



The City of Kawartha Lakes Trails Master Plan Update

Round 2 Engagement Summary of Input Received & Responses
June 2022



Thank you for your input!



Between **April 12th** and **May 6th** a second round of engagement was held to inform the development of the Kawartha Lakes Trails Master Plan Update.

Purpose...

- Introduce the proposed area-specific approach and 12 trail improvement areas
- Present preliminary design guidelines for trail types, signage and staging areas
- Identify potential prioritization considerations
- Gather feedback on the information presented as well as future trail priorities

Activities...

- Technical Agency Meeting (April 12th)
- Stakeholder Meeting (April 12th)
- Public Information Session (April 13th)
- Working Group Session (April 20th)
- Online engagement (April 12th- May 6th)

Content...

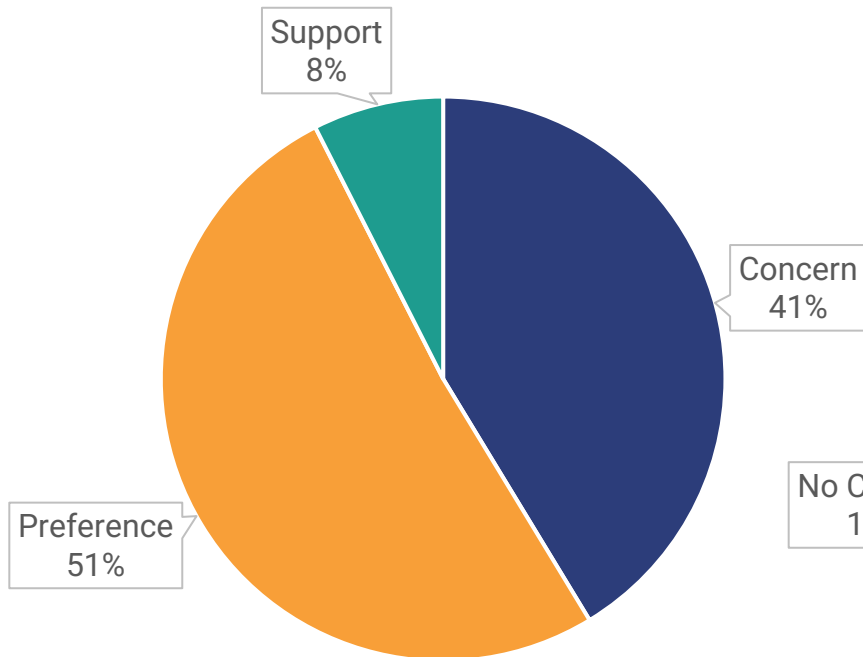
- Vision and approach of the trails master plan
- 12 focus areas
- Trail classifications and accompanying design guidance (staging areas, signage)
- Proposed trail improvements within each focus area including potential design options

300 comments were received including input at the engagement activities as well as emails and written comments following those sessions.

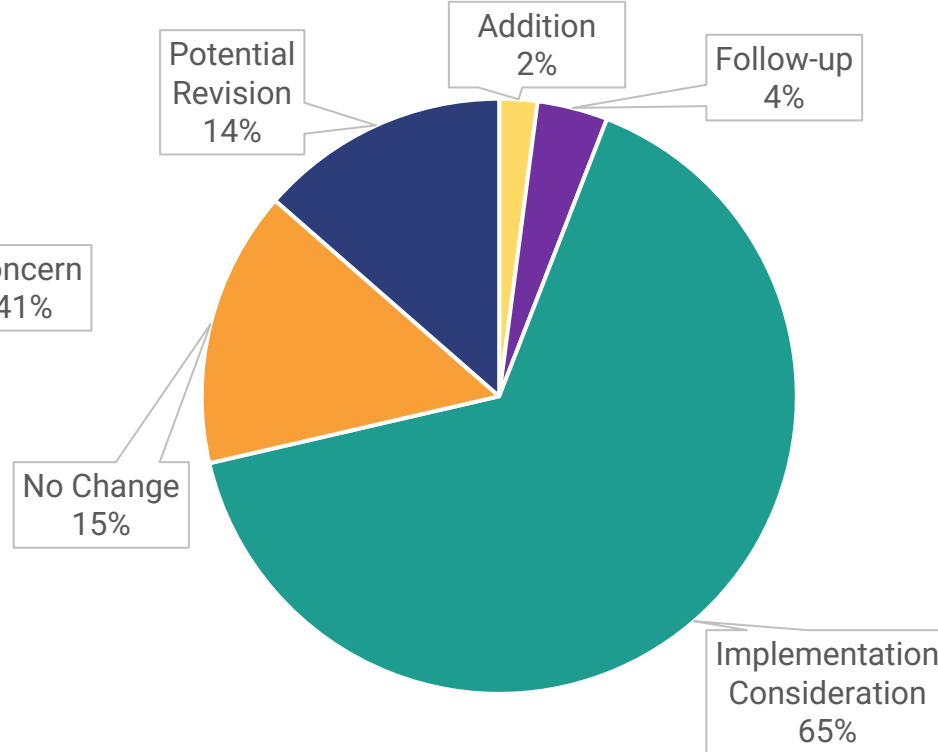
What we heard and what we're doing



Comment best described as...



How the comment will be addressed...



Implementation consideration: comments which could be best addressed as part of the implementation components of the plan.

No change: comments that do not require any changes to be made to the information presented.

Potential revision: comments suggesting changes to proposed information which need to be considered by the team.

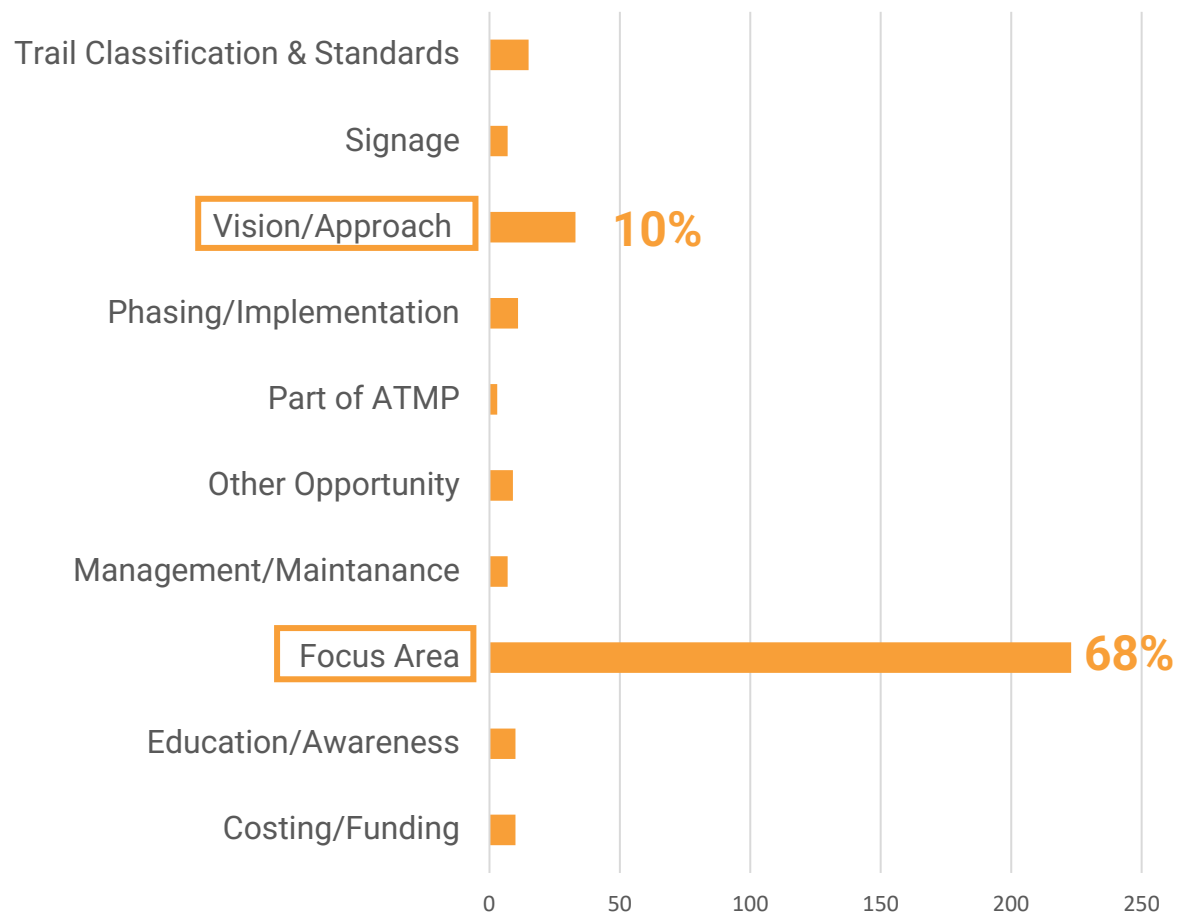
Follow-up: comments that require further discussion or investigation with the City or stakeholders.

Addition: comments regarding new considerations that could be part of the plan.

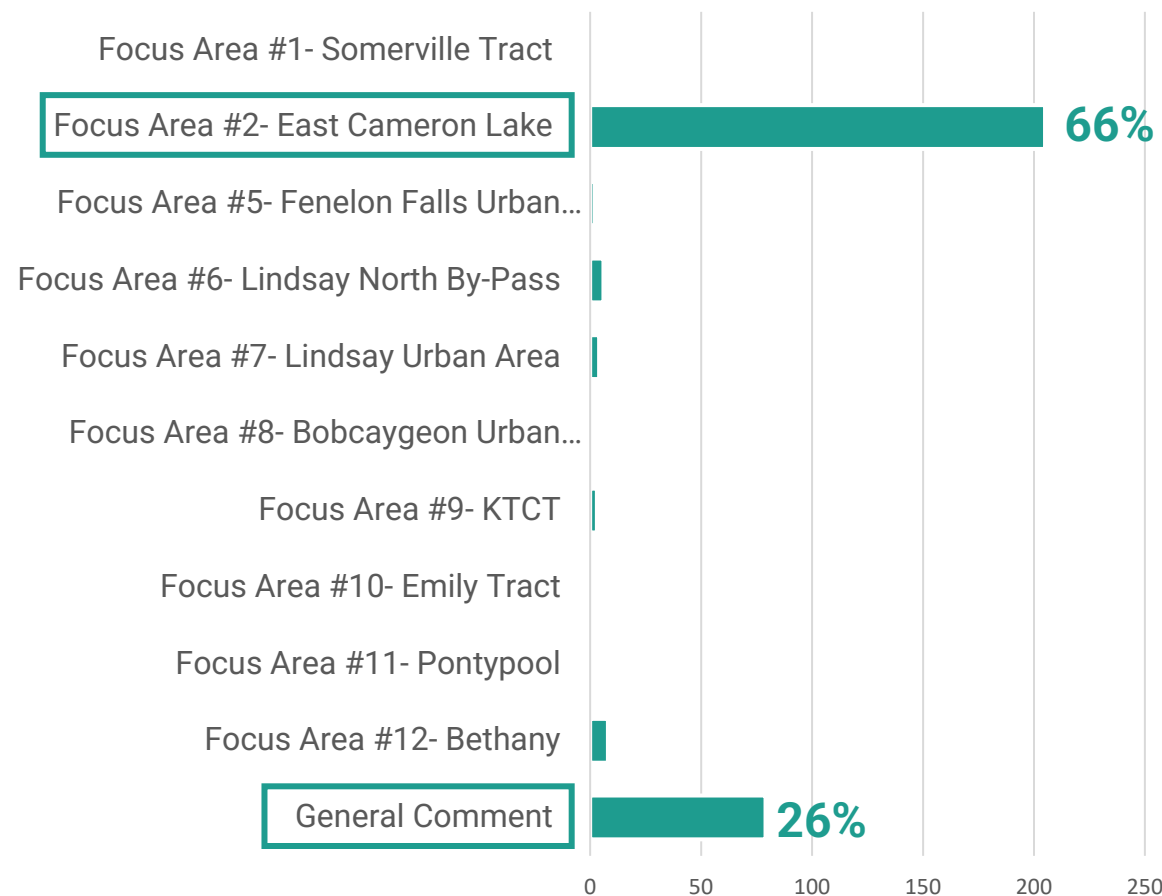
What we heard and what we're doing



Comments based on topic...



Comments based on focus area...

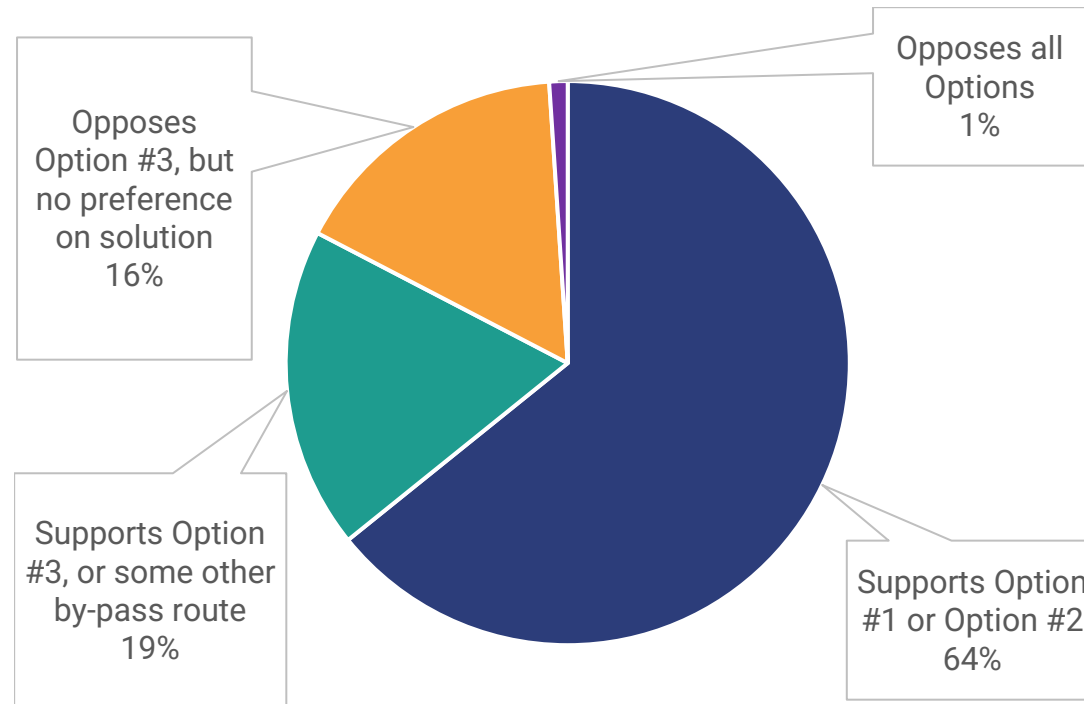


Focus Area #2

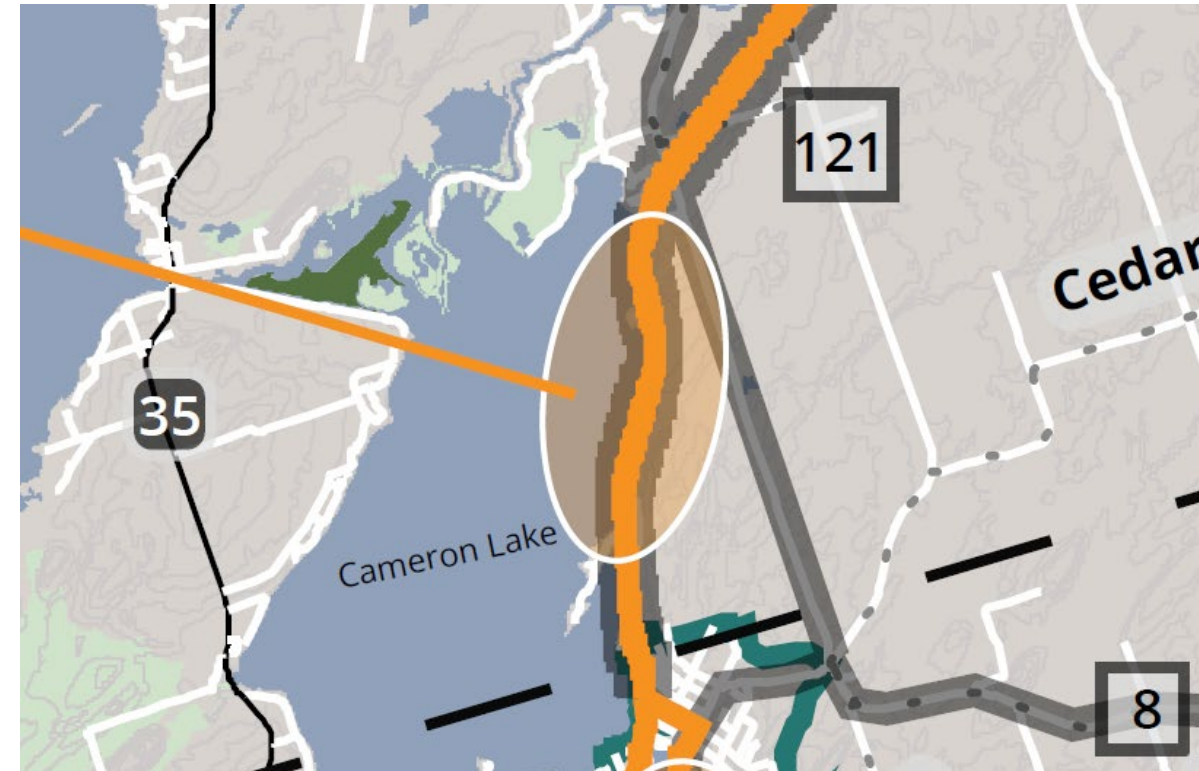
East Cameron Lake



Over **200** comments regarding the **three East Cameron Lake Options**, reflecting 65% of total comments and 88% of focus area specific comments



Please note: Public feedback is a critical step in our trails master planning process. The input shown above will be used by the project team to select the preferred option and does not reflect a decision that has been made on a preferred solution.



Location of focus area

Focus Area #2

East Cameron Lake



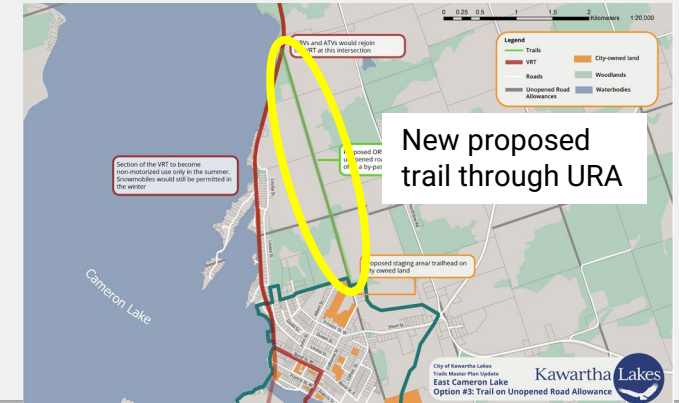
If Option #1 (Separated trail corridor with lanes for active use and motorized use) was selected...

- Concerns regarding noise, smell and safety would need to be addressed.
- Concerns regarding funding would need to be addressed.



If Option #2 (Shared trail corridor with traffic calming measures) was selected...

- Concerns regarding noise, smell and safety would need to be addressed
- Concerns regarding funding would need to be addressed.



If Option #3 (new ORV trail by-pass through an unopened road allowance (URA)) was selected...

- Alignment of the proposed trail would be clarified as there is no intended impact on private or environmentally sensitive lands and further feasibility review would be recommended.
- Concerns regarding funding would need to be addressed.

Focus Area #2

East Cameron Lake



More specifically, these concerns and considerations will be addressed by ...

With regard to Option #1 and Option #2 creating noise, dust, and safety concerns along the trail.

- Many different factors will be weighted in selecting a preferred option for this corridor. The above concerns will be taken into consideration along with other concerns and impacts of the three trail design options.

With regard to concerns related to the costing and funding of the different options.

- The trails master plan update will include details on the proposed costing and phasing for the proposed trail improvement projects. These details will be outlined in the forthcoming implementation strategy

Focus Area #2

East Cameron Lake



More specifically, these concerns and considerations will be addressed by...

With regard to concern that Option #3 (the trail along unopened road allowance) would result in more on-road travel for ATVs creating issues for young and elderly riders.

- The new by-pass route with the trail along the unopened road allowance would not increase on-road travel significantly (approx. 500m) and the proposed staging area is a 10-minute walk into downtown, comparable to the current 9-minute walk from Garnett Graham Park.

With regard to concern that Option #3 (the trail along the unopened road allowance) would encroach on private property.

- The alignment of the trail will be updated to reflect a more accurate representation of the envisioned trail corridor. As part of the plan, the intent was for no new trail to be identified where land acquisition is required. All proposed routes are located on land that is currently city-owned. Unopened road allowances are city-owned property that could either be used for a new trail or a new roadway.

Focus Area #12

Bethany



8 comments regarding the **Bethany focus area**, reflecting 3% of total comments and 4% of focus area specific comments

1 major theme emerged from the feedback:

The proposed improvement to the Bethany Focus Area only caters to motorized users. As a settlement area there should be improvements for active transportation users as well.

Ways comments could be addressed:

- Motorized and non motorized crossing identified as major location of concern.
- Design solution considered appropriate for AT and motorized users.
- Unopened road allowances found throughout Bethany will be reviewed and considered as potential new trail connections to accommodate active forms of transportation.
- Any on-road active transportation improvements will be addressed through the ATMP as opposed to the trails master plan update.



Location of focus area

Focus Area #6

Lindsay Bypass



6 comments regarding the **Lindsay Bypass focus area**, reflecting 2% of total comments and 3% of focus area specific comments

Overall there was strong support for the design solution identified...

1 major theme emerged from the feedback:

Comments requested that an alternate ORV route be identified if the current Lindsay pilot by-pass route is not adopted after review in 2023.

Ways comments could be addressed:

- The proposed by-pass within this masterplan addresses a specific section of the VRT corridor where we received comments requesting for a new by-pass to be considered.
- Any updates to the Lindsay by-pass route as identified by the ORV taskforce is not considered part of the scope of the project. The recommendations of the ORV taskforce are accepted as they have been adopted by Council.
- In the future, the ORV taskforce or similar body would be responsible to continue the pilot or validate any updates.



Location of focus area

Focus Area #7

Lindsay Urban Area



4 comments regarding the **Lindsay Urban Area focus area**, reflecting 1% of total comments and 2% of focus area specific comments

Overall there was strong support for the design solution identified...

1 major theme emerged from the feedback:

Additional details are needed regarding the proposed design solutions identified within this focus area.

Ways comments could be addressed:

- The projects are recommended at the master plan level which means that detailed design drawings and solutions are not intended to be included for each proposed project.
- As part of the trails master plan implementation strategy (prepared in our final phase of work), information will be provided for each focus area and each project including proposed design guidance, phasing, costing and implementation details.



Location of focus area

Focus Area #9

Kawartha Trans Canada Trail



4 comments regarding the **Kawartha Trans Canada Trail**, reflecting 1% of total comments and 1% of focus area specific comments

Overall there was strong support for the improvements identified...

1 major theme from feedback:

- There needs to be more detail regarding the different proposed projects within this focus area.

Ways comments could be addressed:

- As a master plan, our scope typically does not include detailed design information about specific projects.
- However, within our scope we will identify the project, design guidance, phasing, costing and direction of next steps. This information will be prepared for the projects proposed within this focus area in the next phase of work.
- Specifically, for this focus area, the implementation of the projects will be addressed within our recommendations for partnership and coordination. Costing will be addressed for projects that are within the city's jurisdiction. As this linkage is the responsibility of the Kawartha Trans Canada Trail Association the TMPU may provide direction for design improvements, however, the funding for those improvements will need to be sourced by the KTCT with potential input from the City.

Overview of remaining focus area comments



Focus Area	Comment relates to...
Focus Area #1: Somerville Forest Tract	<ul style="list-style-type: none">• Fire management in the forest tract.• Interaction between hunting and trail use.
Focus Area #8: Bobcaygeon Urban Area	<ul style="list-style-type: none">• The decision-making process for how proposed trail links were chosen.• Whether new trails will be non-motorized or shared-use.• ATMP versus TMPU scope.
Focus Area #10: Emily Forest Tract	<ul style="list-style-type: none">• Overall support for proposed improvements.
Focus Area #11: Pontypool Forest Tract	<ul style="list-style-type: none">• Interaction and prioritization of motorized/non-motorized uses.

Major themes that emerged...



Coordination

Establishing partners:

- Partnership is a key recommendation of this plan.
- The plan will help the City to establish coordination efforts between stakeholders in both the short and long term.

Coordination with the ATMP:

- Both this trails master plan update and the active transportation master plan have complimentary yet distinct scopes.
- This plan is intended to be implemented in tandem with the ATMP to promote active transportation across the City.

User Management

Balancing user needs:

- Non-motorized and motorized users are both key user groups for Kawartha Lakes.
- This plan will help the City to determine the best strategies for the safety and comfort for all users. This includes tactics of separating user-groups as well as managing interactions on trails.
- The North-Central-South approach responds to user management via delineating trails that are geared as destinations for recreational activity, and trails in urban areas that are geared towards everyday travel and connection.

Trail Impact

Economic Impact:

- Shared trails near residential areas have positive impacts on property value due to desirable quality of life.
- Trails add value to the local economy and benefit property value via greater tourism.

Environmental Impact:

- Environmental impacts are typically reduced due to trail design solutions.
- In the context of trails in unopened road allowances, trail development has less environmental impact and retains more environmental value than the development of new roads.

Thank you & Next steps...



We want to thank everyone who took the time to either attend one of the engagement sessions or “put their pen to paper” and send us your thoughts! Your ideas and effort are appreciated and very helpful.

Overview of next steps...

- Confirm trail improvement projects in each focus area.
- Prepare Implementation strategy:
 - Develop proposed phasing and prioritization of the projects.
 - Prepare costing strategy.
 - Develop supportive policy recommendations, processes and practices.
- Draft Phase 2 Summary Report.
- Prepare Action Plan and final recommendations.
- Present Trail Master Plan to Council.