MUNICIPALITY OF OLIVER PAIPOONGE
MASTER TRAILS PLANNING STRATEGY

SUBMITTED BY

SCATLIFF + MILLER + MURRAY Inc.

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Executive Summary

The picturesque rural setting of Oliver Paipoonge, minutes away from the City of Thunder Bay, make it an ideal setting for any outdoor enthusiast. Whether you are going for a short walk, long-distance bike ride or back-country hike, the hills, forest and Kaministiquia River that cut through the municipality provide the perfect backdrop. Anchored by the "Niagara of the North", Kakabeka Falls, the Municipality of Oliver Paipoonge is set to embark on a new trail development plan that will enrich the lives of its residents and get visitors to stay an extra day exploring all that this region has to offer.

Moving forward from community input that called for increased opportunities for physical activity and trail development, the Municipality of Oliver Paipoonge has developed this Master Trails Planning Strategy with the intent of positioning the Municipality to improve its trail system for residents and visitors alike. The strategy is an economic development project that explores the feasibility of a trail network system throughout the Municipality. The final strategic plan for trail development provides municipal staff and council with the proper knowledge and tools to proceed forward to design and build the trail system.

The document explores the current conditions of trail facilities in Oliver Paipoonge, identifies barriers to trail creation as well as areas of opportunity for future trail development. Detailed design guidelines are provided for proposed facilities as well for ancillary facilities such as bicycle parking and signage. Two public consultation events were held to help determine the 15 recommendations that are provided.

The Master Trails Planning Strategy represents a first step for the Municipality of Oliver Paipoonge. Time, perseverance and partnership are now required to put this plan into action and build the trails that this community has asked for.

Municipality of Oliver Paipoonge
Master Trails Planning Strategy

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1.0 Introduction

The Municipality of Oliver Paipoonge (the Municipality) is a dynamic and diverse community. It has a catchment area of 350 square kilometres and a population of nearly 6,000 residents. Since the amalgamation of the Township of Oliver and the Municipality of Paipoonge on January 1, 1998, it is now the second largest municipality in North-western Ontario.

Kakabeka Falls.

One of the most distinct features of the Municipality is its geography and location; it borders the City of Thunder Bay to the east, the Municipality of Neebing to the south, the Townships of O'Connor and Conmee to the west, and by the unincorporated townships of Gorham, Ware and the geographic township of the Dawson Road Lots to the north. Its terrain includes mountainous areas, lakes, rivers, forests and fields, all within a 30 minute drive of the Region's largest city – Thunder Bay. Most notable is Kakabeka Falls, the region's "Niagara of the North", located in Kakabeka Falls Provincial Park.

The Municipality is divided north and south by the Trans Canada Highway as well as the Kaministiquia River, which also forms the Municipality's western edge north of Kakabeka Falls. There are three existing hamlets (Kakabeka Falls, Murillo and Rosslyn Village) which are the focus for future development within the Municipality. The majority of the Municipality is a mixture of "rural" and agriculture land uses as described in the 2011 Official Plan.

Oliver Paipoonge is a community that values outdoor recreation. The relatively low population density per square kilometre creates a back drop for an abundance of green space, including many outdoor baseball diamonds, hockey rinks, soccer fields, parks and much more. The addition of a multi-use trail system will be complementary to the myriad of outdoor recreation activities already in place.

1.1 Overview of Master Trails Planning Strategy

In late 2010, a Community Input Survey was distributed to every household in the Municipality. Two hundred surveys were submitted and analyzed for trends. Trails were among the top three new developments residents

indicated they would like to see further developed in the Municipality, followed very closely by improved services for seniors. In 2010, a focus group was also conducted with rural seniors, many from Oliver Paipoonge, for the Thunder Bay District Healthy Communities Steering Committee. Results from the focus group indicated that the top two physical activities that seniors are lacking are safe places to walk year round and awareness of what physical activity opportunities are available in their neighbourhoods.

In response to the community demand for safe places to walk and new trail development, an application was made to the Province of Ontario Healthy Communities Fund to conduct a Master Trails Planning Strategy for the Municipality. The project was divided into three phases. The first phase (which the funding application applied to) was for the development of the strategy. The second phase was for the detail design and construction of the trails and the third phase was for trail promotion.

The vision of this project was for a completed trail system to be constructed that would mobilize residents that currently do not have the opportunity to be physically active. Various forms of physical activity would be made accessible in a safe environment, ranging from walking, hiking, cycling, snow shoeing, horseback riding and skiing. The goals of this project are to improve overall community health as well as provide economic benefits through increased tourism opportunities, and an improved quality of life to attract new residents and businesses.

The following section will provide detail on the process that was undertaken to produce this report including the public involvement. Section 2 provides background information including the benefits of trails and active transportation and applicable policies. In Section 3, information gathered at the public workshop is presented to supply the context for the current situation regarding trails in Oliver Paipoonge. Section 4 provides design guidelines and considerations for new facilities. Section 5 contains the proposed network for development as well as the results of the public open house and Section 6 presents the implementation strategy.

The intent of this report is to provide the Municipality of Oliver Paipoonge with the information that is needed to prioritize the detailed design and construction of new trails. It is hoped that with this information the Municipality will seek out partnerships and funding sources for new trail development.

1.2 Project Process

In spring 2011, the Municipality received funding from the Healthy Communities Fund to undertake the Master Trails Planning Strategy. With the award of this funding, the Municipality retained the services of Scatliff + Miller + Murray in August 2011 to conduct a trail feasibility study and implementation strategy as Phase I of III for this project. A start-up meeting was held via teleconference in late August 2011 between the consultant and the Municipality. At this time a modified methodology was agreed to that would limit some of the more detailed work tasks that were originally set out in the Request for Proposal. Among the changes to the scope of work was a scaling back of the involvement of the Trail Steering Committee and the detailed site analysis including soil conditions for proposed trail locations.

The Municipality identified seven partner organizations to form a Trail Steering Committee (TSC):

- Ontario Trails Council
- Thunder Bay District Health Unit
- Trans Canada Trail Ontario – Kinghorn Project
- City of Thunder Bay
- Rural 60 Plus
- Lakehead Region Conservation Authority
- Township of Gillies (later withdrew from Committee)

The TSC met in September 2011. At this meeting it was discussed that while the committee representation did provide strong regional partners, more local input should be sought for the development of the strategy. It was recognized that these regional partnerships would be valuable once the strategy was developed to assist with regional trail connections, and promotional activities.

The committee did identify that any future trail system needed to provide recreational opportunities for all users – from families with small children to seniors. They noted a need for both a "loop system" that would provide a variety of distance options for recreational walking and cycling as well as a "destination based system" that would provide important linkages for residents to schools, recreation areas and local businesses as well as between communities.

A public workshop was held at the Murillo Town Complex on October 25, 2011. The workshop was advertised in the community newsletter, the *Oliver Paipoonge News*. A total of 20 people attended the workshop. After a short presentation on the project background and education session on the types of trail and active transportation facilities that could be built, several exercises were conducted with the participants. The exercises included a movement exercise and a route selection exercise.

Participants used large maps and aerial photos to identify origins and destinations for locations that they travel to and from on a regular basis. They also identified any barriers to their travel such as high volume or high speed roads, rail and river crossings and safety concerns due to wildlife. Finally participants identified areas that they believed provided an opportunity for future trail development as well as areas where they would like to have access to trails. Comment forms were provided to capture participant's ideas and attitudes toward the project. Results of the mapping exercises are provided at the end of the report. All presentation materials, handouts and comment form results are provided in Appendix A and B.

Participants at the March 27, 2012 Public Open House.

Utilizing the results from the public workshop, several follow-up interviews with local organizations and individuals, as well as information collected from two site visits by the consultants, the areas of opportunity and proposed trail network maps were developed. A Public Open House was held on March 27, 2012 for the public to review the draft plans. Comment forms were provided and the comments received were used to develop the final

report. All Open House presentation materials and comments received are provided in Appendix C and D.

2.0 Background and Context

2.1 Benefits of Trails and Active Transportation

Active transportation such as walking, hiking, horseback riding, cycling, skiing and snow shoeing provide many benefits to both individuals and communities. By investing in trails, communities can provide opportunities for residents to engage in a healthy physical activity, while realizing other economic, social and environmental benefits.

Health Benefits: Active transportation is a healthy physical activity that is accessible to people of all ages. Canadians know this – exercise/health is cited as the top reason for cycling in a 1998 survey by Go for Green[1]. The Heart and Stroke Foundation's 2005 Report Card on Rural Health indicates that rural residents are less physically active than our urban counterparts and therefore at increased risk of many chronic diseases. Improving access to trails can serve to improve the health of residents.[2]

Economic Development: As the Municipality looks for ways to encourage families and entrepreneurs to relocate here, access to trails is an important 'quality of life' feature. As participation increases, there are also opportunities for trails-related businesses to develop. Creating an active transportation-friendly environment also creates a tourism opportunity. Cyclists spend more money per mile travelled on food, beverages and other items than other travellers. Towns and villages benefit from encouraging cyclists and providing for their needs.[3]

Environment: Choosing forms of active transportation over motor vehicles contributes to pollution control and energy conservation, thereby improving air quality and helping to preserve finite resources.

Transportation Enhancement: Cycling is a viable and existing means of transportation. Research shows that

[1] National Survey on Active Transportation, Go for Green, 1998.
[2] Report Card on Canadian's Health: Has the Suburban Dream Gone Sour? Heart and Stroke Foundation of Canada, 2005.
[3] Community Cycling Manual, 2004

improving rural road conditions for cycling can also reduce roadway maintenance costs and improve safety for motor vehicles. Encouraging more people to replace car trips with bike trips will also reduce the number of vehicles on the road, alleviating traffic congestion.

Safe Neighbourhoods: There is a high degree of willingness among Canadians to walk or ride a bike more often instead of driving.[4] However, safety is a major barrier to walking or cycling for transportation. Seventy percent of Canadians say they would cycle to work if there were a "dedicated bike lane, which would take me to my workplace in less than 30 minutes at a comfortable pace".[5]

Having a safe place to walk often creates a greater "sense of place" for a community. Sidewalks, trails and safe pedestrian crossings of roadways, railways and water bodies encourage residents to venture outdoors and interact with their neighbours. Having these facilities in place promote children to walk to and from school and provide a social opportunity for seniors.

2.2 Policies

In the 2011 Oliver Paipoonge Official Plan, the Municipality set the objective that "Council shall encourage recreational opportunities that are compatible with the natural environment and are economically feasible" (page 5). For land designation as "Rural" in Schedule A of the Official Plan recreational uses such as cross country ski trails, hiking trails, and horseback riding trails may be permitted provided that such uses do not interfere with surrounding conforming land uses (Section 4.4.8, page 41).

Section 9 of the Official Plan includes several goals regarding the development of Recreational land uses that are applicable to the Master Trails Planning Strategy:

- *"To ensure that adequate recreational opportunities are available for local and area residents.*

[4] Canadians and the Car: Attitudes and opportunities, Environics Research Group, Toronto, 1994
[5] National Survey on Active Transportation, Go for Green, 1998

- *To encourage the use of areas, with special scenic and/or recreational potential, for recreational purposes in a manner compatible with surrounding uses.*
- *To encourage the tourist industry by maintaining a supply and variety of recreational facilities.*
- *To promote the development of recreational areas in such a way as to preserve and enhance the natural amenities of the Municipality.*
- *To ensure that uses in the "Recreational" area are compatible."* (page 59-60)

In addition to these goals and objectives that promote further recreational development including trails, Section 13 provides several objectives (where feasible) that are applicable to this strategy, including:

- *"Pave all roads in the hamlet areas and surface treat all rural roads.*
- *Provide low intensity lighting on footpaths and in park areas.*
- *Provide sidewalks of an adequate width on both sides of the street in the hamlet areas.*
- *Improve existing and establish new parks, playgrounds, rest areas, open space areas, indoor recreation facilities, water access facilities and fairgrounds."* (page 75)

As a member of the Lakehead Region Conservation Authority (LRCA), Oliver Paipoonge has several areas that have been placed under a "use limitation" due to their proximity to water bodies or wetlands. In particular, the LRCA regulates the floodplain area surrounding the Kaministiquia River. Generally new development in this area is not permitted, however appropriate recreational uses such as trails may be permitted.

Provincially, the Municipality requires the approval of the Ministry of Transportation for any proposed trails to cross a provincial highway. Trails running along a Ministry of Transportation right-of-way are not permitted.[6] Cycling on

[6] Ontario Ministry of Transportation Guidelines for Municipal Official Plan Preparation and Review

most roadways is permitted, however cyclists must follow the Highway Traffic Act.

3.0 Current Conditions

The information provided in the following section was taken from the comments collected at the October 25, 2011 Public Workshop, the March 27, 2012 Open House as well as gathered by the consultant on two site visits in the fall of 2011.

3.1 Users

The skills and preferences of users are crucial considerations when planning a trail network. In Oliver Paipoonge, a combination of recreation seekers, families with children, seniors, and commuter cyclists represent a mix of potential users with different needs, skills and preferred facilities. Users may also engage in a variety of activities – cycling, walking, running, horseback riding or other modes of active transportation. In addition, Oliver Paipoonge's network must account for a mix of residents and visitors, all with different preferences and needs.

At the October 25, 2011 Public Workshop the majority of the participants were interested in the creation of walking and hiking trails. Those interested in new facilities for walking were equally interested in both facilities located within the hamlets as well as trails located "in the bush". There was also a small group that represented local horseback riders whose concerns were for the creation of equestrian trails. Finally there were a couple people interested in commuter cycling as a means of transportation between home and work in the City of Thunder Bay.

While almost every participant indicated that they live in Oliver Paipoonge, the majority work elsewhere. On the questionnaire provided, only two persons indicated that they walked most often to work, the majority drove. This information indicates that while there were a couple people interested in commuter cycling from Oliver Paipoonge to Thunder Bay, the majority of the people interested in trail development are interested in it for recreational purposes.

It should also be noted that while participants were more interested in recreational trails versus commuter, they also called for improved local connections to schools, businesses and recreation facilities. Several people noted that they would like to have safe places to walk to the local store for groceries and for their children to be able to walk to and from school.

The results from the October 25, 2011 Public Workshop were echoed at the March 27, 2012 Open House. There was a small contingent of ATV users present at the Open House that asked for consideration of allowing ATVs to use any future trail system. In discussions, they noted that new or improved walking/hiking trails would be welcomed, but allowing ATV's on them would be an "added bonus". As ATV trails fell outside of the scope of this project and the funding for this project, it was not pursued at this time. The Municipality may want to further study this area in the future, perhaps after trail construction to see what type of activities are occurring on their trails.

Informal pathway near Rosslyn Village.

3.2 Facilities

There are no formal trail systems within the Municipality of Oliver Paipoonge. Participants at the Public Workshop did note several informal trails that they frequently hike or horseback ride on. These informal trails included two decommissioned rail lines, a hydro transmission right-of-way and trails cut by private property owners for their own personal use. Contact was made with the Thunder Bay Hiking Association who indicated that they have begun clearing a trail located on private land along the east side of the Kaministiquia River, north of Kakabeka Fall, beginning from John Street Road. They indicated that they had received permission from the property owner to clear the trail and that work was done by volunteers.

There are several suitable trails for hiking, cycling and in the winter cross-country skiing located in Kakabeka Falls Provincial Park. These trails vary in length from 1.0 to 5.5 kilometres as well as in their skill levels. The Provincial Park is responsible for the maintenance of the trail system.

Within the hamlet area there are sidewalks located on both sides of the Trans Canada Highway through Kakabeka Falls as well as a short asphalt trail connecting the hamlet to the parking lot of the Provincial Park. In Murillo, there is a small sidewalk located on the south side of Oliver Road, however it does not continue all the way to the school located east of the railway tracks. There is also a short asphalt trail off of Rubin Drive, south of Oliver Road. In Rosslyn Village there are no existing sidewalks.

Typical narrow shoulder on Rosslyn Road.

There are several roads throughout the Municipality that do on occasion have paved shoulders such as Oliver Road, and Rosslyn Road. However these shoulders are not continuous along the entire road and are for the most part too narrow for people to safely walk or bicycle on.

While the majority of roads within the hamlet areas are paved they are all very narrow, averaging approximately seven metres which only allows for two motor vehicle lanes. Additionally almost every road has ditches located on both sides leaving pedestrians and cyclists with few options for getting out of the way of motor vehicles.

3.3 Origins and Destinations

Map 1 located at the end of this report shows the origins and destinations that participants at the Public Workshop indicated on the maps and aerial photos provided. In discussion with the participants, the origins that they indicated were for their house, and occasionally for a friend or family member's house or their place of work. The destinations ranged from the school to the local store, Grandma and Grandpa's house to Kakabeka Falls Provincial Park. As indicated on Map 1, the origins are spread evenly around the Municipality, both in and out of the hamlets. However, the destinations are somewhat clustered in the three hamlets. This is not surprising given the location of the schools, recreation areas, local businesses and major employers.

3.4 Barriers and Constraints

Participants in the Public Workshop had very strong feelings regarding the barriers and constraints discussion.

Participants used red stickers and red markers to indicate barriers to walking and bicycling on the maps provided. This information is provided in Map 2 at the end of this report.

Many people noted the lack of separate facilities for walking or bicycling which forces them onto roads that can often have high traffic volumes and speeds. In particular they noted Oliver Road, especially through Murillo and connecting to the school on the east side. Also discussed were Rosslyn Road through Rosslyn Village and the Trans Canada Highway through Kakabeka Falls. Of particular concern for participants were children walking to and from school on these roads or having to cross these roads. As well, several seniors noted a concern with traffic speeds and volumes on these roads that deterred them from walking alongside them.

While not indicated on the map, several people discussed the various gravel roads as a barrier to their travel. These participants indicated that they would like to be able to go on walks from their residence, but as they lived off of a gravel road they didn't. These people felt that the potential of a motor vehicle driving down the road while they were walking alongside it and kicking up dust and small stones was enough of a deterrent to go for walks on these roads, even when they might not be that busy.

In addition, several people noted that some property owners have begun to erect "No Trespassing" signs and fences along several previously accessible informal trails. These informal trails were located along the hydro transmission right-of-way south of Murillo, along the decommissioned rail line north of Murillo and along some formal road allowances north-east of Murillo (as indicated on Map 2). The participants noted that in the past they had used these informal trails for hiking and horseback riding but had been discouraged by the placement of the fences limiting access.

One of five river crossings in the Municipality, this converted rail bridge on Harstone Drive is only wide enough for one motor vehicle to cross at a time.

Several east-west linear barriers were noted on the two site visits by the consultant. The barriers, the Kaministiquia River, two rail lines and the Trans Canada Highway all restrict north-south movements as they present limited or

difficult crossings. There are only five river crossings within the Municipality, two of which are located on busier highways (Highway 130 and the Trans Canada Highway), while the third crossing is located within Kakabeka Falls Provincial Park. While several rural roads cross each of the rail lines, these crossings can be intimidating for children to cross especially when there are no crossing arms or warning lights. The Trans Canada Highway, an extremely important transportation corridor for motor vehicles, can be a very dangerous barrier for those walking or bicycling. There are no pedestrian crossings or traffic signal controlled intersections the entire length of the Trans Canada through the Municipality. This is also a high-speed roadway with posted speed limits between 70 and 100 km/h depending on the location. The posted limit is reduced through Kakabeka Falls to 50 km/h; however participants at the Public Workshop noted that many vehicles exceed this limit through the hamlet.

The Kaministiquia River has an additional barrier with regards to access. While it was noted by many residents that the river offers some spectacular vistas, riverbank access is limited, often by private property. The lack of access to the river creates a barrier to travelling alongside the river, fragmenting a potential greenway linking Thunder Bay to Kakabeka Falls and beyond.

One large constraint to the choosing of proposed routes for this project that will have to be dealt with for detailed design and construction of new trails to occur is to obtain surveyed property maps. The lack of data with regard to property ownership is a hindrance to the siting of trails. In order to design and construct future trails property maps will need to be obtained so that locations of Municipal land can be identified or private owners approached regarding trail easements. Property ownership data would be required even for trails located alongside a roadway or for the widening of a roadway with a shoulder as many roads in the municipality are quite narrow. Any widening in the right-of-way may infringe upon neighbouring properties.

3.5 Areas of Opportunity

The areas indicated on Map 3 were chosen due to the long linear connections that they provide. Some sections of these areas were brought forward by participants at the Public Workshop; however no one identified the entire length of any of these corridors. These corridors will be discussed individually below. The numbers provided refer to the numbers on Map 3.

View of the Kaministiquia River from Harstone Drive.

#1 Kaministiquia River

As noted above, the Kaministiquia River presents a unique opportunity for a long, linear greenway that offers scenic views. The "Kam River" has the ability to provide a link between the City of Thunder Bay to Rosslyn Village and on to Kakabeka Falls. This route would also provide an important connection between two of the regions largest tourism attractions, Fort William Historical Park and Kakabeka Falls.

While an on-road route has been previously proposed[7], and will be discussed in more detail later in this report, areas along the Kam could provide interesting deviations from the on-road route. As mentioned previously, the LRCA regulates the floodplain area along the Kam River. It was mentioned, but not confirmed by a couple of individuals that the Municipality may own the strip of land along the river that is part of this floodplain. As previously discussed, one of the current constraints on the development of a trail network is the lack of information on property ownership. Further investigation as part of a detail design process would be required to survey this area to determine where property lines are and if there is a stable and accessible area to locate a trail. In addition, there would be several private property constraints on this design regardless of property lines as there are several residences that have built their yards right up to the river access.

[7] Trans Canada Trail Route Investigation Thunder Bay to Pigeon River Area of North-western Ontario, MCS Group, April 2011

#2 Active Rail Lines

The Springwater Corridor in Portland, Oregon is located adjacent to an active railway.

Rails-with-trails involve a partnership between the Municipality or trail stewardship group and the active rail line owner/operator. There are many concerns with trails located adjacent active rail lines such as safety and access controls. A great deal of planning and negotiating with the rail line operator is required. The benefit of locating trails along rail lines is that the rail lines already have a long linear right-of-way often located in scenic areas and with favourable topography. There may already be infrastructure in place to assist trail users with crossing barriers such as highway overpasses and river crossings.

The greatest concern with rails-with-trails are the perceived safety risks of locating trails that promote users accessing areas that in the past have been restricted. Rails-with-trails also require a much longer timeline for detail design including engineering as well as an easement negotiation with the railway and potential neighbouring properties depending on the trail location. While rail line operators may be concerned about their potential liability of promoting users to access areas along railways there may be a benefit to designing a formal trail at a safe distance with proper fencing in areas where informal trails and trespassing are known to occur.

Informal pathway located adjacent to the active railway alongside Rosslyn Road.

There are two active railways passing through the Municipality that have the potential for establishing future trails alongside. Both have underpasses for crossing the Trans Canada Highway. The CN line provides a wide right-of-way through parts of Rosslyn Village where some informal trails are already present. This railway does connect Rosslyn Village to Kakabeka Falls; however there are several stream crossings along the way that would have to be designed around. The CPR line passes through Murillo then continues north alongside the Kaministiquia River, providing access to this remote part of the Municipality.

Trails adjacent to railways may not be appropriate for equestrian users as train whistles and fast speeds may spook a horse. If designing trails intended for horseback riding, they should be located away from the railways.

#3 Hydro Transmission Line

Hydro transmission line right-of-ways are very similar to railways. They are long linear connections often located away from roads, but connecting different hamlets and towns. The existing transmission line located south of Murillo passing east-west through the Municipality was identified by participants in the Public Workshop as a former informal trail location. Participants noted that land owners had erected fences at several sites along the transmission line blocking off access to the trail.

Given the transmission line's location as a potential link between Murillo and Kakabeka Falls as well as the favourable topography for trail development it is a great opportunity that should be explored further. For detail design to progress a property survey should occur and discussions should be initiated with Ontario Power Generation regarding their easement. Landowners should be identified, with special consideration given to those who previously installed the fences, and discussions regarding trail locations and easements should occur.

Former rail bed of PeeDee line west of Rosslyn Village.
Photo credit: David Battistel

Existing tracks with railway switch near former Rosslyn brick plant on PeeDee line.
Photo credit: David Battistel

#4 Decommissioned Rail Lines

The conversion of former railways to trails is a great opportunity for trail development. Former rail beds offer a well-packed sub-grade that can be ideal for easy trail construction. As with rails-with-trails, rails-to-trails offer long, linear connections often away from roads and through scenic terrain. Often water crossings may still exist, and if still structurally sound can provide a great cost-savings on trail construction.

Two former railways were identified as locations where several informal trails already exist. One decommissioned railway, the former Port Arthur, Duluth and Western Railway (P.A.D&W or "PeeDee") ran from Rosslyn Village to Stanley, across the Kaministiquia River and continued southwest to Harstone and on to Gunflint Lake, Minnesota. From Stanley, there was a spur line called the "High Track" that went to Kakabeka Falls. Sections of the former PeeDee and High Track rail beds are still visible and

Railway ties left in place on PeeDee line west of Rosslyn. Photo credit: David Battistel

walkable, particularly along the south side of Rosslyn Road in Rosslyn Village and on the east side of the Kaministiquia River between Stanley and Kakabeka Falls. Other sections of the old rail bed have been incorporated into Harstone Drive. While the entire railway no longer exists, the sections of rail bed remaining offer an excellent opportunity for future trail development.

A second former railway, the Grand Trunk Pacific Railway located north of Murillo was also identified by participants in the Public Workshop. However, it was noted that fences had been erected at several points along the former rail bed limiting access. This former railway runs north along the east side of the Kaministiquia River at times adjacent the active CPR line. From aerial photography it was noted that there may still be a potential bridge over Strawberry Creek along this former railway.

It is unknown at this time what the current property ownership situation is for either of these former railways; however Canadian National Railway (CNR) was the last operator on each of the abandoned tracks. Both should be thoroughly investigated for their trail potential, with a high emphasis placed on the connection between Stanley and Kakabeka Falls.

Former rail bed of High Track line north of Harstone Drive. Photo credit: David Battistel

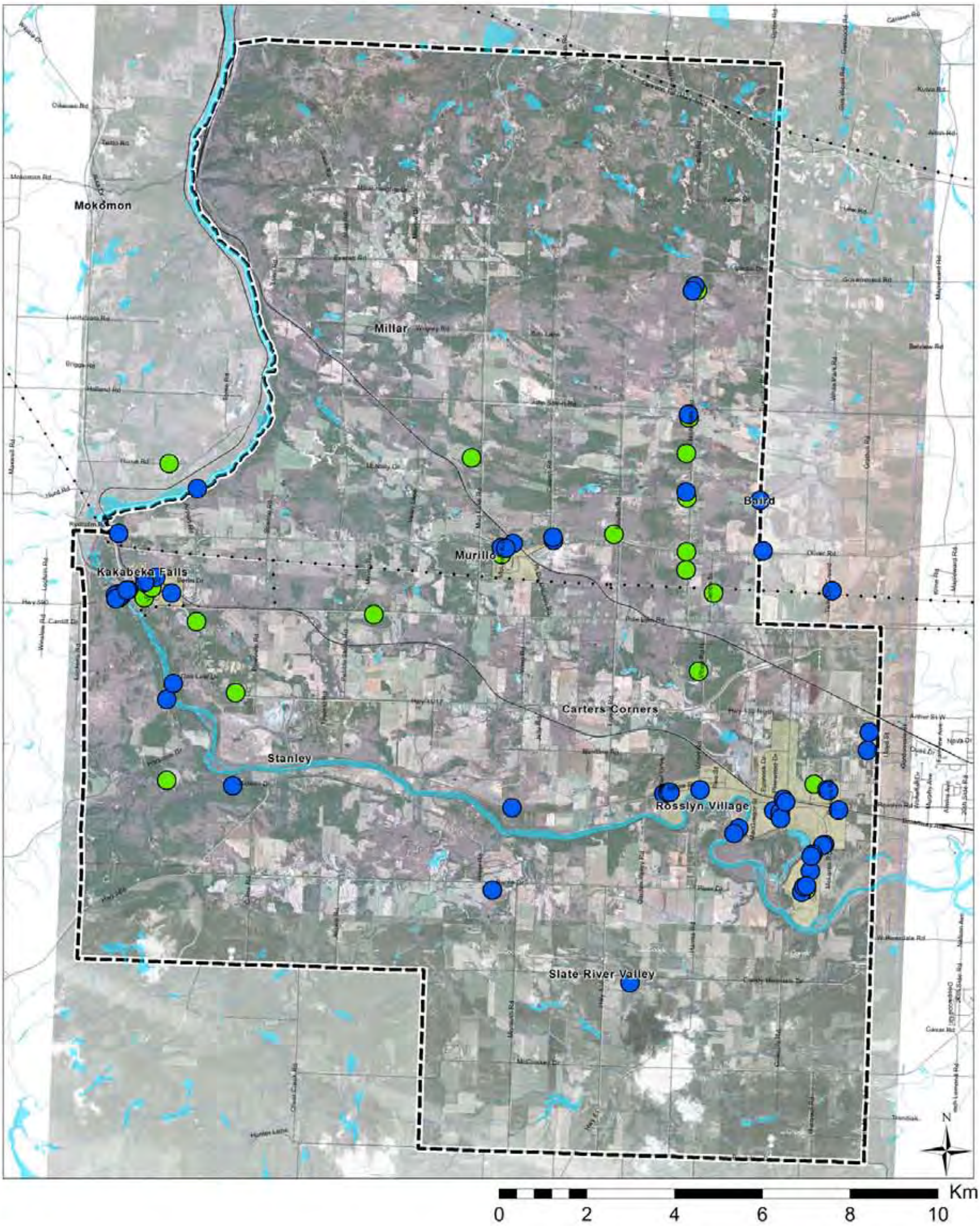
Over the course of the background research and public consultation for this project, contact was made with a local individual, David Battistel, who has spent considerable time researching, walking and photographing these former rail lines. He would serve as an excellent resource for future trail development along these abandoned railways. Much of the information that he has gathered is provided on his website www.padwrr.ca. A portion of a 1939 topographic map that he provided that notes the locations of the two abandoned rail lines is located in Appendix E.

#5 Murillo Community Centre and Fair Grounds

The area immediately behind the Oliver Paipoonge Municipal Centre that consists of the sports fields, fair grounds and race track has a good potential for the development of a community trail. Should this site ever be re-developed, one of the goals of the development should

be the creation of a looped pathway through the site that is accessible for the residents of Murillo to use as a recreational pathway.

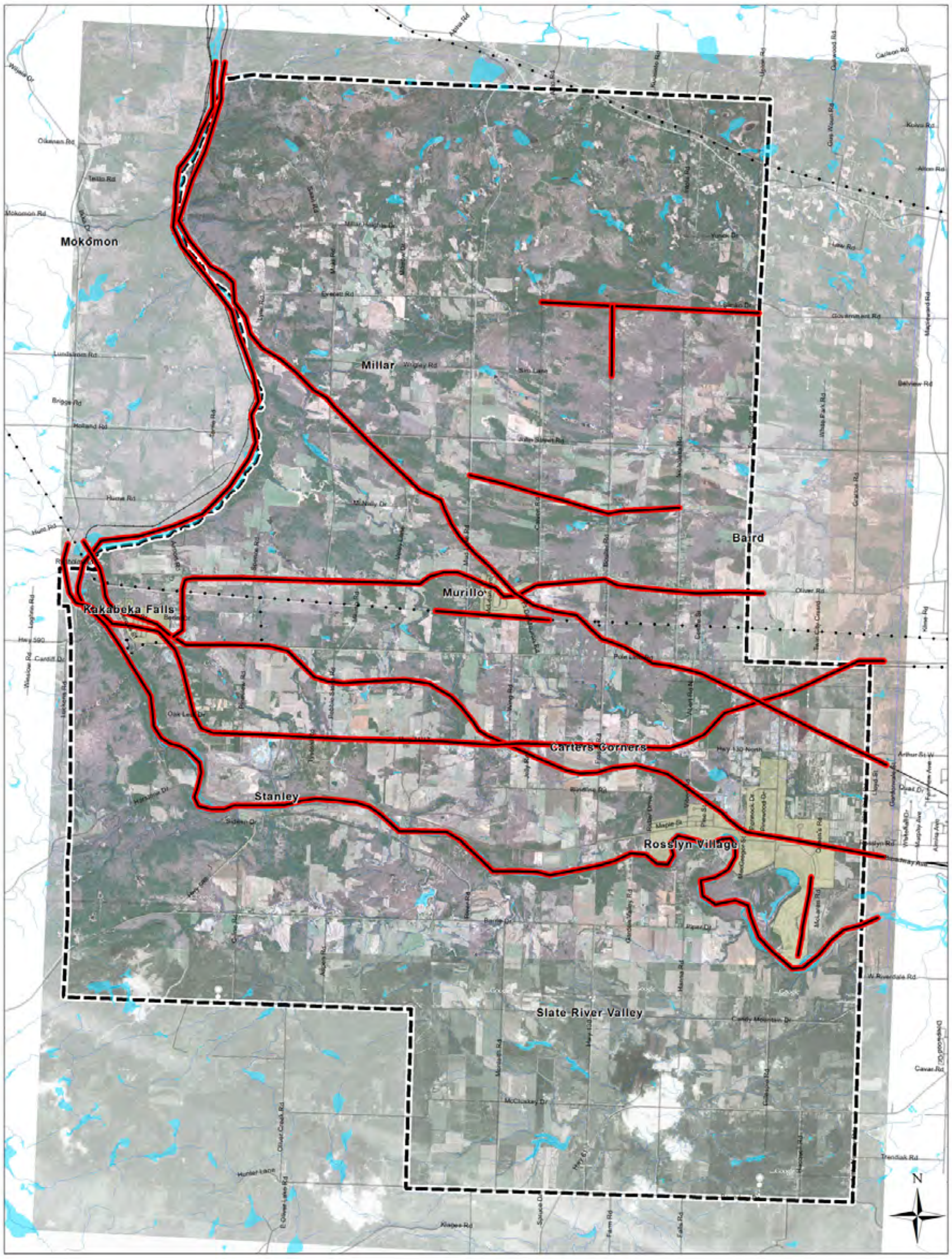
MAP 1: ORIGINS AND DESTINATIONS



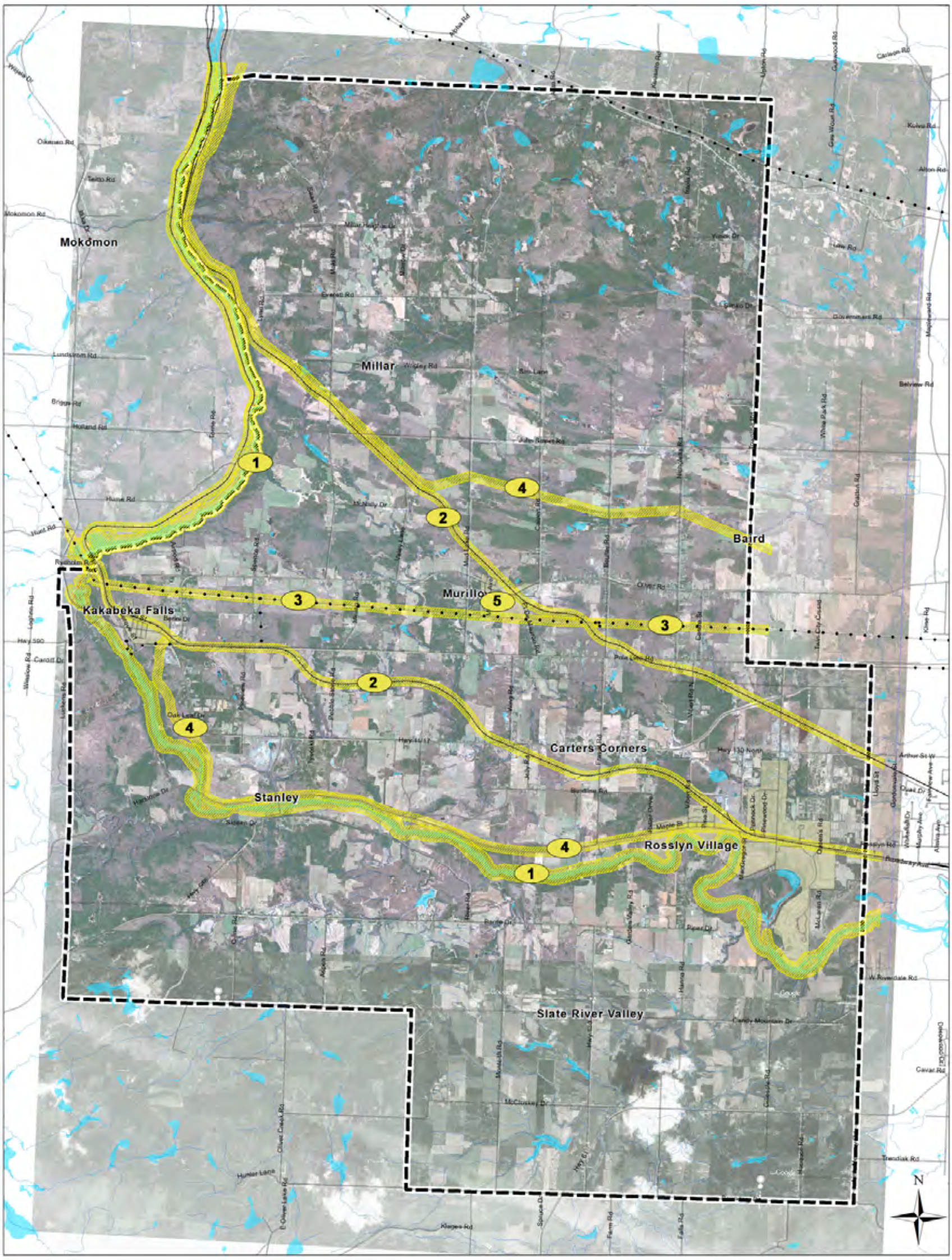
LEGEND

- Origins
- Destinations
- Utilities
- Railway
- Municipality

MAP 2: BARRIERS AND CONSTRAINTS



MAP 3: AREAS OF OPPORTUNITY



4.0 Trail Facilities

In determining the type of trail infrastructure that would be most appropriate for Oliver Paipoonge, it is important to understand the different options that are available, standard design guidelines, and applicability to the local context. This section provides background information to familiarize the reader with the concepts, definitions and general usage of the types of infrastructure pertinent to Oliver Paipoonge.

4.1 Types of Facilities

Active transportation facilities refer to physical infrastructure, such as trails, bicycle lanes or routes, multi-use pathways, sidewalks and shared roadways. The term also includes ancillary facilities such as signage, staging and rest areas and bicycle parking. Facilities designed on or adjacent roadways will vary according to the specific type of facility, which is selected based on traffic speeds, volumes and composition.

The most important variables affecting travel on or adjacent roadways include: traffic volumes, speeds, lane widths, and percentage of heavy vehicles (trucks, RVs). In addition to the user's perceived comfort level with traffic volumes, the speed of traffic on a rural roadway is important as it affects wind turbulence, which significantly increases with heavy vehicles.

Effective treatments to improve safety for pedestrians and cyclists on rural roadways include the addition of paved shoulders or for cyclists, an increase in marked space on the existing roadway.[8]

A rural roadway with low traffic volumes, speeds and little heavy vehicle traffic would be suitable as a designated shared roadway which requires 'share the road' signage and enforcement of the speed limit. Higher traffic volumes and speed would call for a marked paved shoulder that is of adequate width based on a number of factors, and contains pedestrian and bicycle route signage. A roadway

[8] *Factors Contributing to Pedestrian and Bicycle Crashes on Rural Highways*, Transportation Research Board Annual Meeting 2007 Paper #07-2457.

with high traffic volumes, speeds and number of heavy vehicles could call for a segregated facility for pedestrians and cyclists.

4.2 Facility Design Guidelines

The design guidelines recommended in this section focus on treatments relevant to Oliver Paipoonge's rural context. Multi-use pathways, trails and sidewalks are off-road facilities that may fall within a road right-of-way or not. Designated shared roadways and paved shoulders are on-road facilities within the road right-of-way.

The information draws from a variety of sources on pedestrian and bicycle facility design guidelines, primarily including:

- Vélo Québec Association, *Planning and Design for Pedestrians and Cyclists: A Technical Guide*, Montreal, QC, 2010.
- Transportation Association of Canada, *Geometric Design Guide for Canadian Roads*. TAC, Ottawa, ON, 1999.
- Transportation Association of Canada, *Bikeway Traffic Control Guidelines*. TAC, Ottawa, ON, 1998.
- Ministry of Transportation Ontario, *Ontario Bikeways Planning and Design Guidelines: Shared Road Bikeways, Shoulder Bikeways, Bike Lanes and Bike Paths*. MTO, Downsview, ON, 1996.
- Richard Drdul, *Bicycle Facility Design Guidelines*. Richard Drdul Community Transportation Planning, 2004.

Example of an asphalt multi-use pathway through a naturalized area.

<u>Multi-use Pathways and Trails</u>

Multi-use pathways and trails provide a location for walking and cycling that is separated from motor vehicles. Multi-use pathways and trails can be located adjacent a roadway or completely separated from the roadway through a naturalized area, park or along other rights-of-ways.

Multi-use pathways and trails differ from sidewalks in their width and the users they are designed for. Pathways are wider than sidewalks as they are designed to be shared

between multiple users such as pedestrians, cyclists and in some cases horseback riders.

Example of a wood chip trail through a naturalized area.

Multi-use pathways and trails can be constructed of various surface materials depending on their location, the users to be served as well as other considerations such as future maintenance. Typical surface treatments include asphalt, granular (such as crushed limestone), wood chip mulch or even dirt and grass.

The most compelling benefit of multi-use pathways and trails is the safety aspects of providing a designated facility for walking, cycling and other modes of active transportation that is separate from motorized traffic.

For cycling (other than mountain biking), inline skating, skateboarding or other 'wheeled' activities the pathway must be smooth, uniform, well maintained and of a consistent width. Paved pathways located adjacent trees or on surfaces prone to heaving or slumping (i.e. river banks) may be subject to more cracking and therefore more maintenance.

For trails located in a more naturalized area, surface treatments such as granular, wood chip or grass may be more appropriate. These treatments do not have as great an impact on tree roots. Regular trail maintenance is required to keep the trail from becoming overgrown. Trails designed for equestrian purposes should be of these softer surface types.

No matter which surface type is chosen, the trail should be laid-out in such a way to prevent water from ponding anywhere along the trail. Surfaces should have a maximum cross slope of 3.3% to promote run-off away from the trail.

Recommended Width of Pathways and Trails

When considering trail widths, factors such as projected numbers of users, intended uses and location should all be considered. Generally the literature suggests a minimum width of 3.5 metres for facilities that are intended to be shared between cyclists and pedestrians. However, narrower widths may be considered in areas with lower projected user volumes.

Factors to consider when designing trail widths:

- Lateral clearance of a pedestrian: 0.9 metres
- Lateral clearance of a wheelchair: 1.2 metres
- Lateral clearance of a cyclist: 1.5 metres
- Lateral clearance of a horse with rider: 1.5 metres
- Vertical clearance for a cyclist: 2.5 metres
- Vertical clearance of a horse with rider: 3 metres

Sidewalks

Sidewalks are pedestrian only pathways located adjacent a roadway. Sidewalks currently exist in Murillo and Kakabeka Falls. Sidewalks are beneficial along roadways with increased pedestrian traffic or increased motor vehicle volumes or speeds as they provide a separate space for pedestrians. Sidewalks are generally not intended for cyclists due to their narrower width.

Opportunities for Implementation of Sidewalks

There are two common windows of opportunity to implement sidewalks on rural roads:

1. During new road construction or reconstruction project
2. Adding sidewalk to existing roads as a separate project

Recommended Width of Sidewalks

Sidewalks should be a minimum of 1.2 metres wide to provide enough width for the lateral clearance of a person in a wheelchair. This width will also accommodate two pedestrians walking side-by-side.

Paved Shoulders

Paved shoulders provide a location for walking and cycling that is adjacent to other traffic lanes and should be identified by a pavement marking such as a painted edge line. They are appropriate on roadways where parking is not allowed and there are no curbs, making them particularly suitable for rural areas. Paved shoulders must be provided in both directions on a roadway. Pedestrians would travel in the direction opposite the flow of traffic and bicycle traffic should travel in the same direction as motor vehicle traffic in the adjacent lane.

Wide paved shoulder along one side of roadway in Oliver Paipoonge.

There are many compelling benefits of paved shoulders on rural roadways. The benefits of a paved shoulder can be grouped into three areas: cost, safety and capacity.

Cost benefits of a paved shoulder resulting from reduced maintenance needs:

- Provide structural support to the pavement and therefore help extend roadway life
- Reduce maintenance and repair costs by reducing road edge deterioration
- Discharge water further from the travel lanes, reducing the undermining of the base and subgrade
- Reduce costs associated with maintaining soft/gravel shoulders
- Provide space for maintenance operations and snow storage

Safety benefits of a paved shoulder:

- Provide space for pedestrians, motorists and cyclists to make evasive maneuvers
- Accommodate driver error by adding a recovery area to regain control of a vehicle, as well as lateral clearance to roadside objects such as guardrail, signs and poles
- Provide space for disabled vehicles to stop or drive slowly
- Provide increased sight distance for through vehicles and for vehicles entering the roadway
- Provide a designated facility for walking and cycling that is separate from motorized traffic
- Provide for storm water discharge farther from the travel lanes, reducing hydroplaning, splash and spray to following vehicles, pedestrians and cyclists

Capacity benefits of a paved shoulder:

- Allow for easier exiting from travel lanes to side streets and roads
- Provide space for off-tracking of a truck's rear wheels in curved sections
- Provide safer space for pedestrians and cyclists

With adequate shoulder width, pedestrians and cyclists are provided with a separate area to travel next to

motorized vehicles. The paved shoulder must be smooth, uniform, well maintained and of a consistent width that is determined by traffic volumes, speed, composition of traffic and steepness of grade.

Recommended Width of Paved Shoulders

The recommended width of paved shoulders varies slightly in the guidelines prepared by different authorities. The width is based on traffic speeds, volumes and composition of traffic (heavy motor vehicles such as trucks and RVs).

It should be noted that the measurement of paved shoulder width does not include the gutter pan. Also, any obstructions such as signs should not reduce the shoulder below the recommended width.

For speed limits of 70 km/h or greater and with an AADT (Average Annual Daily Traffic) count of less than 2000 vehicles, Vélo Québec recommends a minimum width of 1.5 m. The Transportation Association of Canada (TAC) provides a range of 1.5 to 3.0 m depending on speed and composition of traffic. A preferred design width of 1.5 m has been accepted in other Ontario regions, including County of Lennox & Addington (on roadways with < 10% heavy motor vehicles or commercial traffic) and the Regional Municipality of Niagara, although the latter will accept 1.2 m with an adjacent granular shoulder of at least 0.5 m as a reasonable compromise where it is not possible to achieve 1.5 m width due to constraints.

Table 1: Minimum recommended width for paved shoulders

Authorized Speed	ASDT* <2000	ASDT >2000
50 km/h or less	1.0 m	1.0 m
51 - 70 km/h	1.0 m	1.5 m
> 70 km/h	1.5 m	1.75
*ASDT = Average Summer Daily Traffic		

Source: Vélo Québec Association, *Planning and Design for Pedestrians and Cyclists: A Technical Guide*, 2010

Opportunities for Implementation of Paved Shoulders

There are three common windows of opportunity to implement paved shoulders on rural roads:

1. During new road construction or reconstruction project
2. Adding paved shoulders to existing roads as a separate project
3. Including paving of shoulders as part of an overlay project

The first approach is typically the most cost-effective. Adding paved shoulders to an existing road is frequently more expensive, but in some cases can be justified as a stand-alone project such as when the traffic volume on a particular road increases substantially.

An example of a paved roadway in Oliver Paipoonge that could be designated and signed as a shared roadway.

Designated Shared Roadway

Roadways with low traffic volumes and speeds can be suitable for shared use by pedestrians, cyclists and motor vehicles in the absence of a marked shoulder or adjacent sidewalk or pathway. As a designated shared roadway, motorists and cyclists share the same travel lane while pedestrians walk on the left side of the road in the direction of on-coming traffic. Road signs or pavement markings can be used to alert motorists to expect the presence of pedestrians and cyclists. The majority of the secondary roads in the hamlets fall into this category. As well, many of the gravel "back roads" may fall into this category but would require a surface treatment to prevent dust and loose gravel.

4.3 Liability Aspects and Injury Prevention

In addressing the liability aspects of designating bikeways, the *Ontario Bikeway Planning and Design Guidelines* produced by the Ministry of Transportation Ontario refers to a report prepared for the Bicycle Federation of America (Section 8.8). The MTO guidelines indicate that:

> *"The report concluded that the liability situation for bicyclists on the highway is the same as for other highway users. Bicyclists absolutely have a right to use highways; highway agencies therefore owe them the duty of reasonable care. The standard of*

conduct required to meet their duty must also recognize that bicycles are more susceptible than other highway users to some hazards; greater care may be required at some locations because the presence of bicycle traffic there is predictable.

The study concludes that designation of bikeways will not affect the government's potential liability; the liability already exists with respect to bicyclists on the highways…. When appropriate criteria are used for route selection and care is taken to eliminate bicycle hazards on the route, the risk of liability is likely to be significantly reduced on the bikeway."

For off-road trails located on private property through an easement, the Municipality is advised to seek a legal opinion as liability aspects may be subject to the terms of the agreement with the individual landowner.

Injury prevention is an important component of any active transportation plan. The first step towards injury prevention is good facility design. Trails should be designed to allow for manoeuvrability for all users following the guidelines laid out in this document and those cited previously. It is recommended that the Municipality conduct a marketing and education campaign as part of any trail construction project. Suggested topics for an education campaign include:

- Cycling in traffic
- Bicycle helmet use
- Rules of the road for pedestrians and cyclists

The province of Ontario has a mandatory helmet law for children less than 18 years of age. Part of an education campaign could include a partnership with local schools to teach cycling skills to children as well as promote helmet usage.

4.4 Facility Maintenance

Paved trails and sidewalks can require a fair deal of maintenance. For these facilities to be used year-round, snow clearing is required in the winter months. Paved

trails through treed areas may be subject to more heaving and cracking than a similar constructed trail through a field due to tree roots. Similarly, paved trails along riverbanks may be subject to erosion, heaving or settling and may therefore require more frequent patching.

Granular, dirt, and wood-chip trails may require occasional surface renew depending on level of use. Weed control, mowing or brushing may be required through naturalized areas to keep adjacent plants from moving in.

The level of maintenance required for a paved shoulder will depend on usage level and environmental factors. To reduce sand and gravel build-up on paved shoulders, the first few metres of major driveway entrances should be paved. Shoulders also need to be cleared in the spring of sand and salt that has built up over the winter to facilitate safe walking and cycling.

Proper drainage prevents water from collecting on the road and eroding the surface. This can be accomplished for a paved shoulder by continuing the slope of the roadway across the shoulder.

4.5 Ancillary Facilities

Designing amenities with pedestrians and cyclists in mind is an essential part of planning a trail network. Elements such as proper signage, rest areas and bicycle parking provide comfort and security for users. Although a relatively small part of the larger transportation network, they can have a major impact on the success and ultimate use of a trail facility and need to be included in the initial budget calculations during project development.

4.5.1 Signage

Signage is an integral part of a trail network. Directional signage is required on any trail system where multiple routes are possible or where the trail changes from one type of facility to another.

Signage can be used to brand a trail or to provide interpretive information. Distance markers can be

used along a route to inform users of how far they have travelled. Signage can also be used to indicate what types of transportation are permissible on a trail (i.e. walking, cycling, horseback riding, snowmobiling, ATVing, etc.)

Bicycle signage on a roadway serves a dual purpose: it promotes the existence of a cycling route and its location, and alerts motorists to expect cyclists on the roadway.

An example of Bicycle Route and Share the Road signage on a designated shared roadway.

On a paved shoulder bikeway, general bicycle route signs are used to mark the roadway as a cycling route. The shoulder is clearly identified by a painted edge line. On a designated shared roadway, cyclists and motorists share the same lane, as well, pedestrians may also be present along the side of the road. These are typically low traffic, low speed roads and contain no pavement markings to identify a specific space for the pedestrians or cyclists. The presence of Share the Road signs alert motorists to the presence of cyclists and acknowledges the roadway's use as a cycling route.

To ensure the signs are understood and respected it is essential to comply with standards for shape, colour, dimensions and reflectorization. Signage that is intended for cyclists should be the same size as and should not repeat or contradict roadway signage.

The different types of signs include:

- ***Regulatory Signs*** – examples include Stop, Yield, etc.
- ***Warning Signs*** – this category includes Share the Road signs to alert motorists to the presence of cyclists
- ***Guide or Information Signs*** – examples of guide signs include general bicycle route signs and signs identifying a route to a major destination or to indicate parking locations; examples of information signs include points of interest or directional tabs (arrows) for bike route signs

A detailed description of bikeway signage can be found in *Bikeway Traffic Control Guidelines for Canada* produced by the Transportation Association of Canada (TAC).

4.5.2 Staging and Rest Areas

An example of a rest area along the Northeast Pioneer Greenway in Winnipeg, MB.

Rest and staging areas that can accommodate trail users should be strategically located at key points throughout the trail route network. Typical amenities include benches and picnic tables, water fountains or other sources, washrooms, trash/recycling cans, bike parking and where appropriate, vehicle parking. These amenities can often be found in existing facilities, such as restaurants, information centres, beach areas, and other attractions or service areas.

The frequency and design of rest areas should be a balance between the cost of construction plus cost and ease of maintenance versus improvements to accessibility and the utility of the facility and aesthetics. The frequency of rest areas is related to the type and location of a facility. Rest stops can be created at points of interest and may allow an opportunity to provide interpretative, directional or other information.

Basic guidelines for rest areas are:

- Located a minimum of 0.3 m back from the edge of the path
- Have a level and firm ground surface
- If the rest area is offset from the pathway an access path needs to be created

An example of an inverted U rack. Two bicycles can be locked to this rack which allows two points of contact with the bicycle and can be locked to its frame.

4.5.3 Bicycle Parking

The availability of bicycle parking is an important component to encourage or accommodate cycling. The possibility of bike theft is a common deterrent for many people that keep them from making trips by bicycle. And while bikes can be locked to street

An example of a coat hanger rack. Multiple bicycles can be locked to this rack making it ideal at locations with a large number of cyclists such as a school or community centre.

furniture (such as a signpost) or trees, either is clearly an undesirable alternative.

A variety of bicycle rack styles are available such as an inverted U rack, post-and-ring rack, and coat hanger rack. Racks need to be well designed and located for cyclists to feel confident using them.

Bike racks should be installed in such a manner that overlap with pedestrian pathways is avoided. When selecting bicycle racks, the following attributes should be considered:

- Supports the bicycle upright by its frame in two places
- Prevents the wheel of the bicycle from tipping over
- Enables the frame and one or, preferably, both wheels to be secured without removal
- Supports a wide variety of bicycle shapes and sizes
- Allows front-in or back-in parking
- Does not damage any part of the bicycle
- Accommodates most popular locking devices, in particular cables and high-security U-shaped bike locks
- Is installed using tamper-proof fasteners or embedded in the ground
- Resists being cut or detached using common hand tools
- Is simple to operate for a wide variety of users

An example of a post-and-ring bicycle rack. The post and ring rack allows two points of contact with the bicycle and can be locked to a bicycle's frame. The post-and-ring rack also only has one point of contact with the ground making installation easier. Two bicycles can be locked to this rack.

When locating bicycle racks the following considerations should be made:

- Close to main building entrances or other destination
- Oriented so that bicycles positioned in the rack are parallel to the curb when next to roadways
- Allow sufficient space around bikes for pedestrian movement
- Be in plain view of passersby and others to deter theft
- Ideally sheltered from bad weather

- Provide appropriate lighting

Other good sources for information on bicycle parking include:

- "Bicycles at Rest" published by the Capital Bike and Walk Society (Victoria, BC) – www.capitalbikeandwalk.org/?page_id=346
- Bicycle Parking Guidelines: A set of recommendations from the Association for Pedestrian and Bicycle Professionals – http://www.apbp.org/resource/resmgr/publications/bicycle_parking_guidelines.pdf
- Bike Parking for your Business - www.catsmpo.com/bikeped/bike_parking_guide_web.pdf
- Bicycle Parking: A Guide for Business Owners & Cyclists in the City of Toronto – www.toronto.ca/bug/pdf/bicycle_parking_guide.pdf

5.0 Recommended Network

The approach taken in developing a trails master plan for the Municipality of Oliver Paipoonge is different than those created for other jurisdictions in that it is based on a rural setting with a small permanent population located adjacent a larger urban centre. This rural setting is unique among active transportation plans, which typically focus on urban areas and accordingly, require different treatments.

The network proposed in this plan is only at a conceptual level. As mentioned previously, the consultant did not have enough information available to identify exact locations for trail creation; namely property ownership. The conceptual routes proposed for further study and detail design focus on four goals:

1. The creation of long, linear trails suitable for recreational walking, cycling, and horseback riding
2. Linking the three hamlets of Rosslyn Village, Kakabeka Falls and Murillo to each other
3. Located within a close proximity to as many origins and destinations identified by the public at the October workshop
4. The separation of pedestrians from motorists on roads within the three hamlets

5.1 Route Selection Evaluation Criteria

The principle of good design for any active transportation facility is to select the appropriate treatment for the appropriate location. The engineer, landscape architect or planner should always be asking “What goes where, and why?” Well-designed facilities will attract users by being safe, convenient and easy-to-use.

As the recommended network is still at a conceptual level and requires further study, there are several evaluation criteria that can be used to determine what facility should be built where, when it comes to detail design. Presented in this section are several considerations that should be taken into account by the engineer, landscape architect or planner who is working on the detailed design.

For existing roads, rehabilitation projects offer an opportunity for retro-fits to include new bicycle and pedestrian facilities. Retro-fitting existing roads to accommodate AT facilities is often challenging. During the planning process a balance must be struck between a level of prescriptiveness versus adapting to the local conditions. Often conditions such as existing trees, right-of-way width or location of existing infrastructure may limit potential treatments that may be considered. When designing an AT facility with these limitations one should remember that "an imperfect something is better than a perfect nothing."

Regardless of whether designing for a retro-fit or a new construction project, those involved in AT design are urged to seek excellence in design and to consider innovative solutions.

The following table provides a sample of the evaluation criteria that can be applied to any AT design project to score one facility type against another or one location against another. A scoring system can be applied in evaluating various options. For example, a scale of 1 – 3 could be applied as follows:
3 – The option provides the best treatment for the evaluation factor and is an improvement over the current condition
2 – The option provides a good treatment for the evaluation factor and may be an improvement over the current condition
1 – The option does not provide an improvement over the existing condition or may create a worse situation than the existing condition

At the end of the exercise, the scores are added and the facility or location with the highest score is deemed to be the best option. This matrix can be used by the public as well if presenting them with several options. Evaluation factors considered to be appropriate for public evaluation are indicated as well as for internal, municipal evaluation. The sample comments provided are to provide a context for what may be considered for each factor.

At the October workshop, these evaluation factors were provided to the participants where they were asked to provide sample comments for each factor to consider. Participants were also asked to rank which factors were most important to them. These responses are found in Appendix B.

Table 2: Evaluation Criteria for Designing AT Facilities

Evaluation Factor	Sample Comments	Internal Evaluation	Public Evaluation
Safety	•Treatment provides separation between pedestrians/cyclists and motorists • Low-light levels and lack of visibility to roadway	X	X
Connectivity, Continuity and Enhancement of Existing Trail/AT Network	• Separation between cyclists and motorists is maintained throughout route • Connection to existing facility requires additional review	X	X
Type of Use	• Treatment appropriate for horseback riding • Treatment not appropriate for wheelchairs (unpaved)	X	X
Type of Users: Cyclists, Pedestrians, Small wheels, Individuals with Disabilities, etc	• Treatment provides direct route to local school • Treatment is appropriate for persons with disabilities	X	X
Neighbourhood Impacts and Acceptability	• Treatment fits the character of the area	X	X
Potential for Increased Tourism Opportunities	• Location provides link to local business • Location provides link to local tourist attraction	X	X
New or Enhanced Recreational Facility	• Provides amenity that did not exist before	X	X
Partnership Requirements / Opportunities	• Opportunity for local partnerships with groups to do trail maintenance • Opportunity for joint funding	X	X
Aesthetics	• Treatment enhances neighbourhood aesthetics	X	X
Seasonality	• Treatment does not provide facility in winter	X	X
Visibility and Promotion of Trails/AT in Oliver Paipoonge	• Treatment would create a highly visible facility in a high traffic area • Treatment not visible to larger audience	X	X

"Showcase" Quality or Potential	• Creation of new facility for Municipality • Little or no change from existing conditions	X	X
Compatibility with Future Development Plans, i.e. Opportunities/Constraints	• Treatment does not hinder future site redevelopment • Treatment may have a high throw-away cost with future street rehabilitation next year	X	X
Overall preference and why	• Improves personal opportunities for cycling and walking for both recreation and commuting		X
Cost	• High level costs are within budget • High level costs are over budget	X	
Maintenance	• Low maintenance required in future • High maintenance i.e. yearly painting required	X	
Ease and phasing of construction	• Construction relatively simple • Construction requires large scale engineering for riverbank stabilization	X	

5.2 Proposed Routes

At the March 2012 Public Open House, four proposed route maps were presented to the public for comment (Appendix C). Three of the maps showed local routes for each of the three hamlets. The fourth was for a regional trail network.

Proposed Regional Trail Network

The goal of the proposed regional trail network is for the creation of trails to link the three hamlets of Kakabeka Falls, Rosslyn Village and Murillo to each other. As such, three different colour coded routes are presented on the map in Appendix C:

- Green: Murillo – Kakabeka Falls
- Orange: Kakabeka Falls – Rosslyn Village
- Purple: Rosslyn Village – Murillo

For each of these routes multiple options are presented. Each are deemed worthy of further exploration as part of a detail design process. Each proposed route is based along roads or the areas of opportunity presented previously. This is because at this time property ownership is unknown so it is impossible to know if any "cross-country"

routes are feasible. The consultant encourages the Municipality to further investigate the issue of property ownership to determine if any opportunities are available on Municipal or Crown land.

Signage to indicate pedestrian and bicycle crossing ahead.

Murillo – Kakabeka Falls

Two options are presented to link these two communities, as well as to continue east towards the City of Thunder Bay. The first route is based along the Hydro Transmission Line previously discussed in Section 3.5. A proposed facility to be considered along this route would be a multi-use trail. Several options are available for surface treatments depending on the intended users (cyclists, horseback riders, wheelchairs, etc.).

Design considerations would also need to include treatments for crossing the various roads as these crossing do not occur at controlled road intersections. Recommended crossing treatments are signs for motorists such as WC-46 and WC-7S from the *Bikeway Traffic Control Guidelines for Canada 2nd Edition* produced by the Transportation Association of Canada (see adjacent image). At all road crossings, the trail design should include features to discourage motor vehicle access such as bollards. These features may need to be removable to allow for maintenance and Hydro vehicle access.

Additional design challenges will include discussions with property owners who have previously erected fences to allow access to the trail. This may result in the need for design and construction of new fences or possibly gates.

The second route is based along Oliver Road. While other east-west roads (such as Pole Line Road) could also be considered, Oliver Road was chosen due to its more direct link into Murillo, and already existing facilities in some locations such as paved shoulders.

A proposed facility for this route would be paved shoulders on both sides of the roadway. This treatment would require some widening of the roadway and would best be accomplished as part of an overall road rehabilitation or reconstruction project. An engineering review would be required to determine bank stability for

the ditches and to ensure that drainage would not be adversely affected.

Kakabeka Falls – Rosslyn Village

While one main route option is presented to link these two communities there are several variations within this route that can be explored. Between the City of Thunder Bay, through Rosslyn Village to Stanley the proposed route is along Rosslyn Road and Harstone Drive. Along this portion of the route there are three options that should be further investigated with regards to property ownership. The first is along the Kaministiquia River. The second is the abandoned PeeDee Rail Line on the south side of Rosslyn Road to Fraser Road. Both of these were previously discussed in Section 3.5. The third option is within the road right-of-way on Rosslyn Road and Harstone Drive. A likely final trail alignment would be a combination of these three options, with a trail meandering adjacent the river, to the abandoned rail line and along the road.

The proposed facilities for this stretch of the route would be a combination of multi-use pathways and paved shoulders depending on property restrictions and engineering assessments. As Harstone Drive is currently gravel, if the final treatment is on-road, a surface treatment should be considered that would reduce dust and gravel from being kicked up by motor vehicles.

From Stanley to Kakabeka Falls, there are two route options. The first, previously discussed in Section 3.5 is along the east side of the Kaministiquia River on the abandoned High Line rail. Here, an unpaved multi-use trail would be recommended due to the variability in grade along the river. This trail would enter Kakabeka Falls via the Hydro transmission line and Hydro Station Road. From here the trail can connect to the existing pathway into Kakabeka Falls Provincial Park.

The second is a road option on Harstone Drive and Luckens Road. Both Harstone Drive and Luckens Road are gravel and appear to have narrow road right-of-ways. Both also have lighter traffic volumes allowing for potential shared roadways. A surface treatment would be recommended though to decrease dust and gravel from being kicked up.

An additional "spur trail" has also been proposed on the south side of the Kaministiquia River along River Road. It is recommended that the Municipality investigate the size of the road right-of-way as it may be able to accommodate paved shoulders should a road reconstruction project occur. This would present the first step in creating trails south of the Kaministiquia River which is currently underserviced. There may also be an opportunity as part of the investigation into the property ownership along the banks of the Kaministiquia River to continue a trail from River Road on the south side of the Kam to Rosslyn Village, thereby creating a circuit trail.

Rosslyn Village – Murillo

The connection between Rosslyn Village and Murillo is the most difficult between the three hamlets as it does not encompass any of the areas of opportunity. This connection must also cross three of the major east-west barriers (CPR and CN rail lines and Trans Canada Highway). In addition, the only possible routes are along road right-of-ways as no appropriate properties for locating a trail are known. This presents the Municipality with very limited options for this route. The two options presented, Vibert Road and Fraser Road differ in that Vibert is a paved roadway with higher traffic volumes, while Fraser is unpaved with lower traffic volumes. Each consists of a narrow right-of-way that may hinder construction of a new facility so that the only treatment possible may be a shared roadway. It is recommended that the Municipality review the property ownership in the land between these two hamlets to determine if another route is possible or begin discussions with Canadian Pacific for the creation of a rails-with-trails link via the Twin City Crossroad.

<u>Proposed Local Trail Network</u>

The local routes proposed for all three hamlets are built off of the objectives previously proposed in the Municipality's Official Plan. That objective was to "provide sidewalks of an adequate width on both sides of the street in the hamlet areas" (page 75). The consultant concurs with that objective as many residents noted a desire to have separated walking paths in the hamlet areas. The

Municipality may wish to consider a first step to construct sidewalks on just one side of a roadway as a way to allow more roads to have sidewalks and stretch their funding further. Once all roads in the hamlet areas have a sidewalk on at least one side, the Municipality could come back and construct sidewalks on the opposite side if demand warrants it.

The final local trail proposed is the Murillo Community Trail as previously discussed in Section 3.5. Should the Municipality be considering a rehabilitation of the Murillo Community Centre and Fair Grounds, it would be prudent to consider a looped trail through the property that would provide local residents with another recreation option.

5.3 Other Considerations

Additional principles of design to consider when planning AT facilities include:

- Universal Design Principles
- Crime Prevention Through Environmental Design (CPTED)
- Child & Youth Friendly Land-Use and Transport Planning Guidelines

Universal Design Principles

Universal Design Principles are based on the following ideas:

- That all people in a community must be considered and understood when providing an integrated public service. Diverse and inclusive communities are what make an exciting and vibrant community.
- That providing people with choices that help them use their environment in a functional and respectful way creates an inclusive community.
- That ensuring the environment is easy to navigate and clearly understood creates a welcoming community.
- That safety is integral in an accessible community.

The principles build on barrier free building code components and are intended to be integrated into early

stages of all projects and developments. In doing so, the following principles are established:

- Inclusive Design - Providing people with the flexibility to choose how they use their environment adds to a creative and inclusive design.
- Easy and Clear Design - The design should make sense even to the youngest, inexperienced user. It should be simple to understand and use for a person who has reduced hearing or significant vision loss.
- Safe Design - Reducing the risk that an accident might occur makes good design sense. Ensuring the safety of pedestrians and patrons as they enter and leave an environment can be achieved using good design practises.
- Comfortable Design - The space should be comfortable to use without over exerting or straining.

Crime Prevention Through Environmental Design

Crime Prevention Through Environmental Design (CPTED) is a multi-disciplinary approach to deter criminal behaviour through environmental design within the built environment. In terms of AT facility design, considerations may include:

- Location – is the facility located in an area that encourages natural surveillance by others?
- Lighting – is there adequate lighting to see possible threats along a facility?
- Sightlines – are adequate sightlines provided for users to see what is ahead of them?
- Access – how many access points are provided to the facility?
- Amenity locations – are amenities located in isolated locations?
- Types of plantings – do plantings create blind-spots along a facility?
- Maintenance – is the facility well maintained giving users a sense that there is pride in ownership?

Generally, CPTED principles should be used when designing AT facilities to create a facility that users will feel is safe which will encourage use.

Child & Youth Friendly Land-Use and Transport Planning Guidelines

The Child & Youth Friendly Land-Use and Transport Planning Guidelines for the Province of Ontario were developed in 2005 by the Centre for Sustainable Transportation at the University of Winnipeg with support from the Public Health Agency of Canada. Full documents are available for download on the project's website at www.kidsonthemove.ca and should be reviewed when undertaking any transportation planning or design.

5.3.1 Trans Canada Trail

The Trans Canada Trail (TCT) has concurrently been working on a concept paper for the establishment of the TCT from Fort William Historical Park to Kakabeka Falls Provincial Park. The previous study[9] provided an on-road option similar to the route linking Rosslyn Village and Kakabeka Falls. It would be prudent of the Municipality to have further discussions with the Trans Canada Trail on proceeding with detailed designs for this route. Hopefully, between the various options presented for trail location, a fully separated pathway could be constructed between Fort William Historical Park and Kakabeka Falls Provincial Park.

5.3.2 Commuter Cycling

The needs of commuter cyclists are quite different from recreational, fitness or cycle tourists. Commuters are looking for fast, safe and efficient routes to and from work as well as long-term secure bicycle parking, shower facilities at their workplace and potentially staging areas to park

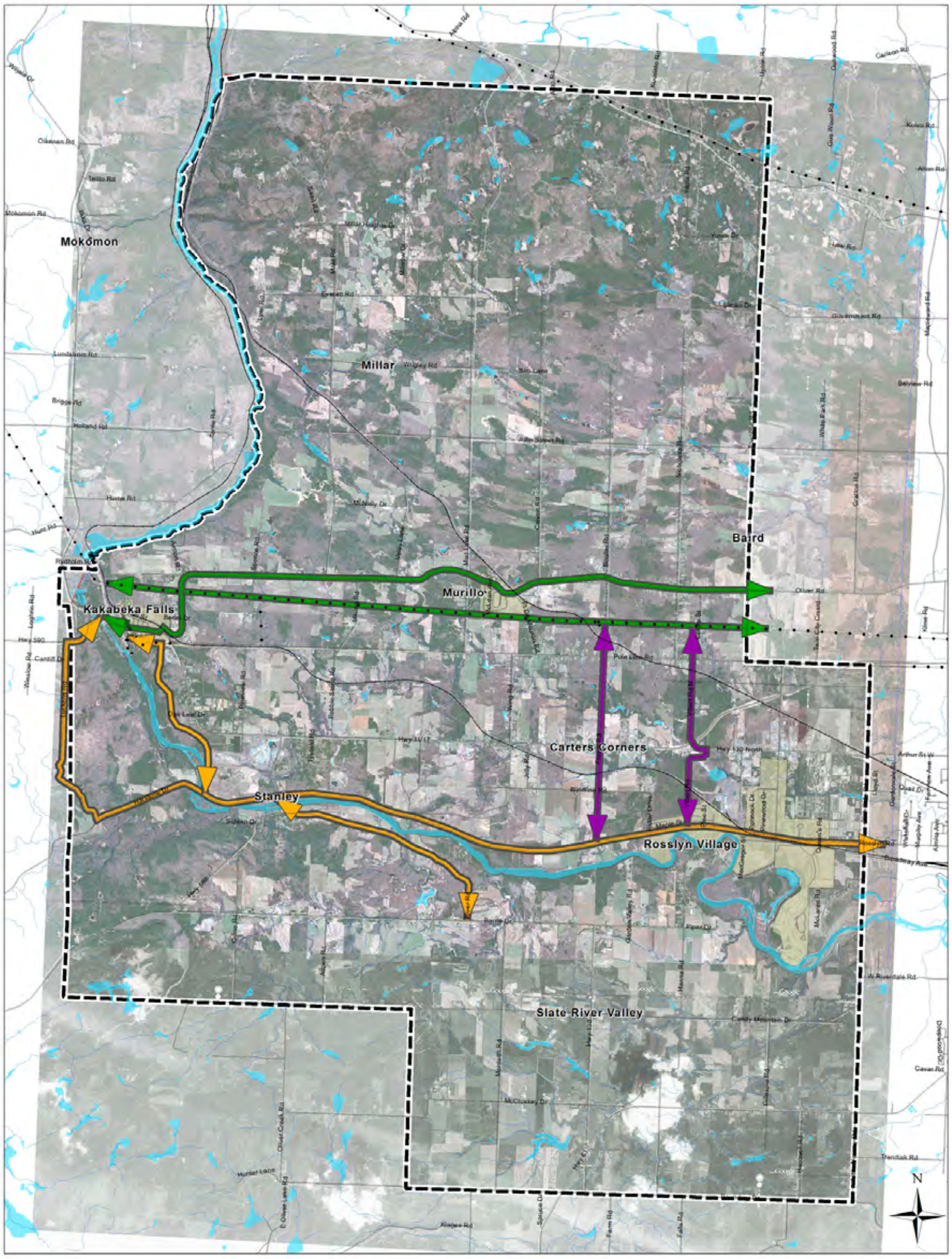
[9] Trans Canada Trail Route Investigation Thunder Bay to Pigeon River Area of North-western Ontario, MCS Group, April 2011

their vehicle if they live too far to cycle the entire distance.

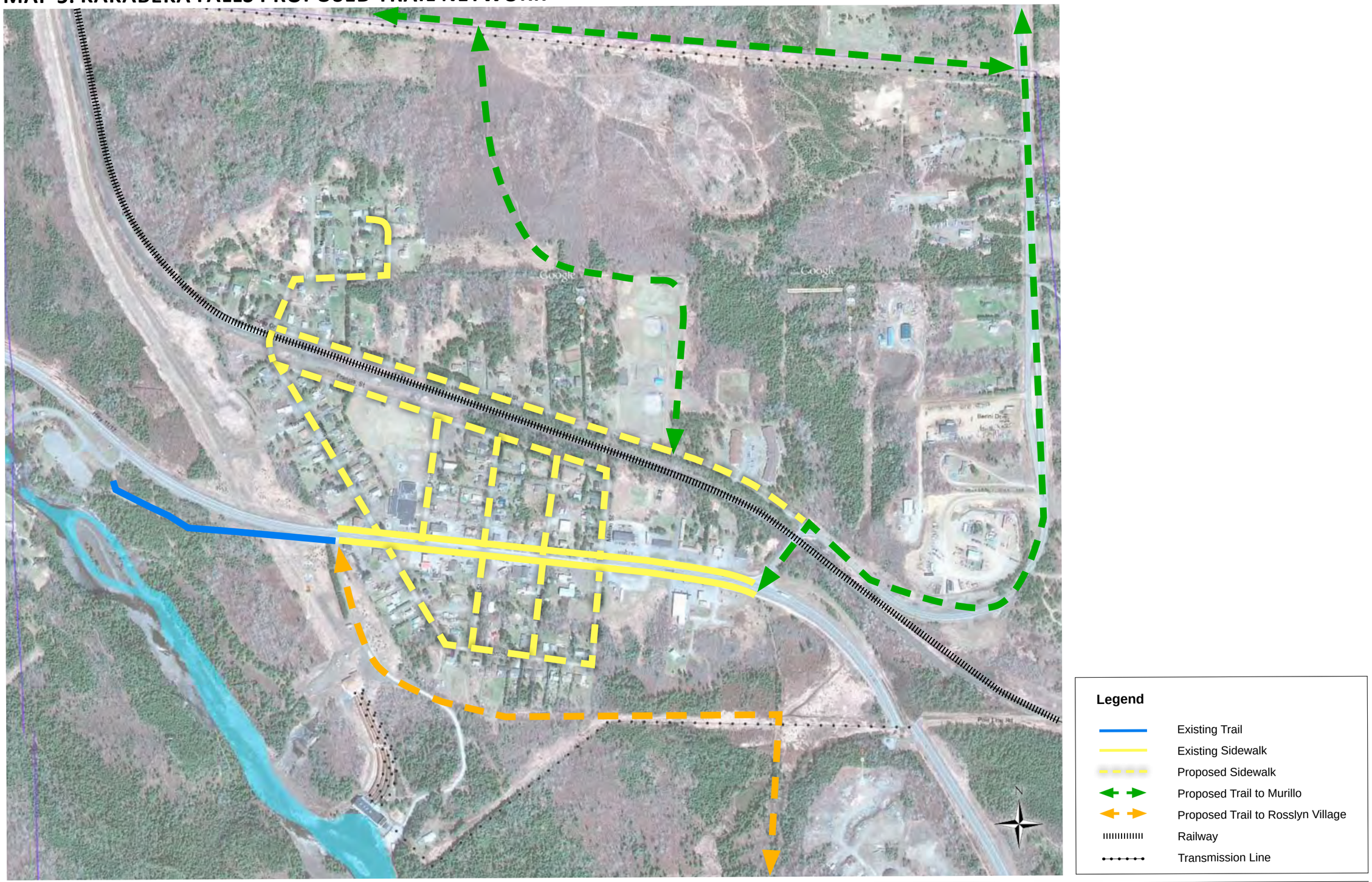
Priorities to consider for accommodating commuter cycling in Oliver Paipoonge include:

- Connectivity between major destinations (especially the City of Thunder Bay as most Public Workshop and Public Open House attendees indicated working their rather than within the Municipality)
- Encouragement of bike friendly workplaces (secure bike parking, showers, etc.)
- Staging areas to park vehicle
- Information on clothing, equipment, gear, lighting, loading bike onto vehicle, etc.

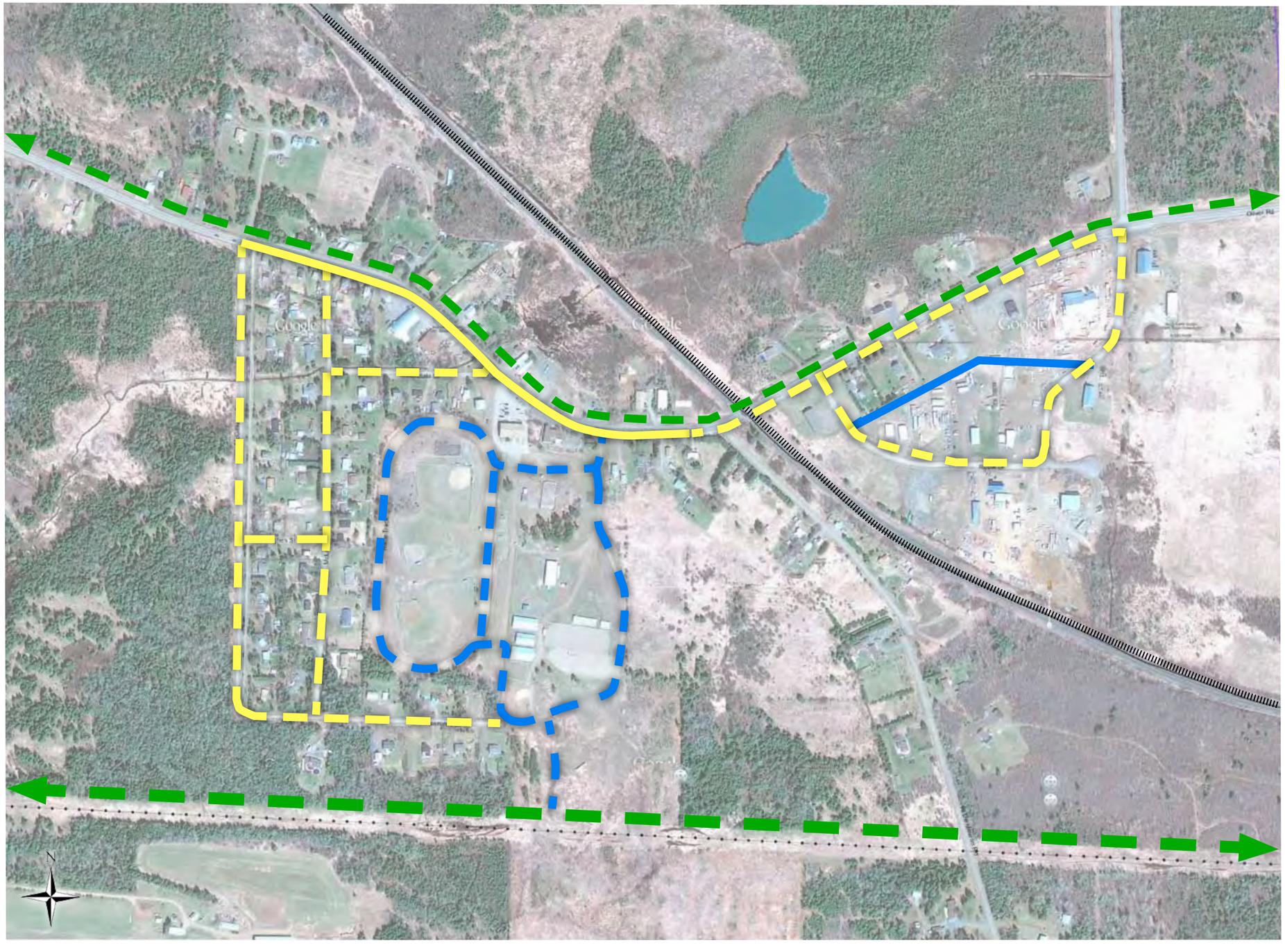
MAP 4: MUNICIPALITY OF OLIVER PAIPOONGE PROPOSED TRAIL NETWORK



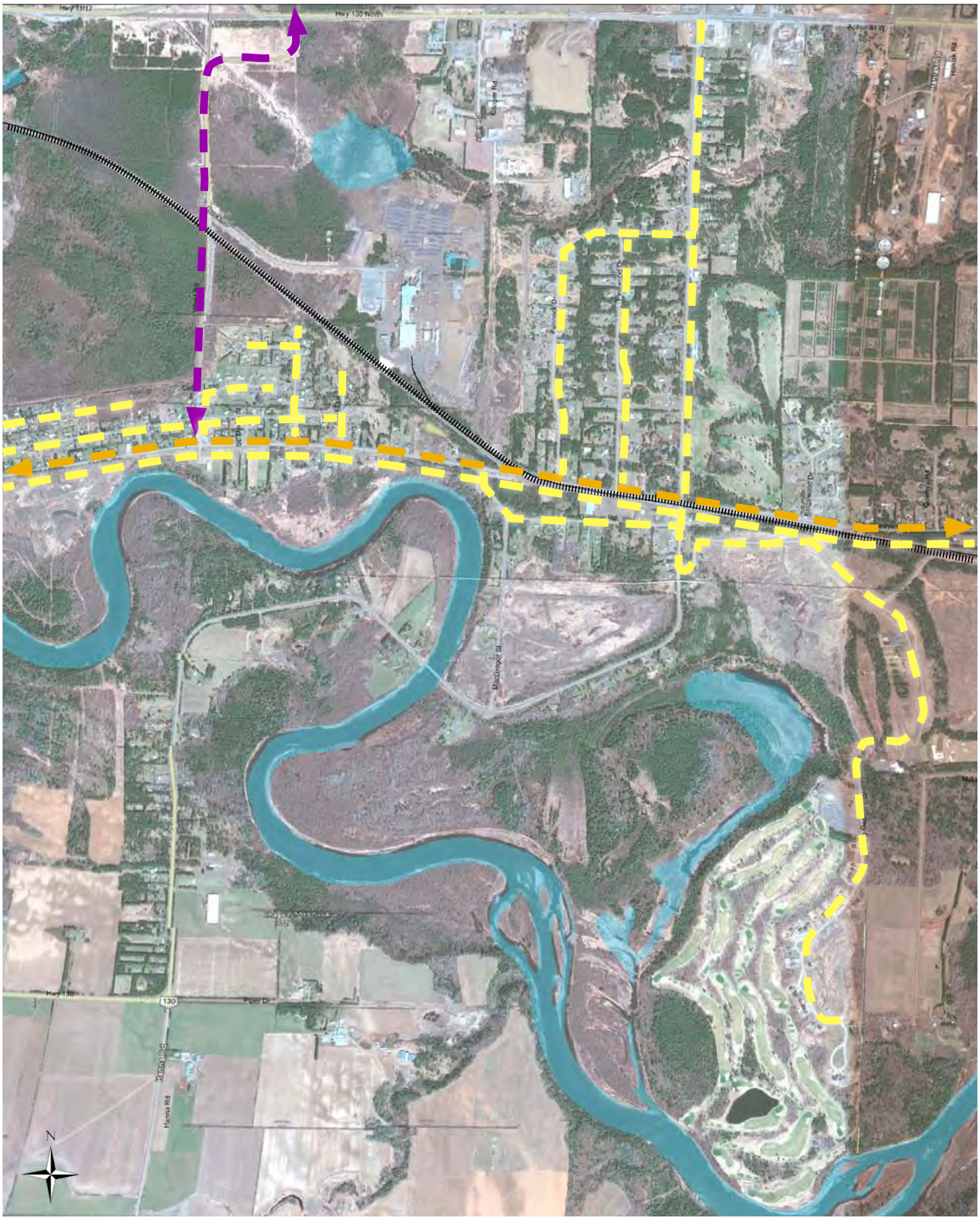
MAP 5: KAKABEKA FALLS PROPOSED TRAIL NETWORK



MAP 6: MURILLO PROPOSED TRAIL NETWORK



MAP 7: ROSSLYN VILLAGE PROPOSED TRAIL NETWORK



Legend

- Proposed Sidewalk
- Proposed Trail to Murillo
- Proposed Trail to Kakabeka
- Railway

6.0 Recommendations, Priorities and Implementation

The purpose of the Master Trails Planning Strategy is to provide a conceptual plan for the establishment of a trail network in the Municipality of Oliver Paipoonge. Turning ideas into action requires identifying not only what needs to be done, but also which organizations have the responsibility, ability and/or capacity to enact the recommendations. Many of the recommendations will require partnerships and creative approaches to securing funding sources (see potential funding sources in Section 6.5). Some recommendations will be doable in the short-term while others will require a long-term approach. Implementing the recommendations will require a fair degree of flexibility and an understanding that the Trails Strategy is a living document that must be revisited regularly and applied in different ways at different times.

6.1 Recommendations

Creating a comprehensive trail network requires time and a budget for enhancement, maintenance and growth. By taking a phased approach and prioritizing projects based on community input and evaluation criteria, Oliver Paipoonge has the opportunity to build on the good work already started through the development of the Master Trails Planning Strategy. This phased approach will continue the development of the trail network at a manageable scale that is practical and affordable to implement. Ensuring the trail network best facilitates intended users and restricts uses that may damage facilities or infrastructure (such as use by motorized ATVs), will enhance the endurance of facilities and the safety of users.

1. **Focus on improvements that deliver the greatest "bang for your buck" for the community.** Ideally these are projects that will bring profile to the network in a high use area at a relatively low cost.

2. **In the short-term use available funds, develop on-road facilities that will raise awareness of the network and improve safety conditions for**

pedestrians and cyclists and could be enhanced in the future.

3. **In the long-term, enhance existing and establish new, more sophisticated or innovative facilities that may require a considerable capital investment.** Seek out appropriate funding sources and earmark funds for these projects.

4. **Use signage to increase awareness about pedestrians and cyclists on the road as an affordable and effective enhancement for the trail network.** There are several roads in Oliver Paipoonge that have the potential to accommodate cyclists. Share the road signage reminds motorists that pedestrians and cyclists have the right to use the roadway. These signs also promote cycling by designating roads as bike routes.

In the short term, the Municipality could develop a signage plan that would:

- Be consistent with regulatory and warning sign usage according to provincial and national traffic control standards
- Brand the new trail network through naming and the addition of graphic components to network signage that would be consistent with all trail signage
- Utilize way-finding signage, map boards and interpretative panels to promote local attractions and destinations while also facilitating trail connectivity

5. **Fix potholes and surface treat gravel/dirt roads to enhance the walking and cycling environment.** Some basic roadway improvements, even as part of regular road maintenance, would greatly improve walking and cycling conditions.

6. **Include sidewalks, multi-use pathways and paved shoulders in new roadway construction projects and road reconstruction/rehabilitation projects.**

7. **Focus on implementing the objectives laid out in the Official Plan to pave all roads in the hamlet areas and surface treat all rural roads; provide low-intensity lighting on footpaths and in park areas; and to provide sidewalks on both sides of the street in the hamlet areas.**

8. **Establish a Trails Committee made up of residents and business owners interested in building trails in Oliver Paipoonge.** Local grassroots organizations can lead the charge in engaging the public to determine priorities, applying for grants for trail construction and in trail stewardship to look after trails once constructed.

9. **Encourage businesses and schools to install bike racks.**

10. **Install bike racks at Municipal Offices, community centres and parks.**

11. **Begin discussions with CN and CPR on the development of rails-with-trails along the rail lines in the Municipality.**

12. **Begin discussions with the Lakehead Region Conservation Authority to determine the feasibility of the establishment of a greenway trail along the Kaministiquia River.**

13. **Establish an inventory of all properties in the Municipality to be able to determine where property lines fall and where opportunities may exist on Municipal or Crown land.**

14. **Begin discussions with Ontario Power Generation regarding the establishment of a trail along hydro transmission line right-of-ways.**

15. **Determine the property ownership of the abandoned rail lines in the Municipality and study the feasibility of trail construction on them.**

6.2 Key Priorities

Participants at the March Public Open House were asked to provide their implementation priorities for trail construction in Oliver Paipoonge between the proposed regional routes, local routes or other suggestions not provided (Appendix D). The overwhelmingly first and second results were Murillo – Kakabeka Falls and Kakabeka Falls – Rosslyn Village respectively. Local trails in Murillo came in third.

Independent suggestions for ATV trails came in a close fourth. The remaining options and additional suggestions received minimal support.

Participants were also asked to provide opinions and rankings on the various facility types proposed for the trail network. The granular multi-use trail and the dirt trail were tied for first with the back-country trail coming in third and equestrian trails coming in fourth.

The least preferred facilities were a boardwalk, asphalt trail, trail adjacent a rail line and a sidewalk. From these results it can be deduced that the participants at the open house had a preference for more naturalized trails through a forest than for a sidewalk or a pathway adjacent a road.

6.3 Implementation

Intended as a long term planning strategy involving the establishment of partners and extensive collaboration, a phased approach will be necessary to accomplish the suite of recommendations outlined in Section 6.1. While immediate steps can be taken on some actions, such as establishing a trail committee, others may take time to develop and implement, such as rails-with-trails.

6.4 Facility Costing

The development of trail/active transportation facilities will involve capital expenditures as well as ongoing operation, maintenance, repair and replacement costs that must be factored into annual budget allocations. Table 3 lists estimated unit costs for the facilities

recommended in this report. The least expensive facilities are those that integrate pedestrian, bicycle and motor vehicle use (e.g. shared roadways).

Individual routes proposed in this report are not able to be costed out at this time as there are far too many unknown variables. Without being able to specify definite locations of the routes, (i.e. paved shoulders on a roadway versus multi-use pathway along the river) cost estimates cannot be completed as different locations will require various levels of engineering. Some routes may also require the purchase of property that would need to be factored into the overall cost of the project.

Projects of this type typically consist of four phases: concept development, detail design development, construction drawings, and construction management. This document presents unit prices for the treatments presented to provide a baseline with which to make estimations of individual projects on a go-forward basis based on their length and proposed treatment.

Table 3: Cost comparison of facility treatments

Facility	Width	Material	Unit Cost	Comment
Signage	N/A	Supply and install signs on poles	$190/sign	Assume 6 signs per KM
Paved Shoulder		Conform to standards for roadway shoulders		Pavement marking and signage are excluded
	1.5 m	Paved	$50/lin. m.	Assume 50 mm asphalt + base
	2.0 m	Paved	$70/lin. m.	Assume 100 mm asphalt + base. For roads with speeds in excess of 70 km/h
	2.5 m	Paved	$90/lin. m.	Assume 100 mm asphalt + base. For roads with speeds in excess of 80 km/h
Sidewalk	1.5 m	Paved	$50/lin. m.	Assume 50 mm asphalt + base
Multi-use Path				The cost of landscaping and grading are not included
	3.0 m	Crushed Limestone	$30/lin. m.	25 mm depth fines, 100 mm base
	3.0 m	50 mm asphalt	$80/lin. m.	50 mm asphalt, 150 mm base
	3.5 m	50 mm asphalt	$105/lin. m.	50 mm asphalt, 150 mm base
	3.5 m	80 mm asphalt	$150/lin. m.	80 mm asphalt, 200 mm base; suitable for motor vehicles
Bike Rack	11 bikes		$1,500 each	Coat hanger style rack

6.5 Funding Sources

New funding sources can be found through creative approaches to existing public works budget allocations and through an increasing number of federal and provincial funding initiatives that support sustainable, “green” development.

The following are key funding recommendations for this project:

1. Include trail improvements in annual transportation budgets. For example, a percentage of the federal gas tax revenues could be dedicated to walking, cycling and other non-motorized transportation improvements.

2. Mandate the integration of alternative transportation facilities into the design of new roadways and/or road reconstruction to create long-term cost savings.

3. Investigate funding programs in the fields of Health & Wellness, Transportation, Tourism, Environment & Conservation, and Economic Development that are operated by the three levels of government to fund priority facilities and broader network development.

4. Partner with organizations that have a vested interest in the development of specific trail facilities or the broader network itself. For example, the cost of installing bike racks might be shared with school districts, or may be sponsored by individual businesses.

5. Encourage developers and other businesses to build active transportation facilities, possibly on a cost-sharing basis with the Municipality. In return, these businesses might be allowed to advertise their contribution to the facility. This would help promote a sense of shared responsibility and program ownership.

Examples of federal, provincial and grant funding sources:

Green Municipal Fund - Federation of Canadian Municipalities
http://www.fcm.ca/home/programs/green-municipal-fund/what-we-fund/projects/transportation-funding.htm

Moving On Sustainable Transportation, Transport Canada
http://www.tc.gc.ca/eng/programs/environment-most-menu-711.htm

Ministry of Health and Long-Term Care – Healthy Communities Fund
http://www.mhp.gov.on.ca/en/healthy-communities/hcf/default.asp

Ontario Trillium Foundation
www.trilliumfoundation.org

6.6 Partnerships

Partnerships are a creative way to leverage capital funds, promote new trails, and cost-share maintenance expenses. Several organizations have already come forward, expressing an interest in working together. These include:

- Thunder Bay Hiking Club
- Trans Canada Trail
- Lakehead Region Conservation Authority
- Kakabeka Falls Provincial Park
- Ontario Trails Council
- Thunder Bay District Health Unit
- City of Thunder Bay
- Rural 60 Plus
- Kakabeka Falls Chamber of Commerce

These groups should all be approached for beginning any future trail detail design project.

6.7 Cycle Tourism

Cycle tourism is a niche market that has a strong presence in other areas of Canada, such as Québec and the Atlantic provinces. In Ontario, the Niagara Region has positioned itself as a cycling destination as well as the County of Lennox & Addington is endeavouring to do likewise.

A 2006 study[10] indicates that cycle tourists visiting Australia stayed on average 16 nights compared with eight nights for total travellers and spent approximately $2,400 on their trip, about $900 more than total travellers. Cycle tourists who rented accommodations were more likely to camp in a tent but also stayed in hotels or at a bed & breakfast. In Québec, bicycle tourists spend an average of $83 per day compared to Québec tourists in general, who spend an average of $66 per day. Fifty-three percent of bicycle tourists choose to stay at tourist accommodations (B&B's, hotels, motels etc).

[10] Cycle Tourists – Insights. Roy Morgan Research, Sydney, NSW, Australia, June 2006.

Cycle tourists engage in a variety of activities while on their trips including: visiting with friends/family; surfing/swimming; shopping; enjoying country/wildlife/scenery; going to restaurants; historical places; bushwalking [hiking]; gardens/parks; and museums.

Another aspect of cycle tourism is the development of experiences that include cycling tours and tour packages that include cycling activities. These cycling experiences can:

- attract more tourists to the area resulting in benefit to the local economy,
- provide additional incentives for people to try cycling or do more of it, and
- result in more involvement (and support) by other sectors and business in cycling activities.

Accordingly, the priorities for cycle tourists visiting Oliver Paipoonge would include:

- Awareness of area attractions as a cycling destination
- Ability to access information online, including maps, accommodations, amenities and feature attractions
- Accommodations, including tent camping option
- Bicycle friendly businesses
- Local tours and experiential packages
- Staging and rest areas with access to water and washrooms
- Convenient and secure bike parking
- Proper directional signage to accommodations, feature attractions, staging and rest areas, bike parking, and bicycle routes
- Bike and gear rental (such as helmets)

This could be accomplished by:

- Following through on recommended cycling network improvements to ensure that routes are safe, signed and well-maintained
- Providing a website with all relevant information and maps

- Establishing partnerships with other tourism destinations such as Kakabeka Falls Provincial Park and Fort William Historical Park as well as local tourism based businesses
- Joint promotion with the North of Superior Tourism Association for cycle tourism
- Ensuring Oliver Paipoonge comes up as a cycling destination on search engines
- Creating a cycling friendly atmosphere in Oliver Paipoonge
- Working together to attract cycle tourists and extend their stay or encourage a return visit
- Offering opportunities for tent camping in addition to lodges, B'n'Bs, hotels and motels
- Conducting customer service training workshops so front line staff are able to provide information and guidance to cycle tourists (could also include hiking and skiing)

6.8 Conclusions

The Master Trails Planning Strategy represents a first step for the Municipality of Oliver Paipoonge. While there are still many questions to be answered, the Municipality has shown that there is an interested group of residents that want to move forward with building trails. The key to moving forward is to engage them. If the Municipality can establish a champion for this cause they will see growth and further buy-in to building a complete trail system. The Municipality should be proud of itself for its forward-thinking attitude to develop the trails strategy which many rural areas typically see as an urban issue. With time and perseverance, Oliver Paipoonge can expect positive changes in the community with increased opportunities for residents to become more physically active.

APPENDIX A
OCTOBER 25, 2011 PUBLIC WORKSHOP
HANDOUTS AND PRESENTATION MATERIALS

Municipality of Oliver Paipoonge Trails Master Planning Strategy

Trails & Active Transportation Workshop

October 25, 2011

Facilitators: Erik Dickson and Bob Somers

Workshop Agenda

- Introductions
- Agenda and purpose
- Setting the Context
- Trails and Active Transportation 101
- Movements Exercise
- Route Selection Exercise
- Evaluation and Look Back
- Wrap-up

Key Objectives

- Develop understanding of trails, active transportation (AT), on- and off-road facilities
- Identify potential routes for trails in Oliver Paipoonge
- Determine key decision making factors that will guide trail network development
- Create the context for future route selections

Setting the Context

- 2010 Community Input Survey
- Healthy Communities Grant
- Project Phases

Community Input Survey

- Every household in Municipality
- 200 surveys submitted
- Trail development = Top 3 new developments
- Improved services for seniors
- Safe places to walk year round
- Awareness of available physical activity opportunities

Healthy Communities Grant

"To develop a comprehensive multi-user trail system plan to increase physical activity opportunities in a safe environment for its citizens."

Priority areas desired outcomes:

- Increase access to physical activity, sport and recreation
- Support active transportation and improve the built environment
- Promote safe environments that prevent injury

Project Phases

Active Transportation

- Active transportation (AT) is any form of human powered transportation
  - Cycling
  - Walking
  - Rollerblading
  - Skateboarding
  - Skating
  - Skiing, etc.

AT Users

- Commuters versus recreational

- A type - Experienced
- B type – Less experienced / confident
- C type – Children and families

Possible Facilities

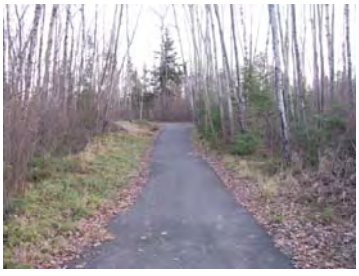
- Trail
- Multi-use pathway
- Bike path
- Bike lane
- Paved shoulder
- Sharrows
- Shared roadway with signage
- Traffic calming and crossing aides

Trail

- Separated from road
- Varying widths, surfaces and level of development

Multi-use Pathway

- Physically separated from road
- Path that is shared between cyclists and pedestrians



Bike Path

- Sidewalk level, two-way bicycle facility, fully separated from sidewalk and traffic lanes

OLIVER PAIPOONGE Growing Naturally SCATLIFF + MILLER + MURRAY Inc.

Bike Lane

- Road markings giving a dedicated road space for cyclists

OLIVER PAIPOONGE Growing Naturally SCATLIFF + MILLER + MURRAY Inc.

Paved Shoulder

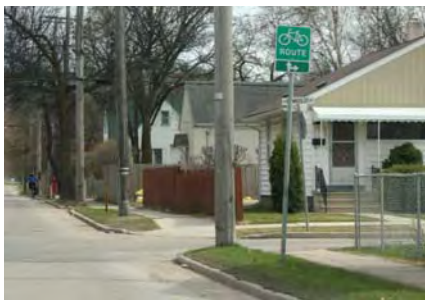
- Paved bikeway adjacent to traffic lanes
- Identified by painted line edge

Sharrows

- Road markings to indicate lanes are shared between cyclists and automobiles
- Provide cyclists with proper road positioning

Shared Roadway with Signage

- Signage indicates bike routes, reminds motorists and cyclists to “share the road”



OLIVER PAIPOONGE Growing Naturally
SCATLIFF + MILLER + MURRAY Inc.

Traffic Calming

- Variety of treatments to reduce vehicle speeds and/or volumes

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Crossing Aids

- Treatment at intersections to provide a safe and easy crossing for cyclists and pedestrians

Median Refuge

Pedestrian Corridor

Crossing Aids (cont)

Pavement Markings / Textures

Next Steps

- Movements Exercise
- Route Selection Exercise
- Evaluation and Look Back
- Workshop Wrap-up

Oliver Paipoonge Trails Master Planning Strategy
October 25, 2011 Public Workshop - Attendee Information Form

We would like to find out more about you to better inform the trail planning process we're here to discuss today.

1. Please complete the following form.
2. Please drop it off with one of the facilitators before you leave tonight. Thank you!

1. First and last name: _____

2. Are you involved with a community organization in Oliver Paipoonge?
If yes, please list the organizations and your role.

Organization	Role
_____	_____
_____	_____
_____	_____

3. Do you work in Oliver Paipoonge:

Yes No

If yes, where?_____
Are you employed there or do you own the business?

Employee Business Owner

How do you most often travel to work:

Walk Bike Drive Other: _____

4. Do you live in Oliver Paipoonge:

Yes No

If yes, where? (street/community name) _____

For how long? _____

5. Are you:

Under 18
19-40
41-59
60+

6. Do you have children under the age of 18?

Yes No

If yes, in what age range(s)?

0-4 _____
5-10 _____
11-15 _____
16+ _____

7. Do you or your family use local recreational facilities, trails and outdoor spaces in Oliver Paipoonge?

Yes No

If yes, please list up to 3 facilities, programs or outdoor spaces you or your family use most:

Facilities:	Trails:	Outdoor Spaces:
_____	_____	_____
_____	_____	_____
_____	_____	_____

8. Why did you come to today's information session?

_____
_____
_____
_____

The Personal Information on this Comment Form is collected under the authority of the Freedom of Information and Protection of Privacy Act and will be used solely for the purpose of providing information regarding the Oliver Paipoonge Trails Master Planning Strategy.

Oliver Paipoonge Trails Master Planning Strategy

October 25, 2011 Public Workshop - Exit Survey

Your input is important to the success of this project. Please provide us with your comments on each question below, and hand in this form to one of the facilitators before you leave today.

Please indicate the extent to which you agree with the following statements.

1. The session today helped me understand the Municipality of Oliver Paipoonge's overall process for trails planning.

Strongly Disagree	Disagree	Neither Agree/Disagree	Agree	Strongly Agree

Please share any comments you have:

_____

_____

2. The session today helped me understand some of the issues, perspectives and views of other participants.

Strongly Disagree	Disagree	Neither Agree/Disagree	Agree	Strongly Agree

Please share any comments you have:

_____

_____

3. I had an opportunity to talk about what is important to me.

Strongly Disagree	Disagree	Neither Agree/Disagree	Agree	Strongly Agree

Please share any comments you have:

_____

_____

4. The facilitators encouraged everyone to participate in the discussion.

Strongly Disagree	Disagree	Neither Agree/Disagree	Agree	Strongly Agree

Please share any comments you have:

_____

_____

5. The session today met my expectations.

Strongly Disagree	Disagree	Neither Agree/Disagree	Agree	Strongly Agree

Please share any comments you have:

_____

_____

6. How did you hear about the session?

- ☐ Community Newsletter
- ☐ Email invitation
- ☐ Word of mouth
- ☐ Other: _____

7. Which aspect(s) of the trail planning process are you most interested in?

- ☐ Building more walking/hiking trails
- ☐ Building more cycling facilities
- ☐ Traffic calming / safe crossings
- ☐ Forming a trail stewardship group
- ☐ Increasing opportunities for tourism through trails
- ☐ Other:_____

8. We are committed to keeping stakeholders and the public informed throughout this process and consulting with you at key stages. What are some ways you would like to be kept informed?

- ☐ By email
- ☐ Through a local community organization / gathering place: _____
- ☐ By attending workshops and events
- ☐ I will visit a project website if I want to know more
- ☐ I don't want to hear more
- ☐ Other: _____

Please provide your email address: _____

If you do not have an email address, please indicate how to best contact you: _____

_____

10. Please provide the names of any other people or organizations that were not in attendance this evening that you think should be involved in this project:

_____

_____

11. Please provide any other comments you may have regarding this community engagement process.

_____

_____

_____

_____

Please hand in to your facilitator or email completed forms to: scatliff@scatliff.ca or fax to: 204-927-3443.

The Personal Information on this Comment Form is collected under the authority of the Freedom of Information and Protection of Privacy Act and will be used solely for the purpose of providing information regarding the Oliver Paipoonge Trails Master Planning Strategy.

Thank you for your input!

Criteria	**Details, Comments**	**Weighting**
1. Safety		
2. Connectivity, Continuity and Enhancement of Existing Trail/AT Network		
3. Type of Use		
4. Type of Users: Cyclists (A, B or C), Pedestrians, Small wheels, Individuals with Disabilities, etc		
5. Neighbourhood Impacts and Acceptability		
6. Potential for Increased Tourism Opportunities		
7. New or Enhanced Recreational Facility		
8. Partnerships Requirements / Opportunities		
9. Aesthetics		
10. Seasonality		
11. Visibility and Promotion of Trails, AT in Oliver Paipoonge		
12. “Showcase” Quality or Potential		
13. Compatibility with Future Development Plans, i.e. Opportunities/Constraints		
14.		
15.		
16.		
17.		

Should any criteria be ADDED, REMOVED, COMBINED?

APPENDIX B
OCTOBER 25, 2011 PUBLIC WORKSHOP COMMENTS AND RESPONSES

Oliver Paipoonge Trails Master Planning Strategy
October 25, 2011 Public Workshop - Attendee Information Form

Summary of answers provided on October 25, 2011 Public Workshop Attendee Information Form. Answers provided in BLUE.
20 completed forms were returned.

1. First and last name:

2. Are you involved with a community organization in Oliver Paipoonge?
If yes, please list the organizations and your role.

Organization	Role
Ontario Parks	Assistant super
Oliver Paipoonge	Councillor
Rural 60 Plus	Representative
Thunder Bay Serve	Volunteer/treasurer
Lakeside Horse Association	Member
OAS	Member
Thunder Country Arab Club	Member
Lakeside Horse Association	Member
Oliver Agricultural Society	Member

3. Do you work in Oliver Paipoonge:

Yes	7	No	13

If yes, where?
Murillo Town hall
Murillo Town hall
Kakabeka Falls Provincial Park
Van der Wees Farms
Home business
Provincial Alliance Credit Union
CVC veterinary clinic

Are you employed there or do you own the business?

Employee	7	Business Owner	4

How do you most often travel to work:

Walk	Bike	Drive	Other:
2	0	12	1

4. Do you live in Oliver Paipoonge:

Yes	17	No	2

If yes, where? (street/community name)	For how long?
193 Boulter Road	10.5 years
Mudlake Road	22 years
Kingswood Court	4 years
Lower Building- clergen	4.5 years
Nicholetts Road	17 years
Kingswood Court	8 years
Happyland Park	14 years
Vibert Road	6 years
28 E-Line Road	10 years
Florence Street	46 years
Hill Street	30 years
Nicholetts Road	13 years
Nicholetts Road	24 years
28 E-Line Road	10 years
48 Centre Street	8 years
4424 Hay Street	11-17- 16 years
245 Nicholetts Road	1 year

5. Are you:

Under 18	0
19-40	6
41-59	8
60+	6

6. Do you have children under the age of 18?

Yes	8	No	10

If yes, in what age range(s)?

0-4	2
5-10	5
11-15	4
16+	2

7. Do you or your family use local recreational facilities, trails and outdoor spaces in Oliver Paipoonge?

Yes 15 No 2

If yes, please list up to 3 facilities, programs or outdoor spaces you or your family use most:
Facilities: Trails: Outdoor Spaces:

- Rosslyn Community Centre, Whitewater Golf Course, MNR tree farms, parks Rosslyn.
- Kakabeka Falls, all trails, Dee Dee line, Riverbank trail, baseball diamond, hydroline fields.
- Kakabeka Falls Provincial Park, Little Falls
- Whitewater golf course, MNR tree farms.
- Provincial Park, conservation.
- K.B. Park, Hydro one- K. Falls, Tree Nursery-Rosslyn.
- K.B. Park.
- OAS riding ring, Grand Trunk, tree farm on 21st Road.
- Rink, private property as there is nowhere else to ride horses.
- Murillo trail, Grand Trunk, cross country skiing.
- Kakabeka Falls, KB Park, our own property and Sideen Road
- Murillo skating rink.
- Kakabeka Falls Park, Pineview Road/Poleline Road, Old PD.
- Kakabeka Falls, fair grounds, Centennial Park, Sleeping Giant, Lappc, skating rink.
- Walking trails closer to Thunder Bay, Boulevard Lake, Shuniah Mines, waterfront trails in Thunder Bay.

8. Why did you come to today's information session?

- To learn more about the paths i.e. walking trails etc.
- I walk everyday and would love to see scenic safe trails.
- To show support for a trail system, gather information, give input and ideas I'd like to see implemented.
- Would like to be more involved in the process.
- To obtain information on the location of the walking and bike paths to Kakabeka.
- To keep updated as to the progress.
- To see what it's all about.
- I am interested in seeing that the trails provide most advantages to the residents of the municipality.
- I received an e-mail at work.
- To find out what opportunities horse riding will have with the trails and to see what kind of help is going to be needed/ if I could help.
- To see if horse trails can be part of a recognized system similar to Atikokan's mine where all users can share the same paths.
- Looking for information on existing trails in the area.

- Advocate for horseback riding trails and walking/biking trails.
- To find out more information about proposed trail.
- To get information on safe biking route into Thunder Bay for commuting.
- *Would like to be able to bike, but there are no safe routes into the city (i.e. paved shoulders, dedicated bike lanes/trail network etc.)
- To encourage the development of an accessible and safe trail system, which includes a trail along Oliver Road into Thunder Bay. Currently it is too dangerous to bike or walk along the routes into Thunder Bay due to non-existent or narrow shoulders on the road. A suitable trail system would encourage cyclists, commuters and families just looking to get some exercise etc.

Oliver Paipoonge Trails Master Planning Strategy

October 25, 2011 Public Workshop - Exit Survey

Your input is important to the success of this project. Please provide us with your comments on each question below, and hand in this form to one of the facilitators before you leave today.

Please indicate the extent to which you agree with the following statements.

1. The session today helped me understand the Municipality of Oliver Paipoonge's overall process for trails planning.

Strongly Disagree	Disagree	Neither Agree/Disagree	Agree	Strongly Agree
0	0	3	10	5

Please share any comments you have:

I understand this is information only- is this also to suggest an actual trail?
Interesting to hear the entire process, excited about hearing more.
Please focus more on rural municipal trails and community routes versus traffic calming measures used by big cities.
Good overview of project.

2. The session today helped me understand some of the issues, perspectives and views of other participants.

Strongly Disagree	Disagree	Neither Agree/Disagree	Agree	Strongly Agree
0	0	0	13	5

Please share any comments you have:

Different needs from participants- found where existing trails were- not aware of what is there presently.
Did not expect to hear so much about horses and their interest with the trails.
Seems to be negative feeling towards horses' and their droppings being left behind.

3. I had an opportunity to talk about what is important to me.

Strongly Disagree	Disagree	Neither Agree/Disagree	Agree	Strongly Agree
0	0	2	10	6

Please share any comments you have:

Any viewpoint had a chance to be discussed.
Safety, access, distance markers (kms)

4. The facilitators encouraged everyone to participate in the discussion.

Strongly Disagree	Disagree	Neither Agree/Disagree	Agree	Strongly Agree
0	0	0	12	6

Please share any comments you have:

It was difficult to involve everyone in the group; everyone was encouraged.

5. The session today met my expectations.

Strongly Disagree	Disagree	Neither Agree/Disagree	Agree	Strongly Agree
0	0	8	7	3

Please share any comments you have:

I had no expectations coming in.

Was totally news to me- did not realize this was a thought before tonight
I would like to see scenic walking trails without horse droppings.
Wasn't sure what to expect coming into this- hopefully we can gain some use of trails for riding.

6. How did you hear about the session?

- ☐ Community Newsletter 10
- ☐ Email invitation 3
- ☐ Word of mouth 5
- ☐ Other: 2

Health Unit Walkability Committee
Steering Committee meeting.

7. Which aspect(s) of the trail planning process are you most interested in?

- ☐ Building more walking/hiking trails 14
- ☐ Building more cycling facilities 5
- ☐ Traffic calming / safe crossings 3
- ☐ Forming a trail stewardship group 1
- ☐ Increasing opportunities for tourism through trails 3
- ☐ Other: Equestrian trails 3

Horse back riding trails- previously had Grand Trunk's King George's Park and unfortunately private landowners do not allow access. Therefore other than our own property, there is nowhere to ride other than on the roads.

8. We are committed to keeping stakeholders and the public informed throughout this process and consulting with you at key stages. What are some ways you would like to be kept informed?

- ☐ By email 12
- ☐ Through a local community organization / gathering place: 5
- ☐ By attending workshops and events 5
- ☐ I will visit a project website if I want to know more 2
- ☐ I don't want to hear more 0
- ☐ Other: 2

Advertising posters in main areas of village.
Community newsletter.

Please provide your email address: _____

If you do not have an email address, please indicate how to best contact you: _____

10. Please provide the names of any other people or organizations that were not in attendance this evening that you think should be involved in this project:

- Julie- Met Moose
- Marlis- KB Hotel
- Riding associations- horse and trail riding
- Biking groups/clubs (Black Sheep Mountain biking club)
- Thunder Bay triathlon club
- Any horse owner looking for recreational trails- currently there is a yearly trail ride in Atikokan that brings in our local riders looking for places to ride.

11. Please provide any other comments you may have regarding this community engagement process.

- Getting many people interested in this project helps to obtain support.
- I love to see community engagement in action. Thanks for holding this session.
- Very encouraging.
- Very good start.
- Where were the coffee mugs?
- Please keep putting notices in the community newsletters/papers.
- The municipality could look at the possibility of reopening access to the old Grand Trunk- this was of trail used often for riders- it already exists- but the barriers are the land owners who block it off**.**

Please hand in to your facilitator or email completed forms to: scatliff@scatliff.ca or fax to: 204-927-3443.

The Personal Information on this Comment Form is collected under the authority of the Freedom of Information and Protection of Privacy Act and will be used solely for the purpose of providing information regarding the Oliver Paipoonge Trails Master Planning Strategy.

Thank you for your input!

Answers to Route Selection Criteria Worksheet provided at October 25, 2011 in BLUE

Criteria	**Details, Comments**	**Weighting**
1. Safety	– Safe distance from traffic – Maintained and lighted safe for kids – Lighting – Emergency access – Not too safe, needs to still be interesting	Rank: 1st
2. Connectivity, Continuity and Enhancement of Existing Trail/AT Network	– Would need to start and end in the same place – Point A to Point B – Connect the commute together (Murillo, Kakabeka, Rosslyn, etc.) circle route – Connect to Thunder Bay – Extension of trails equally important – Lots of good trails in area	Rank: 2nd
3. Type of Use	– Horse riding recreations – Pedestrians, cyclists, horseback riders→ woodchip/gravel trail system for walkers / cyclists / horseback riders. Shoulders wide on community routes – Scenic walking trails – Walking (safely) – Walking, biking – Equestrian/walking/hiking/ dog walking – Need walking / biking / equestrian trails etc.	Rank: 3rd
4. Type of Users: Cyclists (A, B or C), Pedestrians, Small wheels, Individuals with Disabilities, etc	– Equestrian – Bike A&B – Pedestrians, bikes – Prefer B and C – Be inclusive but B would be good	Rank: 4th
5. Neighbourhood Impacts and Acceptability	– Incentive for people to support	Rank: 6th
6. Potential for Increased Tourism Opportunities	– Economic benefit?? Value	Rank: 12th

7. New or Enhanced Recreational Facility	– Grand Trunk already there! – Draw people to the Municipality	Rank: 8th
8. Partnerships Requirements / Opportunities	– Need landowner permission→ Municipality to support? – Community involvement advertising – Partnership with hiking associations/TCT do help maintain	Rank: 13th
9. Aesthetics	– No horse poop please – No horse poop please – Natural – Don't make it pretty	Rank: 10th
10. Seasonality	– All season use : walk/bike/snowshoe/ski – Trails should be maintained and open in the winter and the summer – Use in the winter – "Multi-use"- skiing in winter, biking in summer	Rank: 6th
11. Visibility and Promotion of Trails, AT in Oliver Paipoonge	– With time	Rank: 5th
12. "Showcase" Quality or Potential	– Potential – Showcase landscape and natural features	Rank: 11th
13. Compatibility with Future Development Plans, i.e. Opportunities/Constraints	– Increasing population in areas where land available is going down – Connecting to Thunder Bay trail, infrastructure, road work – New highway extension opportunity	Rank: 9th
14. Hunting?	– Safety??	
15. Garbage Cans	– Dog waste, water bottles	

#14 and #15 were additional write-in responses.

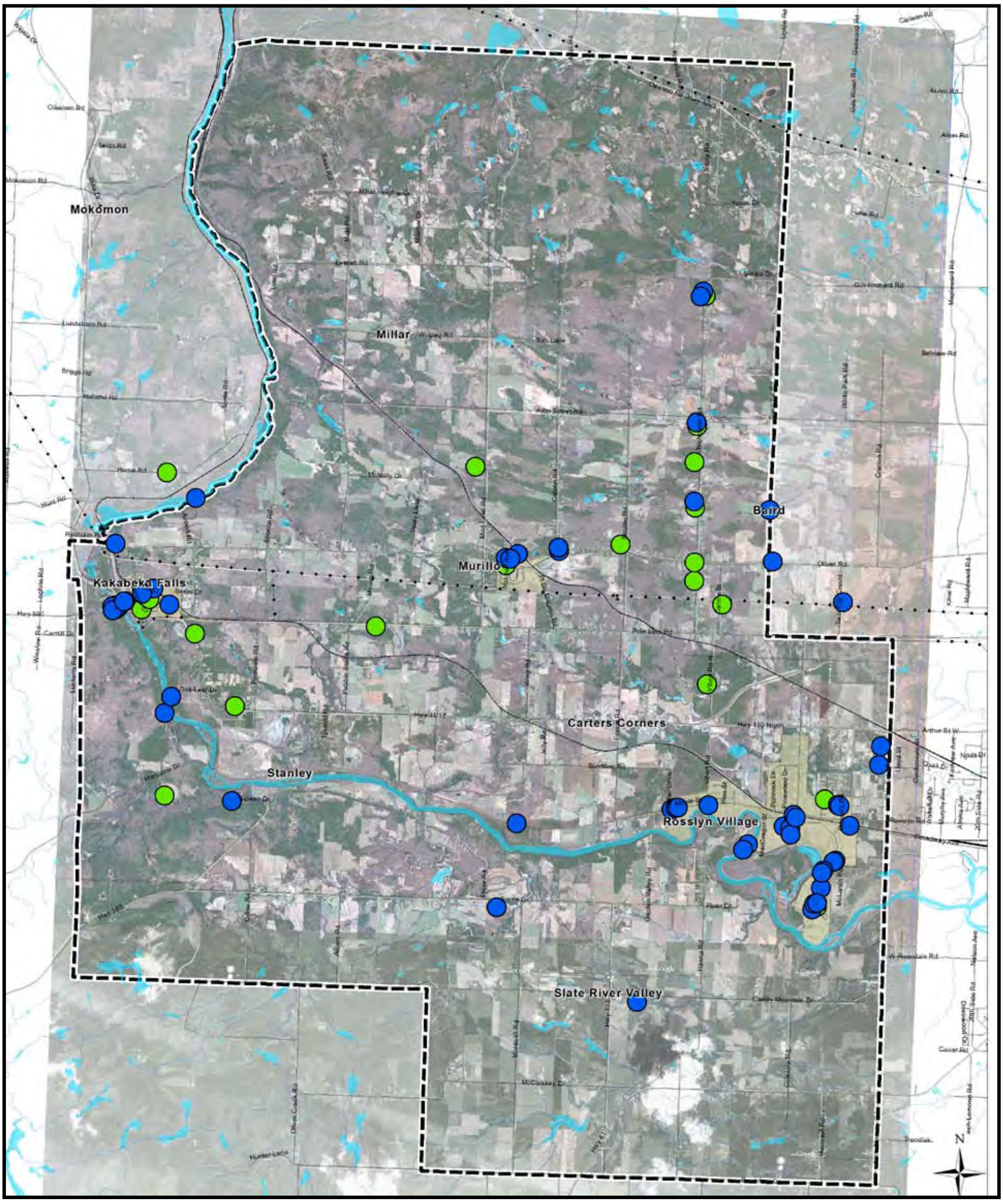
Oliver Paipoonge Trails Master Planning Strategy Public Workshop October 25th, 2011

Sign In Sheet

Name	**Contact**
Peter Connors	pmconnor@tbaytel.net
Eric Collingwood	Councillor Oliver Paipoonge
Jason Blier	jason.blier@ontario.ca
Carolyn Zakrewski	cgzak@tbaytel.net
Suzanne Comuzzi	smc@lakeheadmotors.com
Bruce Van der Wees	bruce@thunderbayfeeds.com
Shannon Heggie	johns_shannon@hotmail.com
Geoff Heggie	lunargeo@yahoo.ca
Deanne Johnston	
Gary Jessiman	ggjess06@gmail.com
Paul de Roover	intouchwithnature@gmail.com
Tracy Vaillant	vaillants@tbaytel.net
Jennifer Hainrich	jhainrich@hotmail.com
Michelle Keeling	
Katherine Moorey	kmooreyca@yahoo.ca
Corine Hoogsteen	linshada@tbaytel.net
Shelley Nummikoski	shell@tbaytel.net
Marilyn Grudniski	llwaldorf@tbaytel.net
Cindy Paxton	cjrpcorral@aol.com
Janice Little	ljlittle@tbaytel.net

APPENDIX C
MARCH 27, 2012 PUBLIC OPEN HOUSE
HANDOUTS AND PRESENTATION MATERIALS

ORIGIN AND DESTINATION



LEGEND

- Origins
- Destinations
- Utilities
- Railway
- Municipality

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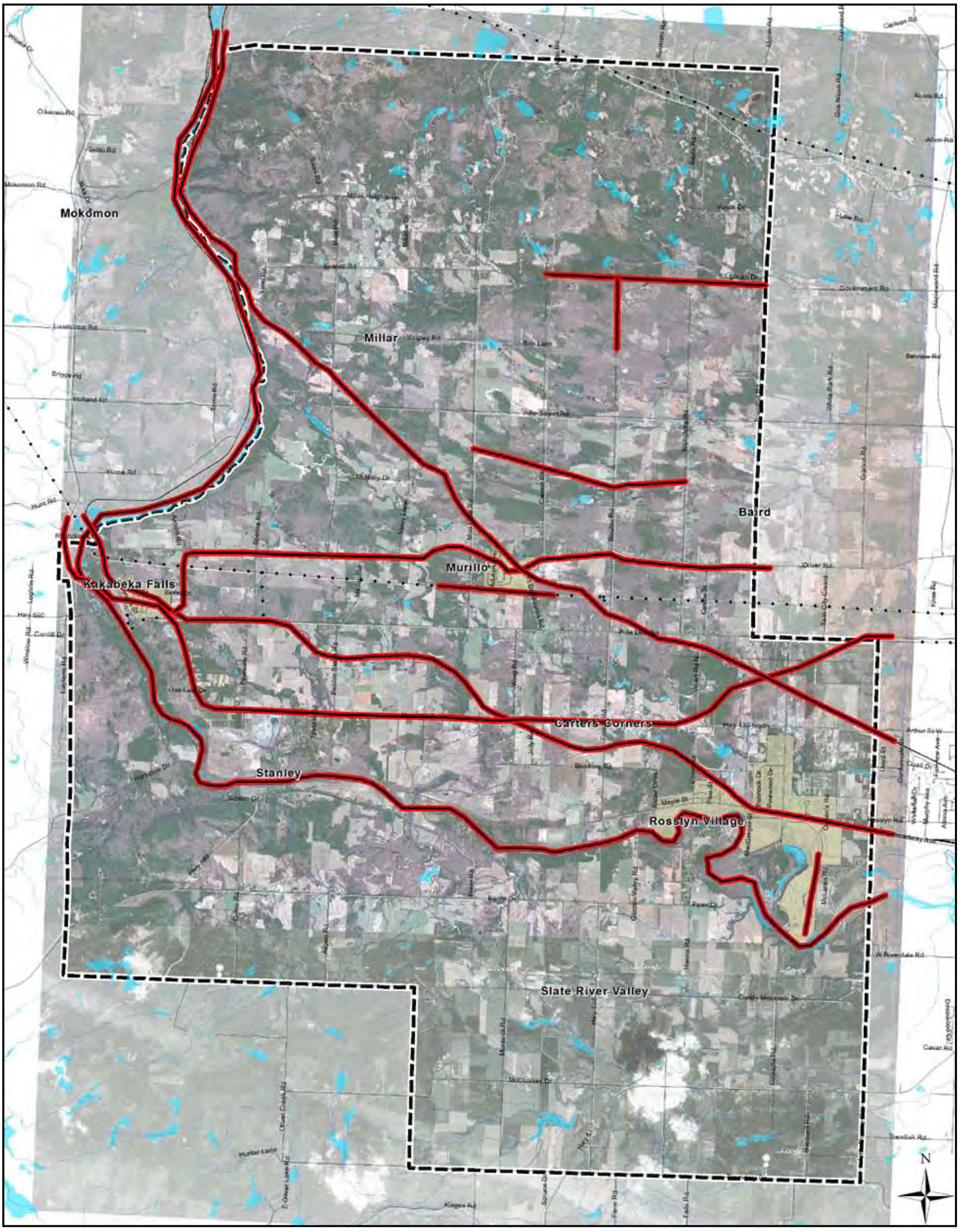
BARRIERS AND CONSTRAINTS



LEGEND

- Barriers
- Utilities
- Railway
- Municipality

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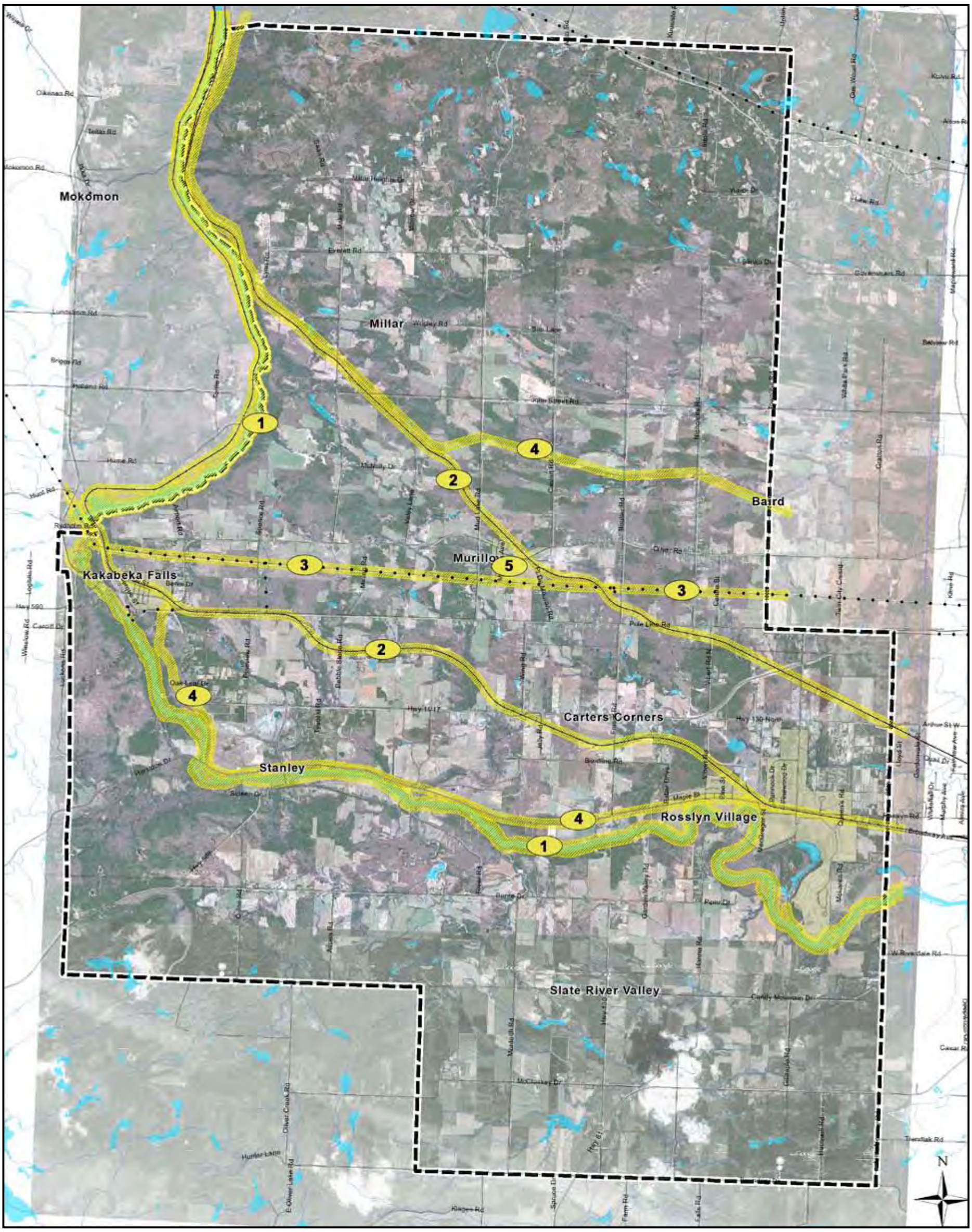
AREAS OF OPPORTUNITY



LEGEND

Areas of Opportunity

1. Kaministiquia River
2. Active Rail Lines
3. Hydro Transmission Line
4. Decommissioned Rail Lines
5. Murillo Community Centre and Fair Grounds

Utilities

Railway

Municipality

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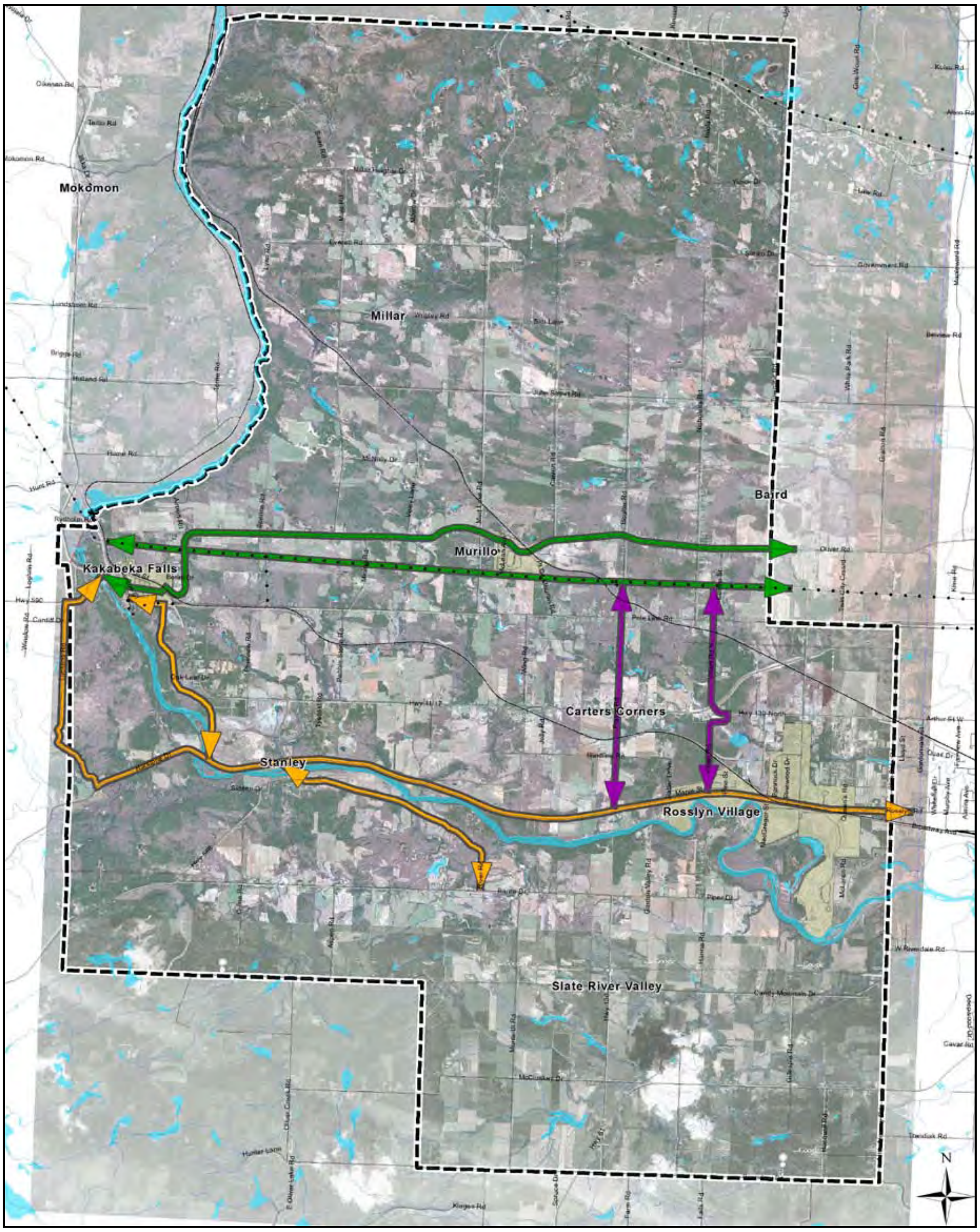
PROPOSED
REGIONAL TRAIL NETWORK



LEGEND

- Murillo-Kakabeka
- Rosslyn-Kakabeka
- Rosslyn-Murillo
- Utilities
- Railway
- Municipality

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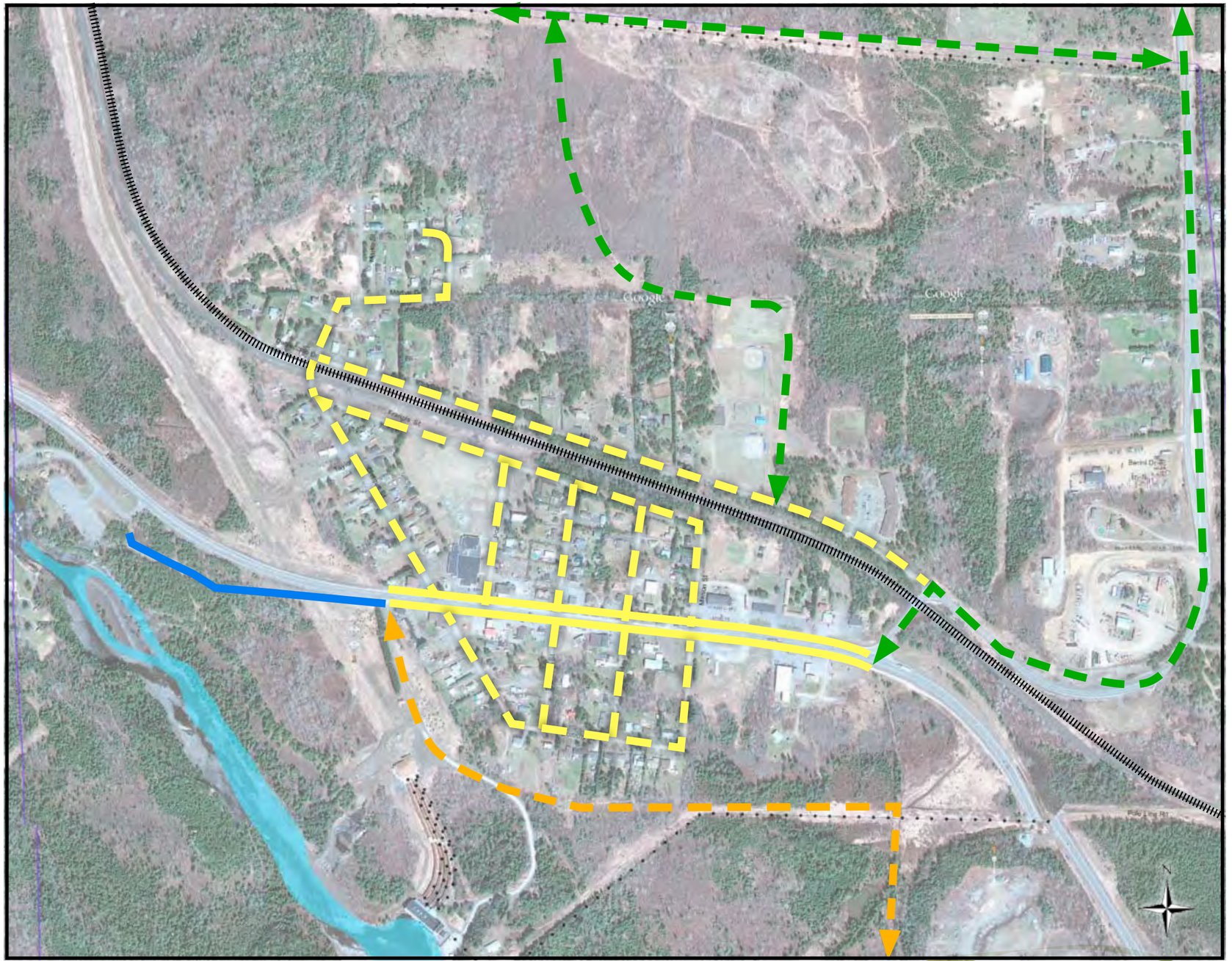
KAKABEKA FALLS PROPOSED TRAIL NETWORK



Legend

- Existing Trail
- Existing Sidewalk
- Proposed Sidewalk
- Proposed Trail to Murillo
- Proposed Trail to Rosslyn Village
- Railway
- Transmission Line

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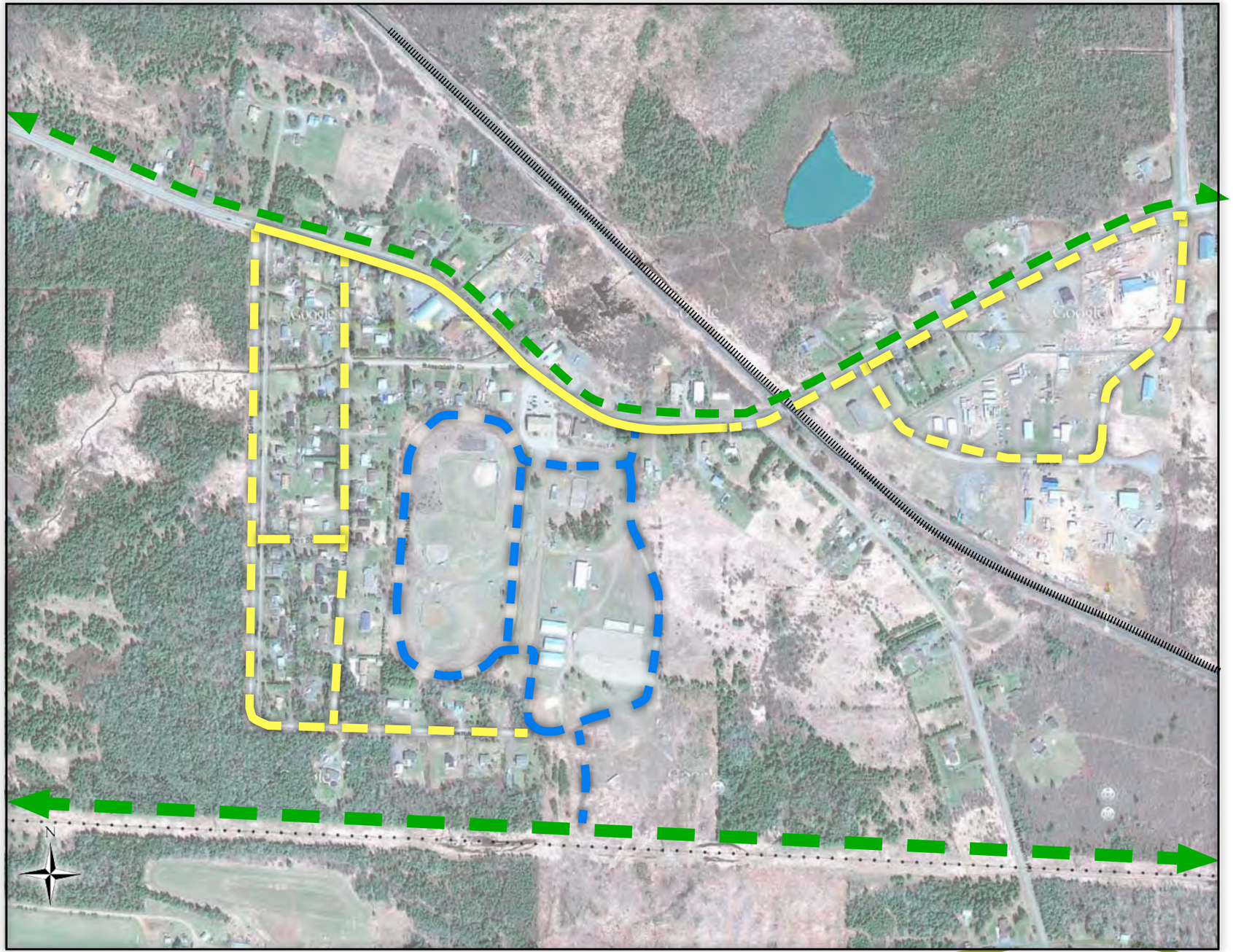
MURILLO PROPOSED TRAIL NETWORK



Legend

- Existing Sidewalk
- Proposed Sidewalk
- Proposed Trail
- Proposed Trail to Kakabeka
- Railway
- Transmission line

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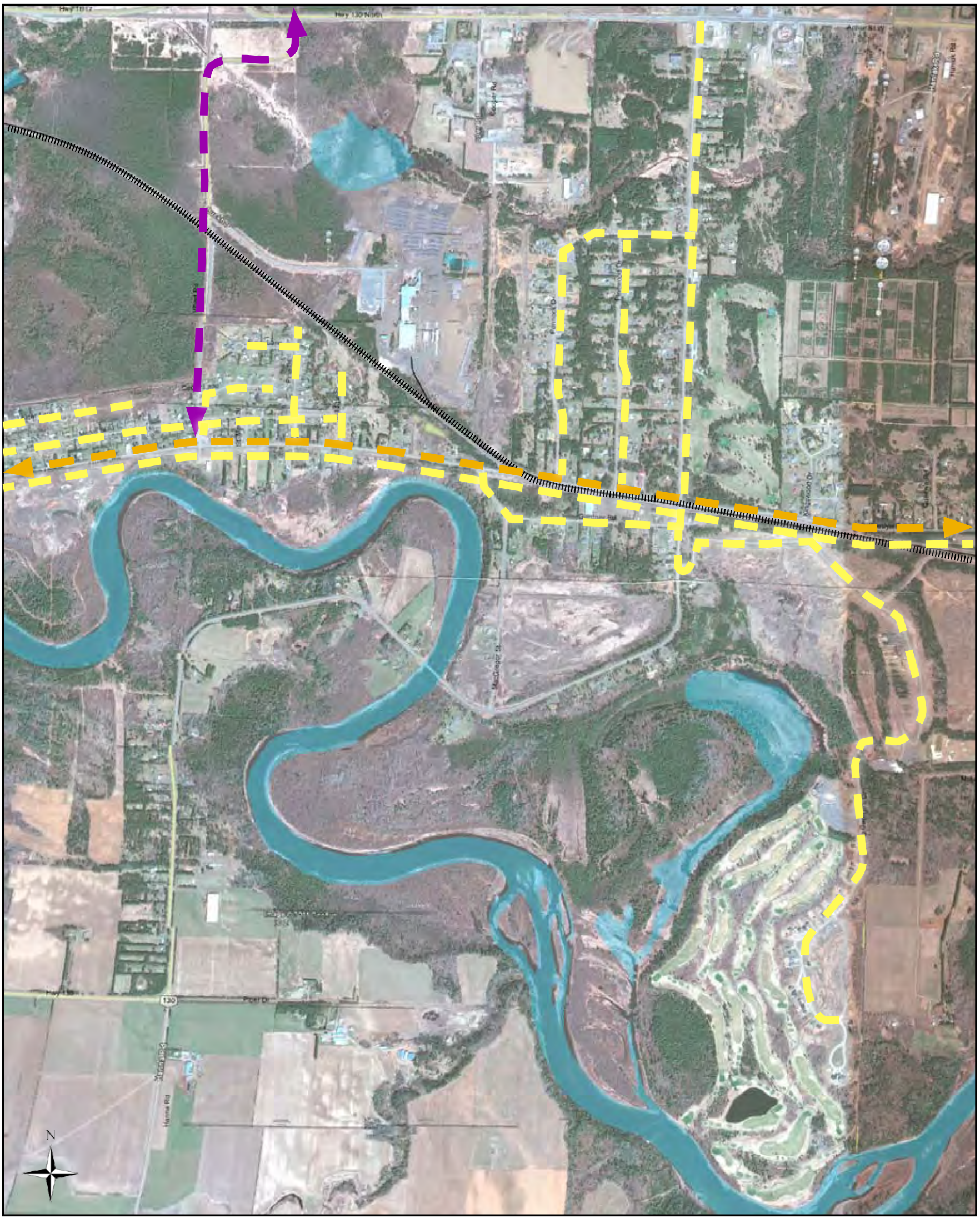
ROSSLYN VILLAGE

PROPOSED TRAIL NETWORK



Legend

- Proposed Sidewalk
- Proposed Trail to Murillo
- Proposed Trail to Kakabeka
- Railway

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Oliver Paipoonge Master Trails Planning Strategy

EXAMPLE TRAIL FACILITIES

1. DIRT TRAIL IN NATURALIZED AREA

2. GRANULAR TRAIL IN NATURALIZED AREA

3. TRAIL ADJACENT TO RAIL LINE

4. BOARDWALK

5. WIDE PAVED SHOULDER

6. ASPHALT TRAIL IN NATURALIZED AREA

7. GRASS TRAIL IN NATURALIZED AREA

8. TRAIL OVER DECOMMISSIONED RAIL LINE

9. BACK COUNTRY TRAIL

12. PAVED TRAIL ADJACENT TO ROAD

11. SIDEWALK

12. EQUESTRIAN TRAIL

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Oliver Paipoonge Master Trails Planning Strategy
March 27, 2012 Public Open House – Information Sheet

WHY WE ARE HERE

Welcome and thank you for attending the Municipality of Oliver Paipoonge Master Trails Planning Strategy Open House. The purpose of this open house is to present results from the October 27, 2011 Public Workshop and gather input from you to help make recommendations for what type of trail facilities should be built where. Please take a moment to review the materials provided and fill in the comment sheet. If you have any questions please feel free to ask one of the members of the project team. If you would like, maps are available for you to sketch your own ideas. Thank you for attending!

STORYBOARDS

The first seven storyboards depict results from the October Public Workshop as well as some ideas for proposed trails. Instructions regarding the final storyboard as well as the "Monopoly Money" exercise are provided on the comment form.

Origins and Destinations

- Maps locations of where public workshop participants are going to and from

Barriers and Constraints

- Depicts obstacles that participants felt kept them from walking or cycling

Areas of Opportunity

- Areas for potential trail development due to long linear right-of-ways, potential for property agreements, existence of informal pathways, connectivity, scenery

Proposed Regional Trail Network

- Potential regional trail connections
- Focuses on connecting the three hamlets of Murillo, Kakabeka Falls and Rosslyn Village and utilizing areas of opportunity
- Routes shown are only for reference only, utilizing existing roadway connections until further property study can be conducted

Proposed Local Trails (Murillo, Kakabeka Falls, and Rosslyn Village)

- Focus is on implementing Community Improvement Objective from the 2011 Official Plan to provide sidewalks of an adequate width on both sides of the street in the hamlet areas

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Oliver Paipoonge Master Trails Planning Strategy
March 27, 2012 Public Open House - Comment Form

We would like to find out more about you to better inform the trail planning process we're here to discuss today.

1. Please complete the following form.
2. Please drop it off with one of the facilitators before you leave tonight. Thank you!

1. Do you live in Oliver Paipoonge?

Yes No (please circle one)

If yes, where? (street or community name) _____

For how long? _____

2. Do you work in Oliver Paipoonge?

Yes No (please circle one)

If yes, where? _____
Are you employed there or do you own the business?

Employee Business Owner

3. Are you involved with a community organization in Oliver Paipoonge?
If yes, please list the organizations and your role.

Oranization	Role
_____	_____
_____	_____
_____	_____

4. Are you (please check one):

- ☐ Under 18
- ☐ 19-40 5
- ☐ 41-59 3
- ☐ 60+ 1

5. Do you have children under the age of 18?

Yes No (please circle one)

How many? _____

6. How much more likely would you be to walk or cycle in the municipality if there were new trails, sidewalks, or other active transportation facilities?

- ❒ Very likely
- ❒ Likely
- ❒ Unlikely
- ❒ Very unlikely
- ❒ Maybe (please explain):

_____

_____

7. Are you more interested in trails for: (please circle one)

Walking / Hiking Cycling Horseback Riding Other:

Over →

Please refer to the storyboard titled "EXAMPLE TRAIL FACILITIES" for the following question:

8. Several possible types of facilities are being considered for different locations and are shown on the storyboard. Please provide your comments on any of these possible facilities, including your ideas for locations.

On a scale of 1 – 5, where 1 = not at all appropriate and 5 = very appropriate, please indicated how appropriate you feel each of these different trail facilities are for Oliver Paipoonge.

Number	Scale (please circle)					Comments
1	1	2	3	4	5	
2	1	2	3	4	5	
3	1	2	3	4	5	
4	1	2	3	4	5	
5	1	2	3	4	5	
6	1	2	3	4	5	
7	1	2	3	4	5	
8	1	2	3	4	5	
9	1	2	3	4	5	
10	1	2	3	4	5	
11	1	2	3	4	5	
12	1	2	3	4	5	

Please refer to the table with the paper bags and titled "IMPLEMENTATION PRIORITIES EXERCISE" for the following:

You have been given $50 to spend on building trails in Oliver Paipoonge. Please indicate which trail connections you would prefer to build first by 'spending your money' on that trail. If you have an alternate idea for what should be a trail priority, please write your idea on the back of the bill and insert it into the bag marked "OTHER".

Additional comments:

_____

_____

_____

_____

_____

_____

The Personal Information on this Comment Form is collected under the authority of the Freedom of Information and Protection of Privacy Act and will be used solely for the purpose of providing information regarding the Oliver Paipoonge Trails Master Planning Strategy.

APPENDIX D
MARCH 27, 2012 PUBLIC OPEN HOUSE COMMENTS AND RESPONSES

Oliver Paipoonge Master Trails Planning Strategy
March 27, 2012 Public Open House - Comment Form

Summary of answers provided on March 27, 2012 Open House Comment Forms. Answers provided in BLUE.
22 completed forms were returned.

1. Do you live in Oliver Paipoonge?

Yes 17 No 4

If yes, where? (street or community name)	For how long?
Boulter	11 years
Hill and Kakabeka Falls	33 years
Mudlake	1 year
Kakabeka Falls	47 years
Metropolitan Murillo	29 years
Kakabeka	25 years
Rosslyn	16 years
Rosslyn	20 years
Nicholetts	1 year
Nicholetts	1 year
McLean	7 years
Mclean	7 years
Hill	7 years
Lawrence	19 years
Lawrence	19 years
Murillo	14 years
Stanley	1 year
Pine Street Rosslyn	8.5 years

2. Do you work in Oliver Paipoonge?

Yes 3 No 19

If yes, where? Are you employed there or do you own the business?
Murillo Hall
Provincial Alliance Credit Union
Superior Thermowood

Employee 3 Business Owner 0

3. Are you involved with a community organization in Oliver Paipoonge?
If yes, please list the organizations and your role.

Organization	Role
Fire and Emergency Services	Captain
Horticultural Society	Member
Agricultural Society	Member

MMAA	Parent/coach
Norwest Minor Hockey	Parent
MMAA	Volunteer coach
Lakehead Light Horse	Trustee
Murillo Minor Athletic Association	Volunteer coach
Crestview school activities	Parent

4. Are you (please check one):

☐	Under 18	0
☐	19-40	9
☐	41-59	7
☐	60+	6

5. Do you have children under the age of 18?

Yes 8 No 14

How many?
2, 2, 1, 1, 1, 1, 3, 2

6. How much more likely would you be to walk or cycle in the municipality if there were new trails, sidewalks, or other active transportation facilities?

❒	Very likely	19
❒	Likely	3
❒	Unlikely	0
❒	Very unlikely	0
❒	Maybe (please explain):	0

7. Are you more interested in trails for: (please circle one)

Walking / Hiking	Cycling	Horseback Riding	Other:
8	8	2	ATV: 4

Please refer to the storyboard titled "EXAMPLE TRAIL FACILITIES" for the following question:

8. Several possible types of facilities are being considered for different locations and are shown on the storyboard. Please provide your comments on any of these possible facilities, including your ideas for locations.

On a scale of 1 – 5, where 1 = not at all appropriate and 5 = very appropriate, please indicated how appropriate you feel each of these different trail facilities are for Oliver Paipoonge.

Number	Scale (please circle)	Comments
1 **Dirt Trail in Naturalized Area** **Rank: 1st**	1 2 3 4 5 0 0 0 3 17 Average Score: 4.85	– I like- can walk in groups – Relatively easy to establish (I think), low cost, but subject to erosion etc. in areas with poor drainage – Low construction and maintenance costs – Kakabeka Falls to Murillo and beyond Thunder Bay alongside Oliver Road – Kakabeka Fall to Murillo to Thunder Bay along transmission line – Kakabeka Falls to Murillo – For dry areas – Easy to construct and maintain – Along the rivers
2 **Granular Trail in Naturalized Area** **Rank: 1st**	1 2 3 4 5 0 1 0 0 19 Average Score: 4.85	– I like – Good compromise between pavement and natural trail, potholes easier to deal with than pavement – Low construction and maintenance costs – Kakabeka Falls to Murillo to Thunder Bay alongside Oliver Road – Kakabeka Falls to Murillo to Thunder bay alongside transmission line – Kakabeka Falls to Murillo – Easy to construct and maintain – Along the hydro corridors, Oliver Road
3 **Trail Adjacent to Rail Line** **Rank: 10th**	1 2 3 4 5 3 2 8 1 5 Average Score: 3.16	– Cost factor pavement- can be dirt or granular – Would make it easy to find path to put it in, but most rail line around here have lots of swamp on either side- there would need to be a separation of people and the rails – Not well suited- too noisy- next to active rail line – Seems to expensive to develop at any length – Route along Oliver Road – Will be good opportunity but might not be worth the effort – Safety concerns

4 **Boardwalk** **Rank: 12th**	1 2 3 4 5 6 4 4 1 4 Average Score: 2.63	– Great but still some upkeep – Limited use in wet high traffic areas maybe for foot traffic only – Expensive in construction and maintenance – Too expensive – Wore so short sections through wet areas on mainly dirt/gravel trails – Boggy areas such as hydro line area through Murillo – Good for wet areas – Cost and maintenance – Maintenance cost too high
5 **Wide Paved Shoulder** **Rank: 8th**	1 2 3 4 5 2 4 5 3 6 Average Score: 3.35	– Possibly for biking, not the greatest-cars speeding by (safety issue for biking/walking) – For low traffic areas like along side roads like Vibert Road, good for biking and walking- more appropriate than sidewalk outside of villages – Prefer to have trails separate from roads because its safer – Natural trails are less maintenance and keep the experiences natural – Kakebeka Falls to Murillo to Thunder Bay on side of Oliver Road – Route along Oliver road – Roads are very busy like Oliver Road and not safe for kids riding bikes – Oliver Road is very busy – Better than existing status of Oliver Road but not ideal – Easy to do when roads are reconstructed – In the villages
6 **Asphalt Trail in Naturalized Area** **Rank: 11th**	1 2 3 4 5 3 4 5 4 3 Average Score: 3.00	– Don't need asphalt in the woods/ can be dirt/granular – Good for biking and walking, not nice for horses- maintenance probably an issue after a few years – Higher construction costs- may have lower maintenance costs, suitable for multi-user – Seems to expensive to develop at any length – Murillo to Rosslyn Village – Use may not justify such a surface – Could be good to promote wheelchair access in some select areas
7 **Grass Trail in Naturalized Area**	1 2 3 4 5 3 2 3 6 6	– I like the idea- a lot of what we presently do – Great for walking, mountain bike and horses in dry weather areas, but not good for low lying areas and people with disabilities – What are we paying for here- no defined trail – Would need signs along river between Kakabeka

Rank: 7th	Average Score: 3.50	Falls and Rosslyn – Kakabeka to Stanley – Cost effective and flexible for routing choices – No good for the small kids on bikes
8 **Trail Over Decommissioned Rail Line** **Rank: 5th**	1 2 3 4 5 2 2 1 3 9 Average Score: 3.88	– I like- can be dirt/granular- cost factor to paved area – Grand Trunk trail – Excellent existing trail base – Too expensive – Good as a granular surface – Why pave it? Granular surface
9 **Back Country Trail** **Rank: 3rd**	1 2 3 4 5 0 1 2 3 14 Average Score: 4.50	– Looks great – Should be easy to put in, similar to #1, also good for horse back use – Much the same as options 1 and 2 – Along river between Kakabeka Falls and Rosslyn – Kakabeka Falls to Murillo along power line – Not suitable for cyclists and kids
10 **Paved Trail Adjacent to Road** **Rank: 6th**	1 2 3 4 5 0 5 4 1 8 Average Score: 3.67	– Nice in hamlet areas- also along highway instead of paved shoulders – Great along highways, separates people from traffic for safety of both – Keeps trail users separate from road- safer – Seems expensive – Route along Oliver Road – Better option if trail has to follow busy road – Use level might be worth expense – Main roadways like Oliver Road combine with #5 to reduce cost around wet areas
11 **Sidewalk** **Rank: 9th**	1 2 3 4 5 4 1 6 2 5 Average Score: 3.17	– Presently have- can't mix walkers with bikes- not enough room- bikes back on roads this way – For built in areas, but needs to be maintained (clear off snow in winter) – Too expensive and not appropriate for all users – Good idea on main commercial ships in towns – Town centres – Encoruage walking in hamlets and give walking a public face – In the villages
12 **Equestrian Trail**	1 2 3 4 5 2 2 2 3 10	– Sounds good as well – Huge horse community – There are few public riding trails, so some of these would be great, disadvantage is limited use for other depending on the terrain – Not appropriate for all users (don't want to bike,

Rank: 4th	Average Score: 3.89	hike, or walk having to avoid horse manure) – Kakabeka Falls to Murillo to Thunder Bay along transmission line – Kakabeka Falls to Murillo along power line joining with the Murillo Fair grounds (parking and unloading) – Appropriate for Oliver Paipoonge but not for cycling – Connecting ex. Farms and facilities – Not suitable for bicycles walking or horse manure will be a problem

Please refer to the table with the paper bags and titled "IMPLEMENTATION PRIORITIES EXERCISE" for the following:

You have been given $50 to spend on building trails in Oliver Paipoonge. Please indicate which trail connections you would prefer to build first by 'spending your money' on that trail. If you have an alternate idea for what should be a trail priority, please write your idea on the back of the bill and insert it into the bag marked "OTHER".

1. Rosslyn – Murillo $50
2. Murillo – Kakabeka $400
3. Kakabeka – Rosslyn $290 ($20 dedicated specifically to cycling trails)
4. Local Trails – Rosslyn Village $50
5. Local Trails – Murillo $120
6. Local Trails – Kakabeka Falls $30

Additional Write-in Responses:

ATV	$110
Hiking along Kam (End of John St.)	$10
Hiking along Kam River	$10
Trail along Point de Meuron Road for children on bikes and adults	$10
Trail from Pole Line, along Point de Meuron to school – children use this frequently in good weather and they are very much at risk on the road!	$10

Additional comments:

- That might make a difference considering which hamlet we live in
- I would like to see the most scenic trail developed- not sure which that would be from looking at the maps- possibly along Kam river?
- ATV riders and equestrian should be brought together to make trails happen
- A trail that runs through the municipality would get the most use and a link to the Trans-Canada Trail would assist local business.
- An all purpose trail system through all communities would be beneficial to everyone who is an outdoors lover
- Has the proposed new highway been considered with respect to trail routes? It will present a barrier like no other. Some consideration needs to be given to trails that are

accessible by wheel chair. Cycling use varies greatly from the road cyclist who can only do smooth pavement to the MTB person that is most happy with lots of tricky obstacles. A big challenge in this is swamp and low lying areas.

- A trail to join Rosslyn and Murillo to Thunder Bay for cycling would be beneficial. It would be much safer than commuting on the highway.
- Trails in the area would bring a lot of other communities to use them. It would be very beneficial to create ATV trails as a lot of older and younger people would use them.
- Trail systems are an excellent way to encourage residents and other to enjoy our scenic outdoors. I am an avid ATV'er and would be excited to see a trail system allowing us to be able to see some of the scenic areas as a family. As a parent of children under 18 I would feel safer with an actual trail system of any kind.
- Good work so far! What is the municipality's long term budget for trail development?
- I prefer the orange trail Rosslyn to Kakabeka Falls as it potentially connects 2 provincial attractions. FWHP and Kakabeka Provincial Park passes through 3 villages providing services to folks using the trail and encourages visitation and spending (new business development in villages). Also possible to access abandoned rail safer than roads. Also option to have water and land based routes-variety, scenic, etc. Part of larger national tourism initiative (Trans Canada Trail). Stronger potential funding opportunities.
- I love the idea of trails! My concern is that snowmobilers and ATV'ers will use and destroy them. Can there be a way to prevent that? Good luck, great idea! Please consider a trail along Point de Muron to help keep children off that road - walkers too. It's busy and people tend to take the curves and hills to quickly for safety of people walking or riding bikes.
- Great idea to get people more active and out in the community. Should have that along Point de Muron Road for kids and adults cycling safely. The road is narrow and hilly and riding is restricted.
- It's a tough challenge, I agree that presenting the option of sidewalks in the hamlets and a few key connections between hamlets is a prudent way to go.
- Need more north to south links - John Street to Rosslyn options - Nicholetts, Mud Lake Road, Calvert, Maki promote safer dog walking, kids cycling to school and village. Vibent Road should be avoided if Mill reopens- use Frager Road.
- We walk Rosslyn Road and most days - Pine Street to Ridler Road and Pine Street to Pinewood and Pencock. We would really enjoy your proposed walking/cycling trails. Thanks for your proposals.

Oliver Paipoonge Trails Master Planning Strategy Public Open House March 27, 2012

Sign-in Sheet

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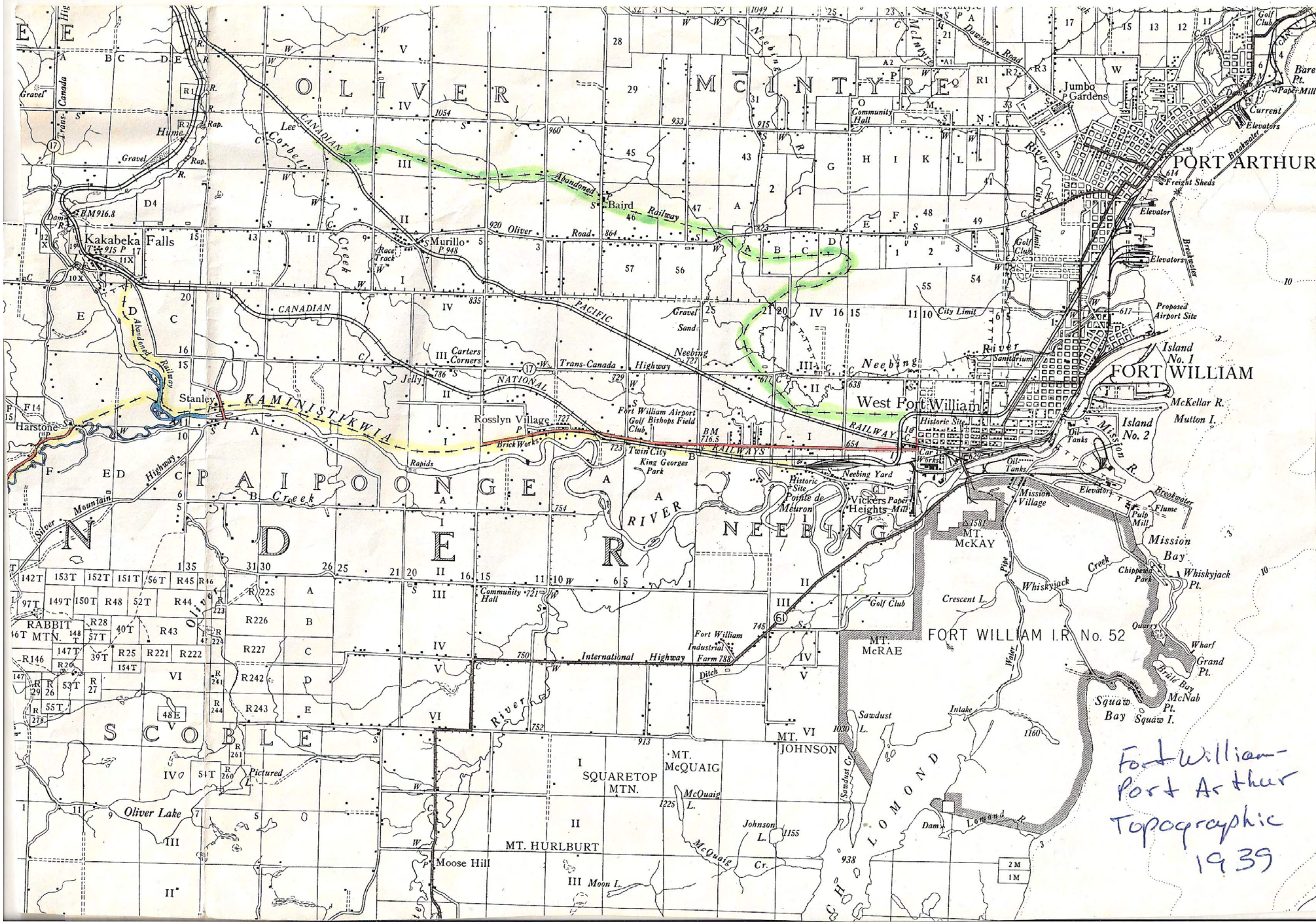
APPENDIX E
1939 TOPOGRAPHIC MAP


OLIVER
McINTYRE
PAIPOONGE
NEEBING
SCOBLE
Kakabeka Falls
Hume
Murillo
Baird
Stanley
Harstone
Rosslyn Village
West Fort William
PORT ARTHUR
FORT WILLIAM
Jumbo Gardens
Carters Corners
Jelly
KAMINISTIKWIA
RIVER
CANADIAN PACIFIC RAILWAY
CANADIAN NATIONAL RAILWAYS
Abandoned Railway
Trans-Canada Highway
International Highway
Oliver Road
Dawson Road
Silver Mountain Highway
Fort William Airport
Golf Bishops Field Club
Twin City
King Georges Park
Neebing Yard
Pointe de Meuron
Vickers Heights
Fort William Industrial Farm
Proposed Airport Site
Island No. 1
Island No. 2
McKellar R.
Mutton I.
Mission R.
Mission Village
Mission Bay
Whiskyjack Pt.
Chippewa Park
Grand Pt.
Brûle Bay
McNab Pt.
Squaw Bay
Squaw I.
Bare Pt.
Paper Mill
Elevators
Breakwater
MT. McKAY
MT. McRAE
FORT WILLIAM I.R. No. 52
Crescent L.
Sawdust L.
LOMOND
Lomond R.
MT. JOHNSON
MT. McQUAIG
SQUARETOP MTN.
MT. HURLBURT
Moose Hill
McQuaig L.
Johnson L.
Moon L.
Oliver Lake
Pictured L.
RABBIT MTN.
Fort William-
Port Arthur
Topographic
1939