



BURNSIDE

**Bruce County Active Transportation
and Recreational Trails Master Plan**

County of Bruce



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County of Bruce

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Executive Summary

R.J. Burnside & Associated Limited (Burnside) was retained by Bruce County (the County) to complete an Active Transportation and Recreational Trails Master Plan (Master Plan). The Master Plan establishes a vision and goals for existing and future active transportation and recreational trails in the County. The Master Plan covers trails within the County's ownership, including the Bruce Country Rail Trail and trails within County Road right of ways (ROWs) and County Forests. Other trails within the County, including the Bruce Trail and trail networks managed by lower-tier municipalities, Conservation Authorities and others, are valuable to the overall availability of active transportation and recreational opportunities but are not included in this Master Plan. Connections between these trails through County-owned properties are considered. The County is well positioned to provide leadership to lower-tier municipalities and trail user groups to bring groups together and lead a coordinated approach to trail building, trail classification, funding, maintenance and signage.

Trails Master Plan was developed in consultation with key stakeholders such as local municipalities, agencies, local community groups, and Indigenous communities. Understanding the needs of trail users was an important component of developing the Master Plan. Public and stakeholder input was used to form the recommendations for the future of active transportation and recreational trails in the County. Input from the public and key stakeholder groups was collected using a variety of engagement tools, including an online survey, virtual workshops, and telephone interviews.

The following vision statement was developed to guide how the County's future active transportation and recreational trails will be developed, enhanced and maintained:

To build an inclusive County-wide, multi-modal, recreational trail network that will promote active living and wellness, connect neighboring communities and points of interest, cultivate economic development, integrate with forested areas, support active transportation and highlight and protect the County's natural splendor and Indigenous heritage.

The Plan outlines 7 goals to improve active transportation and recreational trails in the County along with design guidelines and recommendations to achieve these goals.

1. Expand the Wilderness Trail Network
2. Create Trail Loops and Connections
3. Improve Parking and Amenities for Trails in County Forests and Bruce County Rail Trail
4. Review Trail Crossing and On-Road Safety
5. Improve Signage on all County Trails

6. Provide Trail Leadership
7. Incorporate Reconciliation Measures to Support Indigenous Communities and Culture

Design guidelines and recommendations complement these goals and enable the County to achieve its vision for active transportation and recreational trails.

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Disclaimer

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Please note that all photos presented in this document were provided by the County of Bruce for the intent of being included in the Master Plan unless otherwise specified.



1.0 Introduction

This Bruce County Active Transportation and Recreational Trails Master Plan (Master Plan) establishes a vision and goals for existing and future active transportation and recreational trails in the County. The Master Plan covers trails within the County's ownership, including the Bruce Country Rail Trail and trails within County Road right-of-ways (ROWs) and County Forests. Other trails within the County, including the Bruce Trail and trail networks managed by lower-tier municipalities, Conservation Authorities and others, are valuable to the overall availability of active transportation and recreational opportunities but are not included in this Master Plan. Connections between these trails through County-owned properties are considered.

The County Road network consists of approximately 691 km of mostly paved two lane roads. The only active transportation trails within the County are the Bruce County Rail Trail and the Kincardine to Inverhuron Provincial Park (KIPP) Trail. The Rail Trail is 85 km in length and extends from Port Elgin to Bruce Power and from Port Elgin through the communities of Paisley, Walkerton and Mildmay to Huron-Bruce Road. The KIPP trail will travel along a multi-use path adjacent to Bruce Road 23. Several roads in the County also have paved shoulders.

The County also has an abundant inventory of wilderness trails within our managed forest properties. These forest tracts combined offer more than 70 km of single and double track trails designed for specific uses.

This Master Plan builds on the work completed in the County's Master Transportation Plan (2021) and was developed using an analysis of existing road and ROW conditions, review of County Forest tracts and inclusion of input from trail users and community members. The final output is a trail network and management strategy that:

- Provides a vision for future trails in the County.
- Elevates Bruce County's status as a destination for outdoor recreation.
- Encourages an active and healthy community living environment.
- Creates opportunities to connect municipal and trail user groups to plan, build and maintain congruent trail systems.
- Promotes awareness of Country trails and other routes available across the County.

The County of Bruce recognizes that a well-connected trail network will enable residents to make healthy choices and attract tourism and economic growth to the County. Bruce County is home to some of the most attractive natural and ecological resources in Ontario. Features such as the scenic forests, sandy beaches, and the rugged peninsula and coastline make the County a popular destination and facilitate attractive active transportation routes and recreational trails.

1.1 Active Transportation and Recreational Trails

This Master Plan covers both active transportation and recreational trails. It is recognized that most trails can be used for a variety of purposes. However, for the purposes of this Master Plan, the following definitions are used:

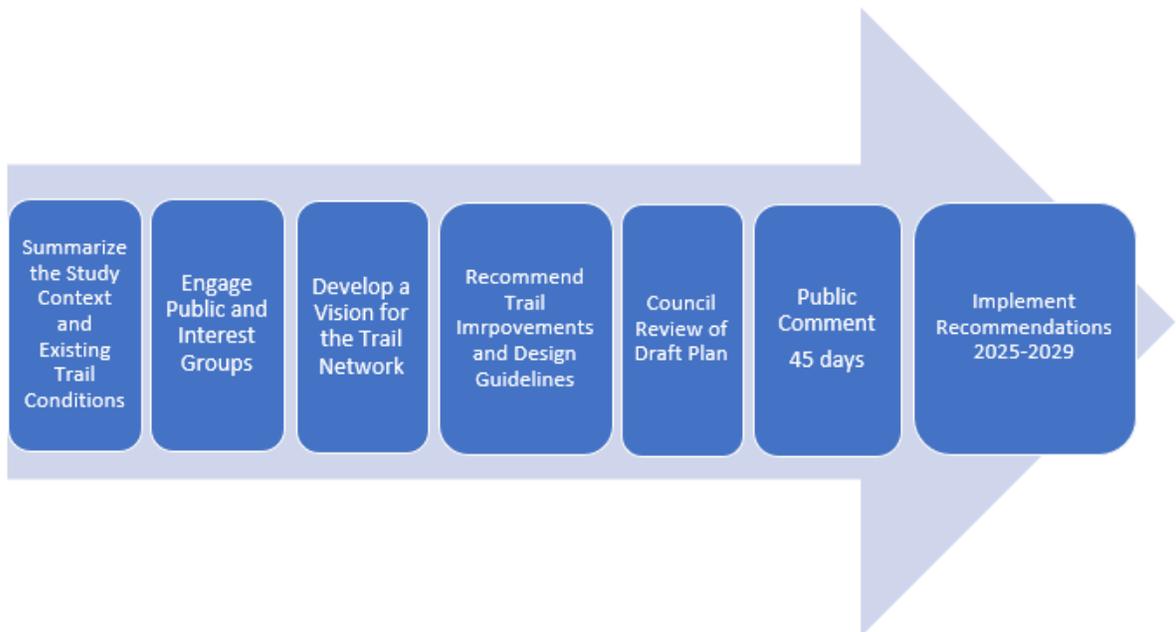
- **Active Transportation:** the use of non-motorized forms of travel such as walking, cycling, skating, skateboarding and so on, to move between specific locations. This may include commuting to work or travel to shopping centres, places of worship, schools or other key destinations.
- **Recreational trail use:** the use of trails for enjoyment and exercise as the primary purpose. For this study both non-motorized trail use (i.e., cycling, hiking, cross-country skiing, snowshoeing, equestrian) and motorized trail use (i.e., snowmobiling, ATViing, off-road motorcyclists) are considered.

Active transportation and trail-based recreation are beneficial in many ways.

	Health	Provides an opportunity to be physically active on a regular basis. Cardiovascular disease and obesity related deaths in Grey-Bruce are greater than the provincial average. Greater opportunities for physical activity will help contribute to a healthier Bruce County.
	Society	Is accessible and facilitates social interactions. Planning a well-connected active transportation and recreational trails network can build connections between communities, thereby connecting the people of Bruce County.
	Transportation system	Reduces road congestion and increases access for residents and visitors. The Bruce GPS Report (2019) revealed that residents were looking for alternatives to cars such as cycling and demand for walking has increased.
	Environment	Allows us to reduce reliance on motorized vehicles and reduce greenhouse gas emissions. A well-connected active transportation and recreational trail network provides opportunities for nonmotorized trips and will reduce auto-mobile dependence.
	Economy	Increases tourism opportunities for local businesses, saves money on gas and parking, and increases property values where streets accommodate active transportation. The Canadian Automobile Association estimates that owning and operating a car costs approximately \$8,945 per year. In comparison, the cost of owning and operating a bicycle is restricted to a one-time cost of approximately \$150.

1.2 How was the Plan Developed?

The Active Transportation and Recreational Trails Master Plan was developed in consultation with key stakeholders such as local municipalities, agencies, local community groups, and Indigenous communities. The steps taken to develop the Master Plan are outlined in the graphic below.



The following sections summarize each of these key steps and the resulting Master Plan recommendations.



2.0 Study Context

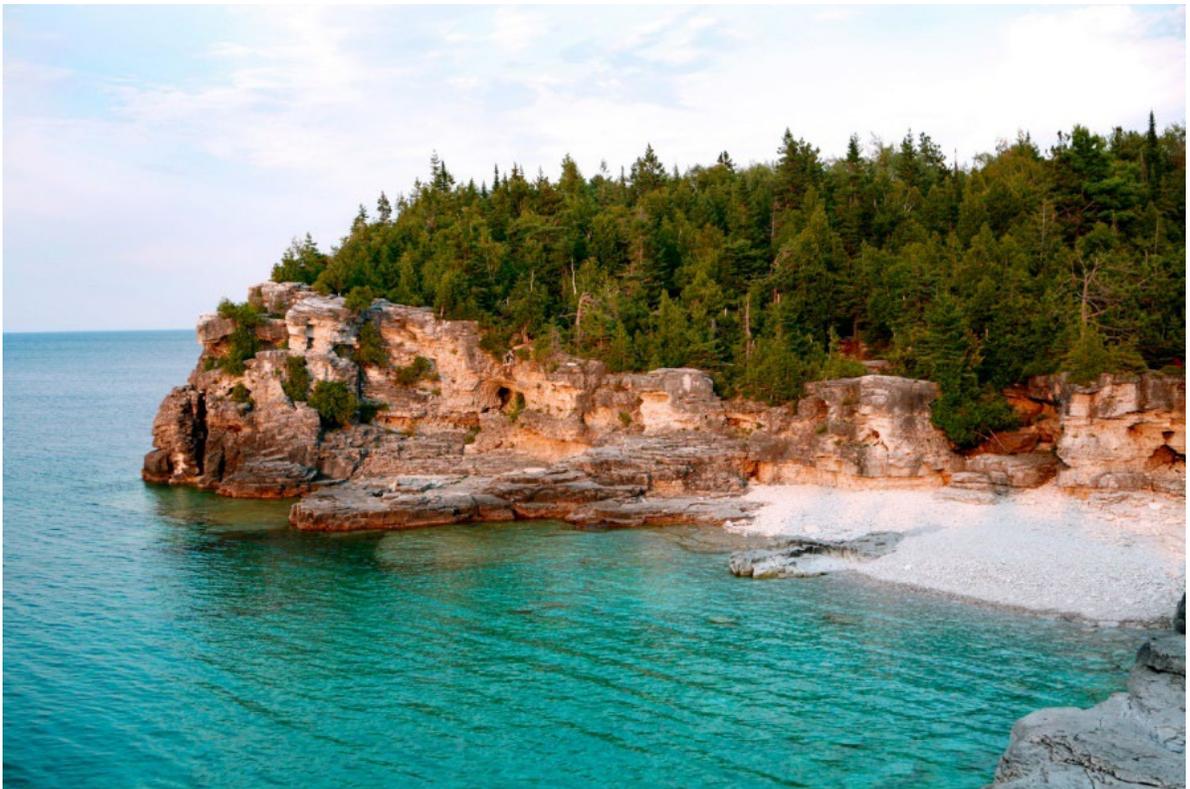
2.1 Socioeconomic Context

Bruce County is experiencing a period of population growth. Socio-economic conditions in the County are summarized below.

Population	<ul style="list-style-type: none"> • Year-round population of 73,396 • Additional seasonal residents: 11,480 seasonally occupied units • Approximately 56% of the population are of working age, i.e., those between the ages 15 to 64 years old.
Population Growth	<ul style="list-style-type: none"> • Bruce County has experienced a 7.7% population increase from 2016 to 2021 • Population growth has rapidly increased, Bruce County experienced a 3.1% population increase between 2011 to 2016.
Labour Force	<ul style="list-style-type: none"> • The Bruce Nuclear Power Plant is the County's largest employer, with over 4,000 employees. • Other key sectors include accommodation and food services, health care and social assistance as well as retail trade, construction, agriculture and manufacturing.
Home to Work Travel	<ul style="list-style-type: none"> • 86% of residents commute by car, truck, or van as a driver. • For most residents and local municipalities, the majority of home-to-work trips are greater than 15 minutes and extend beyond the municipal boundary. • This trip length exceeds the typical length suitable for active transportation.
Tourism	<ul style="list-style-type: none"> • Tourism is a key economic driver in the County. • Key destinations include Bruce National Park, Inverhuron Provincial Park and the numerous other parks and beaches along the Lake Huron shoreline.

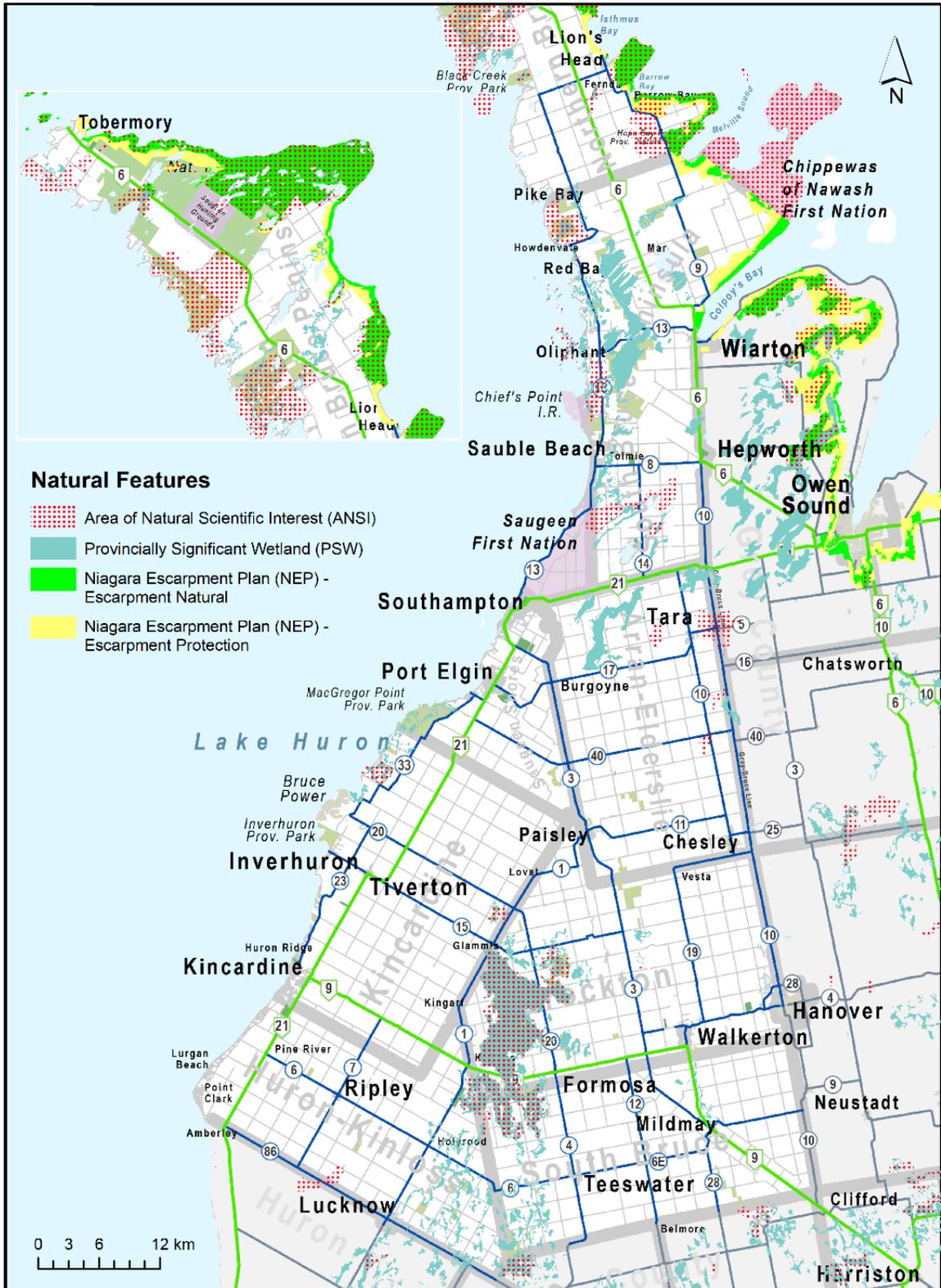
2.2 Natural Environment Context

Bruce County has a unique and rich variety of natural heritage features which provide a variety of ecotourism destinations. The Bruce Peninsula is part of the Niagara Escarpment World Biosphere Reserve and has the largest remaining area of forest and natural habitat in Southern Ontario. Approximately 54,000 ha or 13.5% of the County is owned or managed for conservation purposes- most of this land is on the Peninsula¹. There are 13 Conservation Areas, 13 Provincial Parks (including Nature Reserves), and two National Parks within the County. Areas designated for protection through the Niagara Escarpment Plan, Areas of Natural and Scientific Interest and Provincially Significant Wetlands are shown on Figure 2.1.



¹ Source: Plan the Bruce: Natural Legacy Discussion Paper, 2022

Figure 2.1: Natural Features





2.3 Existing Trail Network

2.3.1 Existing Off-Road County Trails

The existing County trail network includes the Bruce County Rail Trail, an 85 km trail in an abandoned rail corridor, extending from Port Elgin to Bruce Power and from Port Elgin through the communities of Paisley, Walkerton and Mildmay to the Huron-Bruce Road. There are also several wilderness trails located within County Forest Tracts. All County-owned properties and County trails are shown on Figure 2.2.

Non-motorized trail uses, such as hiking, cycling, snowshoeing and cross-country skiing are permitted on the rail trail and all County Forest trails. In addition, some motorized uses, including snowmobiling, ATVing and dual sport motorcycling are also permitted on some trails, as listed in Table 2.1.

Along with the permitted uses listed in Table 2.1, hunting is permitted during key hunting season in some Forest Tracts. The Forest Tracts are also concurrently used for sustainable timber harvests. Active tree harvesting occurs in accordance with Forest Management Plans in place for each Forest Tract.

2.3.2 Trail Use

The County has attempted to quantify trail use on some of the most popular wilderness trails. Traffic counters were installed in the main parking lots of the Carrick, Brant, Lindsay and Albemarle Tracts in 2014 and 2019. These findings only relate to the number of vehicles entering and leaving the park. It does not represent the entire number of trail users since the number of individuals in each vehicle is unknown. User surveys completed that year suggest that the average group size is two or more, considering a sizable percentage of users are families. As such, the trail use numbers presented in Table 2.1 assume two individuals per vehicle.

In 2021 and 2022, infrared counters were used in the Brant and Carrick Tracts. These counters are positioned on the main trails at the two properties and count individuals rather than vehicles. Some properties have many access points, so it is difficult to determine if all users are being counted.

Counters were placed for varying periods each year, i.e., some counters were in place for a full year while others were in place for several months over the summer or fall, as noted in the footnotes to Table 2.1. Therefore, annual counts are not directly comparable, but this is a general increase in the number of trail users in recent years. As the population in the County grows, this trend is expected to increase.

Table 2.1: Existing Managed County Trail Summary

Trail Name	Trail Description	Permitted Uses										Trail Usage				
		Washroom at Trail Head	Way Finding Signage	Hiking	Cycling	Snow Shoeing	Cross Country Skiing	Dog Sledding	Equestrian	ATVing ²	Snowmobiling ³	Dual Sport Motorcycling ⁴	2014 Traffic Counter Results ⁵	2019 Traffic Counter Results ⁶	2021 Infrared Counter Results ⁷	2022 Infrared Counter Results
Bruce County Rail Trail	Length: 85 km Surface: Ballast stone and M gravel ⁸		√	√	√	√	√		√	√ Signed areas only	√ Signed areas only	√ Signed areas only				
Carrick Tract	Length: 5.1 km single track; 2.4 km double track Surface: aggregate and soil	√	√	√	√	√	√	√					1555 cars (~3110 people)	2746 cars (~5,492 people)	3383 people	9042 ⁹ people
Brant Tract	Length: 15.8 km single track; 7.7 km double track Surface: soil and clay, including boardwalks and bridges	√	√	√	√	√	√	√	√ Signed trails only		√		3565 cars (~7,130 people)	6444 cars (~12,888 people)	4591 people	6910 ¹⁰ people
Lindsay Tract	Length: 10.1 single track; 6.9 km double track Surface: packed mineral soil with rocky sections.	√	√	√	√	√	√	√	√ Signed trails only	√ ¹¹	√		4070 cars (~8,140 people)	8592 cars (~17,184 people)		
Albemarle Tract	Length: 9.3 km single track; 8.1 km double track Surface: Mineral soil with rock gardens	√	√	√	√	√	√						1940 cars (~3,880 people)	2338 cars (~4,676 people)		

² Only with permit from Huron Shores ATV Club

³ Only with permit from OFSC

⁴ Blue plated with permit from OFTR

⁵ Traffic counts in main parking lot from June 27- October 31, 2014

⁶ Traffic counts in main parking lot from May 1-October 12, 2019

⁷ Infrared counter of individual trail users from August 3-December 31, 2021

⁸ The County of Bruce has resurfaced sections of the trail over the past few years and expect to have the entire trail upgraded with A gravel by 2025. The following sections have been completed so far: Concession 6(Port Elgin) to Bruce Power and from Sideroad 40 (South Bruce) to Bruce Road 40 Saugeen Shores). 2023 surface Improvements will include Sideroad 13/14 to Bruce Road 40 (Saugeen Shores)

⁹ Infrared count of individual trail users from January 1-December 31, 2022

¹⁰ Infrared count of individual trail users from May 31-December 31, 2022 (trail closed for harvest operation between January and April, 2022)

¹¹ A new ATV trail is being planned and constructed from Ira Lake Rd. to the Lake Huron shore but is not yet complete.

Trail Name	Trail Description	Permitted Uses											Trail Usage			
		Washroom at Trail Head	Way Finding Signage	Hiking	Cycling	Snow Shoeing	Cross Country Skiing	Dog Sledding	Equestrian	ATVing ²	Snowmobiling ³	Dual Sport Motorcycling ⁴	2014 Traffic Counter Results ⁵	2019 Traffic Counter Results ⁶	2021 Infrared Counter Results ⁷	2022 Infrared Counter Results
Kinloss Tracts	Length: 3.5 km single track; 3.0 km old forest access road Surface: aggregate and soil			√	√	√	√		√	√						
Culross Tracts	Length: 4.1 km Surface: aggregate and soil	√		√	√	√	√	√	√	√	√					
Amabel Tracts	Length: 6.0 km Surface: aggregate and soil			√	√	√	√	√	√	√	√					

Figure 2.2: Existing County Trails



2.3.3 Current Trail Operations

The County maintains and operates its trails in accordance with the Trail Program Operations-Technical Document (Bruce County, November 2022). The document provides guidelines on the following:

- Staff and volunteer training.
- Trail maintenance procedures.
- Trail construction procedures.
- Trail design procedures.
- Signage guidelines.
- Trail properties / service levels.
- Risk analysis for trails.
- Contract agreements.
- Trail difficulty rating index.
- Trail classification system for Bruce County Forests/Bruce County Rail Trail.

The procedures outlined in the operations technical document are intended to create a safe environment for trail users. The document classifies County trails into four categories and outlines the level of service, maintenance schedule and expectations for visitor safety, as follows:

- Type I: Bruce County Rail Trail:
 - Suitable for motorized and non-motorized trail uses
 - Provides maximum visitor facilities
 - High priority for level of service
 - Spring / Summer / Fall Maintenance provided by the Huron Shores ATV Club and Bruce County
 - Winter Maintenance provided by Ontario Federation of Snowmobile Clubs and Bruce County.
- Type II: Organized Managed Forest Trails:
 - Suitable for non-motorized trail uses only
 - Provides maximum/moderate visitor services
 - High-moderate priority for level of services
 - Spring/Summer/Fall/Winter Maintenance provided by Bruce County
- Type III: Semi-Organized Managed Forest Trails:
 - Suitable for some motorized and non-motorized trail uses
 - Provides minimal visitor services
 - Moderate-low priority for level of service
 - Spring / Summer / Fall Maintenance provided by the Huron Shores ATV Club and Bruce County
 - Winter Maintenance not provided except trails used and maintained by the Ontario Federation of Snowmobile Clubs.

- Type IV: Unorganized Forest Properties:
 - Some unmaintained trails / paths may exist
 - No visitor services provided
 - No maintenance provided

A more detailed description of each trail type and maintenance schedules is provided in Appendix A.

2.3.4 Use of County Roads

Bruce County maintains and operates approximately 680 km of mostly paved two lane roads. No specific on-road cycling facilities are present; however, roads are used for cycling purposes. Some roads are constructed with paved shoulders that can assist in accommodating cyclists. This includes:

- Bruce Rd. 13 from Hwy 21 (Southampton) to French Bay Rd.
- Bruce Rd. 13 from Sauble Falls Rd. to Oliphant Way.
- Bruce Rd. 9 from Hwy 6 to Purple Valley Rd.
- Bruce Rd. 9 from Ferndale (Hwy 6) to West Rd.

County Roads with paved shoulders are shown on Figure 2.2.

Recently constructed is the Municipality of Kincardine's Kincardine to Inverhuron Provincial Park (KIPP) Trail. This paved multi-use route alongside Bruce Road 23 closes a gap in the 3,100 km Great Lakes Waterfront Trail.

In addition, the County is also home to a variety of ATV and snowmobile routes, as shown on Figure 2.4. Many of these trails cross private properties. Some sections of ATV and snowmobile routes incorporate County-owned lands and trails within Forest Tracts. Snowmobiling and ATVing are generally not permitted on County Roads. However, some exceptions have been made to provide connections between key locations or other specific purposes, as outlined in County Bylaw 2021-060. Specifically, ATVs are permitted on the roads listed in Table 2.2 and are shown on Figure 2.4.

Table 2.2: Sections of County Roads Where ATV Use is Permitted in Accordance with Bylaw 2021-060

Road Section	From	To
Bruce Rd. 8	Municipal Road	Intersection of Bruce Rd. 8 and Lakeland Drive
Bruce Rd. 9	Berford Lake Road	Highway 6
Bruce Rd. 9	Waugh's Road	King's Crescent
Bruce Rd. 9	Beech Street North	Cameron Road
Bruce Rd. 9	Lion's Head	Stokes Bay Road/West Road
Bruce Rd. 13	Quarry Road	Old Oliphant Road
Bruce Rd. 13	Silver Lake Road	Hendry Street
Bruce Rd. 29	Bruce Rd. 9	Everatt Sideroad
Bruce Rd. 3	Balaklava Street	Bruce-Saugeen Townline



2.3.5 Other Off-road Trails

The County is home to a variety of other trails which have been built and maintained by other agencies or private groups including:

- Lower-tier municipalities.
- Grey Sauble Conservation Authority and Saugeen Valley Conservation Authority.
- Ontario Parks.
- Parks Canada.

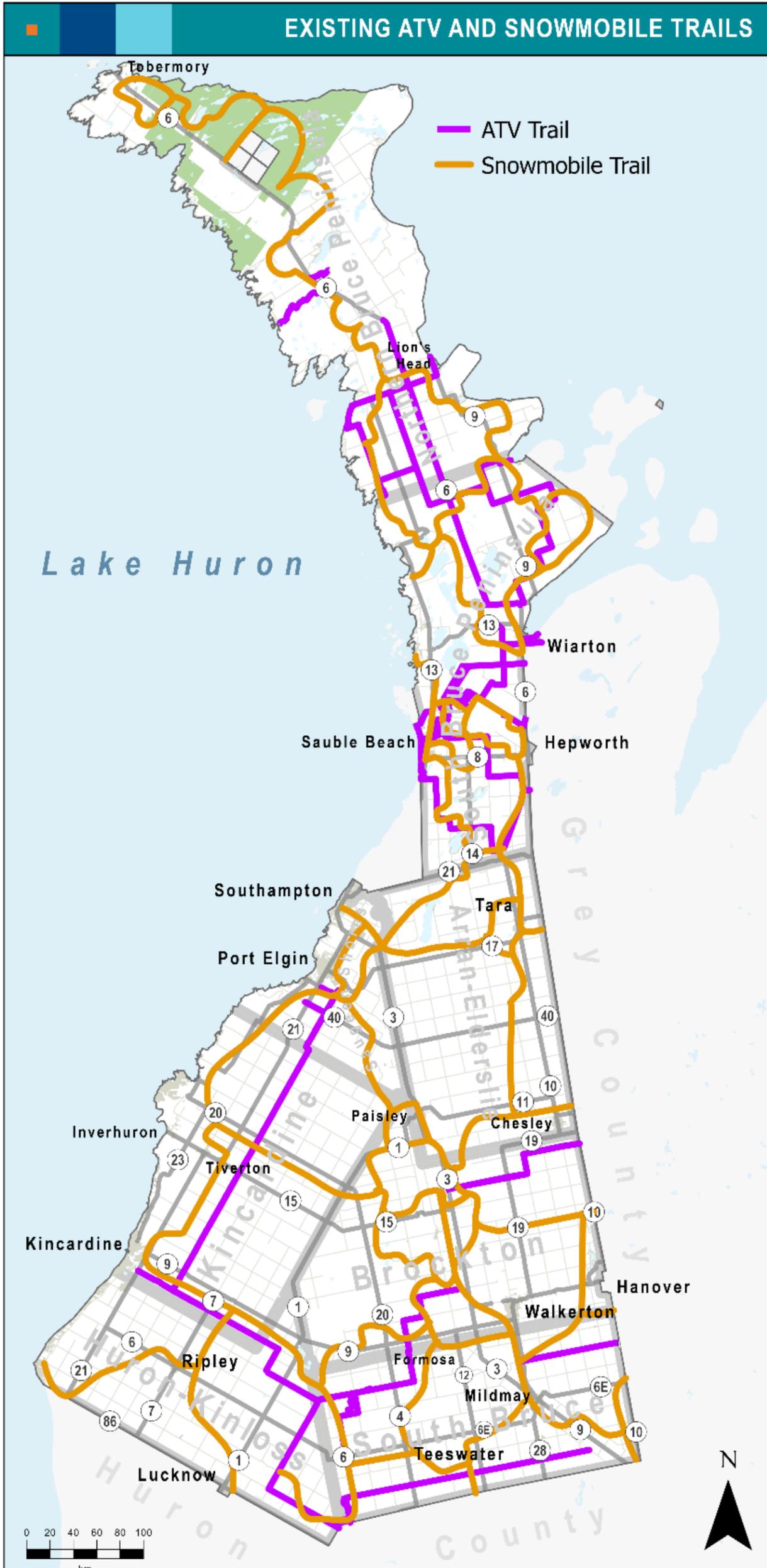
- Private Trail Groups (Bruce Trail Conservancy, Escarpment Biosphere Conservancy.
- Chippewas of Nawash Unceded First Nation.

The trails maintained and operated by these groups provide key linkages and destinations for trail users across the County. A selection of these non-County owned trails is shown on Figure 2.3.

Figure 2.3: Other Non-County Trails



Figure 2.4: Snowmobile and ATV Trails





3.0 Stakeholder Engagement / Consultation Process

Understanding the needs of trail users was an important component of developing the Master Plan. Public and stakeholder input was used to form the recommendations for the future of active transportation and recreational trails in the County. Input from the public and key stakeholder groups was collected using a variety of engagement tools, including:

- A publicly available online survey:
 - The survey was advertised through social media (Twitter), County Website, radio channels, and municipal websites and was available for comments for 35 days from (August 8, 2022, to September 12, 2022)
 - A total of 333 responses were received.
- Virtual Workshops for the following groups:
 - Agencies (Lower Tier Municipalities, Conservation Authorities, Ministry of Transportation, National Parks)
 - Trail user groups associated with non-motorized trail use (i.e., hiking, cycling, local trail-building groups)
 - Trail user groups associated with motorized trail use (i.e., snowmobiling clubs, ATV clubs, off-road motorcycling clubs)
- Telephone interviews with the following groups:
 - Saugeen Ojibway Nation
 - Niagara Escarpment Biosphere Conservancy

The findings of each of these engagement activities are presented in the following sections.



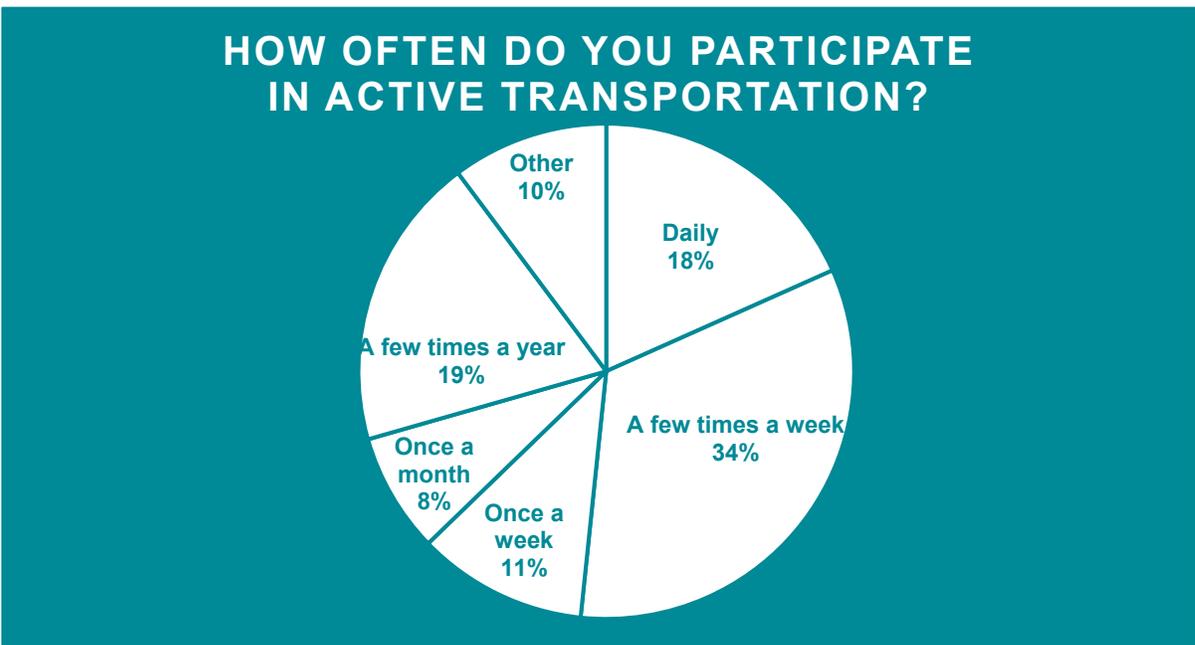
3.1 Online Public Survey

The online survey, which was available to the public on the County's website, included questions about active transportation and use of recreational trails in the County. A total of 333 responses were received. Almost one third (29 %) of survey respondents are a part of a community group or local special interest group with an interest in trail e.g., cycling group, snowmobiling group etc. These respondents represented the following 43 groups:

- Kincardine Trail Association
- Ontario Competitive Trail Riding Association (OCTRA)
- Ontario Trail Riders Association (OTRA)
- Friends of Kimberley Forest
- Collingwood Offroad Cycling
- Horse Friends of Saugeen Bluffs
- Grey Bruce Trail Riders
- Chesley Saddle Club
- Ontario Federation of Snowmobile Clubs
- Huron Fringe Field Naturalists
- Bruce Trail Conservancy (BTC)
- Ontario Federation of Anglers and Hunters (OFAH)
- Saugeen Triathlon Club
- Bruce Ski Club
- Saugeen Shores Bike Friendly
- Huron Shores ATV Club (HSATV)
- South Bruce Peninsula ATV Club (SBPATV)
- Woodstock Cycling Club
- Bruce Ski Club
- Stoney Keppel Riders (SKR)
- Eastern Ontario ATV Club (EOATV)
- PROBUS Canada
- Bruce Peninsula Biosphere Association
- Northern Bruce Peninsula Climate Action Committee
- Kincardine Strong
- West Shore Runners
- Sauble SnoRiders
- Southampton Handlebar Club
- Northampton Adventurers
- Saugeen Rail Trail Association
- Waterfront Regeneration Trust
- Miller Lake Community Group
- Southampton Residents Association
- Owen Sound Cycling Club
- Collingwood Off Road Cycling
- Bruce Peninsula Gravel Gran Fondo
- Kincardine Triathlon
- Kincardine Cross Country Ski Club
- The MTB the Bruce Facebook group
- Peninsula Adventure Sports Association (PASA)
- Southampton Snowmobile Club
- Port Elgin and Saugeen Township Beacher's Association
- Ontario Federation of ATV Clubs (OFATV)

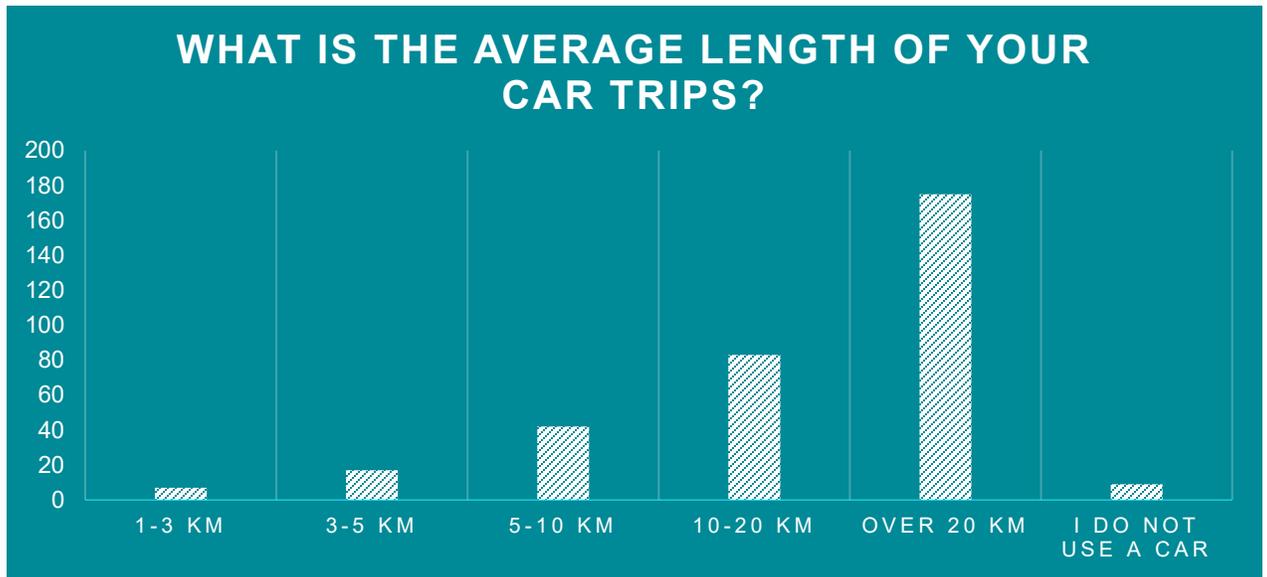
3.1.1 Survey Questions Related to Active Transportation

Survey responses indicated that some active transportation is occurring within the County. At first glance it appears as though a significant portion of the County population regularly travel using active transportation. When asked how often survey respondents participated in active transportation, 18 % indicated “daily” and 34 % indicated “a few times per week”, as shown below. When asked whether respondents use active transportation to commute between communities, 29 % of respondents indicated “yes” and 30 % indicated that they would like to in the future. In addition, 81 % of survey respondents were generally very supportive of the County building more, and better-connected active transportation routes.



While this appears to suggest that active transportation is an important mode of transportation in the County and that there is a demand for improved active transportation facilities, subsequent questions and response indicate that it may, in fact, be difficult to significantly increase the number of trips taken using active transportation beyond the current rate.

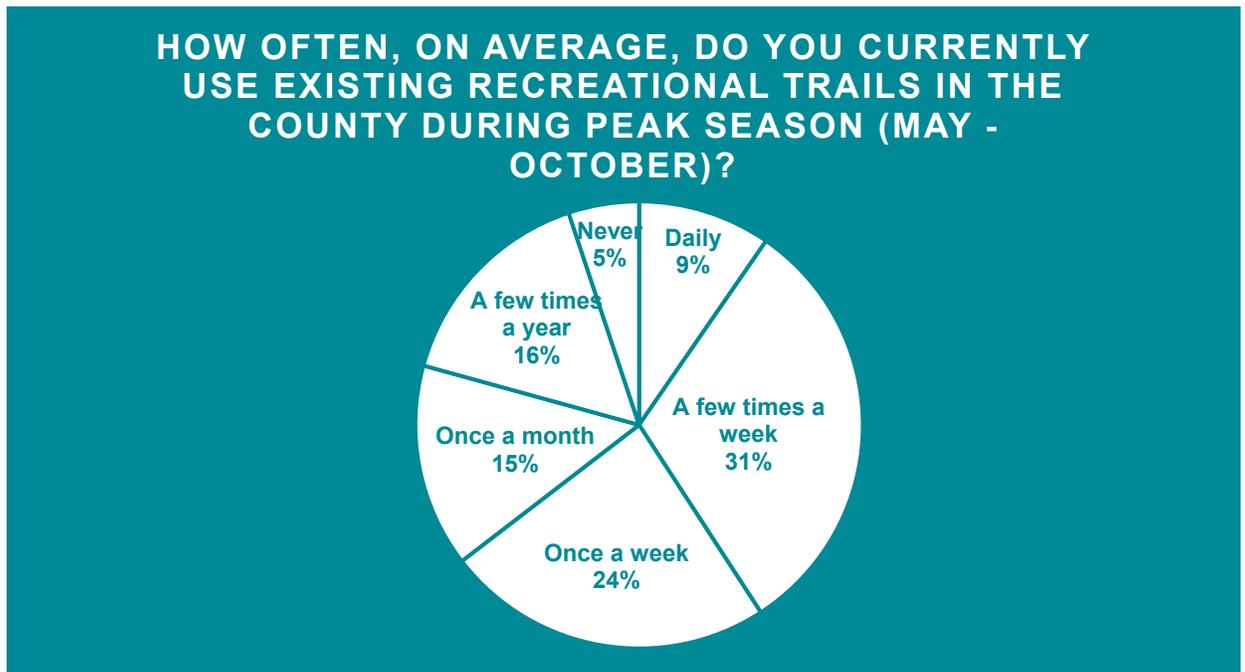
Most active transportation trips taken are between Southampton, Port Elgin and the Bruce Nuclear Power Plant. These three destinations are in relatively close proximity and are connected by the rail trail and other local municipal trails. Trips between other communities using active transportation are minimal. Most other communities in the County have greater distances between them. The survey results showed that most commuting or other trips taken by car are over 20 km in length, a distance which would be difficult to complete using active transportation methods. A significant number of respondents indicated that they do not use active transportation because their required distance of travel is too great, they require a car to transport shopping and large packages or traveling by car is simply more convenient.



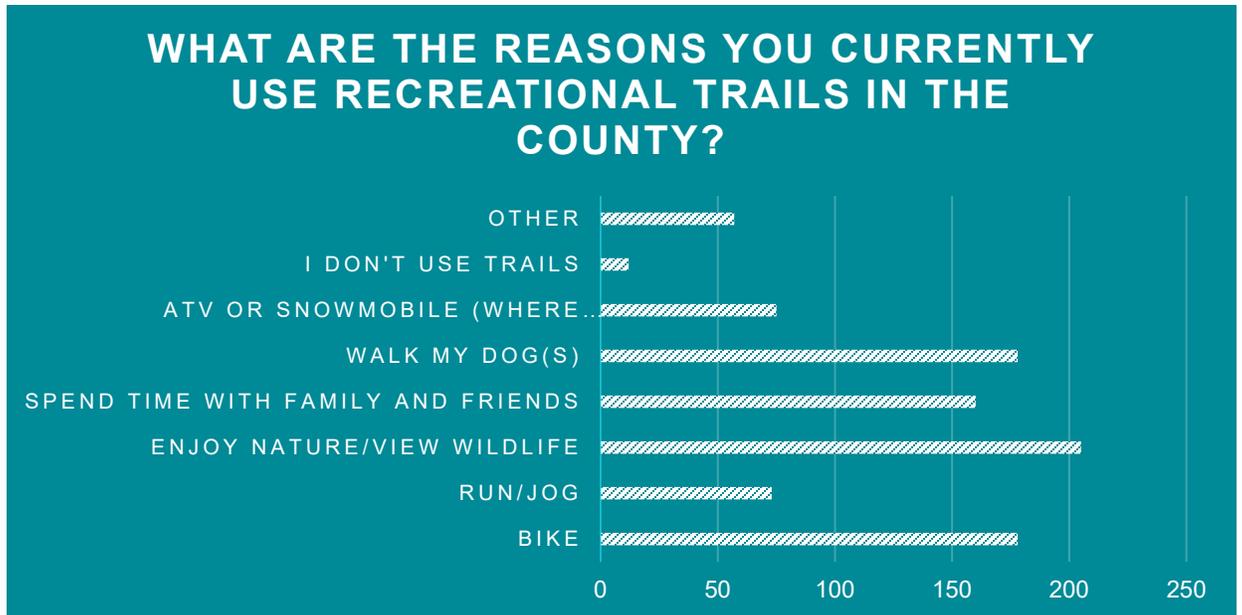
Based on the survey results and the distances between communities, increasing participation in active transportation may be difficult.

3.1.2 Survey Questions Related to Recreational Trails

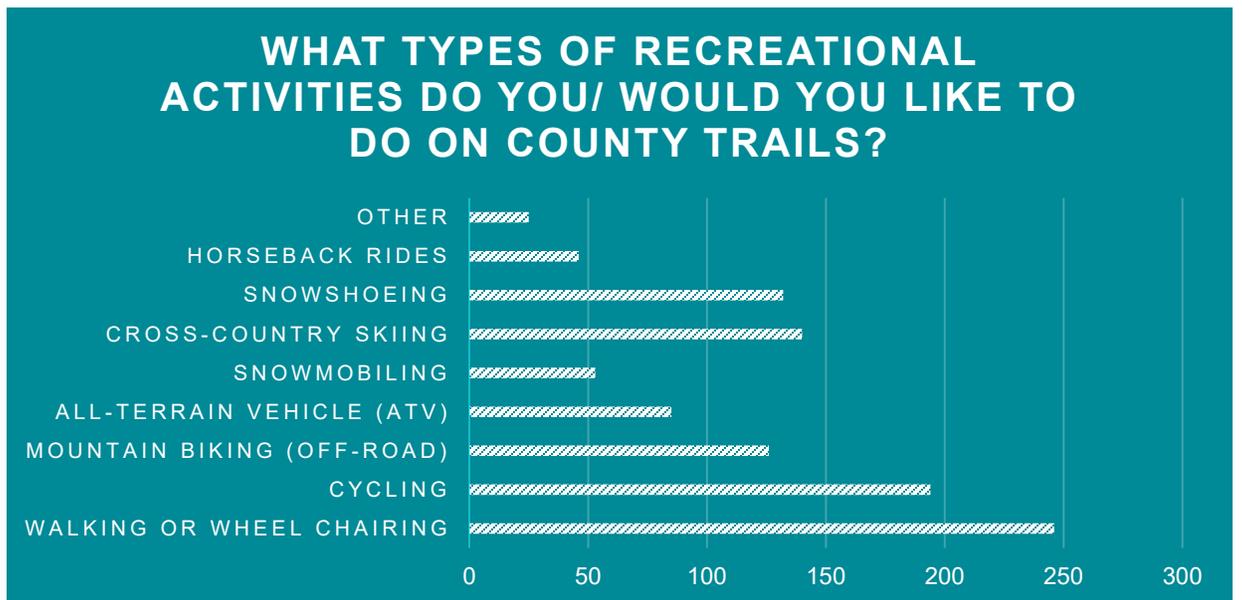
Over 91% of survey respondents were very supportive of the County building more recreational trails. Recreational trails are used fairly regularly by survey respondents, as evident in the graphic below.



Survey respondents currently use recreational trails for a variety of purposes, with nature appreciation, dog walking, biking and enjoying time with family and friends being the top four reasons.



In the future, survey respondents indicated that they would like to use trails for walking / wheel chairing, cycling, cross-country skiing and snowshoeing, along with other motorized and non-motorized uses.



Recreational use of County trails appears to be a high priority for survey respondents as is the broad expansion of the recreational trail network. The County has a broad trail network, allowing many residents to access trails within walking distance of their homes. However, to access specific trail locations and destinations, many trail users travel significant distances to reach a trail, requiring use of a vehicle for access.



3.2 Virtual Workshops

Three workshops were held with the three types of interest groups identified – agencies, non-motorized interest groups, and motorized interest groups.

3.2.1 Virtual Workshop with Agency Representatives

A workshop was held online on October 27, 2022 with representatives from:

- Municipality of Brockton
- Town of Saugeen Shores
- Town of South Bruce Peninsula
- Township of Huron Kinloss
- Municipality of Northern Bruce Peninsula
- Saugeen Valley Conservation Authority
- Grey Sauble Conservation Authority
- Ministry of Transportation
- Parks Canada
- Bruce County

The group identified opportunities to improve on-road recreational cycling, develop greater consistency for trail signage across the County and provide longer on-road cycling loops, with several specific routes identified. Key recommendations are presented below. Meeting minutes are provided in Appendix B.

On-road Recreational Cycling:

- Add bike lanes/paved shoulders during the re-construction of roadways.
- Create long distance cycling routes with larger loops.

- Improve connectivity with a cycling option running east-west and one north-south in the lower half of the County.
- Avoid County Roads with heavy traffic and high speeds. Any cycling facilities would need to be compatible with the traffic volume. Smaller municipal roads may be more suitable in many instances.

Signage:

- Standardize signage across the County using the Region Tourism Organization 7 (RTO7) Signage Strategy in combination with the typical ski facility colour rating system to denote trail difficulty (i.e., green=easy, blue=moderate, black diamond=difficult).
- Standardize locational information for emergency services. The County currently uses the “what3words” app. Instructions on how to use the app on their signage.
- Combine online and on-site experience to allow trail users to pre-plan trips and routes as well as make informed decisions on the trail.
- Create a centralized GIS trail mapping database to manage app-based mapping and paper mapping available. Include QR codes on signage mapping and trail information to be more sustainable.
- Develop interpretive signage to inform trail users on conservation and preservation of the local ecology or other relevant topics.

Parking

- Increase the availability of parking along the Rail Trail and at wilderness trailheads.

Active Transportation

- Limit efforts to construct active transportation facilities between communities. Due to the large distances, active transportation across the County will be difficult to achieve. Active transportation within communities is likely to be much more successful.
- Develop a shuttle service between communities and key destinations as an alternative to active transportation.

Planning Coordination and Leadership

- Develop an informal ad-hoc group or periodic trail focused meetings could allow the County to discuss issues and coordinate planning with local municipalities and other agencies.

3.2.2 Virtual Workshop with Non-motorized Stakeholder Groups

A workshop was held online on October 18, 2022 with representatives from:

- Saugeen Rail Trail Association
- Miller Lake Woodland Association

- Waterfront Regeneration Trust
- Kincardine Trails Association
- Bruce County

Key recommendations are presented below. Meeting minutes are provided in Appendix B.

Compatibility of Multiple Trail Uses:

- Address the compatibility of motorized and non-motorized uses on trails. Public safety is an important consideration in deciding which uses should be permitted on trails. Consider measures on multi-use trails to separate non-compatible uses, such as painted lines, signage and separated motorized lanes.
- Improve policing of trails to limit the use of motorized uses where they are not permitted.

Trail Connectivity:

- Create connections to trails in Grey County, particularly through Walkerton and Hanover with a connection to Grey Rd. 4 and along Bruce Rd. 13 through Wiarton to Grey Rd. 1.
- Provide a safe connection across Hwy 6. This requires discussions and approval through the Ministry of Transportation as Hwy 6 is a provincial highway.
- Consider opportunities for new, smaller scale on-road cycling loops in addition to supporting completion of the large-scale waterfront trail being created by the Waterfront Regeneration Trust.

Need for Paved Shoulders/Bike Lanes:

- Review the potential to pave shoulders or create bike lanes on roads within high-speed limits. As an example, cycling could be improved on Bruce Road 6 between the waterfront and Holyrood which has soft shoulders with posted 80 km/hr speed limit.

Collaboration

- Develop an informal ad-hoc group or periodic trail focused meetings to facilitate discussions between the County, local municipalities and various trail groups about trail projects, prioritization, messaging for topics such as safety, wayfinding volunteering etc.

Increasing the Seasonal Use of Trails:

- Consider opportunities to use trails year-round by grooming them in the winter as ski trails or skate tracks.



Signage and Amenities

- Improve uniformity and coordination of signage across the County. Signage that standardizes trail difficulty for cycling and hiking across the County would be valuable.
- Improve on-line trail mapping and integrate on-trail signage within online information through QR codes at trail heads.
- Include the location of, and distance to, public washrooms on trail signage.
- Provide more free parking at trail heads.

3.2.3 Motorized Groups

A workshop was held online on October 26, 2022 with representatives from:

- South Bruce Peninsula ATV Club.
- Huron Shores ATV Club.
- OFSC District 9.
- Grey Bruce West Sauble Sno Riders.
- Ontario Federal of Trail Riders.
- Stoney Keppel Riders Snowmobile Club- District 9.
- Bruce County.

Key recommendations are presented below. Meeting minutes are provided in Appendix B.

Trail Amenities:

- Provide additional washrooms, picnic/rest/warming areas along longer trail routes as motorized activities are becoming a family-oriented activity, requiring more frequent stops with a preference for improved facilities.
- Additional parking at the south end of the rail trail.

Trail Connectivity:

- Create a link between the Huron Shores ATV routes and the South Bruce Peninsula ATV club routes to create longer multi-day trips. A link across Bruce Rd. 21 is currently lacking.
- Consider allowing ATVs on more County Roads to create additional connections between routes and off-road trails. This would also allow motorized users to travel to communities to make restaurant and shopping trips a part of trail outings.
- Consider the use of Bruce Road 13 to allow motorized users to enter Sauble Falls.
- Connect to trails in Grey County to expand the length of routes and trip opportunities.

Collaboration:

Offer opportunities for the various trail groups and clubs to meet to discuss mutual issues, solutions and trail development opportunities.



3.3 Telephone Interviews

3.3.1 Saugeen Ojibway Nation

Members of the Saugeen Ojibway Nation were contacted by telephone on November 23, 2023. Key recommendations were as follows:

- Develop opportunities for reconciliation and relationship-building with Indigenous communities through trail planning and operations. Developed signage which acknowledges the Saugeen Ojibway Nation's (SON) history and presence. This may be done through signage currently being developed by SON or furthered through the development of interpretive trails.
- Recognize the value of wildlife and protection of natural areas as important to SON and take this into account during trail planning.
- Ensure that band member harvesting areas are not impacted when planning and constructing new trails. Trails should not take users in close proximity to hunting areas.
- Develop opportunities to connect County trails to Indigenous-owned recreational features such as Cape Croker Park.

3.3.2 Escarpment Biosphere Conservancy

A discussion was held with Escarpment Biosphere Conservancy (EBC) representatives on November 22, 2023. Key recommendations were as follows:

- Consider opportunities to collaborate with the EBC, which has an extensive number of undeveloped properties and trails that are currently underutilized due to lack of broad promotion and awareness.
- Collaborate with the EBC to create a more connected recreational trail system and to better promote existing EBC trails.
- Develop partnerships to obtain funding support, noting that the EBC does not have a large roster of volunteers to provide manual trail construction or maintenance support.



4.0 Master Plan Vision and Purpose

In accordance with the feedback obtained from agencies, the public and key trail interest groups, the County of Bruce will strive to develop and operate a high-quality recreational trail network. The network will include the existing rail trail, a variety of wilderness trails and linkages that enable day- and multi-day- trips. The network should connect communities and provide opportunities for residents and tourists to enjoy a variety of trail-based recreational options. Active transportation linkages will also be provided, where they are feasible and where they can functionally support an alternative to travel by motor vehicle.

The following vision statement was developed to guide how the County's future active transportation and recreational trails will be developed, enhanced and maintained:

To build an inclusive County-wide, multi-modal, recreational trail network that will promote active living and wellness, connect neighbouring communities and points of interest, cultivate economic development, integrate with forested areas, support active transportation and highlight and protect the County's natural splendor and Indigenous heritage.



5.0 Trail Network Recommendations

The following goals have been developed to achieve the vision identified in Section 5.0.

- Goal 1:** Expand the Wilderness Trail Network Through County Forests
- Goal 2:** Create Trail Loops and Connections
- Goal 3:** Improve Parking and Trail Amenities
- Goal 4:** Review Trail Crossing Safety
- Goal 5:** Improve Signage on all County Trails
- Goal 6:** Provide Trail Leadership
- Goal 7:** Incorporate Reconciliation Measures to Support Indigenous Communities and Culture

Each goal is discussed in detail in the follow sections.

5.1 Goal 1: Expand the Wilderness Trail Network

The intent of this goal is to create more trails and longer trail routes to provide more trail space to reduce trail congestion.

Action 1A: Create New Wilderness Trails

Over 91% of the 333 online survey respondents were very supportive of the County building more recreational trails. Workshop participants also identified the expansion of wilderness trails as a high priority. The Saugeen Ojibway Nation supported trail expansion in areas where harm to significant natural features can be avoided. The compatibility of various motorized and non-motorized uses along with hunting and traditional plant harvesting was also noted as being important.

Recommendations:

- Expand the wilderness trail network in the Forest Tracts shown on Figure 5.1 to Figure 5.5 and listed in Table 5.1 including:
 - All tracts where trails currently exist.
 - The Huron Tract, where trails currently do not exist.
 - New property parcels in the Kinloss and Culross Tracts where trails do not currently exist.
 - Conduct an environmental review prior to trail expansions to ensure impacts to significant natural features will be minimized.
 - Consult SON regarding any areas which may be important to the community, both ecologically and culturally.

Design Considerations:

- Any new trails should be designed and maintained in accordance with the County's Trail Program Operations-Technical Document (Bruce County, November, 2022) or most recent version.
- Compatibility of motorized and non-motorized trail uses should be a consideration when determining which uses will be permitted on the expanded trail network. Trails which are currently used primarily for mountain biking (i.e., the Albemarle Tract and Carrick Tract) should be maintained for that purpose. Recommended uses for new trails are indicated in Figure 5.1 to Figure 5.5 and Table 5.1.
- Significant portions of the Amabel tract currently feature a significant length of ATV trails, developed and maintained by the SBATV Club. The parcels west of Sauble Falls Pkwy have some existing trails and any new trails developed on these parcels should be designated for non-motorized uses only.

Figure 5.1: Lindsay Tract Expansion Areas

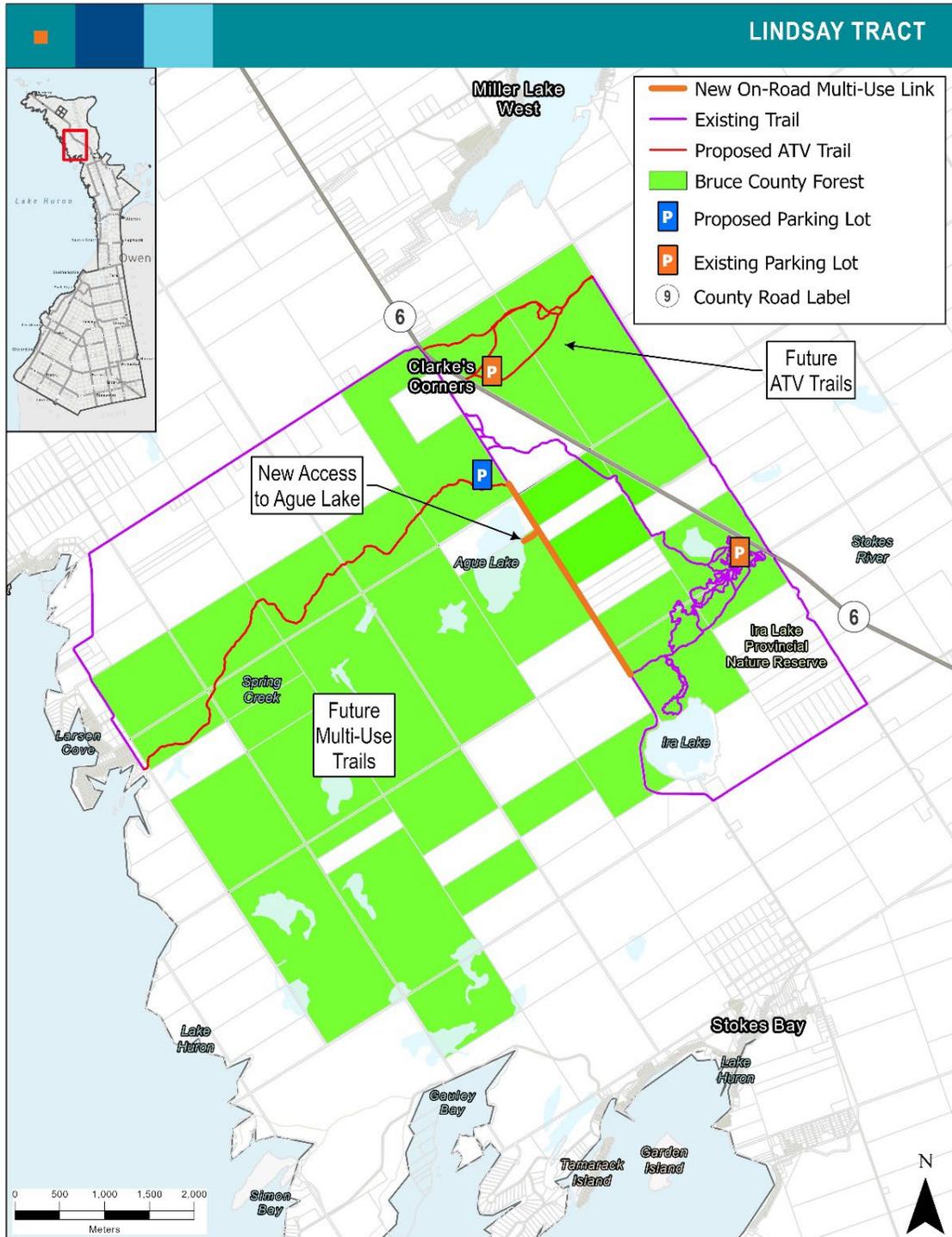


Figure 5.2: Carrick Tract Expansion Areas



Figure 5.3: Brant Tract Expansion Areas

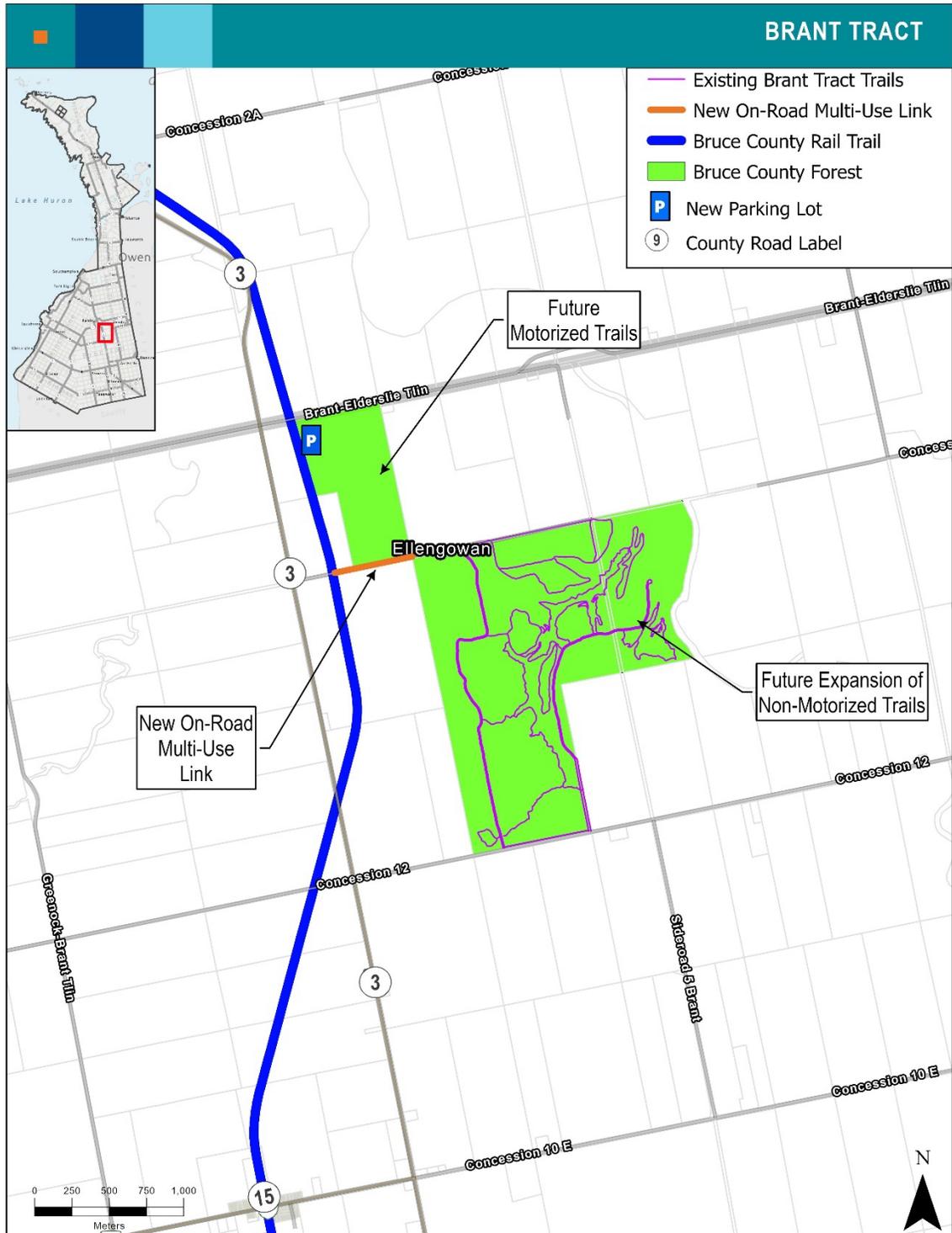


Figure 5.4: Amabel Tract Expansion Areas

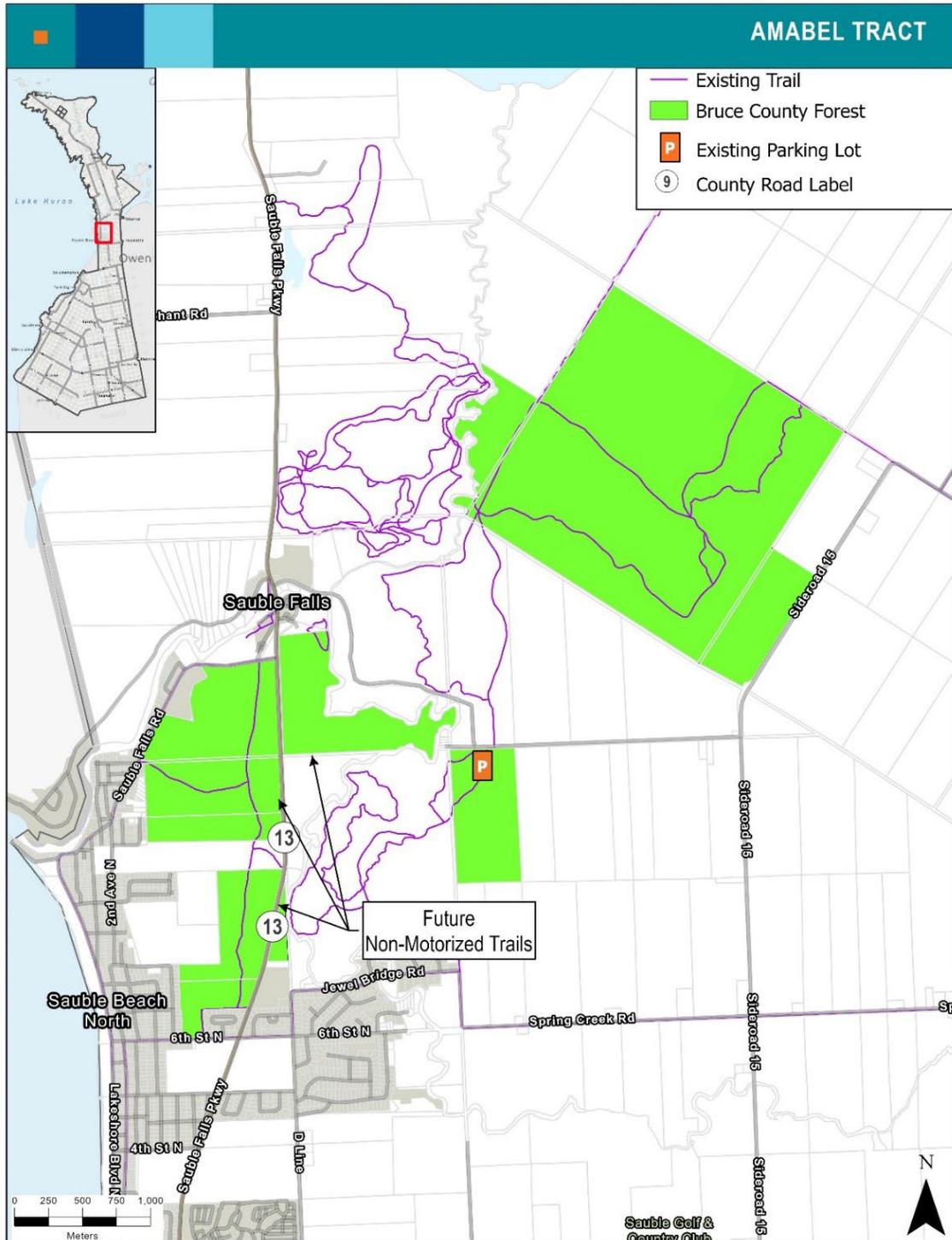


Figure 5.5: Albemarle Tract Expansion Areas

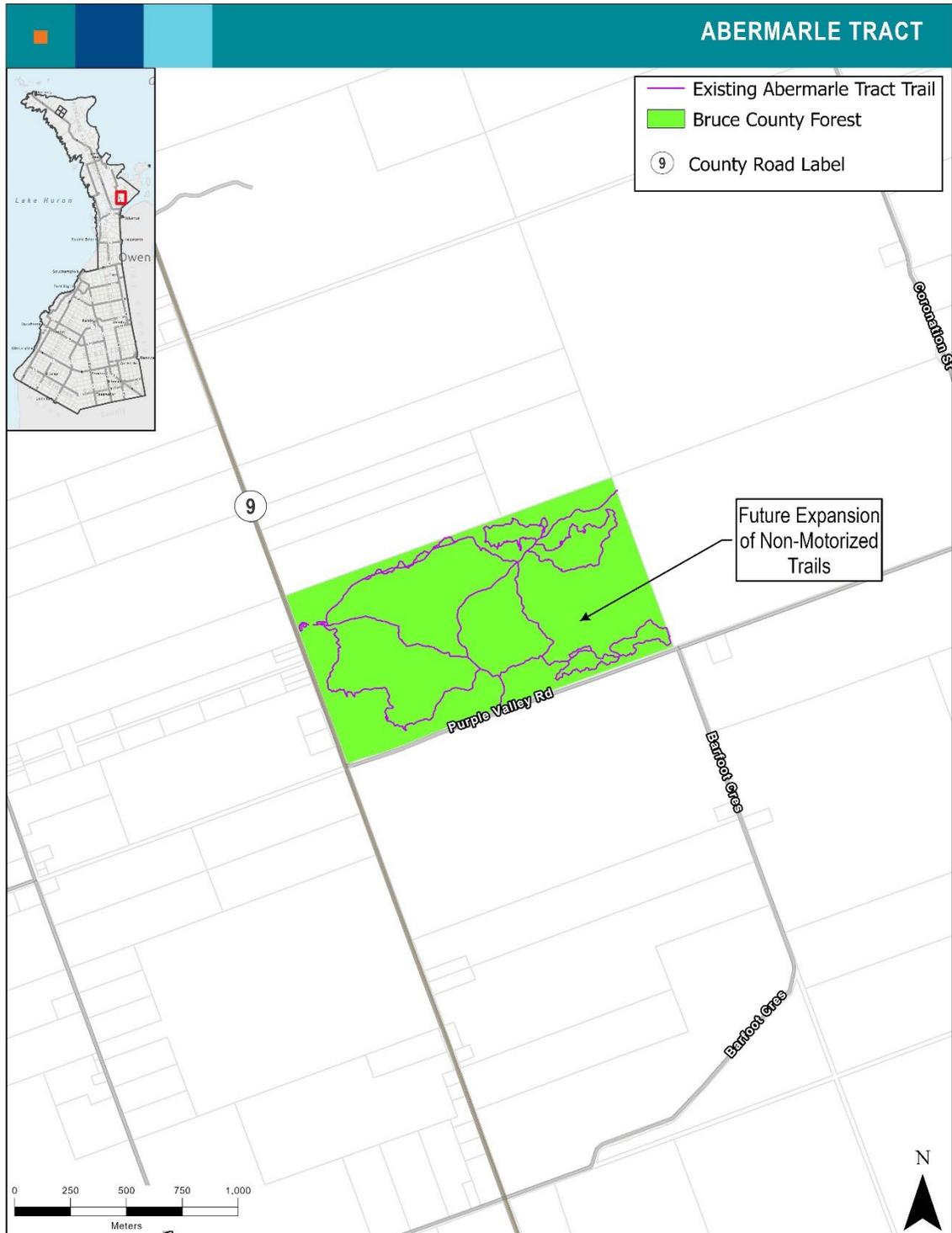


Table 5.1: Future Wilderness Trail Expansion

Trail Name	Existing Trail Uses			Recommended Uses on New Trails		
	Non-Motorized Uses	Motorized Uses	Equestrian Uses	Non-Motorized Uses	Motorized Uses	Equestrian Uses
Carrick Tract	√			√		
Brant Tract	√	√ Snowmobile Only	√	√	√	√
Lindsay Tract	√	√	√	√	√	√
Albemarle Tract	√			√		
Kinloss Tract (South Kinloss Ave. Parcel)	√	√ ATV Only	√	√	√	√
Kinloss Tract (Kairshea Ave. Parcel)	No Trails Currently Present			√	√	√
Culross Tract (West Parcel)	√	√	√	√	√	√
Culross Tract (East Parcel)	Informal Trails Only			√		
Culross Tract (Northeast Parcel)	No Trails Currently Present			√		
Amabel Tracts	√	√	√	√		
Huron Tract	No Trails Currently Present			√	√	√

5.2 Goal 2: Create Trail Loops and Connections

The intent of this goal is to create connections between Forest Tracts and other key destinations. A summary of the proposed connections is provided in Table 5.2 and in Actions 2A through 2G.

Design Considerations for all Trail Loops and Connections:

- Table 5.2 identifies a potential design for each connection, which may consist of signed routes with trail users sharing the roadway with vehicles, paved shoulders or separated facilities. The recommendations listed in Table 5.2 are based on preliminary observations only. All routes that include on-road connections should be designed in accordance with the recommendations in OTM Book 18, as summarized in Figure 5.6.
- On-road connections should include appropriate signage identifying the cycling route or ATV route, as applicable.



Table 5.2 Summary of Proposed Trail Connections

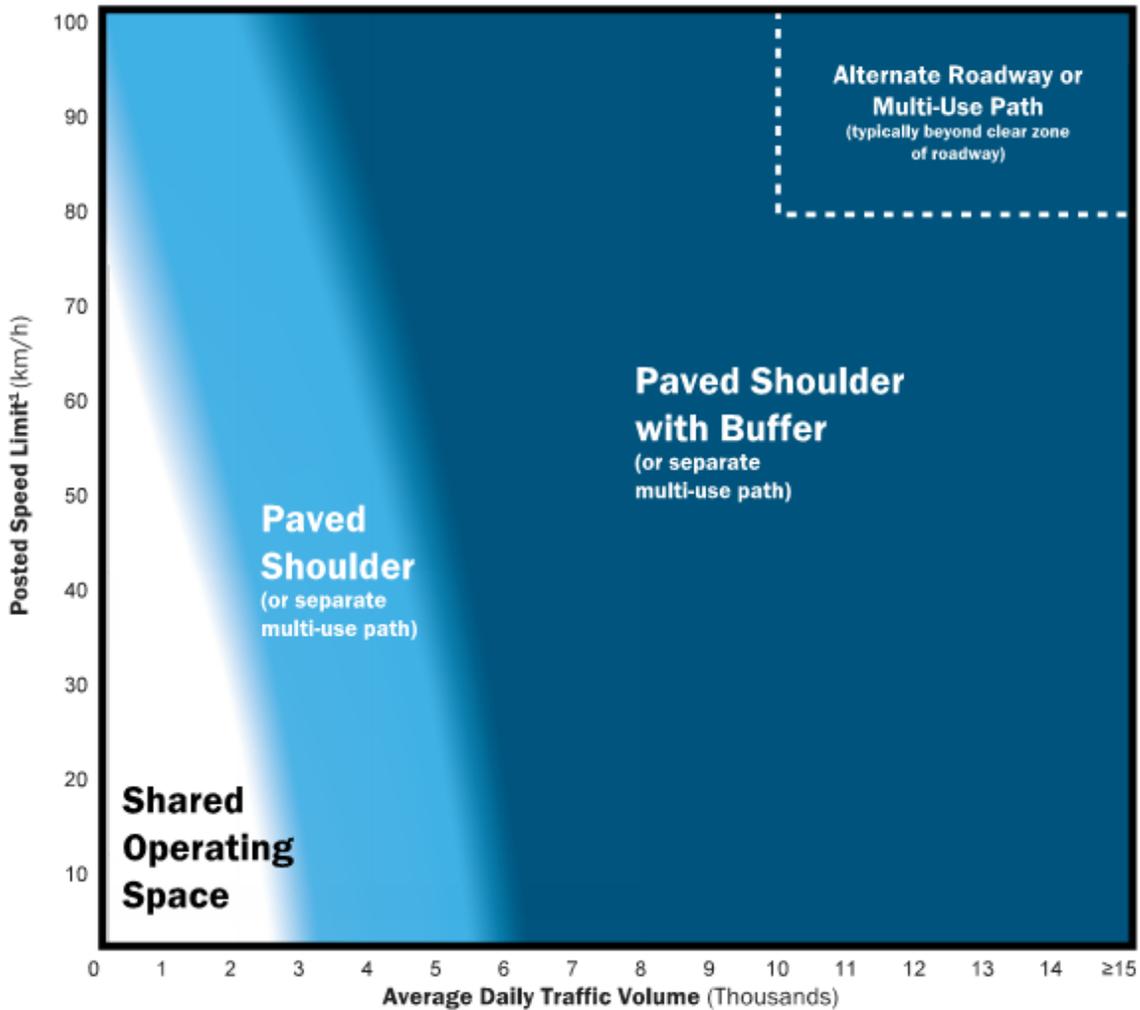
Connection	Description	Type of Use	Potential Facility Design Type ¹²	Partnerships Required
Huron-Kinloss-Culross Trail Loop	On-road loop connecting the Huron, Kinloss and Culross Forest Tracts.	Cycling ATVing	Signed On-road Cycle and ATV Route with paved shoulders.	Township of Huron-Kinloss Municipality of South Bruce
Brant Tract-Rail Trail Connection	Connection between the Brant Tract and the Rail Trail along Concession 14 W or through the northern portion of the Tract	All motorized and non-motorized uses	Off-road trail, including signed on-road section along Concession 14W.	Municipality of Brockton
Lindsay Tract Connection	Connection along Ira Lake Rd. between the existing trails and the proposed ATV trail, including a connection to Ague Lake	All motorized and non-motorized uses	Signed On-road Cycle and ATV Route.	Municipality of Northern Bruce Peninsula
Walkerton-Hanover Cycling Route	Cycling facility between Walkerton and Hanover with further connection to routes in Grey County	Cycling	Separated cycling facility or buffered bike lane on Bruce Rd. 4.	Municipality of Brockton Grey County
Paisley Cycling Loop	Shorter cycling loop around Paisley	Cycling	Signed On-road Cycle Route with paved shoulders.	Municipality of Brockton
North-South ATV Connection	Connection between ATV routes in north and south Bruce County	ATVing	TBD	Municipality of Arran-Elderslie Town of Saugeen Shores

¹² The actual design should be developed in accordance with the OTM Books, taking into consideration traffic volume, posted speeds and visibility on each route.



Connection	Description	Type of Use	Potential Facility Design Type ¹²	Partnerships Required
Warton-Lion's Head-Oliphant Cycling Loop	Expansion of existing paved shoulders to create a loop in the northern portion of the County	Cycling	Signed Cycle Route. Portions with paved shoulders.	Municipality of Northern Bruce Peninsula Town of South Bruce Peninsula MTO

Figure 5.6: Cycling Facility Selection (Source: OTM Book 18)



- 1 In rural town/hamlet/village contexts, the urban/suburban nomograph may be used.
- 2 Operating speeds are assumed to be similar to posted speeds. If evidence suggests this is not the case, practitioners may consider using 85th percentile speeds or implementing measures to reduce operating speeds.
- 3 Paved shoulders should ideally be implemented where feasible along all designated bike routes, regardless of whether recommended by the nomograph
- 4 If the paved shoulder is recommended, consider incorporating a buffer as well if space allows
- 5 For roads with a posted speed limit of 80km/hr or higher a paved shoulder of 1.2 to 1.5 m, an additional 0.5 m to 1.0 m buffer should be considered, particularly if the roadway is a common truck route, due to the wind velocity impact of passing trucks

Action 2A: Create a Huron-Kinloss-Culross Trail Loop

The request most heard during all workshops was the need for on-road connections between various Forest Tracts and other key destinations, such as the Rail Trail and communities, where restaurants and lodging can form a key part of longer trail trips.

There are a number of Forest Tracts in close proximity in the southern portion of the County. The Huron, Kinloss and Culross Tracts could be connected by an on-road loop. Ideally, this connection would also allow ATV users to enter Lucknow, Teeswater and Ripley to access restaurants, shopping and other amenities.

The loop could ultimately include additional connections along Bruce Rd. 6 to link the Lake Huron shoreline to the west and Bruce County Rail Trail to the east.

Recommendations:

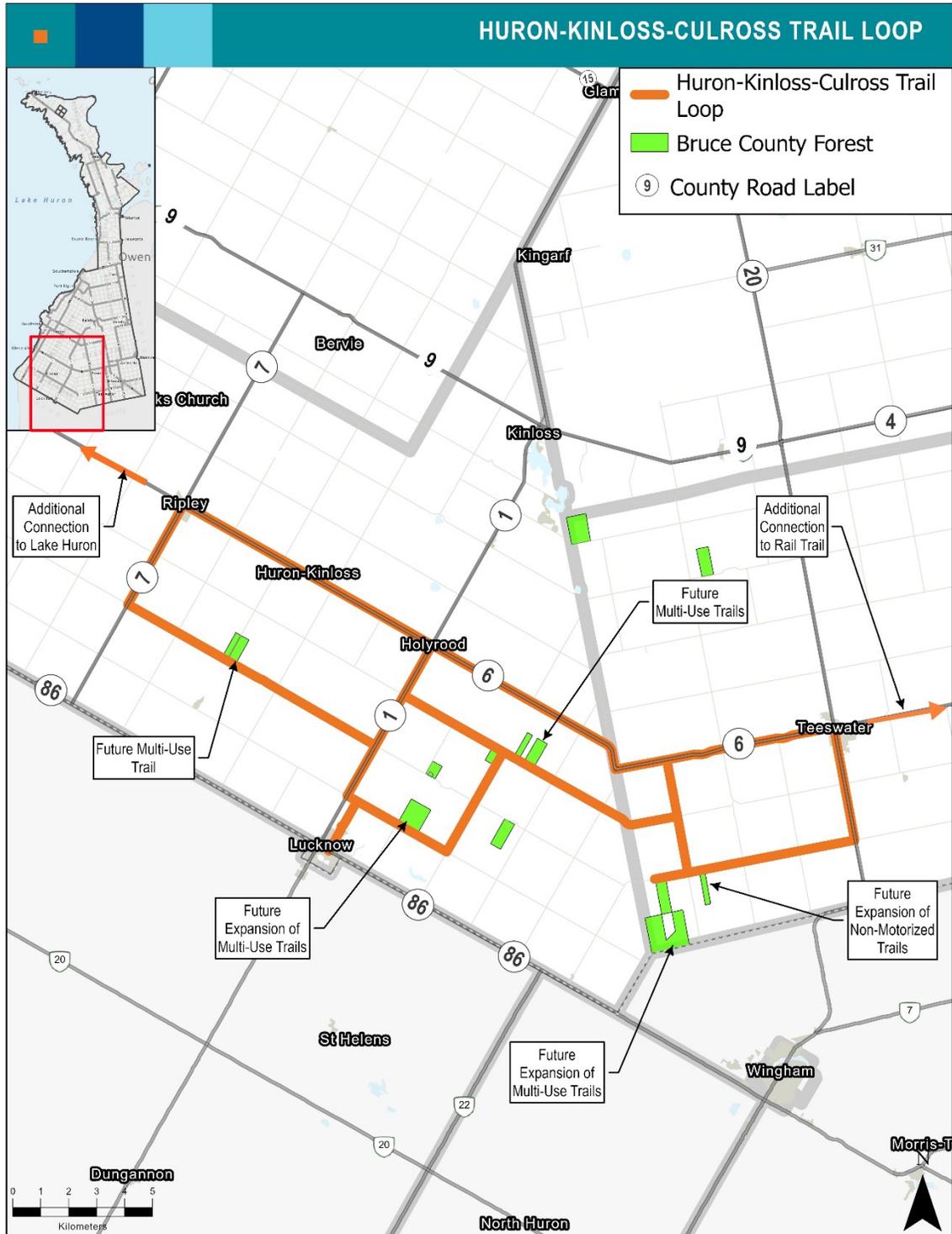
- Work with the Municipality of South Bruce and Township of Huron Kinloss to create an on-road trail loop, as shown on Figure 5.7, including:
 - Teeswater to Ripley along Bruce Rd. 6
 - Ripley to the Huron Tract via Bruce Rd. 7 and Concession 4 to Bruce Rd. 1
 - Holyrood to Lucknow along Bruce Rd. 1
 - Lucknow to various Kinloss Forest Tracts via Havelock St. N, South Kinloss Ave. Paradise Lake St. and Kairshae Ave.
 - Lucknow to the Culross Tracts via South Kinloss Ave or Grey Ox Ave.
 - Culross Tracts to Teeswater via Concession 2 to Bruce Rd. 4
- Continue the route on Bruce Rd. 6 to connect Ripley with the Lake Huron shore and connect Teeswater to the Rail Trail in Mildmay.
- Recommendations are summarized in Figure 5.7.

Design Considerations:

- Paved shoulders along Bruce Rd. 6 could help to support the connection for cyclists.
- Other roads in the trail loop could be signed cycling or ATV routes. The County should refer to OTM Book 18 for appropriate cycling facility design according to the traffic volume and speed at the time of construction.
- Many of the Kinloss Tract trails are used by ATV enthusiasts. Discussions should be held with municipalities to confirm that the municipal and County roads identified for the loop are suitable for ATV access.
- The County's By-law 2021-60 regulates ATV used on County roads. The by-law currently stipulates that ATV may "not travel at speeds more than 20 km/hr., if the posted speed limit is not greater than 50 km/hr. or 50k m/hr. if the posted speed limit is greater than 50 km/hr." the by-law also notes that ATVs are to operate on the shoulder of the road but may operate on the road if the shoulder is not safe. Noting that ATVs will be travelling at lower speeds than other vehicular traffic, a traffic assessment is recommended to identify where paved shoulders, or other shoulder

improvements, may be needed along the loop to allow ATVs to safely coexist with traffic.

Figure 5.7 Proposed Huron-Kinloss-Culcross Tract Loop



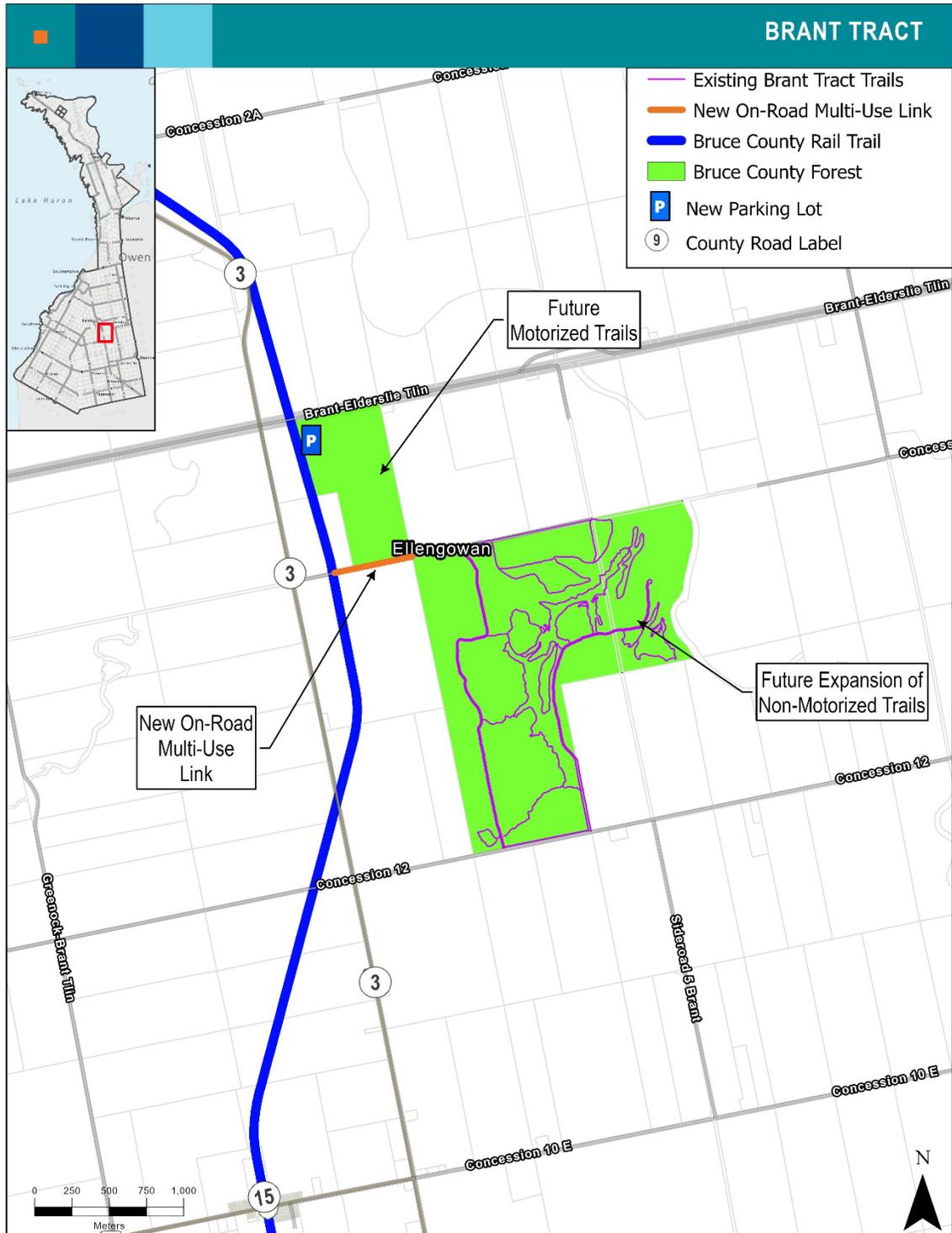
Action 2B: Connect the Brant Tract and Rail Trail

The proximity of the Brant Tract to the Bruce County Rail Trail provides an opportunity to create a connection between the two and extend the distance of cycling or ATVing/snowmobiling routes.

Recommendations:

Connect trails in the Brant Tract to the Bruce County Rail Trail. The connection could be made along Concession 14 W and its unopened road allowance, which is currently used as a snowmobile route connection. Additional goals in this plan are to create new trails in the northern portion of the Brant Tract (Refer to Action 1A) and add new parking along Brant-Elderslie Townline which can serve the Rail Trail and the new trails. This location could also be used as a connection between the Rail Trail and the Brant Tract. Refer to Figure 5.8.

Figure 5.8: Brant Trail and Rail Trail Connection



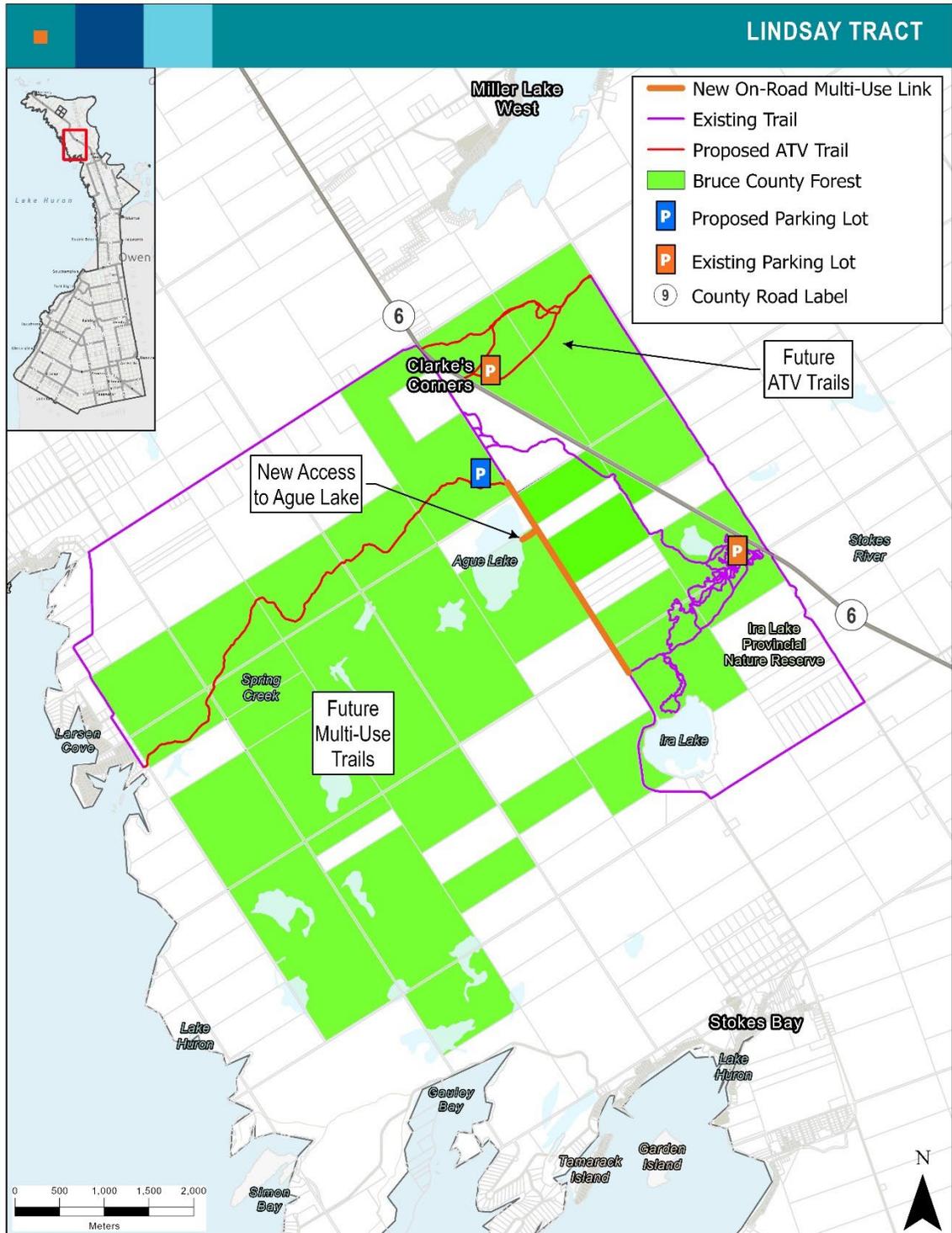
Action 2C: Connect Trails in the Lindsay Tract

The Lindsay Tract is the largest Forest Tract in Bruce County. Some trails exist but due to its size, there is ample opportunity to expand the existing network, as recommended under Action 1A. A new ATV trail is being developed in the northern portion of the Tract. A formal connection between this new trail and the existing trails could be made along Ira Lake Road. Refer to Figure 5.9.

Recommendations

- Connect the existing trails in the southern portion of the Tract to the proposed ATV routes in the northern portion of the Tract. This will require a connection along Ira Lake Rd., which is under the jurisdiction of the Municipality of Northern Bruce Peninsula.
- An additional connection could be made from Ira Lake Road to Lake Ague. The lake access provides a vista or destination for trail users where a picnic area and lake access for fishing or canoeing could be provided.

Figure 5.9: Lindsay Tract Trail Connection



Action 2D: Provide a Cycling Connection Between Walkerton and Hanover

Participants in the non-motorized trail user workshop noted that a connection between Walkerton and Hanover would be desirable but Bruce Rd. 4, which connects the two communities has a high traffic volume and bends which make it uncomfortable for cyclists. The Grey County Cycling and Trail Master Plan identifies a proposed east-west linkage between Hanover to the western border of Grey County along Grey Rd. 4. Grey Rd. 4 is a road with high traffic volume, high traffic speeds and high volume of truck traffic. As such, a buffered paved shoulder is recommended.

A cycling facility between Hanover and Walkerton would lengthen the Grey County route and provide a connection to the Bruce County Rail Trail for cyclists from Grey County.

Given the traffic volumes on Bruce Rd. 4, a similar buffered paved shoulder or separated multi-use trail is likely warranted. The Grey Rd. 4 project is listed as something that would occur as a long-term priority. There would be value in aligning the timing of any Bruce Rd. 4 cycling facilities with the Grey County project and the timing of any necessary road upgrades.

Recommendations:

- Create a cycling facility to connect Walkerton and Hanover along Bruce Rd. 4. Refer to Figure 5.10.

Design Considerations:

- The type of cycling facility and buffering/separation between the cycling route and active lanes of traffic should be reviewed based on traffic volumes at the time of design.

Figure 5.10: Walkerton to Hanover Cycling Connection



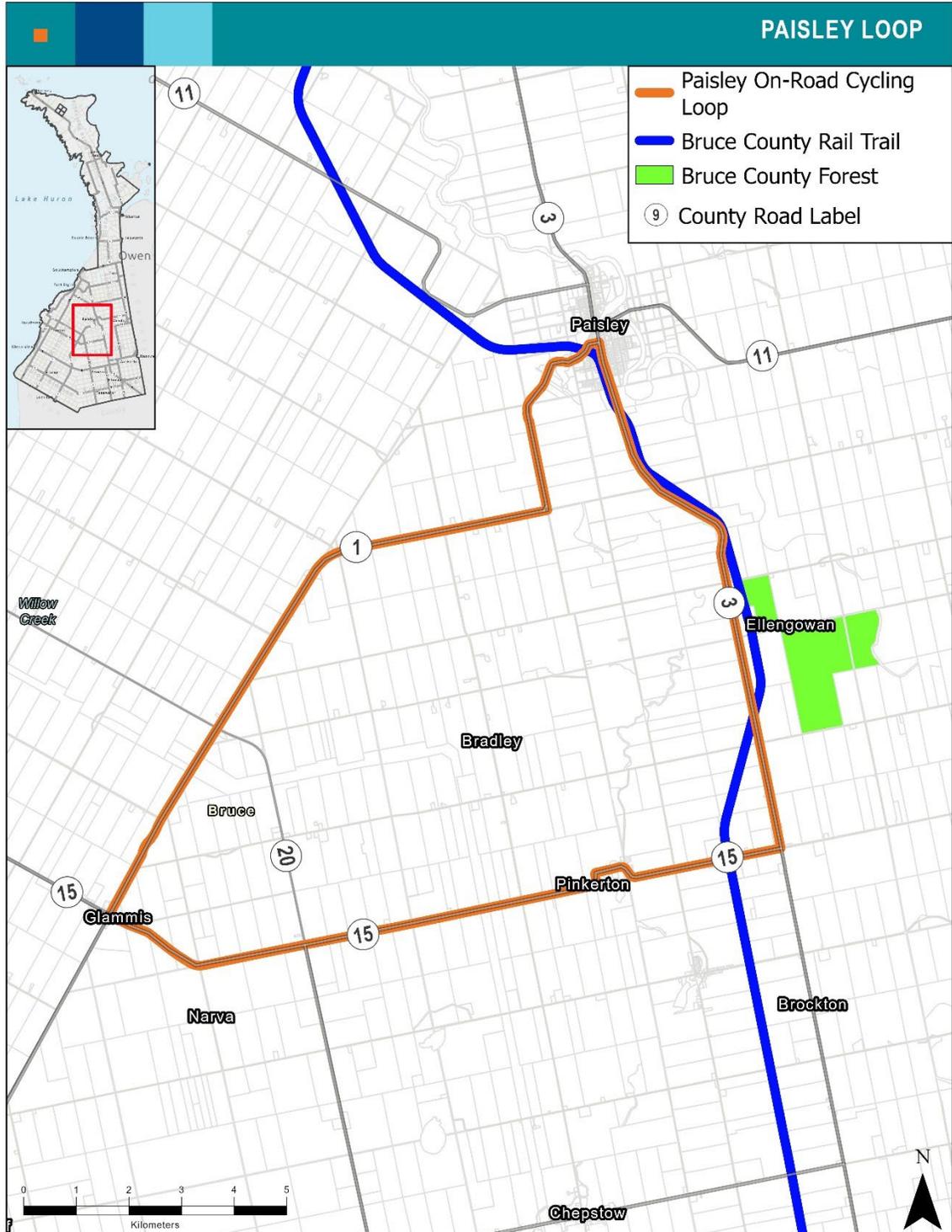
Action 2E: Create a Paisley Loop

The Bruce County Master Transportation Plan recommends a cycling loop around Paisley. Participants in the various workshops identified the need for recreational cycling loops of various sizes. This route provides a mid-sized loop with connection to the Rail Trail. Refer to Figure 5.11.

Recommendations:

- Create an on-road cycling loop along Bruce Rd. 1 from Paisley to Glamis and Bruce Rd. 15 to the Bruce County Rail Trail. Refer to Figure 5.11.

Figure 5.11: Paisley Cycling Loop



Action 2F: Create a North-South ATV Connection

The Huron Shores ATV Club trail network ends on the Rail Trail in Port Elgin at its northern-most point. Meanwhile the South Bruce Peninsula ATV Club trails end just north of Allenford at their southern-most point. Participants in the motorized trail users workshop identified a desire to connect the two trail networks. Routes along lower-tier municipal roads are more appropriate than County roads for a connection.

Recommendations:

- The County should work with the Town of South Bruce Peninsula, Municipality of Arran-Elderslie and Town of Saugeen Shores to confirm a route.
- Small portions of County roads, such as Bruce Rd. 14, could be added to the County's ATV bylaw to permit ATV use, where necessary to create a complete connection.

Action 2G: Create a Warton-Lion's Head-Oliphant Trail Loop

Workshop participants noted a need for additional recreational cycling loops and ATV connections. Although the greatest need was identified in the southern portion of the County, loops in the north were also requested.

Bruce Rd. 9 from Ferndale (Hwy 6) to West Rd. and Bruce Rd. 13 from Sauble Falls to Oliphant currently have paved shoulders. Paved shoulders can be expanded along these routes to create a long cycling loop.

Recommendations:

- Create a formal cycling loop from Oliphant to Warton along Bruce Rd. 13; from Warton to Lion's Head along Bruce Rd. 9; from Lion's Head to West Rd. on Bruce Rd.; and, south to Oliphant along West Rd., Daddy Wier Rd., Howdenvale Rd., and Huron Rd. (Refer to Figure 5.12).

Design Considerations:

- West Rd. is currently being studied through an Environmental Assessment process. It's surface and the need for paved shoulders should be considered as part of the process. ATV and snowmobile routes in the area use alternative municipal roads to travel south. These routes could also be considered as Alternatives to West Rd. in consultation with the Town of South Bruce Peninsula and Municipality of Northern Bruce Peninsula.
- The type of cycling facility needed along the remainder of the loop should be identified through a traffic study.
- ATVs are currently permitted on Bruce Rd. 9 from Lion's Head to West Rd. There is a broad ATV trail network in this area. There does not appear to be a need for ATV

- use on other sections of County roads; however, this should be confirmed in consultation with local ATV clubs.
- The loop includes a short section of Hwy 6 north of Wiarton. Use of this road and cycling facility design will need to be approved by the provincial Ministry of Transportation.

Figure 5.12: Wiarion-Lion's Head-Oliphant Loop



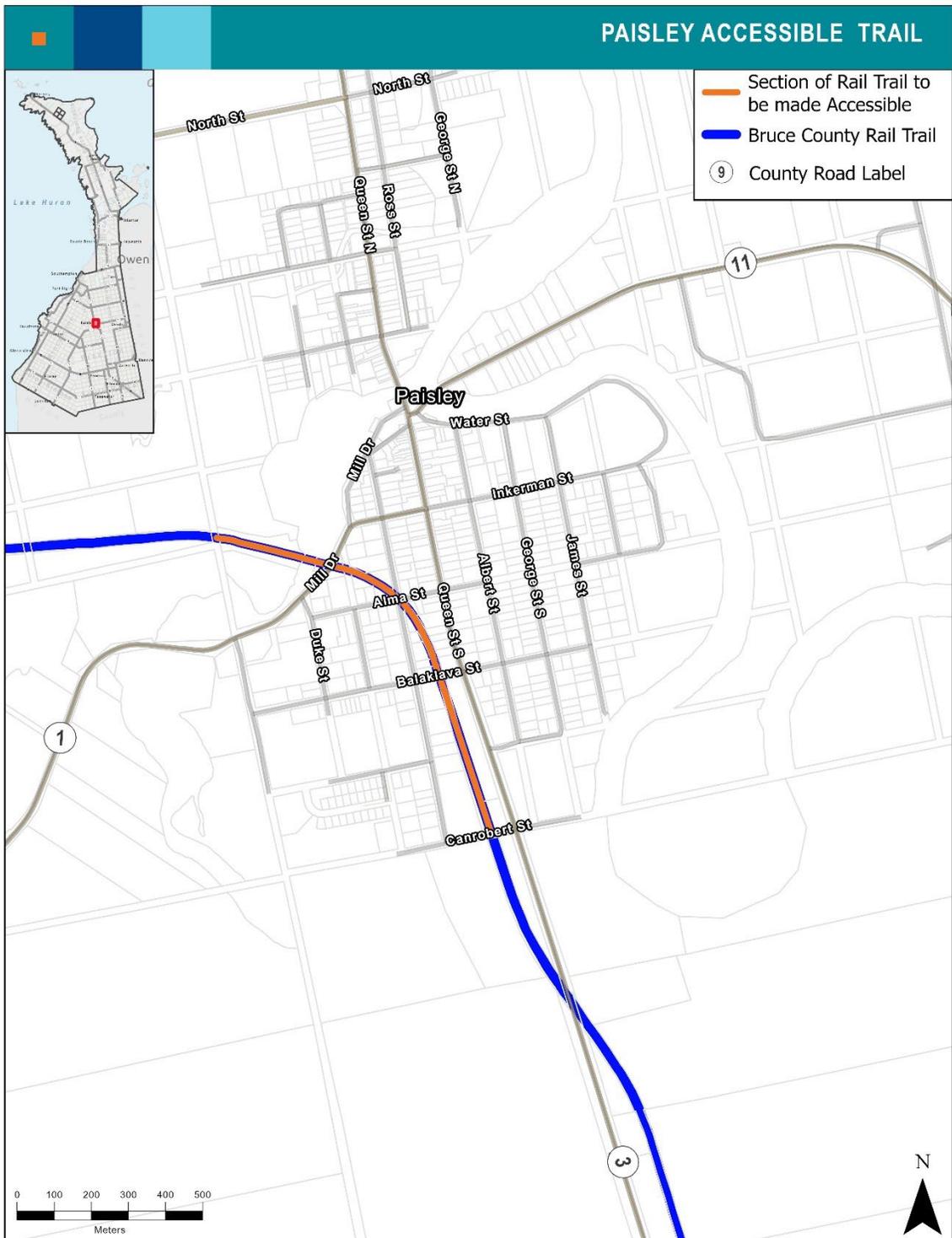
Action 2H: Create an Accessible Trail Route

The County's wilderness trails are built to provide an adventurous outdoor experience and do not meet AODA guidelines, nor are they required to. The Rail Trail, with its relatively flat and straight conditions, may provide opportunities for those with accessibility challenges; however, its gravel surface may still pose difficulties for some. Having a trail or portion of a trail that fully meets AODA specifications would broaden the cross-section of trail users.

Recommendations:

- Pave a section of the Rail Trail through Paisley and include rest areas and other features, as required, to meet AODA guidelines. Refer to Figure 5.13.
- Include a description of the AODA trail route on the County's on-line and on-site trail mapping.

Figure 5.13: Paisley Accessible Trail



5.3 Goal 3: Improve Parking and Amenities for Trails in County Forests and on the Bruce County Rail Trail

The intent of this goal is to improve existing facilities to create a more positive user experience and make trails more accessible to a greater number of residents and visitors. The following actions are recommended to achieve this goal:

Action 3A: Develop New and Expanded Parking Areas

The Bruce County Rail Trail is a well-used trail that is suitable for use by trail users with a range of abilities. It is open to a wide variety of motorized and non-motorized uses. The lack of parking was identified by both the agency group and non-motorized trail stakeholder groups during virtual workshops.

While parking is available at major trailheads in most Forest Tracts, the non-motorized and motorized stakeholder groups indicated that parking lot size is insufficient at some of the most popular trail heads.

Recommendations:

- Provide parking near the ends and centre point of the Rail Trail. Parking areas may be feasible in the locations where the trail right-of-way (County property limit) is relatively wide. The locations shown on Figure 5.14 may be suitable. Alternatively, lower-tier municipalities may be approached to identify suitable properties.
- Add new parking areas where new trails are planned. This includes:
 - In the Lindsay Tract where new ATV trails are currently being planned
 - In the northern portion of the Brant Tract which can serve as parking for the Rail Trail and proposed new trails in the Tract
 - In other Forest Tracts or portions of Forest Tracts where trails do not currently exist but are proposed
- Formalize parking in County Forests where it currently exists. Parking can be formalized with pre-cast concrete parking bumpers to denote each space. This will create a more efficient use of the parking areas.
- Provide parking spaces to accommodate trailers for horses and snowmobiles at trail heads where those uses are permitted.
- Add a hitching post to trail heads where equestrian uses are permitted. Select designs and locations in consultation with local riding groups.

Design considerations:

- A typical parking space encompasses 20m²/vehicle while the area required for oversized vehicles is more typically 30m²/vehicle.
- Accommodation for trailers should consider a parking space of 3.0 m wide and 12.0 m long. Opportunities for pull-through parking spaces should be considered, where feasible as this significantly improves parking ease and maneuverability. An

example from the Pennsylvania Trail Design & Development Principles is provided in Figure 5.15.

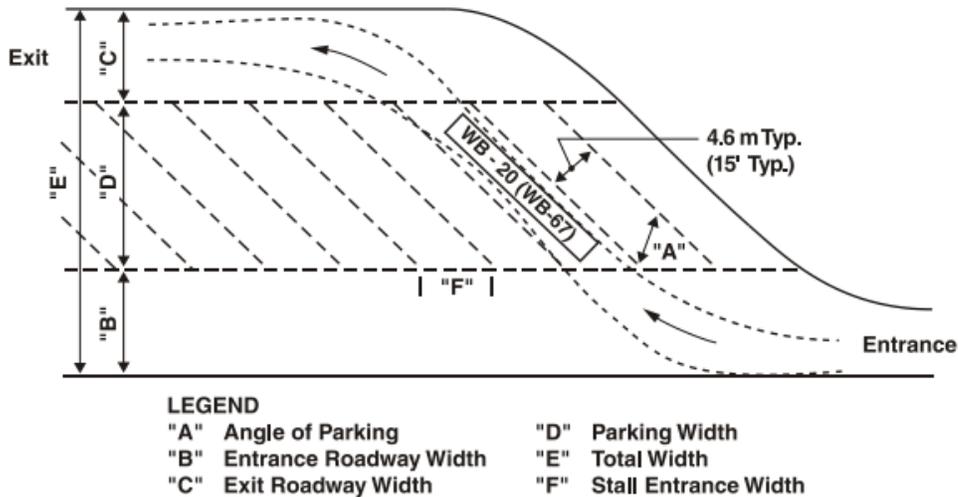
- The BC Ministry of Forests uses a general rule of thumb to provide 1.5 parking stalls per kilometer of trail¹³.
- The Province of Ontario provides guidance and regulation with respect to accessible facilities through the AODA. S.O., c.11. Ontario Regulation 191/11: Integrated Accessibility Standards Part IV) indicates that, for every 101-200 parking spaces, one space plus an additional 3% of the total number of spaces must be designated as an accessible parking spot. Although parking over 100 spaces is unlikely at most trail heads, a small number of signed accessible parking spaces should be provided in all parking lots

¹³ BC Ministry of Environmental Lands and Parks, Park Design Guidelines and Data

Figure 5.14 Proposed Parking Improvements



Figure 5.15 Sample Parking Layout to Accommodate Trailers¹⁴



METRIC (WB-20)					
ANGLE OF PARKING (DEGREES) "A"	ENTRANCE ROADWAY WIDTH (m) "B"	EXIT ROADWAY WIDTH (m) "C"	PARKING WIDTH (m) "D"	TOTAL WIDTH PARKING AREA (m) "E"	STALL ENTRANCE WIDTH (m) "F"
30*	6.7	6.7	14.0	27.4	9.20
45	9.1	9.1	18.3	36.5	6.51
60	12.2	10.7	21.3	44.2	5.31

Action 3B: Improve Washroom Facilities

During the virtual workshop with motorized trail user groups, it was noted that many trail activities, including snowmobiling and ATVing, are becoming family activities. With a broader range of participants using trails, the need for more amenities, such as washrooms, becomes more important.

Recommendations:

- Include washroom facilities at the proposed parking lots along the Rail Trail
- Add washroom facilities at trail heads in Forest Tracts where they currently do not exist, including:
 - Kinloss Tract
 - Amabel Tract
 - Huron Tract (when new trail system is developed)

¹⁴ Source: <https://www.dot.state.pa.us/public/Bureaus/design/PUB13M/Chapters/Chap09.pdf>



- Review the functionality of the existing portable washroom facilities, level of service and cleaning schedule to determine whether additional facilities may be needed.
- Add an accessible washroom stall and at any future accessible trail heads.

Design Considerations:

- One toilet seat per gender is recommended per 25 parking spaces in park settings by the BC Ministry of Environment Lands and Parks.¹⁵ There are no similar guidelines for Ontario. A more fulsome review should be conducted to confirm washroom needs.
- The Ontario Building Code requires accessible washrooms to be based on the number of water closets (toilet seats) within the washroom building. Currently, most washroom facilities at trail heads are portable and not within a permanent structure. Considerations should be given to the need for accessible washrooms in locations where accessible trail use is likely i.e., along the Rail Trail, any trail sections planned to be upgraded to AODA standards and where trail can support motorized and non-motorized uses by those with accessibility challenges.

Action 3C: Provide Additional Rest Areas

Participants in both the non-motorized and motorized trail user groups requested additional rest areas, viewing points or picnic areas. OTM Book 18 recommends at least one rest area every 5km on popular rural recreational routes, or at major intersection and gathering places. This may include benches or larger picnic areas.

Recommendations:

- Add rest areas along lengthy trail routes, including:
 - Along the Rail Trail
 - At the proposed new access route to Ague Lake in the Lindsay Tract
 - In various locations along the proposed trail loops, recommended in Goal #2
- Add bike racks to rest areas along cycling or long mountain biking routes.
- Include pull-off areas for snowmobiles and ATVs along trails where motorized uses are permitted.
- Include warming areas along snowmobile routes. These should be located near trail entrances or in an accessible location for ease of maintenance.

¹⁵ BC Ministry of Environmental Lands and Parks, Park Design Guidelines and Data

Some sample designs are as follows:



5.4 Goal 4: Review Trail Crossings

Safety is an important consideration in the way the County designs and operates trails, as evident in the Trail Program Operations-Technical Document (Bruce County, November 2022). The intent of this goal is to enhance safety where trail users encounter vehicular traffic at road crossings and where on-road trail connections are proposed.

Action 4A: Study and Implement Appropriate Crossing Designs and Signage

There are numerous locations where the Rail Trail and various ATV, snowmobile and future cycling routes cross various County and municipal roads. It is important to provide safe crossing facilities for all trail users at these locations.

Recommendations:

- Install warning signs and regulatory signs at all trail-road crossings at the Rail Trail and all snowmobile and ATV trails, based on the requirements of OTM Books.
- Identify locations in urban areas, or in rural area with higher traffic volume and posted speed may justify controlled crossings, such as crosswalks or signalized crossings, in accordance with the OTM Books or Transportation Association of Canada Pedestrian Crossing Control Guide (TAC PCCG).



- Identify location-specific needs based on the review of existing conditions including collision history, sight line limitations, or other input such as comments from the local municipalities or public.
- Continue to monitor the growth in traffic volume and trail user volume to identify additional needs of improving the crossing facilities under future conditions.
- Bruce County has worked together with Grey and Simcoe Counties to develop the Regional Tourism Organization 7 (RTO7) Wayfinding Signage Standards and Specifications (Dec 2017) document. Section 6 provides detailed guidance on signage for pedestrian urban/rural/trail wayfinding signs. Section 7 of the manual provides standards for pedestrian directory signs and Section 8 includes standards for interpretive markers.
- The County should work towards incorporating these standards into all trail signage and should encourage lower-tier municipalities and other groups to use similar standards for greater consistency across the County.



The RTO7 standards include a variety of useful trail information, as shown in the example in Figure 5.15. The manual indicates that signs at trailheads to public trails must have the following messages:

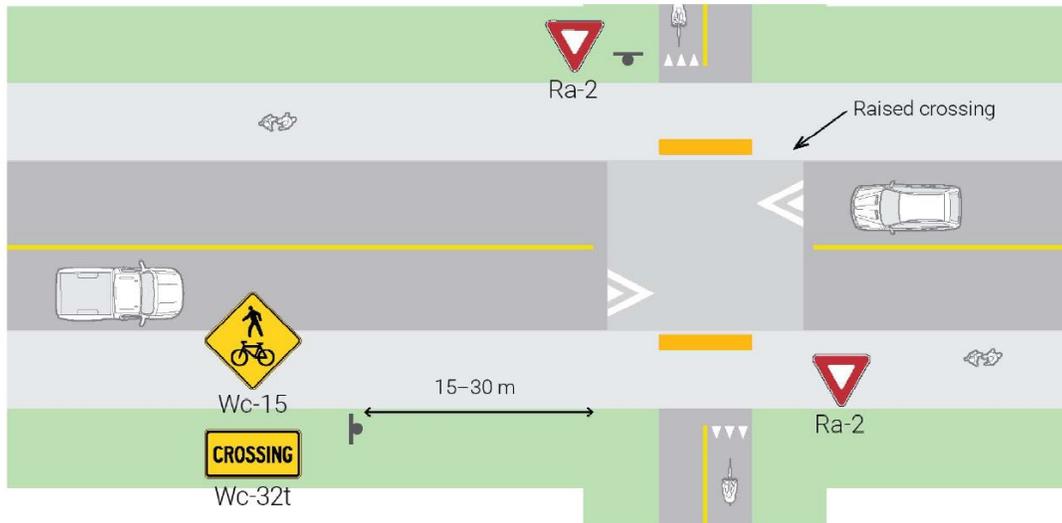
- Length of trail.
- Type of surface encountered.
- Average and minimum trail width
- Average and minimum trail running and cross slope.
- Locations of amenities, where provided.

Design Considerations:

- Follow the guidelines in the appropriate OTM Books for trail, bicycle and snowmobile crossing signage.
- For pedestrian and cyclist trail crossings, Ontario Traffic Manual (OTM) Book 15 – Pedestrian Crossing Treatment, and the Transportation Association of Canada (TAC) Pedestrian Crossing Control Guide (PCCG) provides high-level guidelines for pedestrian crossing facilities based on various criteria including location, lane configuration, traffic volume, posted speed limit and pedestrian volume.
- Most of the County's trail crossings are in rural locations with varying traffic volumes and speeds. In most locations an uncontrolled crossing denoted by signage to mark the trail crossing is likely appropriate. A review of traffic speed and volume should be conducted to confirm whether a controlled crossing, such as a cross-walk or signalized crossing.
- Along the Bruce County Rail Trail, there are several uncontrolled crossings where there is an absence of traffic control devices for approaching motor vehicles. These crossings do not currently have any signage or traffic controls.



- Sideroad 45 and Field Road, Mildmay
- Sideroad 40, Milmay
- Sideroad 35, Milmay
- Sideroad 30, Milmay
- Adam Street, Milmay
- Absalom Street W Mildmay
- Bruce Road 3, Mildmay
- Sideroad 21 & 22, Mildmay
- Concession Road 12 E, Milmay
- Concession Road 14, Milmay
- Carrick Brant East, Walkerton
- Ontario Traffic Manual (OTM) Book 18 specifies that a Bicycle and Pedestrian Crossing Ahead sign (Wc-15 as shown in Figure 5.16) should be placed 15-30 m in advance of the crossing location. The crossing location should be well-lit; illumination guidance is provided in OTM Book 18.
- Design elements on the cycling approach are recommended to slow the operating speed of cyclists. An uphill grade with a maximum slope of 5% appears to be the most suitable to the Bruce County Rail Trail. This grading appears to already have been integrated into maintenance of the trail and should be formalized into the Bruce County Trails Operation Manual.
- Uncontrolled crossings can be used for rural roadways with a posted speed limit of up to 80 km/hr. if supported by a thorough analysis of conditions on site and appropriate geometric design. In urban and suburban contexts, uncontrolled crossings can be used on streets with a posted speed limit of up to 60 km/hr. Traffic calming measures should be used where possible to reduce speed at crossing to 30 km/hr. OTM Book 18 does not recommend uncontrolled crossings at locations where traffic volumes exceed 9,000 Average Daily Traffic (ADT).

Figure 5.16: Excerpt from OTM Book 18, Uncontrolled Crossing (With Raised Crossing)

5.5 Goal 5: Improve Signage on all County Trails

Signage and wayfinding are critical to an enjoyable and safe trail experience. The intent of this goal is to improve signage to optimize promotion of trails, enhance user safety and ensure trail users understand trail conditions.

Action 5A: Improve Emergency-Related Signage

During the workshop with agency representatives, safety measures associated with signage were discussed. It was noted that agencies use different methods to identify trail locations in the event of emergencies.

Recommendations:

- Ensure location-related signage is provided at all trail heads and at regular intervals along lengthy trail routes. County signage currently identifies 911 addresses and uses the “what 3 words” app. A consistent system with a civic address and clear and easy-to-understand instruction should be provided. This is evident on the Mountain Bike Adventure Park sign.



Figure 5.17: Trail Difficulty Rating System

TRAIL RATING DEFINITIONS FOR CYCLISTS

The following provides a difficulty rating for mountain bikers. The trail ratings are relative to the levels of challenge found on this property. Even the “easiest” trail can provide a challenge for many riders. Always ride within your own level of ability and at your own risk.

- 
Easiest
 Trail contains gentle climbs and open turns with hardened trail surface such as dirt, gravel or stone dust. This trail is recommended for all levels.
- 
Easier
 Challenging trail containing slight turns and gentle climbs. Unavoidable obstacles such as bridges, boardwalks, roots, logs and potholes are present on trail. Ride within your level of ability and at your own risk.
- 
Intermediate
 Challenging trail with steep climbs and tight turns. Narrow trail with unavoidable obstacles such as bridges, boardwalks, roots, logs and potholes. Ride within your level of ability and at your own risk.
- 
Difficult
 Challenging trail with a mixture of steep climbs, sharp turns, loose trail surface and numerous obstacles to avoid or jump over. Bridges, boardwalks, roots, logs and potholes are present on trail. Ride within your level of ability and at your own risk.

Figure 5.18: Example of Mountain Bike Trail Difficulty Rating System

(Source: <https://www.imba.com/>)

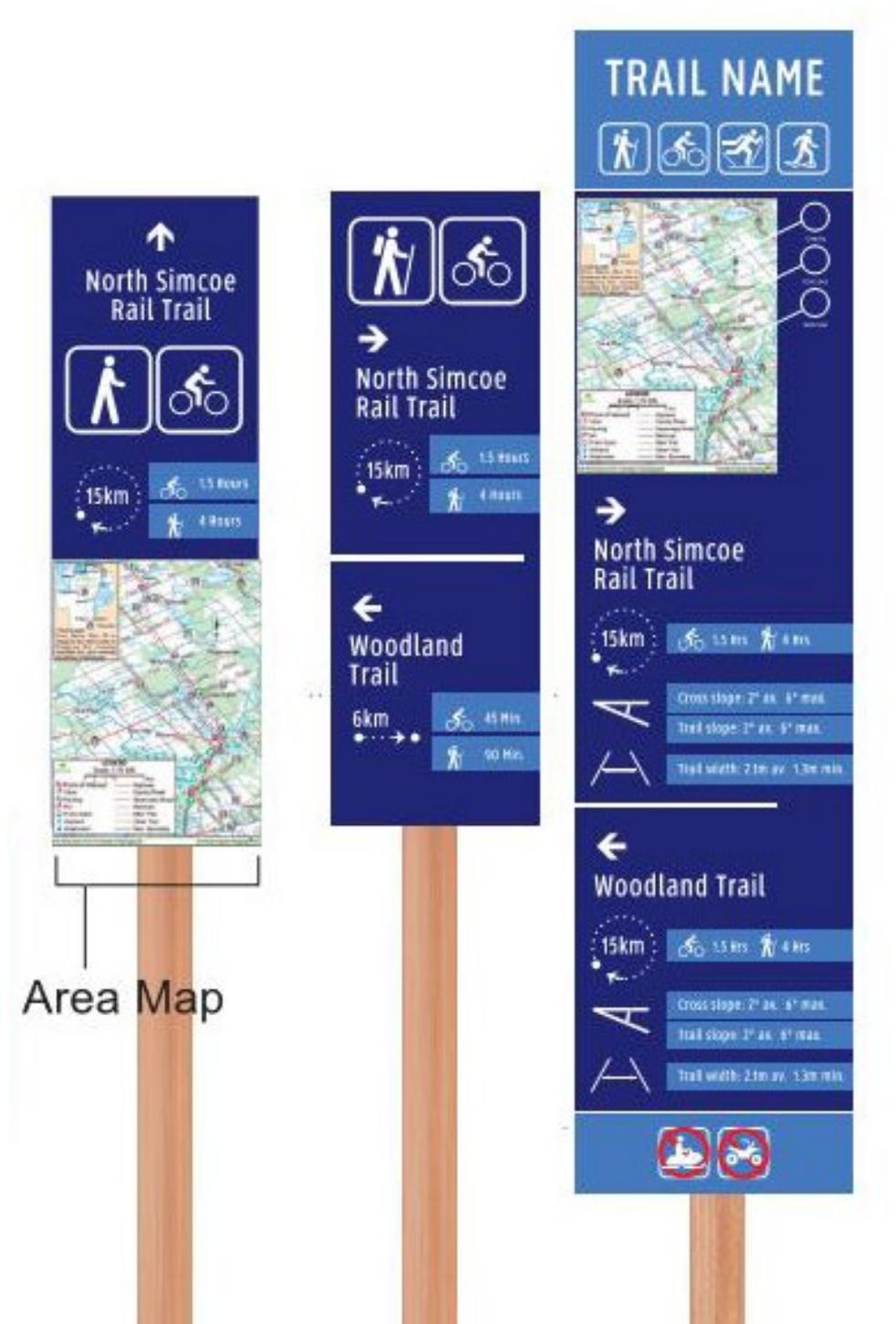
IMBA Trail Difficulty Rating System



					
	EASIEST WHITE CIRCLE	EASY GREEN CIRCLE	MORE DIFFICULT BLUE SQUARE	VERY DIFFICULT BLACK DIAMOND	EXTREMELY DIFFICULT DBL. BLACK DIAMOND



Figure 5.19: Sample of Signage as Outlined in RT07 Signage Standards





- For long trails, such as the Bruce Rail Trail, that span multiple jurisdictions, distance markers, municipal location address and cross-road information should be provided to assist trail users in locating themselves and nearby amenities.

Action 5B: Improve Informational Signage on Wilderness Trails

During the workshop with agency representatives, it was noted that multiple trail standards for trail signage across the County may cause confusion.

Recommendations:

- Use consistent signage across the County trail system and encourage other trail owners/operators in the County to use similar systems. Specifically, use and encourage the use of the Regional Tourism Organization 7 (RTO7) Signage Guidelines for all trails across the County as shown in Figure 5.19.
- The RTO7 signage guidelines provide useful details, such as trail length, grade, surface and cross slope to help trail users make informed decisions about whether a trail is suitable for their level of ability. These details as well as identifying the location of amenities (where provided) along the trail are specified in O. Reg 413/12 Integrated Accessibility Standards. These factors are included in the Bruce County Trail Rating Index (Bruce County Operations Manual).
- Add wayfinding signage to County Forest Tract Trail Systems where it is missing (i.e., Amabel, Culross, and Kinloss Tracts).
- Many trails in County Forest Tracts are used regularly for mountain biking. The Trail Rating Definition is used on trail kiosks to guide visitors on the level of difficulty of mountain biking trails. The rating system uses white, green, yellow and red indicators, as shown in Figure 5.17. The International Mountain Biking Association uses a different, more established trail difficulty rating system that is more widely recognized, as shown in Figure 5.18. This rating system largely aligns with the International Trail Marking System which is used for ski resorts trails across North America including the National Park trail system. Using a standard and recognized system allows trail users to better understand trail conditions and assess their level of comfort and ability prior to using the trail. There may be value in updating the Bruce County Trails Operations Manual's Trail Rating Index and park signage to align with the International Trail Marking System more closely.



Action 5C: Improve Online Mapping and Trail Descriptions

The current Bruce County trails websites (<https://trails.brucecounty.on.ca/> and www.mtbthebruce.com) provides useful information about a variety of County-owned and other trails. The website includes some details regarding the amenities, fees, and seasonal access. Icons identify the various user modes: ATV/ canoe/kayak, community trails, cycling, equestrian, hiking, mountain biking, and winter activities. Website visitors can also sort the trails by categories at the bottom of the page based on the trail use of interest. Workshop participants recommended the integration of QR codes on trail signage to link users to the website for easy access to trail information.

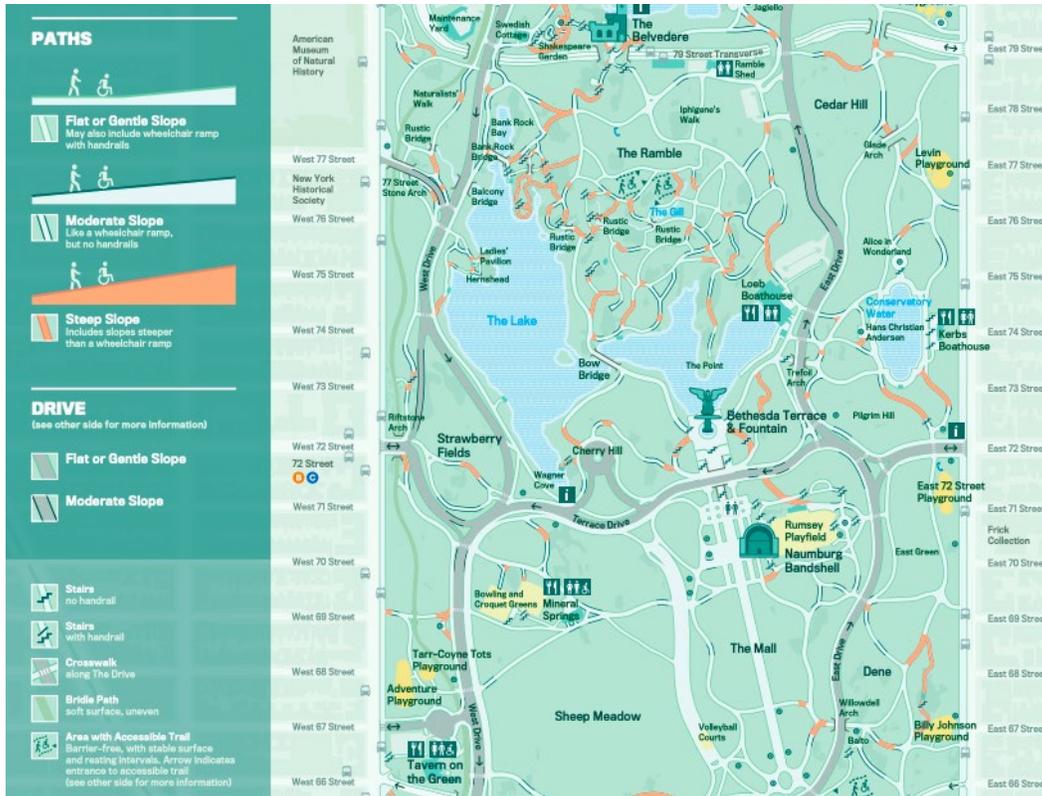
Recommendations:

- Expand and improve the County's online trail mapping to include trail maps, trail difficulty ratings for all trail segments, AODA compatibility notes, trail etiquette, trail user responsibilities and guidance on sharing trails for motorized and non-motorized trail users.
- Add QR codes on signage on the trail network to allow trail users to access detailed trail information at the trail site.
- Additional information could be provided on signage or on web-based mapping. Maps, such as the one developed for Central Park in New York City, in Figure 5.20, are helpful to show the exact location of steep slopes, stairs or other features which may present accessibility challenges.



Figure 5.20: Example Map Showing Location of Challenging or Inaccessible Features

(Source: <https://www.6sqft.com/central-park-releases-access-map-for-people-with-limited-mobility>)



Action 5D: Improve Forest Tract Entrances

The County’s Economic Development Strategic Plan (2017-2021) identifies tourism as an important economic driver in the County. It is important for the County to promote key attractions such as trails and make them inviting to a broad audience of residents and visitors.

Recommendations:

- Improve trail head entrances to create a more prominent first impression and have greater visual appeal. Refer to Figure 5.21 which shows the current entrance to the Mountain Bike Adventure Street Park which can be improved as a tourist destination with more prominent signage and a more notable entrance. This is also seen with the entrance to the Lindsay Tract on Figure 5.22.
- Key locations for entrance improvements include:
 - Lindsay Tract
 - Albermarle Tract
 - Amabel Tract
 - Brant Tract
 - Kinloss Tracts

- Culross Tract
- Carrick Tract

Figure 5.21: Entrance to Mountain Bike Adventure Park

Source: Google Streetview (December 20, 2022)



Figure 5.22: Entrance to Lindsay Tract

Source: Google Streetview (January 4, 2023)



Action 5E: Create an Interpretive Trail Route

An interpretive trail route may be developed to add interest and educational opportunities to the County’s trail network. Key topics or themes for interpretive materials may include:



- Indigenous heritage and current Indigenous communities in the County.
- Forest management practices in County Forests.
- County-related cultural and natural heritage, among others.

Where Indigenous history and current Indigenous presence is proposed for interpretive signage, members of SON, Saugeen First Nation and Chippewas of Nawash must be included in the development of content, location, language, symbols, art etc.

Examples of such signage includes:

- The 25 educational trails markers along Ontario's portion of the TransCanada Trail honoring the culture and history of Indigenous peoples.
- The signature planter and interpretive sign at the Nokiidaa Trail Head on Yonge Street in East Gwillimbury.
- The Royal Botanical Garden Indigenous Plant Medicines Trail located in which explores plants used by the Anishinaabe peoples, as well as their connections to culture, language, ecology and history.

5.6 Goal 6: Provide Trail Leadership

Representatives of various trail user clubs noted the challenges in coordinating projects across multiple municipal jurisdictions. The lack of consistency in trail signage and trail types across jurisdictions was also consistently noted as a concern.

Action 6A: Coordinate a Trail Stakeholder Subcommittee

The County Act has an opportunity to act as a leader to bring trail user groups, lower-tier municipalities, Conservation Authorities and other trail owners and operators together to create a consistent and connected trail network across the County.

Recommendations:

- Work with lower-tier municipalities and non-government groups in providing their services. Collaboration and planning at the regional scale is extremely valuable for trails as connecting trail systems encourages trail use. Linkages will extend the lengths of trails to offer more variety to users and may provide greater appeal to recreational users as well as for tourism.
- Establish a Trails Sub-Committee to meet on a regular basis to discuss topics such as:
 - Trail user safety
 - Proposed trail connections, loops, and trailheads
 - Trail maintenance and developed priorities
 - Signage and wayfinding improvements, including mapping (digital and hard copy)
 - Assess opportunities to offer bicycle parking within communities with cycling connections to offer locations for meals and encourage recreational cycling and tourism



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- Funding opportunities
- Partnership opportunities, including the use of volunteer groups for construction, maintenance and inspection cycles
- Creation of an “Adopt-a-Trail” program



5.7 Goal 7: Incorporate Reconciliation Measures to Support Indigenous Communities and Culture

The intent of this goal is to foster improved relations with the Saugeen Ojibway Nation, Saugeen First Nation, Chippewas of Nawash First Nation and the Historic Saugeen Métis.

Action 7A: Develop Signage

Signage was discussed during the telephone interview with the Saugeen Ojibway Nation. General trail signage and interpretive signage can be used to highlight Indigenous history and ongoing presence in the County.

Recommendations:

- Collaborate with Indigenous communities to develop text or symbology to describe the local treaties and incorporate the message on trail signage.
- Work with Indigenous communities to identify an appropriate location and develop key messaging for an interpretive trail route that includes signage and other installations to document local Indigenous history and the ongoing presence of Indigenous communities.



Action 7B: Develop Partnerships

Local Indigenous communities have an appreciation for the natural world and make use of local natural resources. During the telephone interview, it was noted that community members hunt and collect traditional and medicinal plants from County Forest Tracts. Some community members will have intimate knowledge of the Forest Tracts and may be able to provide input into trail design. Partnerships could also be developed to provide economic benefits.

Recommendations:

- Work with Indigenous communities to identify employment opportunities or business contracts related to trail construction, maintenance or other trail related work.
- Identify funding opportunities that could be accessed through mutually beneficial partnerships with Indigenous communities.
- Collaborate and source funding for an Indigenous Public Art program at trail heads.

5.8 Improvement Priorities

Trail improvements will occur over the next 15 years and beyond. A priority schedule is listed in Table 5.3.



Table 5.3: Priority Actions

Recommendations	High Priority (1-5 Years)	Moderate Priority (5-10 Years)	Low Priority (10-15 Years)
Goal 1: Expand the Wilderness Trail Network and Connections			
Action 1A: Create New Wilderness Trails	√	√	
Goal 2: Create Trail Loops and Connections			
Action 2A: Create a Huron-Kinloss-Culross Trail Loop		√	
Action 2B: Connect the Brant Tract and Rail Trail	√		
Action 2C: Connect Trails in the Lindsay Tract	√		
Action 2D: Provide a Cycling Connection Between Walkerton and Hanover			√
Action 2E: Create a Paisley Loop		√	
Action 2F: Create a North-South ATV Connection		√	
Action 2G: Create a Warton-Lion's Head-Sauble Beach Loop			√
Action 2H: Create an Accessible Trail Route		√	
Goal 3: Improve Parking and Amenities for Trails in County Forests and Bruce County Rail Trail			
Action 3A: Develop New and Expanded Parking Areas	√	√	√
Action 3B: Improve Washroom Facilities	√	√	√
Action 3C: Provide Additional Rest Areas		√	√
Goal 4: Review Trail Crossing and On-Road Safety			
Action 4A: Study and Implement Appropriate Crossing Measures	√		
Goal 5: Improve Signage on all County Trails			
Action 5A: Improve Emergency-Related Signage	√		
Action 5B: Improve Informational Signage	√	√	
Action 5C: Improve Online Mapping and Trail Descriptions	√	√	
Action 5D: Improve Forest Tract Entrances		√	
Goal 6: Provide Trail Leadership			
Action 6A: Coordinate a Trails Stakeholder Committee	√	√	√
Goal 7: Incorporate Reconciliation Measures to Support Indigenous Communities and Culture			
Action 7A: Develop Signage		√	
Action 7B: Develop Partnerships	√	√	√



6.0 Implementation

Prior to constructing new trails, on-road connections, parking and other trail amenities, there may be a need to complete Environmental Assessments, permitting and consultation.

6.1 Environmental Assessment Requirements

Trail related projects may require an environmental assessment under the Municipal Class Environmental Assessment (MCEA) process to be completed prior to construction. An environmental assessment is required for certain municipal projects and requires a municipal project proponent to consider alternative ways to complete the project with a thorough evaluation and consultation process to identify a preferred alternative.

Projects which fall under Schedule B and Schedule C of the Environmental Assessment Act and which may require completion of a Municipal Class Environmental Assessment include:

- Construction of new parking lots >9.5 m, not associated with a building.
- Construction of underpasses or overpasses for pedestrian, cycling, recreational, or agricultural use.
- Construction of underpasses or overpasses for pedestrian, cycling, recreational or agricultural use.

A full list of projects subject to the MCEA are listed in the MCEA guidance (Appendix 1 - Project Schedules, General Operation and Maintenance of Linear Paved Facilities and Related Facilities) document and Municipal Engineers Association March 2015 Proposed Amendments.

Other trail related projects are considered to fall under Schedule A of the MCEA and are pre-approved under the MCEA process. Schedule A projects do not require an Environmental Assessment to be completed, however they do require the public to be advised of the project prior to implementation. Projects that fall under Schedule A include:

- Construction or removal of sidewalks, multi-purpose paths or cycling facilities including water crossings outside existing right-of-way.
- Reconstruction where the reconstructed road or other linear paved facilities (e.g., HOV lanes) will be for the same purpose, use, capacity and at the same location (e.g., addition or reduction of cycling lanes/facilities or parking lanes, provided no change in the number of motor vehicle lanes).
- Redesignation of a Linear Paved Facility through signage or pavement marking modifications (i.e., not requiring physical construction beyond localized operational improvements described in activity No.12 above):
 - Addition or removal of parking or turning lane markings on an existing roadway.

- Redesignation of existing General Purpose Lane (GPL) or on- street parking to High Occupancy Vehicle (HOV) or cycling lanes/facilities; vice versa:
- Addition or removal of cycling lanes/facilities

6.2 Other Permitting Requirements

Permits requirements are to be confirmed before trails construction begins. Permits required for projects may include:

- Conservation Authority approval for development within regulated area from Saugeen Conservation or Grey Sauble Conservation.
- Permit to Take Water from Ministry of Environment, Conservation and Parks for project requiring de-watering.
- Endangered Species Act permit from Ministry of Environment, Conservation and Parks where endangered species habitat will be impacted.
- Approval under the Lakes and Rivers Improvement Act from the Ministry of Northern Development, Mines, Natural Resources and Forestry is required for the construction of a “dam” across a watercourse. A bridge or culvert may act as a dam in certain cases. A technical review is required to determine if an application is required.
- Ontario Heritage Act permit from Ministry of Citizenship and Multiculturalism is required if grading or excavation is required in areas with archaeological potential or if cultural heritage resources will be affected.

6.3 Consultation

Consultation with the public, agencies and Indigenous communities is a component of the Environmental Assessment process. Where an Environmental Assessment is not needed, consultation may still be required to ensure trail designs meet the needs of trail users. Goal #6 recommended regular meetings with trail groups. Meetings can be used to develop action items in greater detail.

The Saugeen Ojibway Nation should also be consulted during the design of projects, as noted in Goal #7 to address concerns with environmental disturbance, hunting, gathering of medicinal and traditional plants and other items of interest.



7.0 Opinion of Probable Costs

Burnside had identified the following High level construction costing is provided in Table 7.1 based on the anticipated assets to be implemented towards the development of the elements to support a County trail system. The unit values are based on 2022 historical costs for the supply and installation of trail items.

Table 7.1: High Level Construction Cost Estimates

Item	Unit \$	# of Units	Cost Estimate
Trail - Natural surface	\$15.00/m	TBD	TBD
Trail - Aggregate surface	\$45.00/m	TBD	TBD
Wayfinding Signage	\$40.00	TBD	TBD
Picnic Tables	\$100.00	TBD	TBD
Trailhead Signage	\$500.00	10	\$5,000.00
Webpage Updates			Per County's webpage management contract
Rural/Remote Toilets			Per County's portable toilet contract with external contractor(s)



8.0 Potential Service Models

Bruce County trails are currently operated to a high standard in accordance with the Trail Program Operations-Technical Document (Bruce County, November, 2022), which limits the County's liability and provides a high-quality experience for trail users.

Under the current system, the County operates most trails but has agreements with several organizations to undertake some maintenance activities. With the proposed trail expansions and new facilities, the County's current staff may no longer be able to operate the system to the existing standard.

Other service models or options may need to be considered, including:

- Maintaining the current service model but adding new County staff.
- Developing new agreements to have more maintenance activities completed by outside trail organizations (i.e., snowmobile and ATV clubs).
- Coordinate with municipalities to transfer some operational activities to lower-tier governments.
- Consider development of an Adopt-A-Trail program.

Trail groups and volunteer organizations are best used to support general trail clean-up in spring and fall, inspections and notification of unsafe conditions or trail segments or features requiring repairs, fundraising and some trail construction.

The overall goal of any service model should be to maintain the high standard of trail operations that exist today.



9.0 Conclusions and Summary of Recommendations

The Bruce Active Transportation and Recreational Trails Master Plan is the County's blueprint to improve active transportation and recreational trails. The Master Plan is a tool to increase connectivity, safety, improve user experience, and promote Bruce County as an outdoor recreation destination.

The content of the Master Plan is shaped by input received from Township staff, stakeholders, interest groups, and Indigenous communities over the course of the study. It is intended to meet the purpose as defined. The intent of the plan is to guide the development of an inclusive County-wide, multi-modal, recreational trail network that promotes active living and wellness, connects neighbouring communities and points of interest, cultivate economic development, integrate with forested areas, and highlight and protect the County's natural splendor and Indigenous heritage.

The Plan outlines 7 goals to improve active transportation and recreational trails in the County along with design guidelines and recommendations to achieve these goals.

1. Expand the Wilderness Trail Network and Connections
2. Create Trail Loops and Connections
3. Improve Parking and Amenities for Trails in County Forests and Bruce County Rail Trail
4. Review Trail Crossing and On-Road Safety
5. Improve Signage on all County Trails
6. Provide Trail Leadership
7. Incorporate Reconciliation Measures to Support Indigenous Communities and Culture

Design guidelines and recommendations complement these goals and enable the County to achieve its vision for active transportation and recreational trails.



10.0 References

Please note that all photos presented in this document were provided by the County of Bruce for the intent of being included in the Master Plan unless otherwise specified.

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3. Grey Bruce Health Unit (2014). Grey Bruce Community Picture – 2014 Supplement. Accessed at: https://www.publichealthgreybruce.on.ca/Portals/0/Documents/Publications/General%20Reports/2014_Grey_Bruce_Healthy_Community_Picture-FINAL-Aug_15_2014.pdf
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5. Pennsylvania Department of Conservation and Natural Resources. Pennsylvania Trail Design & Development Principles: Guidelines for Sustainable, Non-motorized Trails. Accessed at: <https://www.dot.state.pa.us/public/Bureaus/design/PUB13M/Chapters/Chap09.pdf>
6. Regional Tourism Organization 7 (RTO7): Bruce, Grey, and Simcoe Counties – Ontario Wayfinding Signage Standards and Specifications Manual (December 15, 2017)
7. Statistics Canada. 2022. (table). Census Profile. 2021 Census of Population. Statistics Canada Catalogue no. 98-316-X2021001. Ottawa. Released December 15, 2022. <https://www12.statcan.gc.ca/census-recensement/2021/dp-pd/prof/index.cfm?Lang=E> (accessed January 24, 2023).



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Appendix A

Trail Classification and Maintenance Schedule

Trail Classification for Bruce County Forests/Bruce County Rail Trail

Trail Definitions	Element / Trail Type Definition	TYPE 1 (Bruce County Rail Trail)	TYPE 2 (Organized Managed Forest Trails)	TYPE 3 (Semi-Organized Managed Forest Trails)	TYPE 4 (Unorganized Managed Forest Properties)
		Aggregate hard packed surfaced double-track trail, all weather use, with no obstacles in surface. Use compacted crushed rock or aggregate surface. Minimum trail width of 2.0 metres Provide informational and directional signs, benches, and viewing areas where appropriate. Machine built and maintained.	Aggregate or natural hard packed surfaced single-track trail or double track trail. Use natural mineral soils or aggregate for surfacing, or native material from site. Minimum trail width of 0.25 metre. Provide informational and directional signs, benches, viewing areas where appropriate. Machine or hand-built and maintained.	Natural surface single track and double track trail. Use natural mineral soils but may contain some aggregate for surfacing. Trail tread may be constructed or established by clearing a corridor and marking the route. Minimum trail width of 0.25 metre. Provide some informational signage. Machine or hand-built and maintained.	No construction. Some trails may be present. Trail tread may consist of wildlife paths or may not exist. Provide minimal or no signage or facilities. Not maintained.
	Typical Visitor Type	Multi-use-Suitable for all trail uses.	Suitable for cycling, hiking, snowshoeing, skiing (non motorized only)	Suitable for some uses i.e., ATV's, hiking, nature appreciation. (Motorized and non-motorized use)	Limited use-unorganized
	Trail Ratings for Trail Type	Easiest or Easy	Easiest, Easy, Intermediate, or Difficult	Moderate, Difficult or Unrated	Unrated
	Image				
Technical Details	Average Distance per Trail (km)	Varying 2km-80km	Varying 1-2km	Varying 1-3km	N/A
	Trail Profile (General description and average trail grade)	Flat, linear with little grade No obstacles on trail surface.	Gently rolling, open and flowing, tight turns with short steep sections Some obstacles present such as roots, rocks and bridges.	Gently rolling with short steep sections Some obstacles present such as roots and rocks.	N/A
		Average Trail Grade	Average Trail Grade	Average Trail Grade	Average Trail Grade
		Less than 5%	5% or less	10% or less	N/A
		Max Trail Grade	Max Trail Grade	Max Trail Grade	Max Trail Grade
		5%	15%	15% <i>May be greater in certain situations</i>	N/A
	Trail Surface (Material Type and Typical Average Width)	Hard packed and stable	Surfaced or natural Firm, stable, loose	Natural, loose	N/A
		Typical Average Width	Typical Average Width	Typical Average Width	Average Width
		1.5 – 3.0 metres	0.25-2.0 metre	0.25 – 2.0 metre	N/A
	Quality of Marking (General Signage and Information Provided)	Trailhead information, warning, and speed signs, 911 <i>Maximum information provided.</i>	Trailhead information, route markers, and trail orientation maps, 911 <i>Moderate information provided</i>	Some basic trailhead information and minimal route markers, or no signage provided. <i>Minimal or no information provided</i>	N/A
Obstacles	Few or no obstacles	Infrequent to common obstacles,	Obstacles common	N/A	
Visitor Facilities	Parking lot, washroom, bridges, benches	Parking lot, washrooms, outhouse, bridges, picnic tables	May having parking facilities, washrooms, bridge, and water crossings.	N/A <i>No visitor facilities</i>	
Infrastructure	Maximum visitor facilities Major (bridge, viewing platform)	Maximum-Moderate visitor facilities Moderate (bridge, boardwalk, viewing platform)	Minimal visitor facilities Low or none (bridge, boardwalk)	N/A	
Level of Service	Level of Service (Peak Season)	(May 1st to November 30th)	(May 1st to November 30th)	(May 1st to November 30th)	(May 1st to November 30th)
	Priority Levels for Service	High	High-Moderate	Moderate-Low	N/A
	Minimum Inspection Report Requirements	Bi-weekly, Monthly or upon visitor comment	Monthly or as required upon visitor comment. Does not apply to closed trail	Monthly, quarterly, yearly, or as required upon visitor comment. Does not apply to closed trail	N/A
	Infrastructure Inspections Report (bridges, boardwalks, platforms)	Trestle bridges-OSIM Reports every two years-Bruce County Inspections every 30 days	Foot bridges and boardwalks Inspections every 14 days	Foot bridges and boardwalks Inspections every 14 days	N/A
	Maintenance Provider	Huron Shores ATV Club/County of Bruce	County of Bruce	Huron Shores ATV & South Bruce Peninsula ATV Clubs	N/A
	Level of Service (Winter Season)	(December 1st to April 30th)	(December 1st to April 30th)	(December 1st to April 30th)	(December 1st to April 30th)
	Priority Level for Service	High to Moderate	High-Moderate	High-Moderate	N/A
	Minimum Inspection Report Requirements	Once every 60 days (if accessible)	Foot bridges and boardwalks-Once every 60 days (if accessible)	Not maintained in winter except portions used by snowmobile clubs	N/A
Infrastructure Inspections Report (bridges)	Trestle bridges-OSIM Reports every two years-Bruce County Inspections every 30 days or as requested by visitor comment	Inspected every 60 days or as requested by visitor comment	Not maintained in winter except trails used by snowmobile clubs	N/A	
Maintenance Provider	Ontario Federation of Snowmobile Clubs/County of Bruce	County of Bruce	Ontario Federation of Snowmobile Clubs		

Source: Bruce County Trail Program Operations- Technical Document (November, 2022)

Visitor Safety	Trail Audits	Yearly (Spring)-As required	Yearly (Spring)-As required	Yearly (Spring)-As required	N/A
	Deadfall Clearing	As required or through inspections	As required or through inspections	As required	N/A
	Risk Mitigation	Maximum effort made to mitigate risk.	Moderate effort made to mitigate risk.	Moderate-Low effort made to mitigate risk.	Low to no effort made to mitigate risk.
	Trail Materials and Surface Preparation	Crushed rock and aggregate	Crushed aggregate or natural mineral soil	Natural mineral soil and rock or natural ground cover Create drainage, clear corridor	N/A
	Risk Identification (Cautions and Warnings)	Fill holes, repack surface, create drainage, clear corridor Moderate detailed explanation of risk – warning and speed signs present- Some information on trailhead, and trail entrances.	Fill holes, repack surface, create drainage, clear corridor Moderate detailed explanation of risk – only significant risks identified. Information typically provided at trailhead, and intersection signs.	Moderate to little detailed explanation of risk – only site-specific or unusual risks. Information typically provided at trailhead.	No detailed explanation of risk – only site-specific or unusual risks. Information typically provided at trailhead.
	Risk Inspection (Peak Season)	Bi-weekly, Monthly or upon visitor comment. <i>Risk inspection can occur during level of service inspection</i>	Monthly or as required upon visitor comment. <i>Risk inspection can occur during level of service inspection.</i>	Monthly, yearly or as required upon visitor comment. <i>Risk inspection can occur during level of service inspection.</i>	N/A



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Appendix B

Meeting Minutes

Appendix B



Minutes of Meeting

Meeting Date: October 18, 2022 (2:30pm) **Project No.:** 300054755.0000
Project Name : Bruce Active Transportation and Recreational Trails Master Plan
Meeting Subject: Agency Group Workshop
Meeting Location: Microsoft Teams Meeting (a recorded session for minutes preparation)
Date Prepared: October 27, 2022

Those in attendance were:

Mark Coleman	Municipality of Brockton	mcoleman@brockton.ca
Lisa Billing	Town of Saugeen Shores	lisa.billing@saugeenshores.ca
Ciaran Brenan	Town of South Bruce Peninsula	ciaran.brennan@southbrucepeninsula.com
Ethan Meleg	Parks Canada	ethan.meleg@pc.gc.ca
Donna Lacey	Saugeen Valley Conservation Authority	D.Lacey@svca.on.ca
Mike Fair	Huron Kinloss	mfair@huronkinloss.com
Kyle Clemens	Ministry of Transportation	Kyle.clemens@ontario.ca
Peggy Van Mierlo-West	Municipality of Northern Bruce Peninsula	cao@northernbruce.ca
Rebecca Anthony	Grey Sauble	r.anthony@greysauble.on.ca
Amanda Froese	County of Bruce (County)	AFroese@brucecounty.on.ca
Andrew Beumer	County	ABeumer@brucecounty.on.ca
Monica Walker Bolton	County	MWalkerBolton@brucecounty.on.ca
Adam Stanley	County	AStanley@brucecounty.on.ca
Jerry Haan	County	JHaan@brucecounty.on.ca
Tricia Radburn	R.J. Burnside & Associates Limited (Burnside)	Tricia.Radburn@rjburnside.com
HT Lam	Burnside	HT.Lam@rjburnside.com
Mishaal Rizwan	Burnside	Mishaal.Rizwan@rjburnside.com

The following items were discussed	Action by
1. Welcome and Introductions	
1.1 R.J. Burnside & Associates Limited (Burnside) and the County provided background on the Active Transportation and Recreational Trails Master Plan project.	
2. Primary Trail Users	
2.1 In Saugeen Shores, users are non-motorized other than snowmobile users of the rail-trail. Trails are primarily used for recreational purposes (walker, hikers, cycling). The community is starting to see electric scooters, but they have not appeared on trails yet.	
2.2 In Huron Kinloss, local trails are being used by non-motorized users (cycling, walking, hiking). These trails are well used by cyclists. Connections along County Roads such as cycling lanes would be beneficial safety wise.	
2.3 The national park is primarily used by hikers ranging from day-use to extreme. Users are primarily day visitors who want to see and experience the Georgian Bay shoreline. The Park have experienced very high demand as well for water access.	
2.3.1 The park does not allow bikes on trails, but there has been demand for AT access in the area. A new trend in cycling is gravel bikes which can travel on road, gravel, and stone dust trails (not mountain bike trails). Most of these cyclists drive to trails, although some are using municipal roads.	
2.3.2 Saugeen Shores has also experienced users driving to trail destinations and looking for parking.	
2.3.3 South Bruce Peninsula experiences people parking for a few days at Blue Water Park to access to the Bruce Trail. There have been inquiries about vandalism, by-laws, and permits.	
2.3.4 Brockton has observed an increase in demand for long distance trails routes over the last few years. They experience challenges with destinations and amenities at trail start and end, wayfinding signage, access points, and sufficient parking for hikers, bikers, and motorized users (ie. on the Bruce Trail, Ganaraska Trail, and Rail Rails). The provincial snowmobile association has planned	

The following items were discussed	Action by
destination and wayfinding signage on their network to guide users, this could also apply to other long-distance users.	
2.4 Brockton has seen an increase in trail use since the pandemic and is a major priority for residents. They have challenge in their urban environment to create trail connections from subdivisions to parks and trails. While the concept of water trails isn't widely identified in Ontario, the Saugeen River watershed as a water trail and has experienced increased use over time with more canoeing and kayaking, and tour guide operators for fishing. Due to this increased use, some access points have had greater pressure for higher level maintenance.	
2.5 Due to high demand for park access, the National Park has implemented a reservation system to help manage traffic.	
3. Connection Opportunities for the County	
3.1 Within Walkerton's subdivisions there are interests for connections to the rail-trail other than use of highway crossings. These connections may cause conflicts for motorized users. The new development that is planned at the Bogdan and Gross site and Centennial Park will need to consider this. Trail routes have been established within urban areas for connections, and users want to see nature-based trail connection solutions.	
3.2 A cycling option running east west and one running north south in the lower half of the county would improve connectivity for paved roads.	
3.3 Opportunities to create loops or longer routes with on-road cycling networks as the lakeshore is well connected, there are no connections from Saugeen Shores to Walkerton.	
3.4 Grey County is a great cycling destination for their routes. There may be lessons to carry forward from how this network has evolved.	
3.5 Bruce Road 4 from Walkerton to Hanover is highly travelled and has many curves therefore not ideal and safe. Grey Bruce Line and Bruce Road 3 also have high levels of vehicular traffic. Bruce Road 6 and 6 East are more preferable as they have lower vehicle traffic.	

The following items were discussed

Action by

-
- Road 10 is very busy as well, but that is better than Bruce Road 3. Local municipal roads may be preferable with lower traffic.
- A paved shoulder along Bruce Rd 33 south of Port Elgin goes to the park and Great Lakes Trail may be an option.
- East-west roads in the County would not have as much of traffic as north-south. Except for the Walkerton-Hanover route.
- 3.6 Bruce Road 20 is busy but may allow people to commute to Bruce Power. The distances and size of the County make this a difficult commuter opportunity. This makes active transportation difficult within the County. The objective would be to get commuter cyclists off of the main roads with the development of partnerships between multiple municipalities. Coordinating the implementation of bike lanes with the re-construction of the roadways would be ideal.
- 4. Upcoming Trail Projects and Signage**
- 4.1 Parks Canada has a long-term vision for a green shuttle from a centralized parking lot. They would also like to offer more trails that are accessible and improved safety in their trails. They would like better options for novice hikers and those with accessibility needs.
- 4.2 Saugeen Shores is developing trail connections to the Rail-Trail. There is a new outdoor sport complex east of the Rail-Trail at the south end of town as well as 2 active connections from rail-trail to the park. Their long-term vision is for a trail looping around the entire property including the outdoor sports park and Innovation Park.
- Saugeen Shores is also working on an Active Transportation Signage Strategy with funding from the Active Transportation Fund from Infrastructure Canada. This signage will be for navigation within community i.e., getting people from the waterfront to the downtown core.
- 4.3 There is a desire and need for standardized signage. Brockton was on a provincial panel a few years ago to create standardized signage across the province. This included national and provincial parks as well as major municipalities. This might have been halted with provincial government change, but it is unclear where this initiative went.

The following items were discussed	Action by
<p>4.3.1 Currently the municipalities and County all use a variety of colour codes to identify trail difficulty levels. Bruce County has a signage strategy that ties into the Regional Tourism Organization 7 (RTO7) Signage Strategy. Both documents will be integrated into the Saugeen Shores Active Transportation Signage Strategy. The RTO7 was more planning and economic development related, but this could be tied into trails.</p>	
<p>4,4 Many agencies appear to be moving back to the Parks Canada standards which follows ski facility colour rating system (green is easy, black diamonds are difficult). Standards should have a common industry standard. This is not yet being used in the County's trails or the national park. For cross-jurisdictional agencies like the Conservation Authority, their different municipalities and Counties will need to come to an agreement.</p> <p>For safety it will be important for users to understand who to call for assistance and how to identify their location for emergency service. On beach access, Huron Kinloss is assigning municipal addresses. In Bruce County, trails are extensive and use the "what3words" app - the County provides instructions on how to use the app on their signage.</p>	
<p>5. Intercommunity Transit</p>	
<p>5.1 A shuttle service would allow people to move between communities to enable tourists during the summers. Northern Bruce Peninsula ran a weekend shuttle pilot in Lion's Head which was very successful.</p>	
<p>5.2 A trolley used to run between Port Elgin and South Hampton - this service was well-used.</p>	
<p>6. Coordination with Municipalities and Local Agencies</p>	
<p>6.1 An informal ad-hoc group or periodic trail focused meetings could allow the County to discuss with local municipalities to evaluate opportunities. This would allow discussions on messaging for topics such as safety, navigation, etc. what budget is allocated to figure out opportunities, just messaging on safety or other focus areas can have their own ad-hoc groups.</p>	



Minutes of Meeting

Meeting Date: October 20, 2022 (6:30pm) **Project No.:** 300054755.0000
Project Name : Bruce Active Transportation and Recreational Trails Master Plan
Meeting Subject: Motorized Interest Group Workshop
Meeting Location: Microsoft Teams Meeting (the session was recorded to develop minutes of meeting)
Date Prepared: October 26, 2022

Those in attendance were:

Bob Nichol	South Bruce Peninsula ATV Club	bobn400@gmail.com
George Vandereyk	South Bruce Peninsula ATV Club	george.vandereyk@hotmail.com
Tyler Johnston	Huron Shores ATV Club	ty_johnston@hotmail.com
Ralph Hendry	Huron Shores ATV Club	rhendry@rogers.com
Karen Buratynski and Mike Farr	OFSC District 9	manager@ofscdistrict9.ca
Ken Goode	Grey Bruce West Sauble Sno Riders	kenandwendy1@outlook.com
Kevin Siegel	Grey Bruce West Sauble Sno Riders	siegelkc@gmail.com
Lisa Thompson	Ontario Federation of Trail Rider	lisa.thompson@oftr.ca
Paul Davis	Stoney Keppel Riders Snowmobile Club – District 9	paul.davis@live.ca
Christy Carson	Stoney Keppel Riders Snowmobile Club – District 9	info@stoneykeppelriders.com
Amanda Froese	County of Bruce (County)	AFroese@brucecounty.on.ca
Andrew Beumer	County	ABeumer@brucecounty.on.ca
Monica Walker Bolton	County	MWalkerBolton@brucecounty.on.ca
Tricia Radburn	R.J. Burnside & Associates Limited (Burnside)	Tricia.Radburn@rjburnside.com
HT Lam	Burnside	HT.Lam@rjburnside.com
Mishaal Rizwan	Burnside	Mishaal.Rizwan@rjburnside.com

The following items were discussed	Action by
1. Introduction	
1.1 R.J. Burnside & Associates Limited (Burnside) and the County provided background on the Active Transportation and Recreational Trails Master Plan project.	
2. Conditions of Existing Trails	
2.1 Improvements to the Bruce County Rail Trail have vastly improved the trail.	
2.2 Along Bruce County Road 13, between Sauble 6 St North and Rankin Bridge Road by Sauble Falls, snowmobiles used to be able to use the unsanctioned “fire cut” path which is now closed off. There is interest in using the Bruce County Rd 13 shoulder to for access to get to Sauble Falls and back into snowmobile trails. Accessing Bruce County Rd 13 in general is an issue due to driveways, however the snow mobile clubs currently use it. The club stakes driveway and uses signage. Snowmobiles are using the ditch even though it is not sanctioned. The Grey Bruce West Sauble Sno Riders have an agreement for use but the ATV club does not. The snow mobiles are not allowed to use the fire cut adjacent to County Rd 13. The interest in Bruce County Road 13 is mainly to access Knaves Esso Gas Station which is used for fuel by snowmobiles and ATVs.	
3. New Areas for Additional Trails	
3.1 Huron Shores ATV and South Bruce Shore ATV are interested in combining their trail systems. In Mattawa there is a multi-day trail system. The idea of joining these two trail systems with as little paved as possible is desirable . The clubs believe a multi-day system would bring tourists to stay in the area to complete this route. The clubs recognize it would take collaboration to make this happen and would like help to determine if there are unopened road allowances or rail trail that could be opened up. They recognize that some riders go on the roads (un-sanctioned).	

The following items were discussed	Action by
3.2 The Sauble Sno Riders are interested in introducing a trail from Wiarton and Oliphant along Bruce Rd 13 on the shoulder. The bridge at the Education Centre is a challenge for this connection.	
3.3 Grey Bruce West Sauble Sno Riders also want the clubs to work together. ATV's are not allowed on the shoulder of County Rd 13 - the road turns into County Rd 9 along Lionshead and goes to the Bay. There is an environmental review on the west side for wind turbines, the club would like to have the east side opened up. The Grey Bruce West Sauble Sno Riders is in process of opening up the east side of Inverloss Rd Hwy to the west and would appreciate any collaboration.	
3.4 The Ontario Federation of Trail Riders would like more trail access, its mostly ATV trails presently. The OFTR are able to contribute financially. The annual trail ride for off-road vehicles in Calabogie creates tourism opportunities.	
3.5 Much of South Bruce Peninsula ATV Club's trails are on-road and they do not see this as safe. They would like off-road trails following roads to connect to destinations and to allow them to connect to other trails. ATV's have restrictions on routes and would like to have options like snowmobiles.	
3.6 A OFSC District 9 snowmobile trail through the Boat Lake area became difficult to maintain. It would be a way to get some connection back. A potential shared trail straight north from Oliphant to Howdenvale would create tourism opportunities.	
3.7 There are County forests located closely together, the Huron Shores ATV club is interested in connecting these multi-use trails. ATV's require licenses to operate and can use roads for connections. The Brant Tract is close to the rail trail.	
3.8 South Bruce would like to be connected to Tobermory to access forests there.	

The following items were discussed	Action by
<p>4. Trail Amenities</p> <p>4.1 ATVs are getting larger and wider, turning into a more family activity with side by sides, future trails should be able to accept multi-rider units, to accommodate family activities.</p> <p>4.2 Motorized sports are evolving to include more women and children and are becoming a family activity. This comes with a greater requirement for washroom facilities at trail heads and county forests. South Bruce Peninsula had experienced issues with Porta-Potty vandalism and theft.</p> <p>4.3 With the change in demographic, there is a desire for more destination-oriented trailheads to include picnic tables and parking areas.</p> <p>4.4 Snowmobile users are interested in more staging areas as they typically use trucks with trailers to transport their equipment and fuel. As snow falls arrive in streamers, snowmobilers will require to travel to sites with parking. It was noted that the trail at Mildmay South ends at Huron Bruce Road – the lack of parking causes low use of the 8-9 km trail.</p> <p>4.5 In addition to amenities, motorized users are looking for these routes to connect to service destinations such as food and fuel. Some users will travel from Port Elgin to Mildmay to have dinner or they will travel from Mildmay to Paisley for lunch. During ATV season, both sides of the street at Paisely are busy on the weekends.</p>	
<p>5. Improvement Priorities</p> <p>5.1 The clubs are trying to open Inverloss from King’s Crescent to Highway 6 for snowmobile and ATV as it is the only way north of Wiarton to cross the Peninsula.</p> <p>5.2 User groups would like to see connection routes between clubs to create longer routes where there are existing trails. Loops are more appealing to trail users than trails that return along the same path.</p>	
<p>6. Draft Vision and Timeline</p> <p>6.1 Burnside presented the Draft Vision.</p>	

The following items were discussed

Action by

6.2 User groups can reach out with comments after the workshop and provide feedback including maps showing connections that groups are interested in.

The preceding are the minutes of the meeting as observed by the undersigned. Should there be a need for revision, please advise Burnside within seven days of issuance. In the absence of notification to the contrary, these minutes will be deemed to be an accurate record of the meeting.

Minutes prepared by:

R.J. Burnside & Associates Limited



Mishaal Rizwan
Environmental Planner
MR:js

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Minutes of Meeting

Meeting Date: November 21, 2022 (1:30 pm) **Project No.:** 300054755.0000
Project Name: Bruce Active Transportation and Recreational Trails Master Plan
Meeting Subject: Escarpment Biosphere Conservancy Meeting
Meeting Location: Microsoft Teams Meeting (a recorded session for minutes preparation)
Date Prepared: November 22, 2022

Those in attendance were:

Robert (Bob) Barnett	Escarpment Biosphere Conservancy (EBC)	rbarnett@escarpment.ca
Liv Callo	EBC	liv@escarpment.ca
Amanda Froese	County of Bruce (County)	AFroese@brucecounty.on.ca
Andrew Beumer	County	ABeumer@brucecounty.on.ca
Tricia Radburn	R.J. Burnside & Associates Limited (Burnside)	Tricia.Radburn@rjburnside.com
HT Lam	Burnside	HT.Lam@rjburnside.com
Mishaal Rizwan	Burnside	Mishaal.Rizwan@rjburnside.com

The following items were discussed		Action by
1.	Welcome and Introductions	
1.1	R.J. Burnside & Associates Limited (Burnside) and the County provided background on the Active Transportation and Recreational Trails Master Plan project.	
2.	Background on the Escarpment Biosphere Conservancy	
2.1	The EBC is the 2 nd largest land holding trust in Ontario and the 4 th largest in Canada. They have approximately 90 properties within Bruce County.	

The following items were discussed	Action by
<p>A number of these properties contain trails, and many more properties could have trails. The EBC would like to see more use of their trail system and feels that they are under-used considering the close proximity to Tobermory and Bruce Peninsula National Park. While these areas received high traffic, trail use for the EBC has remained low due to low public knowledge of the trails. The EBC restricts trail use to non-motorized users.</p>	
<p>3. Connection Opportunities for the County</p> <p>3.1 Their properties are mapped and categorized on their website. The EBC shapefiles will be shared with Burnside to review if there are any connection opportunities with existing or future proposed trails.</p> <p><i>Post meeting note: Liv Callo provided the Project Team with EBC mapping.</i></p>	
<p>4. Upcoming Trail Projects and Signage</p> <p>4.1 EBC is interested in creating a tourism corridor along Highway 6 and have properties in Grey County and Manitoulin Island. They are interested in taking this corridor down to Port Dover. They have previously received funds through a Trillium Grant for other initiatives and grant money may be available to support future initiatives.</p> <p>4.2 A priority of the EBC is to increase public knowledge and awareness of the value of the existing ecosystem services and benefits. This could be connected to interpretive signage.</p> <p>4.3 The EBC's trails can be added to the County's trail web page, this could also be an opportunity to provide focus on their trails depending on amenities present. Most EBC trails rely on roadside parking and do not offer dedicated parking. Mapping could also allow for education on the EBC's vision.</p>	

The preceding are the minutes of the meeting as observed by the undersigned. Should there be a need for revision, please advise Burnside within seven days of issuance. In the absence of notification to the contrary, these minutes will be deemed to be an accurate record of the meeting.

Minutes prepared by:

R.J. Burnside & Associates Limited



Mishaal Rizwan
Environmental Planner
MR:js

Distribution:

All Attendees

Monica Walker Bolton
Amanda Froese

County
County

MWalkerBolton@brucecounty.on.ca
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Minutes of Meeting

Meeting Date: October 18, 2022 (6:30pm) **Project No.:** 300054755.0000
Project Name : Bruce Active Transportation and Recreational Trails Master Plan
Meeting Subject: Non-Motorized Interest Group Workshop
Meeting Location: Microsoft Teams Meeting (a recorded session for minutes preparation)
Date Prepared: November 20, 2022

Those in attendance were:

Bruce Alexander	Saugeen Rail Trail Association	N/A
Dianna Thomson	Miller Lake Woodland Association	woodland.millerlake@gmail.com
David Meyer	Waterfront Regeneration Trust	projects@wrtrust.com
Brad Kirkconnell	Kincardine Trails Association	bradkirk@bmts.com
Theodore Dela Avle	Saugeen Rail Trail Association	dela.avle@gmail.com
Amanda Froese	County of Bruce (County)	Afroese@brucecounty.on.ca
Andrew Beumer	County	Abeumer@brucecounty.on.ca
Tricia Radburn	R.J. Burnside & Associates Limited (Burnside)	Tricia.Radburn@rjburnside.com
HT Lam	Burnside	HT.Lam@rjburnside.com
Mishaal Rizwan	Burnside	Mishaal.Rizwan@rjburnside.com

The following items were discussed

Action by

-
1. **Welcome and Introductions**
 - 1.1 Burnside and the County provided background on the Active Transportation and Recreational Trails Master Plan project.

The following items were discussed	Action by
<p>2. Condition of Existing Trails</p> <p>2.1 Areas with soft / gravel shoulders and higher speed limits (80 km/hr and over) would benefit from separate bike lanes. For example, Bruce Road 6 between the waterfront and Holyrood has soft shoulders with posted 80 km/hr speed limit.</p> <p>2.2 Maintenance for gravel shoulders is minimal, unless motorized users get on them repairs are often required due to ATV usage. In this region, it was noted that most of this damage is caused in the transition from trail to off-road due to the tracking of loose aggregate material. The Waterfront Trail has paved this transition to minimize damage.</p> <p>Saugeen Shores has a parallel trail system to separate active transportation users from motorized users. However, the Saugeen Rail Trail is having issues with ATVs accessing the walking trail section. Unauthorized access is difficult to police and regulate despite sufficient signage. The County has brought in security services to manage this issue.</p> <p>2.3 The County has finished paving a portion of County Road 10 from Highway 21. Pavement was tied into the Rail Trail with a wide path for use by cyclists, this is supported by the user groups.</p> <p>2.3.1 The separation of active transportation and motorized use trails is important to ensure public safety of all users and minimizes maintenance requirements.</p>	
<p>3. Trail Connection Opportunities</p> <p>3.1 The idea of supporting connecting trails with similar levels of difficulty into larger loops of similar trails of 10-30 km distance has come up in different forums (i.e., Saugeen Shores Bike Friendly Ad-Hoc Committee).</p> <p>3.2 Grey County CP Rail Trail in Bruce County is a spine for Grey County. Grey County were looking to connect Hanover into this rail trail system and Walkerton is close by the trail terminus as well. This is a potential connection to build on these two Counties' strategies. A large loop linking the Grey and Bruce County would be beneficial.</p>	

The following items were discussed	Action by
<p>At present, the proposed connection to Warton along County Road 13 does not have a paved shoulder.</p>	
<p>3.3 The Waterfront Regeneration Trust has been looking at opportunities for new, smaller scale loops and would be happy to be a part of those conversations for future trail connections.</p> <p>The Waterfront Regeneration Trust will work with any trail types available – they work towards recreational cycle tours which typically use road bikes or touring bikes. They have many gravel trails in their system.</p>	
<p>3.4 There is an opportunity to use County trails year-round use by grooming them in the winter as ski trails. There may be opportunities to adapt County Trail locations into a skate and ski track in the winter.</p>	<p>Bruce to send final report on this.</p>
<p>4. Signage and Mapping</p>	
<p>4.1 The Waterfront Regeneration Trust don't display trail classification on their signage, it is only available on mapping and promotional tools. The internal direction now is integrating in field experience with online, they may start using QR codes at trail heads.</p> <p>One of the Waterfront Regeneration Trust's largest wayfinding challenges is that the identification of junctions for trails is an iterative process. Their signage also includes artwork.</p>	
<p>4.2 The Brant Tract has good signage as it is colour coded, but an explanation of the colour coding is not on the signage. A map legend would resolve this.</p> <p>Uniformity and coordination of signage across the County would be beneficial. It was identified that the existing signage at Elgin and Brant are not the same. Signage that standardizes trail difficulty for cycling and hiking across the County would be valuable.</p> <p>Any signage strategy must combine online and on-site experience to provide options and access.</p>	
<p>4.3 The Parks Canada Trans Canada Trail and Ontario Trails Council are both creating classification systems. These would be valuable to investigate and align with the national system.</p>	

The following items were discussed	Action by
4.3.1 The Rail Trail Association members vary from using paper maps to online mapping. Online map systems aren't uniform (they vary between maps and apps such as All Trails). This inconsistency results in some favouring paper maps. Suggest that there should be a centralized GIS trail mapping database to manage app-based mapping and paper mapping available.	
4.4 The trails in Kincardine are on Google Maps, Ontario Trails Council has asked Kincardine Trails for their best cycling trails. It was noted that the organization distributes approximately 1,000 maps a year.	
4.6 The Great Waterfront Tour Adventure is held annually - each year they support 150 cyclists travelling and they access paper vs online maps every year. Their user demographic skews older age groups (close to retirement) and they rely on paper maps. The organization also has interactive maps which can be used in the field. Simcoe County has a robust cycling strategy – they hand out approximately 1000 maps a year	
4.7 Trails need to be populated onto a variety of maps – upload these routes to help increase public awareness.	
4.8 Interpretive signage can improve enjoyment of trails and will be helpful to educate and inform users on conservation and preservation of the local ecology. This is used at McGregor Point Provincial Park and Algonquin Provincial Park.	
5. Trail Head Amenities	
5.1 Many organizations are moving toward using QR codes on signage mapping and trail information to be more sustainable.	
5.2 The Waterfront Regeneration Trust identify at least one staging area with washrooms and inexpensive / free parking at least for the day, and paid long term parking, if possible, to generate some cost recovery opportunities. Nearby businesses should accommodate bicycle parking. Public Wi-Fi is also an important amenity to offer generate local economic opportunities.	
5.3 User safety will grow as a priority along as the off-road recreational trail system expands.	

The following items were discussed	Action by
5.4 The identification of distance to public washrooms along the trail is also beneficial.	
6. Collaboration	
6.1 An informal ad-hoc group or periodic trail focused meetings could allow the County to discuss with local municipalities to evaluate and prioritize opportunities. This would allow discussions on messaging for topics such as safety, navigation, etc. what budget is allocated to figure out opportunities, just messaging on safety or other focus areas can have their own ad-hoc groups.	
6.2 The Waterfront Trust would be interested in platforming the County's mapping to share this information. The Waterfront Trust would also be interested in collaborating on a local cycling network.	
6.3 The Miller Lake Woodland Association is interested in a hiking and biking trail route. The updated proposed trail route would cross private land before joining the ATV trail. Support for the trail is wavering due to vehicular traffic along Highway 6 and associated safety concerns.	Dianne to send proposed trail route.
6.4 At present, there is no direct mechanism for the County to reach out to the Province for trail crossings. The County's experiences with the MTO have been limited to parking lots. King's Highways have a priority for moving people and goods and these crossing is not a priority. Crossings are not permitted over a speed limit of 60 km/hr. The County can offer a Letter of Support for such initiatives.	
7. Priorities	
7.1 Improving user experience by making trail mapping consistent and making the information accessible to the public is a priority. This should include a few external mapping sources such as Google Maps and apps like as All Trails. The County is working on a consolidated mapping database; however, it will take some time and resources to complete and manage this mapping.	
7.2 Providing a consistent experience where possible is a priority. Road paving where possible will improve safety.	

The following items were discussed	Action by
8. Draft Vision and Timeline	
8.1 Burnside presented the Draft Vision.	
8.2 Organization contacts can reach out with comments after the workshop and provide feedback or comments.	

The preceding are the minutes of the meeting as observed by the undersigned. Should there be a need for revision, please advise Burnside within seven days of issuance. In the absence of notification to the contrary, these minutes will be deemed to be an accurate record of the meeting.

Minutes prepared by:

R.J. Burnside & Associates Limited



Mishaal Rizwan
Environmental Planner
MR:js

Distribution:

Monica Walker Bolton

County

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Minutes of Meeting

Meeting Date: November 16, 2022 (2:30pm) **Project No.:** 300054755.0000
Project Name: Bruce Active Transportation and Recreational Trails Master Plan
Meeting Subject: SON Workshop
Meeting Location: Microsoft Teams Meeting (a recorded session for minutes preparation)
Date Prepared: November 23, 2022

Those in attendance were:

Emily Martin	Saugeen Ojibway Nation (SON)	manager.ri@saugeenojibwaynation.ca
Jarmo Jalava	SON	
Andrew Beumer	County	ABeumer@brucecounty.on.ca
Tricia Radburn	R.J. Burnside & Associates Limited (Burnside)	Tricia.Radburn@rjburnside.com
Mishaal Rizwan	Burnside	Mishaal.Rizwan@rjburnside.com

The following items were discussed

Action by

1. Welcome and Introductions

1.1 R.J. Burnside & Associates Limited (Burnside) and the County provided background on the Active Transportation and Recreational Trails Master Plan project. SON values this stage as an opportunity to flag any high-level concerns.

2. Connection to SON Groups

2.1 Emily has connected the project team with Brad Ritchie who works in Economic Development to confirm if there are any tourism initiatives relevant to the project. Brad will be able to provide information on the Sauble Beach Plan Tourism Beach Hub.

The following items were discussed	Action by
2.2 Emily has also connected the project team with Lenore Keeshig and Nathan Keeshig at Cape Croker Park to see if they are interested in participating with the Master Plan. Lenore and Nathan will be able to confirm if there are any new trails planned.	
3. Signage and Mapping	
3.1 SON is interested in ensuring that signage acknowledging their presence. They are working on developing signage.	
3.2 The County should reach out to SON's Environmental Office when the trails are being planned to connect on signage and potential environmental impacts.	
4. SON Preliminary Concerns	
4.1 If a trail is to be proposed in an area that band members harvest, this may be a potential concern.	
4.2 Wildlife corridors for forest connectivity are important to SON and should be managed and preserved.	
4.3 In the past, a private parcel secured by a land trust that was located next to one of the First Nation off reserve lands. The NGO wanted to put in a trail in this parcel, but there were concern of increasing visitors when band members are hunting. If this trail was opened, there would be a risk of trail users wandering into reserve lands.	
4.4 When the individual trails are being planned, SON should be contacted to be able to provide specific feedback.	
5. Community Trail Use	
5.1 It is unclear if community members are using County Trails. There is likely an opportunity to increase awareness of the trails.	
5.2 There would likely be community interest in ATV trails.	

The preceding are the minutes of the meeting as observed by the undersigned. Should there be a need for revision, please advise Burnside within seven days of issuance. In the absence of notification to the contrary, these minutes will be deemed to be an accurate record of the meeting.

Minutes prepared by:

R.J. Burnside & Associates Limited



Mishaal Rizwan
Environmental Planner
MR:js

Distribution:

All Attendees

Amanda Froese County of Bruce (County) Afroese@brucecounty.on.ca

HT Lam Burnside HT.Lam@rjburnside.com

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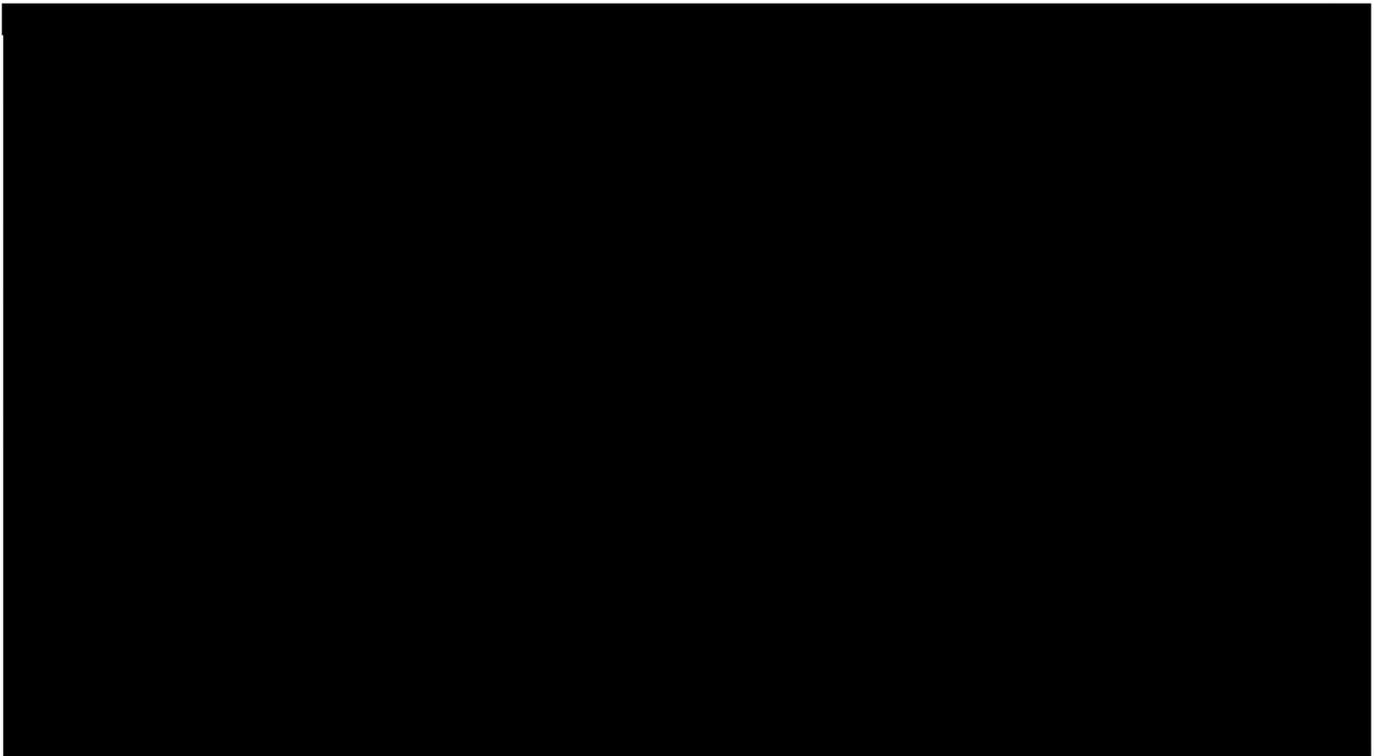
BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

Appendix C

45 Day Review Comments

a



1. Expand the Wilderness Trail Network



2. Create Trail Loops and Connections

Most trails are presently well marked except Saugeen Bluffs, it is very easy to get lost here, even with a map. Creating loops for trails is always best as that way one person can do hike the trail and not have to depend on someone else to leave a car at the other end of the trail.

See more



3. Improve Parking and Amenities for Trails in County Forests and Bruce County Rail Trail

Adequate parking and portable toilets whenever possible is most appreciated as sometimes we drive a good hour to get to a trail head.



4. Review Trail Crossing and On-Road Safety



5. Improve Signage on all County Trails

Signage is so important and makes the hike much more enjoyable.



6. Provide Trail Leadership



7. Incorporate Reconciliation Measures to Support Indigenous Communities and Culture



8. General Comments

ATVs need a specific place to ride that is not on hiking trails used by people. When this is not possible ATV riders need to know that the safety of walkers / hikers is imperative. Bikers need to always have a bell on their bikes, many times I have been nearly mowed down on the Walkerton river trail by a person riding a fat wheel bike at a ridiculous high speed, he had no respect for anyone. Paved trails are great for folks using a walker or scooter but bikes need to show more respect for others. Signage stating this would be good to have.

[See less](#)



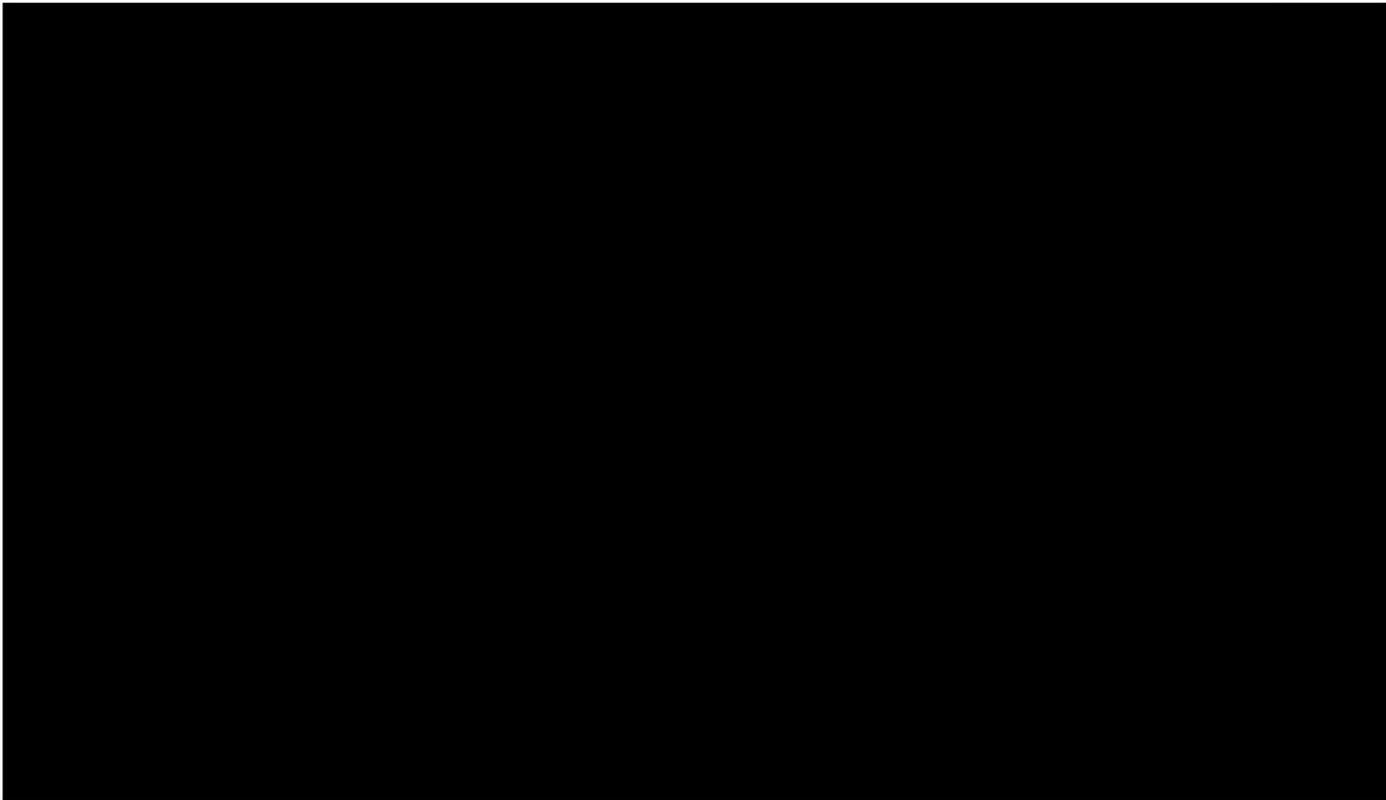
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1. Expand the Wilderness Trail Network



2. Create Trail Loops and Connections



3. Improve Parking and Amenities for Trails in County Forests and Bruce County Rail Trail



4. Review Trail Crossing and On-Road Safety



5. Improve Signage on all County Trails



6. Provide Trail Leadership



7. Incorporate Reconciliation Measures to Support Indigenous Communities and Culture



8. General Comments

We are very happy you are considering more improvements to our County trail networks! Thank you for the work you have done at the Carrick Tract trails (we live right next door and use these trails daily). We appreciate the expanded parking lot and the levelling of the "swamp of doom" trail this summer very much, but are concerned that the newly expanded entrance to the main trail, which was formerly a narrow single track between trees and a locked gate is now a nice wide smooth entrance that is plenty wide enough for ATV access to these trails. This will GUARANTEE that ATV's will now access and ruin a beautiful trail system that until now has been protected from the destructive behaviour of some individuals and groups who drive ATV's. (like the county forest a few kilometers east of the Carrick Tract across from the former Wyoka Girl Guides camp, where the trails are littered in hundreds of beer cans and deeply rutted by ATV's.) We feel like the Carrick Tract is one of the FEW sanctuaries from ATV's and other motorized vehicles, where hikers and cyclists can enjoy nature in peace and quiet and actually get some exercise and know they don't have to worry about being hit by an ATV. When we first moved to [REDACTED] next to the Carrick trails, we would also go to the rail trail off the Huron-Bruce road and enjoy it as well on foot, but the ATV's have since completely taken over and drive so fast on it and leave such deep ruts that it is scary and dangerous for those on foot. Most of them drive really fast, are careless and reckless around pedestrians and seem almost insulted to see people on foot actually getting exercise and trying to enjoy the peace and quiet and natural surroundings. They seem to think the trails are there just for them, and have little regard for those who are also permitted to use these trails. If there is no policing for speed on the trails, there is bound to be an accident in the future. People on ATV's with rifles during hunting season have actually told us to go away that we shouldn't be there. Consequently, we have stopped walking on them, which is a shame. ATV's and other motorized vehicles should have their own privately made and maintained trails systems, and hikers, skiers and horse back riders should have separate trails. The motorized vehicles for the most part do not seem to be able to "share" with others in a quiet, respectful manner, driving slowly when they pass others, and attempting to ensure they are not destroying the trails surface and littering their beer cans and other garbage. I have witnessed them throwing their cans right in front of me. I never meet up with other hikers or cyclists carrying beer cans. I know that ATV's are popular, but people need to exercise and get out of their motorized vehicles for a change, and the number one priority of any trail system should be protecting and actually enjoying the natural environment and the peaceful surroundings. Riding an ATV or a motorcycle top speed, disregarding the safety and enjoyment of others, and polluting the air and drinking beer is surely not the way to enjoy and protect our trails. Unfortunately, the use of ATV's seems to be increasing every year, and sadly people seem to be walking and cycling less and less as a result. Please ensure the Carrick Tract at least stays protected from motorized vehicles, and do what you can to protect the few other trails that are not accessible to them, as well as attempt to regulate their use on the rail trail so they are not a menace for others. Thank you again for all your work in the Carrick Tract this summer - you did an excellent job and we really appreciate and love having these beautiful trails so close to us. The maple trees are absolutely glorious there this time of year, and we often see deer and even a barred owl.

[See less](#)



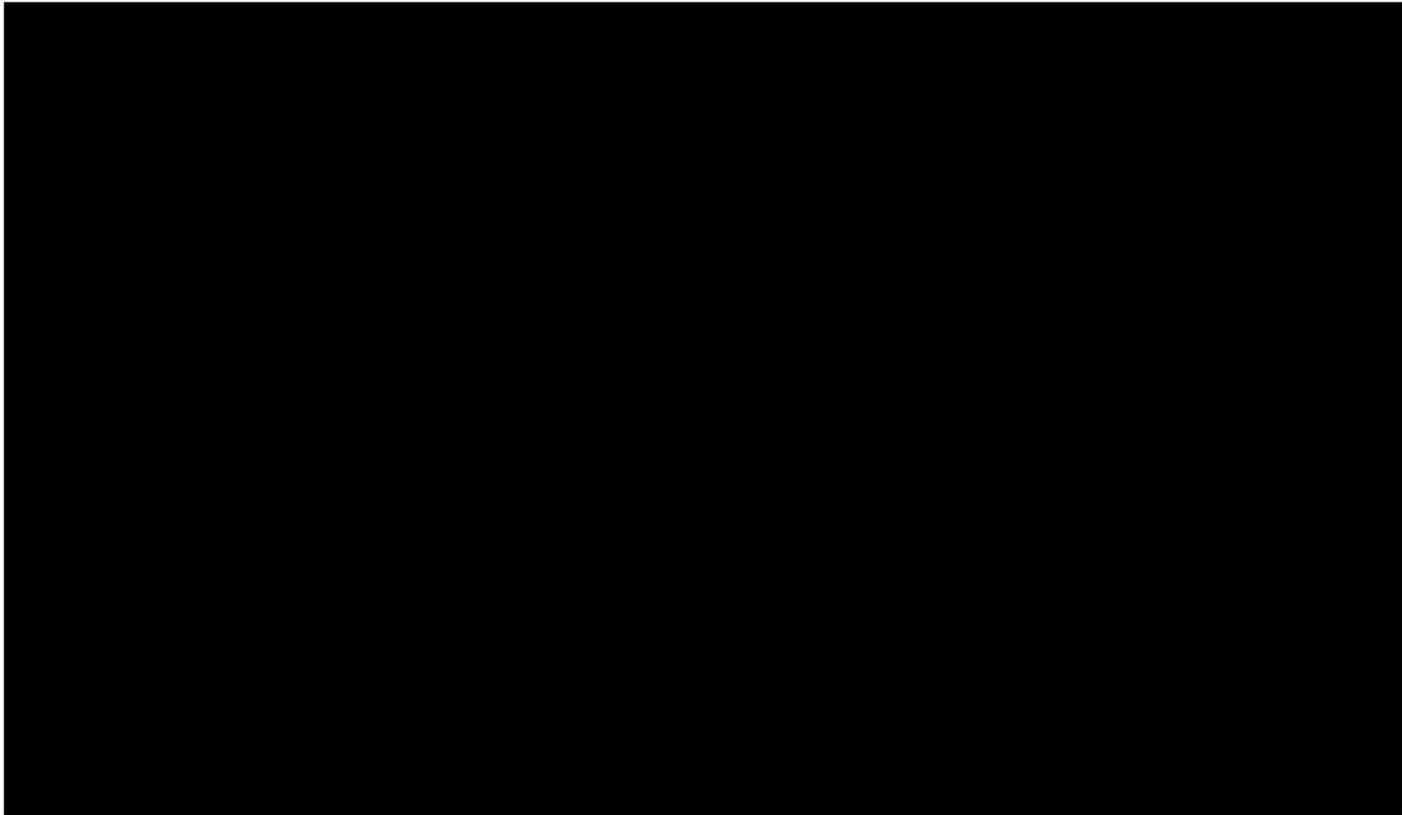
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1. Expand the Wilderness Trail Network



2. Create Trail Loops and Connections



3. Improve Parking and Amenities for Trails in County Forests and Bruce County Rail Trail



4. Review Trail Crossing and On-Road Safety



5. Improve Signage on all County Trails



6. Provide Trail Leadership



7. Incorporate Reconciliation Measures to Support Indigenous Communities and Culture



8. General Comments

Please share plan with the Town of Hanover and County of Grey to model for their trail systems. Washrooms and water bottle filling stations along the trail system open year around is important, especially for healthcare workers traveling in the rural communities where there is no Tim Horton's to stop at. I think the plan for a shuttle is a great idea and increasing the parking. Rest areas are also appreciated and great way to have a pic nic or gather with others. For safety would a under ground/ above ground pedestrian bridge be eligible for the trail access points that cross over major highways for example Port Elgin Highway 21 access near hiberly farms ?

[See less](#)



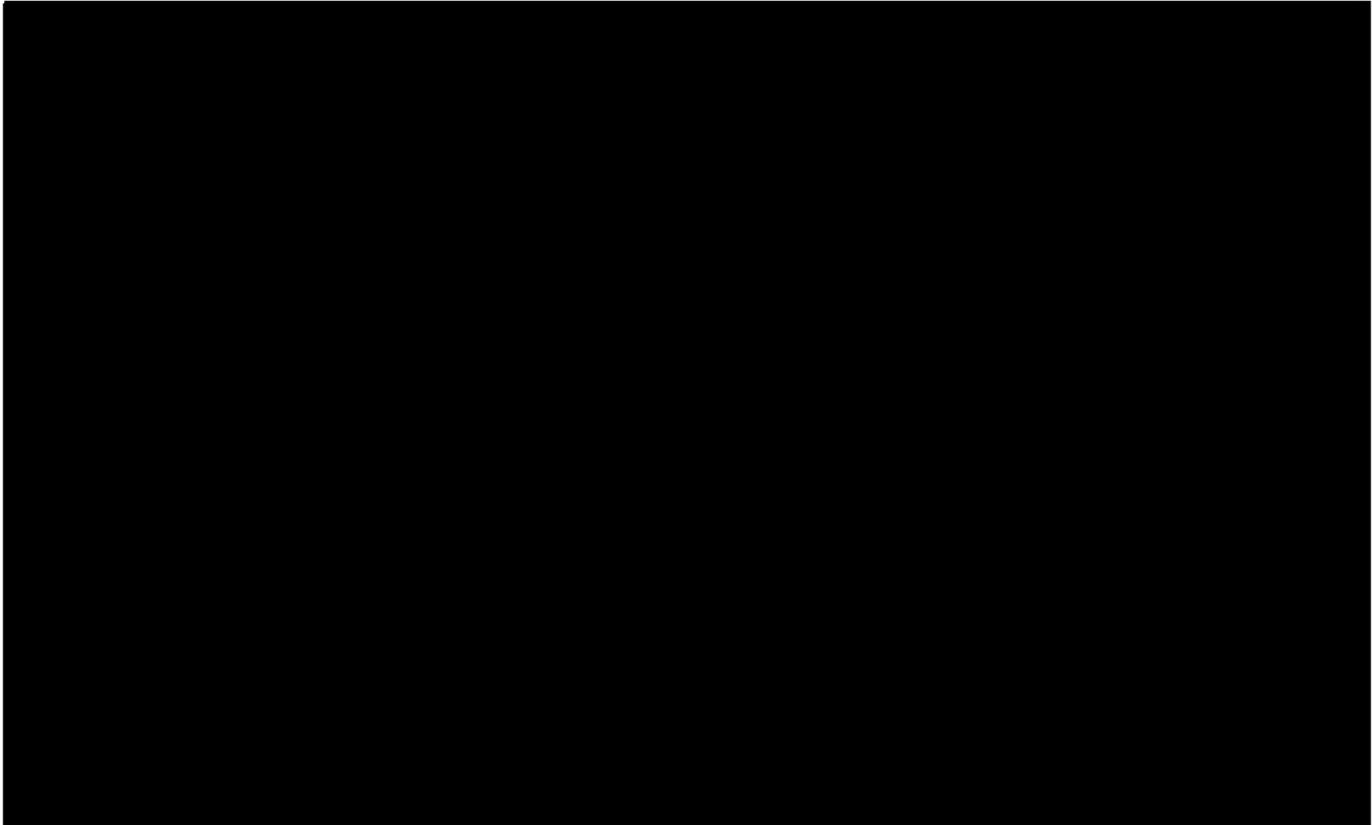
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1. Expand the Wilderness Trail Network



2. Create Trail Loops and Connections



3. Improve Parking and Amenities for Trails in County Forests and Bruce County Rail Trail



4. Review Trail Crossing and On-Road Safety



5. Improve Signage on all County Trails



6. Provide Trail Leadership



7. Incorporate Reconciliation Measures to Support Indigenous Communities and Culture



8. General Comments

The Bruce county rail trail has been destroyed by ATV traffic. You can't have a bike trail and an ATV trail on the same surface. Visit the G to G trail to see how to make a major tourist attraction.



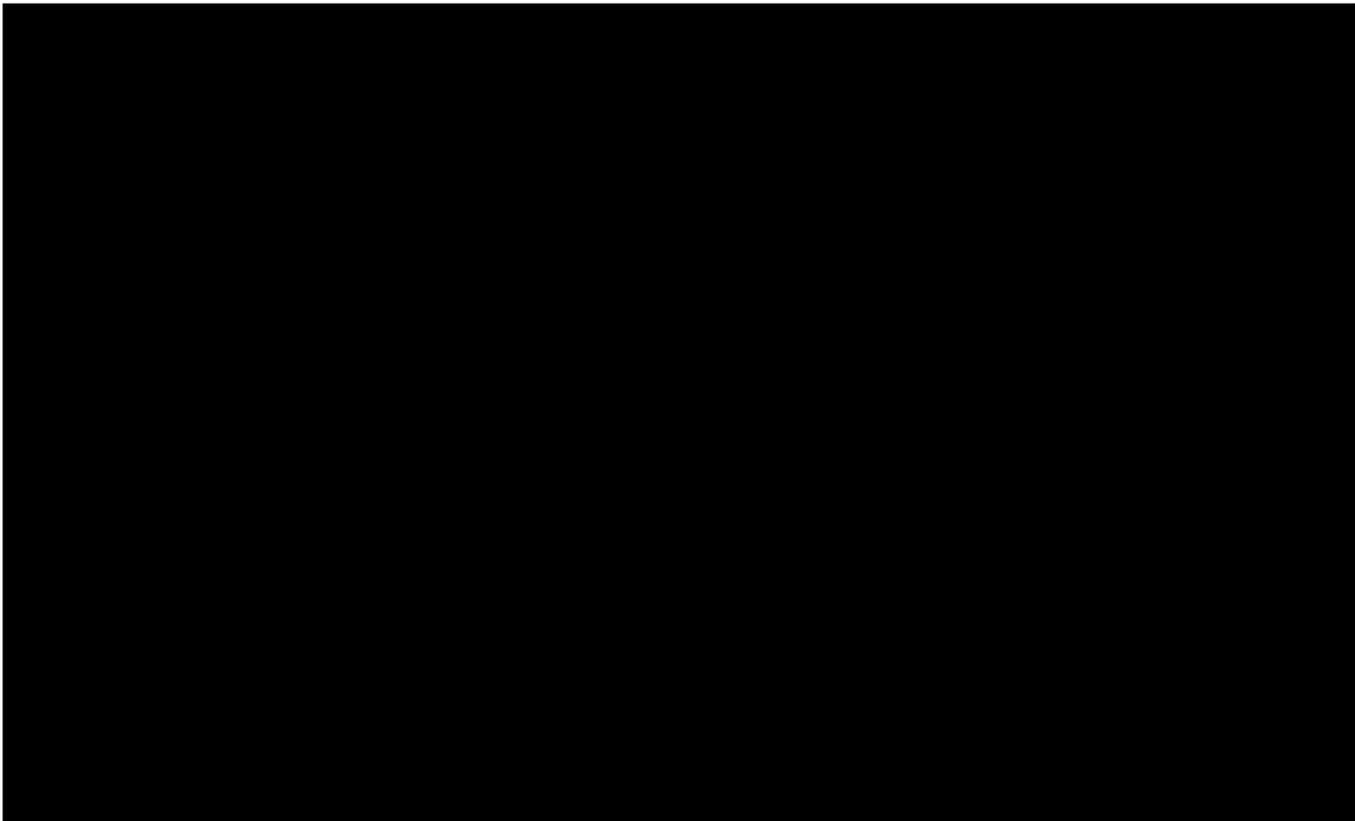
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1. Expand the Wilderness Trail Network



2. Create Trail Loops and Connections

I'm just curious where the data is from regarding municipal trails. Thanks.



3. Improve Parking and Amenities for Trails in County Forests and Bruce County Rail Trail



4. Review Trail Crossing and On-Road Safety

We had a resident recently reach out regarding paved shoulders on a Bruce County road and gravel build up making the area dangerous for him to bicycle. Bruce County staff did review the area but indicated to the resident that they do not provide gravel clean up off of the shoulders. I just wanted to mention this because stating these are bike loops should require that PW/Operations staff are able to provide clean up of the gravel surface.

See less



5. Improve Signage on all County Trails



6. Provide Trail Leadership



7. Incorporate Reconciliation Measures to Support Indigenous Communities and Culture



8. General Comments



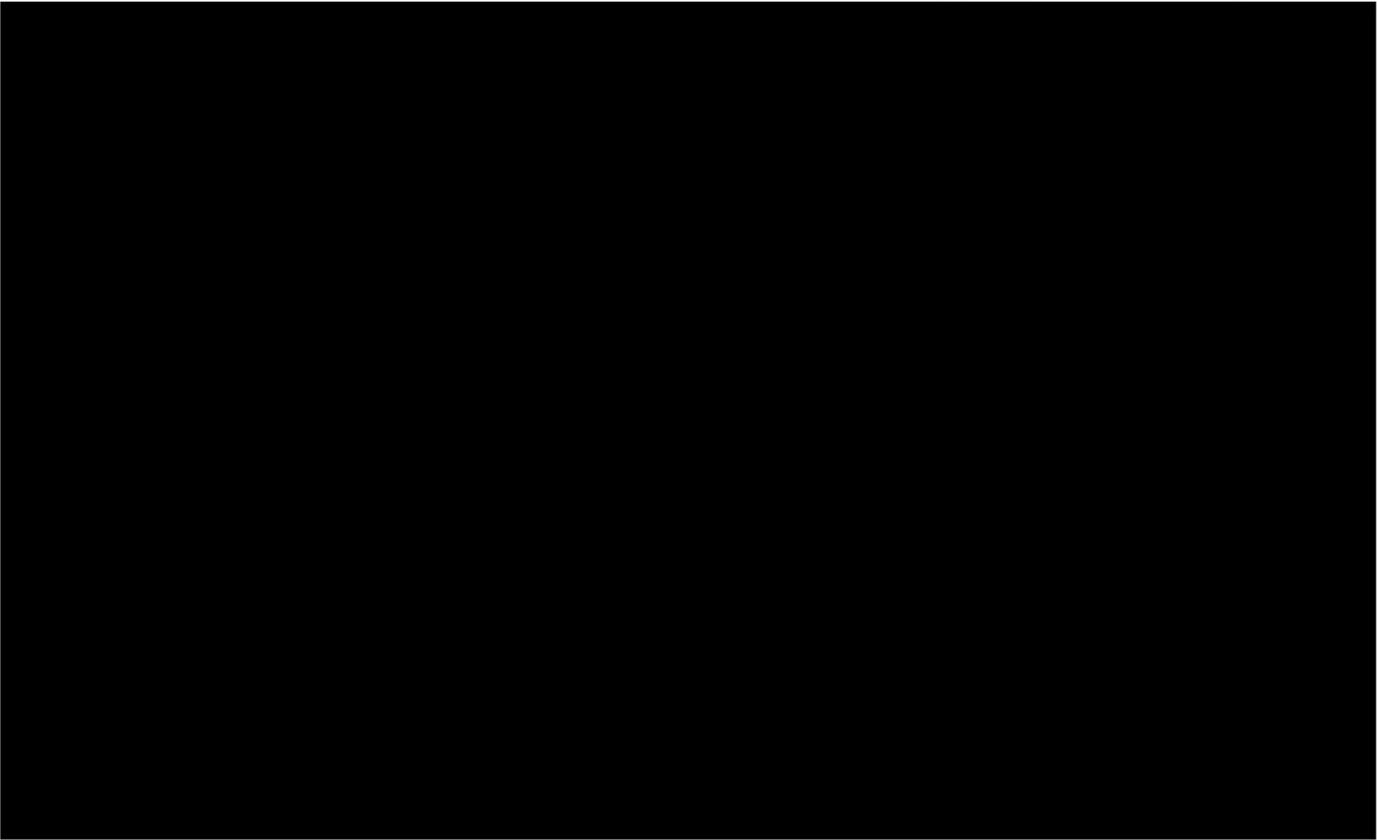
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1. Expand the Wilderness Trail Network



2. Create Trail Loops and Connections



3. Improve Parking and Amenities for Trails in County Forests and Bruce County Rail Trail



4. Review Trail Crossing and On-Road Safety

The 'Rail Trail' between Port Elgin and Southampton crosses Highway 21. The current signage does not reflect the information listed in the Master Plan. It is a very unsafe crossing and should be included in the safety analysis of the plan. The traffic Volume is excessive and the speed zone is 80 kph. A controlled crossing should be considered.

See more



5. Improve Signage on all County Trails



6. Provide Trail Leadership



7. Incorporate Reconciliation Measures to Support Indigenous Communities and Culture



8. General Comments



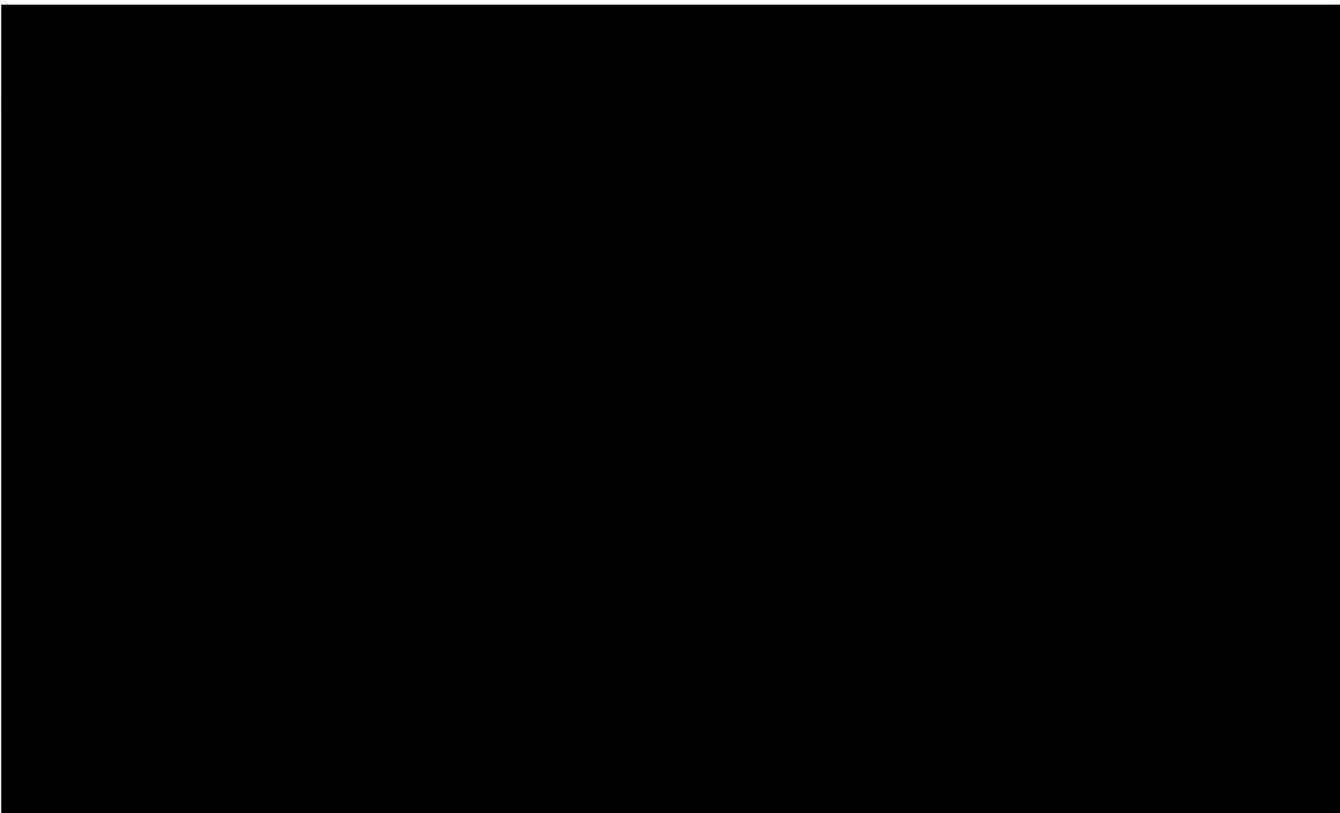
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1. Expand the Wilderness Trail Network

Make expanding existing wilderness trail network and creating new trails a priority. Purchase adjacent new lands where possible, and start to re-forest or naturalize currently owned lands. Partnership with the help of organizations like Nature Conservatory of Canada. Find unique ways of naturalizing existing sections of trails or county property so that they can be integrated into the existing trail networks. Even small, seemingly unimportant sections of new wilderness can provide a great benefit to us and the ecosystem. Work with Parks Canada and Ontario Parks to coordinate connectivity into their land and systems (share resources?) Find a strategy to scale up forest and land management. Dead ash trees and the invasives taking their place (ie buckthorn and phragmites in wetlands) are putting some areas at risk. This also has economic consequences due to the increased water issues (flooding etc) and impact on agriculture. Will be hard to expand without incorporating an aggressive strategy to revitalize and naturalize the exiting properties.

See less



2. Create Trail Loops and Connections

Adding loops and connections increases the long term viability and use of the network. Communicate with organizations such as Bruce Trail or Grand Valley trails and try to find a way to apply their model to county networks. Fund a human resource with the goal of establishing relations and partnering with private land owners to integrate and connect trails with sections of property that make sense. Connecting trails over long distances can only be done by the blessing and help of the many private owners.

See less



3. Improve Parking and Amenities for Trails in County Forests and Bruce County Rail Trail



4. Review Trail Crossing and On-Road Safety



5. Improve Signage on all County Trails



6. Provide Trail Leadership

Partner with local recreational organizations (hiking, birding, kayaking, hunting, fishing, biking, sailing, etc) who already have a vested interest in the overall implications of increasing the recreational opportunities in the county. Provide a high level organizational funding framework for offloading some of the smaller / more arduous stewardship tasks (especially on more remote property) to community and volunteer groups - and supply budget for operational items (fuel, equipment, supplies). Work with tourism boards and commerce groups to show how economically viable having an increasingly robust set of recreational areas will be for the future. South Western Ontario is becoming increasingly devoid of green space - so protecting and expanding this in the county will provide economic benefits as people seek it out from areas that have none. Provide leadership by example to other counties and surrounding municipalities on how to integrate trails and recreation within the context of unmitigated population growth.

See less



7. Incorporate Reconciliation Measures to Support Indigenous Communities and Culture



8. General Comments

Similar to how covid shifted public narrative away from other priorities - the current socioeconomic context of the 'housing crisis' is allowing developers and builders to take control over what is best for the community. Land and road development should be done in such a way that it fully integrates an appropriate amount of publicly accessible trails, parks and recreation into the core requirements and not paid for by taxes after the fact (once the trees are gone and the concrete is laid). Make developers pay out of their profits for the appropriate amount of green space required for the amount of people and cars they are planning to cram in. If you look at Kitchener (or Waterloo region as a whole) , all of the most beautiful and usable green space in the city was provisioned or donated decades ago. The record amount of development that has occurred in the past decade (and even more so in the past 3-4 years) has done so without bringing any new recreational opportunities with it. Instead - meadows , forests, river valleys and farm land are being transformed into ash-vault and concrete at a non stop pace until there is almost nothing left except the parks and trails originally created for a population 30-40x smaller. The visionaries that created green spaces would be appalled at what has happened. Bruce county should fight to protect the natural beauty of the land - with it's heritage of forests, lakes and rivers and farms. In a time of unabated immigration and population growth, there always will be a 'housing crisis' both supply and affordability. Balancing the reality of this with steadfast stewardship of the land will be critical. Don't allow developers to turn smaller communities into cookie cutters of the horribly designed suburban sprawl devoid of trails and green space that is defining the GTA (and 401 corridor). It is already happening from Elmira, up through into Listowel and beyond. Push back on the short sighted macroeconomics of this present day crisis - and plan trails and wilderness that will have generations to come thankful that their ancestors had to guts to do what is right and not the most profitable.

See less



Submission Date & Time

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