in **Figure 5**. Details of the steps completed to date and the initial findings are presented in the following sections.

Figure 5. Kawartha Lakes Trail Network Update Process



The approach is underpinned by trail network development assumptions which are considered 'givens' when it comes to how the planning and design of the network will be approached.

These assumptions have been developed based on discussions with City staff and stakeholders / community members, and by an understanding of the principles and aspirations of the plan update.

We know that...

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

Assumptions and considerations...

Alignment

A commitment to aligning with previously adopted or accepted / planned routes.

ATMP Integration

A focus on off-road infrastructure which aligns with on-road recommendations identified through the ATMP process.

Destinations

A focus on providing trail opportunities near major destinations as well as the identification of trails as a destination unto itself.

2006 Integration

Where applicable recommendations will continue to be explored but those that do not apply to the scope will be removed and rationalized.

User Need

A tailored approach to user needs with a focus on comfort and safety – whether that is single or multi-use experiences.

Design

A commitment to design consistency to improve overall experience and balance environmental impacts.

Jurisdiction

Coordination with other inter-regional and provincial efforts to align routing and design.

3.2 Condition Validation & Investigation

To build upon a strong foundation of existing and previously adopted conditions it is critical to have an accurate database of information including but not limited to routing, land-use, environmental features, and points of interest. As part of the development of the Master Plan Update, CIMA+ worked with City staff to validate information contained within the municipality's GIS database and gather information as the foundation for the network development process. The existing condition validation and future opportunity investigation was undertaken in three parts:

1. Review and validation of GIS data
2. Desktop review of existing conditions
3. Site specific review of trail locations

Part 1. Geographic Information System (GIS) Review & Validation

A single consolidated trails GIS database did not exist for Kawartha Lakes but was identified as a significant need for future coordination and implementation of the Trails Master Plan Update. Starting with a foundation of available GIS mapping, the 'layers' were reviewed and consolidated into a trail specific database for Kawartha Lakes.

The database will continue to be developed and adopted over the course of the project and shared as a final deliverable to City staff. Contained within the database is a consolidation of information including, but not limited to:

- Victoria Rail Trail Corridor
- Kawartha Trans Canada Trail Corridor
- Trails
- Cycling Routes
- Sidewalks
- Roads
- Road Allowances
- Railway lines
- Parks
- Open Space
- Conservation Areas

- Provincial Parks
- Provincially Significant Wetlands
- Woodlands
- Oak Ridges Moraine Protected Area
- Waterbodies and watercourses
- City of Kawartha Lakes Owned Land
- Official Plan land use
- Destination points
- VRT Trailheads

For additional validation purposes, external sources were used including information from the municipality's webpage, publicly available ArcGIS mapping, previously adopted plans and policies, secondary plans and development area plans, by-laws, strategies, and promotional materials endorsed by Tourism Kawartha Lakes.

Part 2. Desktop Review

To establish a greater understanding of the existing conditions a desktop review was completed of all identified trail routes, per the revised GIS database, as well as available planning documents. A consistent set of information was gathered for each trail connection including:

- Trail start point
- Trail end point
- Relative demand of users
- User types and variation
- Presence of parking (on or off-road)
- Connectivity (to additional trails or alternate AT routes)
- Environmental features and description of those features
- Ownership
- Crossings
- Other context specific considerations

Part 3. Site Specific Review

In the month of November members of the project team undertook a review of specific locations within Kawartha Lakes which had been identified as potential areas of improvement through the engagement process. A full day was spent reviewing these areas, gathering detailed information which is summarized below.

Location #1. Somerville Forest Tract

An existing Forest Tract owned and managed by Kawartha Lakes with defined systems for ORV use and select hiking areas. The area has been identified as needing proper maintenance for safe use and clarity around intended users.

Location #2. Cross Connection-3rd Concession of Somerville

The connection is made up of unopened road allowances as well as informal routes along the 3rd Concession which connect the existing VRT with established routes to the east. It is currently being used by snowmobiles as part of the OFSC trail system but is not formally identified as an ORV trail connection. The route lacks signage, wayfinding and routine maintenance.

Location #3. Superior Road Trailhead

The location has known and existing demand for use but does not have the amenities or the design to accommodate that use nor growing demand. It provides access to major trail and could be enhanced for greater clarity around appropriate use and connectivity.

Location #4. Emily Forest Tract

While there are existing routes within the Emily Forest Tract, there are some complex areas that would benefit from re-routing as well as amenity design / implementation to enhance the overall experience by users.

Location #5. Fenelon Falls VRT

The route is already highly used and a destination and connection for residents and visitors of the municipality. There are considerable user compatibility issues which need to be addressed stemming from comfort and safety concerns and user needs.

The information gathered was used to inform the identification of some of the trail hot spots and new trail considerations as documented in Section 3.3 of this report.

It is important to note that this does not conclude the field investigation that will be completed as part of the Trails Master Plan Update. As the team moves into the later stages of the network development process, more detailed field investigation will be completed as well as site specific information collection to inform the selection and design of preferred trail routes.

3.3 Overview of Outcomes

Within the first Phase of our technical work Steps 1 through 3 of the network development process were completed. As noted in **Figure 5**, the first three steps of the process cover the identification and assessment of existing trails, previously adopted trails, and the identification of trail improvement areas i.e. hot spots and new trail opportunities. The following is a summary of the outcomes of these steps which are supported by a series of maps illustrating the route alignments and locations.

Existing trails...represent trail alignments and facilities that have been implemented, are currently being promoted or communicated publicly and are (to some degree) maintained by Kawartha Lakes and its partners. Existing routes including the Victoria Rail Trail, Kawartha Trans Canada Trail, trails through parks and open spaces, trails within Forest Tracts and in select locations through privately owned lands or along municipal roadways.

Previously adopted trails...represent routes and facilities that have been identified through previous planning or engineering works and adopted through Council decision. They include routes taken from Secondary Plan / Development Areas, the Lindsay Continuity Plan, On-road Cycling Routes as identified by Tourism Kawartha (for reference / connectivity) and ORV routes from by-laws or Task Force decisions.

While the 2006 Trails Master Plan provided recommended infrastructure improvements (Section 2.1 of the report), many of those routes have either been implemented, provided limited alignment and design information, lacked sufficient guidance or rationale for the improvement or no longer fit within the scope of the Trails Master Plan Update. As such, there is limited representation of the 2006 improvements and most of those recommendations are captured within the existing trail routing or will be identified as a future trail improvement or new trail connection (see the following pages for more details).

The route alignment and location for existing and previously adopted trails are presented on **Maps 1 to 5** (provided as separate files).

As part of the scope of the Trails Master Plan Update, Kawartha Lakes was encouraged to review and identify opportunities for improvement along the existing trail network while also validating previously adopted trails based on updated principles and priorities. Based on the input received from community consultation, stakeholder input and City staff involvement, there are several locations along the municipality's existing trails network that are considered "hot spots" for improvement as well as new trail opportunities that could be considered for future development.

Trail hot spots...represent areas along the existing and previously planned network where improvements have been identified due to:

- User compatibility issues
- Design standards
- Trailhead / staging areas needs
- Route realignment
- Natural barriers
- Transition points
- Crossings

New trail locations...represent potential locations within Kawartha Lakes where new trails can be explored with a focus on publicly available lands as well as partnerships with other public agencies as determined by:

- Input from stakeholders
- Input from municipal staff
- Input from the public
- Mapping identification
- Field investigation

Locations have been identified for future consideration and evaluation. The locations have been mapped and are illustrated on **Maps 6 and 7**. Additional details on the locations and rationale for consideration are provided on the following pages in **Tables 6 and 7**.

It is important to note: These are meant to be a comprehensive list of potential opportunities and not a recommended series of improvements. Each of these locations will need to be thoroughly reviewed in the context of overall route and network feasibility to determine the most appropriate linkages and design solutions. We also acknowledge that there may be other opportunities that arise as we continue to progress through the network development process.

The intent is for the Project Team to work together and with stakeholders and community members to continue to review and refine these locations and integrate the interest and inputs into the evaluation and confirmation process which will be completed in Phase 2 of the project.



Trail Improvement Hot Spots. Where are the locations along the existing network that require improvement to accommodate existing and future use?

Table 7. Overview of Trail Improvement Hot Spots and Rationale for Improvement

Trail Name	Location Description	Considerations
Somerville Forest Tract	Throughout Forest Tract	Trail upgrades, improved staging areas, maintenance concerns, clear signage
Emily Forest Tract	Loop 1 & 2	Opportunity to formalize some existing trails connecting east to the Cowan’s Bay subdivision and upgrade site facilities
Pontypool Forest Tract	Pontypool Forest Tract	Trail upgrades and new trailhead
Victoria Rail Trail	Superior Road Trailhead	Need for improved vehicular circulation, upgraded site facilities and improved signage
Victoria Rail Trail	North of Garnet Graham Beach Park in Fenelon Falls	Significant interest for improvements from the community, user conflicts through urban area
Victoria Rail Trail	South of Garnet Graham Beach Park in Fenelon Falls	Trail connection through town is not well defined
Victoria Rail Trail	Thunder Bridge Rd. to Ken Reid	Shared-use concerns and need for design to reduce conflicts and manage use, need for staging area at Thunder Bridge Rd.
Victoria Rail Trail	Thunder Bridge Rd. to Victoria Junction	Candidate trail to be lit
Victoria Rail Trail	General comment	Lack of amenities especially close to urban areas and poor wayfinding
Victoria Rail Trail	HWY 7A crossing in Bethany	Trail connection vs. road crossings through Bethany are not ideal, need for re-routing and staging area re-design
Trans Canada Trail	Elm Tree Rd. crossing	Busy road with only on-street parking to access trail, potential for dedicated staging area
Trans Canada Trail	General comment	Lack of amenities especially close to urban areas
Trans Canada Trail	Emily Park Rd. crossing	Overflow of parking blocking access to adjacent homeowner, currently only on-street parking, need for formal staging area
Trans Canada Trail	Orange Corners Road	Closest trail access point to Doube’s Trestle Bridge, overflow of parking blocking residential driveways
Trans Canada Trail	Dobson St. to St. Mary’s Cemetery	Upgrade trail facility to multi-use trail, improve river and crossing of Lindsay St.
Rotary Trail	Section along the Trent Severn Waterway	Candidate trail section to be lit
KTCT + VRT + Rotary Trail	Intersection of Logie St. and Dobson St.	Improve connectivity, upgrade trailhead and wayfinding
Path on Private Property	Angeline St. S. to Adelaide St. s.	Upgrade trail facility to multi-use trail from KTCT towards Lindsay Downtown
Path on Private Property	Albert St. to Victoria Ave. S.	Upgrade trail facility to multi-use trail and connect to existing bike lanes on Victoria Ave. S.

Potential New Trail Locations. What are the new trails that could potentially be considered as part of the municipality’s trails network?

Table 8. Summary of Potential New Trail Locations

Location	Rationale for New Trail	Key Considerations
3rd Concession	Connect the VRT with the trail systems to the east	Using unopened road allowance & improve signage
Omemee	Connect the TCT with the VRT towards Mount Horeb Rd. to create a continuous loop system between Lindsay and Omemee	HWY 7 crossing in Omemee
Lindsay West (East of Hwy 35)	Connect the TCT with the Legacy Trail towards Ken Reid, provide residents with a safe, direct trail corridor to a major trail	New trail connections through subdivision planning, use existing fragments of trails
Lindsay Fairgrounds	Walking trail connecting the TCT at Fleming College to the Fairgrounds	Potential trail opportunity along the Trent-Severn Waterway
Adelaide St. S. – Albert St. S.	Potential for a formal trail in replacement of existing goat path	Connect and expand with existing informal trails, private land
Pioneer Park	Potential to identify and design new trails within the Pioneer Park area with connections to the existing Legacy Trail	Connect trail to the existing playground and the Victoria Junction
River Crossing at Pottinger St to Rivera Park	Already established trail network along the river, promote integration between Lindsay East and West	Short span across the river at this location which helps to reduce construction costs
Rotary Trail	Termination of Rotary Trail at King St.	Poor connectivity between the Rotary Trail and the continuation of trails in McDonnell Park crossing Lindsay St. N.
Future Development Areas	Excellent opportunity for new trail connections to be identified as part of the site plan development along HWY 35 and expand into the existing trails along Jennings Creek	Connect across to the VRT
Kawartha Trans Canada Trail	Connect the residential area around Holtom St with the TCT in the east of Lindsay	Improve access to the KTCT
Link between Bobcaygeon & Fenelon Falls	Connect two urban centres with a safe trail link	Several road crossings along Road 8
VRT to Union creek	Lack of active use trails in this area since most of the Somerville Tract is focussed on motorized	Trail along the Burnt River East shore, City owns land towards Union Creek
Lindsay to Ganaraska Forest	There is a desire to connect to the Ganaraska Forest trail system, especially for motorised	MTO restricting use in ROW and any Hwy crossings
Colborne St. W to Legacy Trail	Provide a safe & direct link between the Legacy trail and the existing trails along the river through Lindsay downtown	Legacy Trail missing link

4.0 Kawartha Lakes Trail Future

The Trails Master Plan Update is building upon a strong history and foundation of trail support but is also looking to redefine the future of trails with a more cohesive and coordinated approach that responds to community needs, interests, and aspirations.

The future of trails within Kawartha Lakes has been defined through Phase 1 of the trail update process and includes a 2021 trail vision and supporting principles as well as trail planning and design considerations. These elements will be the “foundation” upon which the trail network will be reviewed, confirmed, and designed (in Phase 2 of the project) and how recommendations are developed to support planning through policy, trail design and maintenance, monitoring, evaluation, enforcement, and education.

The intent is for the future of trails within Kawartha Lakes to remain a fun focal point that draws interest from residents as well as visitors from across Ontario however, without buy-in to these foundations and a strategy on next steps, it may continue to be a challenge for staff and decision makers to pursue, rationalize and support implementation. The Trails Master Plan Update process aims to achieve community buy-in and is committed to continued engagement and partnerships moving forward.



“Any kind of transportation, vehicle or horse and buggy is as important as being able to walk. It is important that we keep our way of life & connections to our neighbors & towns. That was taught from our ancestors and grandparents.”

– Stakeholder Input

4.1 Vision & Principles

The intent is for the Trails Master Plan Update to have a similar horizon as the original plan – approximately 15-20 years. The update should clearly articulate what that future ‘looks like’ in the form of an aspirational vision statement and the details of how that could be achieved through supporting principles.

As noted in Section 2.1 of this report, the original 2006 Trails Master Plan vision and objectives were reviewed in the context of the current conditions and input on future aspirations. While the basis of the statement remained relevant, the concern was around the interpretation and use of the objectives and whether there was enough direction as well as flexibility around their application. Objectives typically are the basis for the development of recommendations. As such, it was decided that as opposed to objectives, the focus would be placed on ‘principles’ as more detailed aspirations that are further defined by objectives which will be achieved through the implementation of trail master plan recommendations.

How will the vision and principles be used?

The development of a vision and supporting principles is only effective if they are clearly and consistently used as the foundation for the master plan update and in future steps and stages of implementation.

The following is an overview of how Kawartha Lakes trail vision and principles have been used, or are envisioned to be used, throughout the remaining phases of this project and following completion:

- Developing recommendations that are specifically aimed at establishing action around the principles and the overall vision which could include policies, programs, practices, processes, etc.
- Identifying and assessing of potential capacity to support implementation and where there are needs for greater capacity, support, and partnership.
- Communicating and educating residents and visitors of the unique opportunities and safe / comfortable uses of the trails system within Kawartha Lakes.
- Informing the development of additions or amendments to municipal policies and plans including those that exist as well as future expected for future development.

- Internal and external prioritization and decision-making relative to the community priorities and interests with a focus on balance and the highest need.
- As the foundation for the monitoring and evaluation strategy identifying both quantitative and qualitative indicators to assess whether implementation is considered a success.
- Mobilizing community interest and stewardship around wider trail priorities and interests and monitor / celebrate the successes that are achieved.

2021 Trail Vision...

" Trails in Kawartha Lakes will be fun, accessible, safe and comfortable for users (where appropriate) and will be a key contributor to community health, connectivity, liveability and sustainability."

Master Plan Update Principles...

Design for User Comfort & Safety

By identifying routes and facilities that respond to the unique user needs based on user definitions and trail classifications and reduce user conflict

Provide Barrier Free Access

By providing recommended solutions to physical barriers along the trail or information to support greater access to trails

Connect Community Destinations

By identifying and prioritizing destinations throughout the municipality, signage linking those destinations or identifying and promoting trails as the destination

Identify Feasible Solutions

By considering the environmental, social, health and financial impact of different options to identify those that are the most realistic for the municipality

Support Sustainable Implementation

By recommending strategies that address funding, maintenance, management and monitoring as well as achievable, phase-based targets

Establish Clear Communications

By identifying unique region and community conditions and recommending actions to encourage trail use and participation more clearly and effectively

Foster Stewardship

By addressing the issues of capacity and leveraging the involvement of community stakeholders through formal stewardship programs and supports

Establish Consistent Monitoring

By providing guidance on the targets, practices, and methods of monitoring as well as recommended supports to facilitate implementation

4.2 Planning & Design Next Steps

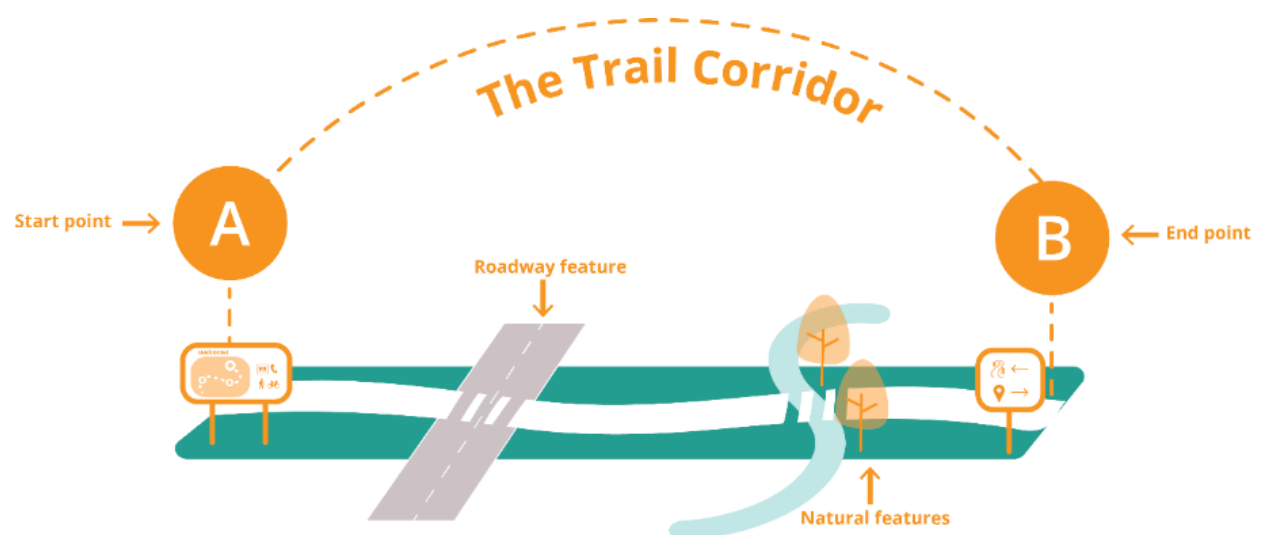
To work towards fulfilling the 2021 trail vision and principles, the Project Team will focus on the planning and design of the proposed trail 'network'. As has been noted previously, a continuous and connected off-road trails network is quite challenging to achieve considering the typical location of trail routes and design / experience requirements. It is also important to acknowledge and understand that when addressing trail planning and design there are several key considerations and influences.

The trail planning and design components in the context of Kawartha Lakes are organized into two components – the trail corridor and the trail network. An illustration of these components is provided in **Figures 6** and **7** and described in more detail below.

The Trail Corridor

Represents the physical trail in the context of its surrounding land use e.g. park, open space, forest tract, development area or any other off-road condition. It typically includes a start and end point that are well defined and communicated. These locations could be trailheads or areas for parking and trip accommodation (staging areas). Along the corridor there are features that impact or influence the overall trail experience as either a barrier or an opportunity to enhance the connectivity through design. Within the context of Kawartha Lakes, the features are typically natural or roadway in nature.

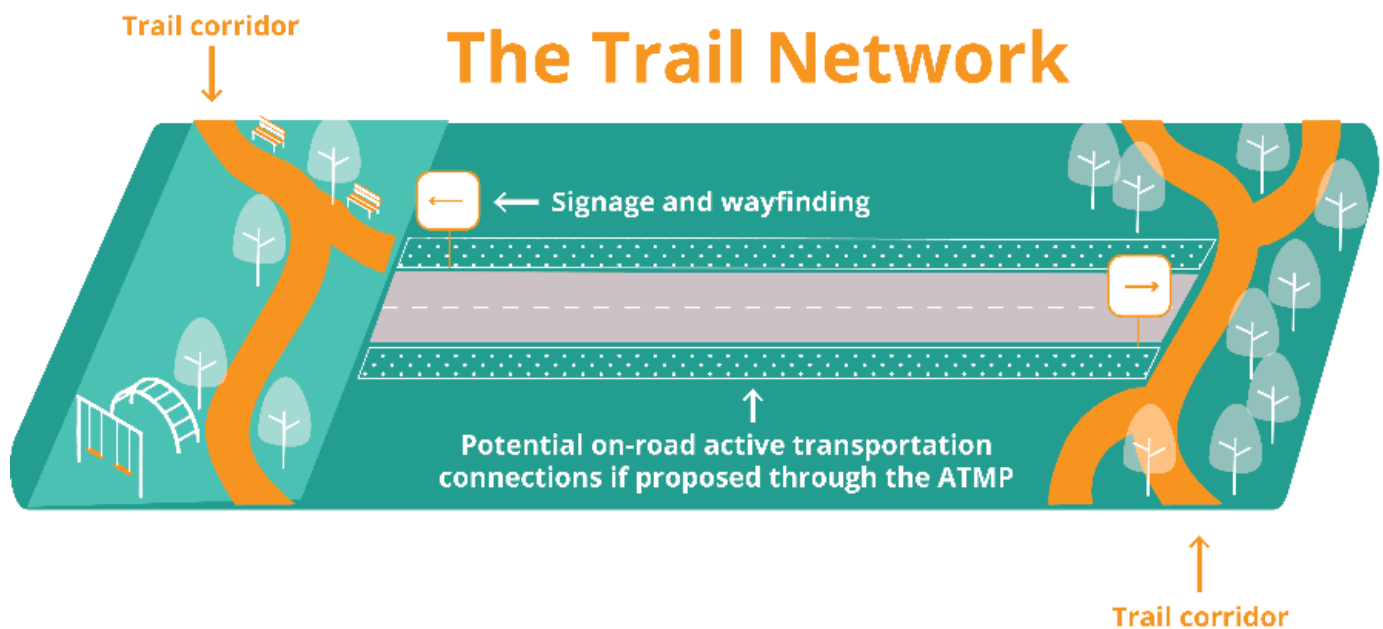
Figure 6. Trail Corridor Components and Considerations



The Trail Network

Represents the way in which trail routes are connected to establish a continuous system of off-road experiences. In the context of Kawartha Lakes Trails Master Plan Update, on-road connectivity is now the focus (this will be addressed through the Active Transportation Master Plan). There will, however, be opportunities to leverage branded signage and wayfinding tailored to the different experiences and intended users and where appropriate design recommendations (as part of the ATMP) which enhance continuity of the trail network.

Figure 7. Trail Network Components and Considerations



How will we address trail network planning and design?

Within Phase 2 of the work plan, the project team will focus on the following tasks to methodically address the planning and design of a trails network for Kawartha Lakes - completing Step 4 and part of Step 5 of the network development process.

1. Developing and applying evaluation criteria to determine the overall feasibility of the improvements and new trails as part of the overall trails network.
2. Confirming and applying a consistent set of trail types / classifications to the existing and proposed routes.
3. Identifying major trail features and potential design solutions to encourage continuity along the trail linkage.
4. Identifying and confirming proposed trailhead, staging area and start / end of trip points, and identifying recommendations to enhance those locations to encourage participation.
5. Linking major trail destinations through branded signage and wayfinding unique to Kawartha Lakes as well as opportunities for coordination with the ATMP to encourage design continuity.
6. Preparing a set of trail design guidelines and standards to support future application and decision making.

While the bulk of this work will be completed in Phase 2 of the project, some initial work has been undertaken by the project team to identify preliminary considerations based on public and stakeholder input. These initial suggestions are presented on the following pages and will require additional review, consideration, and confirmation in Phase 2 prior to application.

Item #1. Evaluation Criteria

As part of Phase 1 of the project, locations along the existing trails network improvements and potential new trail locations were identified. As outlined in Section 3.3, these locations are a compilation of potential opportunities that require additional review, evaluation and investigation which will be completed in Phase 2 of the work plan.

While the focus is on improving the existing trails network to address current needs and demands, the municipality would like to ensure that other opportunities are explored over the next 15-20 years to expand the network of trail opportunities. Both the improvements as well as new trail opportunities need to be reviewed based on the

same criteria to ensure route and experience consistency. This will be done by confirming and applying a set of evaluation criteria to determine the feasibility of the improvement or new trail.

Feasibility in this case does not only refer only to the 'cost' of the trail but to a range of different features and impacts of the trail location including, but not limited to:

- Status or type of project i.e. improvement or new trail
- Types of improvements or upgrades needed
- Suspected environmental impact
- Distance of improvement or new trail
- Types of land use
- Topographic impacts relative to design need
- Amenity enhancements relative to recommended design
- Features present and the design enhancements needed
- Need for property acquisition
- Engineering impacts and requirements to achieve design

Each route / location will be assessed to determine whether it achieves a low, moderate, or high feasibility in the context of the overall trails network. In the case of the Kawartha Lakes Trails Master Plan Update, it is likely that those trails that achieve a 'low' feasibility assessment will not be considered a viable option for implementation.

The rationale for inclusion as part of the proposed trails network will be heavily based on this assessment and will likely require quite a bit more review and investigation through additional field work in the upcoming project phases. The information gathered will be used to inform the completion of the evaluation and will also be the basis for next steps should be trail proceed through to the next stages of environmental impact review, preliminary and detailed design, and construction.

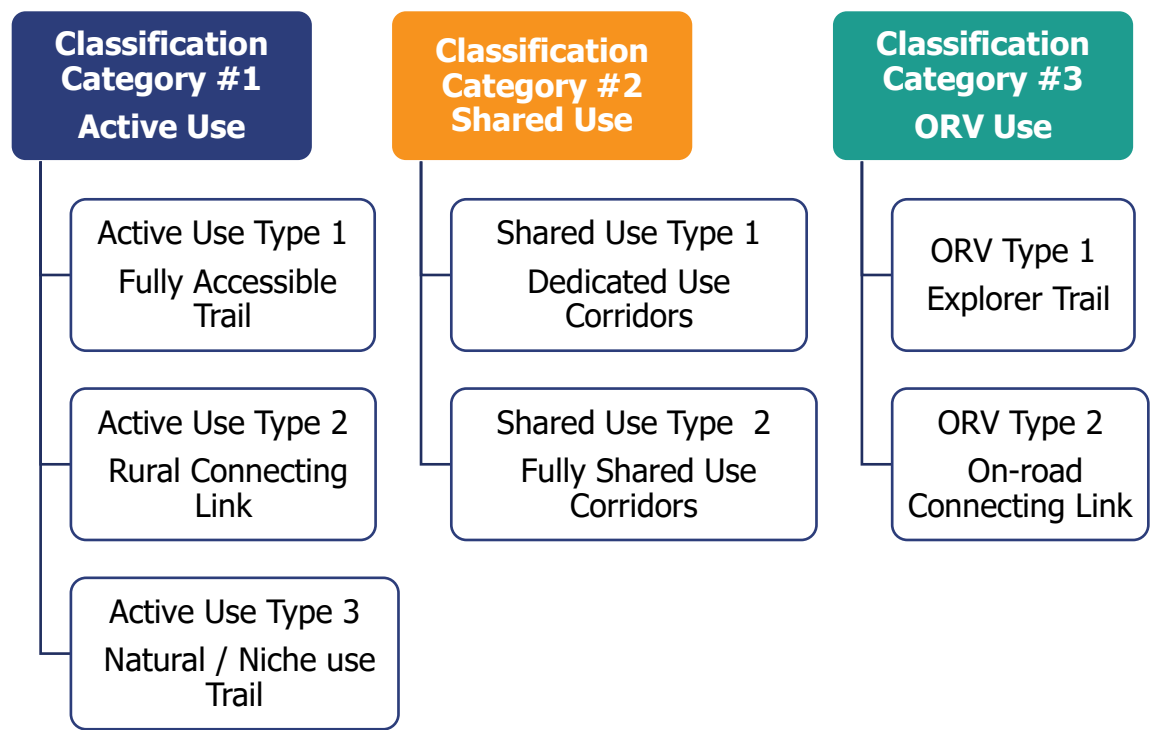
Item #2. Trail Classification

The overall design of the proposed trail network is meant to be consistent and predictable while also accommodating the unique context and conditions of different trails. An effective means of achieving this is the development and application of trail classification system. A trail classification system typically defines different types of

trails that represent current as well as future trail experiences that are desired within a municipality.

A classification is most effective when it is organized in a way that resonates with the needs of the municipality which could include user type, land use or experience. In the context of Kawartha Lakes, a proposed trail classification system was identified to reflect the three trail user type categories outlined in Section 2.2. of the summary report. It reflects a strong need for clarity around user permissions and restrictions as well as design, maintenance, and enforcement. **Figure 8** presents a high-level overview of the proposed trail classification categories and trail types. Some preliminary details on the trail types and design considerations are presented in **Table 8**. It is important to note: the information included in these tables are subject to change through the process of the master plan development and this classification has already undergone refinement in the work that has occurred since the preparation of this Summary Report.

Figure 8. Preliminary Proposed City of Kawartha Lakes Trails Classification



* Please keep in mind that these are preliminary recommendations which will need to be further reviewed, vetted, and confirmed through Phase 2 of the work plan. The

details will be developed and incorporated into the Trail Design Guidelines and Standards which will be prepared and adopted as part of the Trails Master Plan Update.

Item #3. Start / End Trip Definitions

As the trail improvement hot spots and new trail locations are confirmed, additional consideration will be given to the start and end points along the trail corridor and trail network. As part of the 2006 Trails Master Plan, staging areas and trailheads were identified but lacked the appropriate definitions and design directions to fully understand the impact of the recommendation. For some clarification regarding the intent and location of these points along the network, the developed definitions include:

Staging Area

A stopping place where people, vehicles, equipment, or material are assembled before use or enroute to a destination.

Primarily geared towards accommodating motorized user trips as well as storage of vehicles used for trail maintenance



Trailhead

A designated public access point to a trail where users begin or end their journeys and where they get oriented to the trail, trail network and features.

Trailheads often include amenities and welcoming information about signage, culture/history, and restricted uses.



Point

Other minor public points of access to trails not designated as trailheads and often where connecting or side trails meet.




Trail access points are limited in their information and amenities.



Once confirmed, the network improvements will be reviewed to determine the appropriate locations and design solutions / amenities recommended as part of the design guidelines / standards. Not all these locations will be or should be designed in a similar manner. It will very much be dependent on the trail that is being accessed, the users that are either permitted or restricted along that trail and the destinations or connection points that will be accessed either by the trail or as part of a trail trip.






Table 9. Overview of Preliminary Proposed Trail Classification

Trail Type	Users	Width	Accessibility	Surface	Sample View
AT Use Type 1: Fully Accessible Trail	Permitted Groups: Pedestrian, mixed uses, vehicular for servicing Restricted Groups: All motorized uses	3.0m typical but may exceed 3.5 or 4.5 m Constrained sections could reduce to 2.4m	Meets or exceeds minimum accessibility requirements where feasible	Typically, hard surface (asphalt) depending on the environmental impacts	
AT Use Type 2: Rural Connecting Link	Permitted Groups: Cyclists, Hikers, horseback riding, cross-country skiing, snowshoeing and cyclists Restricted Groups: All motorized uses	3.0m typical with some sections in constrained areas which likely require 2.4m or less	Meets accessibility requirements where feasible only	Granular surface (i.e. limestone screening)	
AT Use Type 3: Natural / Niche Use Trail	Permitted Groups: Hiking, mountain biking but may include special use trails on a location-by-location basis (e.g. snowshoeing, horseback riding, fat tire biking etc.) Restricted Groups: All motorized uses	1.0 – 2.0 m typical	Expectation of non-compliance of accessibility requirements. Natural or heritage features take precedence over accessibility.	Granular or natural surface based on the conditions of the corridor.	

Kawartha Lakes Trails Master Plan Update

Part 1 Summary Report

Trail Type	Users	Width	Accessibility	Surface	Sample View
Shared Use Type 1: Dedicated Use Corridor	Permitted Groups: Mixed use, accommodate all user groups, all ages, and abilities Restricted Groups: None	Minimum 6.0m wide (3.5m min. for motorized + 0.70m min. buffer + 1.8m non-motorized)	Meets or exceeds minimum accessibility requirements for the active use component of the trail corridor.	Non-motorized, Granular, or hard surface. Motorized, Granular	
Shared Use Type 2: Fully Shared Use Corridor	Permitted Groups: Accommodates all potential trail users for various seasonal uses Restricted Groups: None	3.5 - 4.5m typical – typically due to constraints in the corridor	Meets accessibility requirements where feasible only	Granular surface (limestone screenings, granite screenings, granular A)	
ORV Use Type 1: Explorer Trail	Permitted Groups: All ORV Vehicles with a focus on ATV and Snowmobiles Restricted Groups: Active Users	2.0m – 3.0m typical – may depend on the space available	Maintaining natural heritage values takes precedence over accessibility	Granular surface or natural surface	

Trail Type	Users	Width	Accessibility	Surface	Sample View
ORV Use Type 2: On-road Connecting Link	<p>Permitted Groups: For trail purposes the focus is on ORVs; however, there will be expected use by pedestrians and cyclists depending on the outcomes of the ATMP</p> <p>Restricted Groups: Dependent on municipal bylaws as well as Highway Traffic Act considering the shoulder location and conditions</p>	Minimum 1.5m with increasing width to accommodate anticipated shared use in select locations	No commitment, road takes precedence	Hard Surface (asphalt) or compact granular surface	