

Kenora Trail Study:

*The Development of an
Urban Trail Concept for
The City of Kenora*

Final Report

April 2003

Sponsored by:

Kenora Nordic Trails Association
City of Kenora
Northern Ontario Heritage Fund Corporation

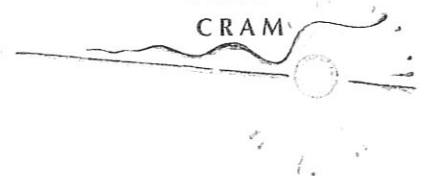
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Executive Summary

This project was initiated by the **Kenora Nordic Trails Association**, a community group with a vision for trails. The fact that the project originated from a group of local citizens is itself an indication of the growing level of interest and support for trail development in the City of Kenora. The project was funded through a grant from each of the Northern Ontario Heritage Fund Corporation and the City of Kenora.

The study began with the compilation of an inventory of the existing trail networks in Kenora. Each trail was evaluated for suitability for incorporation into a larger trail network. An inventory of existing trail groups was also compiled and each group was assessed for their potential capacity for trail development and maintenance capabilities. Following this work, the issues and obstacles for trail development in Kenora were identified. It was determined after this stage that the only organization with the capacity to take on trail development on a citywide scale, and maintain it over the long-term, is the municipality itself.

The concept of an urban trail network for the City of Kenora was developed through discussions with community groups and individuals interested in trails. Overall guiding principals for an urban trail network were established. The roll of the Trans Canada Trail was discussed, and it was determined that efforts be made to incorporate the Trans Canada Trail route into the urban trail network where possible.

Using the guiding principals established by the steering committee, a conceptual layout for the urban trail network was created and mapped. The proposed urban trail network consists of a number of feature trail areas distributed relatively evenly throughout the city, joined by connector routes. Investigation into industry-wide trail standards revealed that there was not a great deal of standardization for trail construction. Therefore, further trail design analysis was conducted, which addressed the needs of each type of user group and its implications for trail design standards. Trail signage needs, as well as surfacing requirements were addressed. A preliminary analysis of land tenure issues identified the areas of the trail network that will encounter privately owned land and that would require an easement.

The top two priorities for trail development were identified as: (1) the Rabbit Lake Trail, and (2) the Tunnel Island Trail. Capital construction costs for the entire trail network, to a class D level, were estimated to be in the \$4 M to \$5 M range. A more accurate estimate will not be possible until Kenora is ready to begin implementing the trail plan, at which time more detailed trail design work will need to be done.

It was recommended that the urban trail network project be undertaken by the City of Kenora and be phased in over time, at affordable increments. It was determined that the City of Kenora Parks and Facilities department was in the most logical position to take the lead role in the project implementation.

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Appendix A – Maps of the proposed Kenora Urban Trail Network:

- Trail Network Plan
- Proposed Trail Surfacing Upgrades
- Proposed Trans Canada Trail Route Through Kenora

Appendix B - Class D Estimates of Capital Costs to Construct Trail Network

Appendix C – Letters of Support For the Urban Trail Network

1.0 Introduction

This trail study project came about due to the efforts of several community groups in Kenora, who could see both the need for trail development in the area and an opportunity to do something about it. In 2001, the Northern Ontario Heritage Fund Corporation (NOHFC) introduced a flagship program for trail development in Northern Ontario, whereby qualifying organizations could apply for grant money to undertake trail projects, including trail studies. The Kenora Nordic Trails Association, a recently formed group of Nordic ski enthusiasts, saw this as an opportunity to undertake trail development and applied for two grants: one to construct and upgrade trails at the Mount Evergreen Ski and Recreation Area, and the other to conduct this trail study, in order to promote continued development of trails elsewhere in Kenora. Both applications were approved for funding by the NOHFC.

The Steering Committee

The Kenora Nordic Trails Association invited the City of Kenora to act as a partner in this trail study project and to place City representatives on the project steering committee. As the City officials could see that the municipality might have a substantial vested interest in the results of this study, they readily agreed to participate, providing financial, administrative, and technical assistance to the project.

A third group was invited to participate on the steering committee for this project. Representatives from the Lake of the Woods Trails Committee, the local Trans Canada Trail group, assisted in this project in an advisory capacity.

The steering committee consisted of:

Jim Clarke (Chair) – Kenora Nordic Trails Association
Dr. Tim Wehner – Kenora Nordic Trails Association
Jeff Port – City of Kenora, City Planner
Tara Rickaby – City of Kenora, Assistant Planner
Barry Reynard – City of Kenora, Manager Parks and Facilities
John Maybank – Lake of the Woods Trails Committee (local Trans Canada Trail)
Margaret Maybank – Lake of the Woods Trails Committee (local Trans Canada Trail)

To complete this study, the steering committee retained the services of Suzanne L. Broten, Business Consulting Services, to undertake the following tasks:

- Review the work and trail studies undertaken previously by others
- Inventory existing trails and trail organizations in the Kenora area
- Identify the type of trail projects that would further promote tourism in our area, as well as encourage community use
- Evaluate the local capacity for support and maintenance, and recommend structures that would assist Kenora to position itself for long-term success in trail development.
- Investigate suitable lands for trail development, and where possible, establish preliminary estimates on the approximate costs to develop the trails

The following report presents the findings of the study and the consultant's recommendations.

2.0 The Current State of Trails in Kenora

2.1 Trail Mapping

Currently, there are no comprehensive maps of existing local trails in an electronic (GIS) format. Local trail groups typically are hand-drawing their trail routes onto paper maps that they have obtained from the Province of Ontario or from the City of Kenora. This makes it difficult to share mapping information with the broader public, or to plan new trail development and linkages. A goal of this study is to convert existing trail routes within the City of Kenora into an electronic format, so that they can be layered over the maps created by the City's GIS system.

For this study, we had available to us the paper maps of:

- The Trans Canada Trail route
- The Tunnel Island Legacy Project
- Sunset Country Trail Riders sled routes
- The Amik Trail
- City of Kenora street map
- City of Kenora aerial photo maps

2.2 Current Inventory and Status of Local Trails

2.2.1 **Trans Canada Trail**

The concept of the Trans Canada Trail was first unveiled in the early 1990s. The idea for the Trans Canada Trail is to have one continuous trail from sea to sea to sea (or rather from the Atlantic Ocean on the East Coast, to the Pacific Ocean on the West Coast, to the Arctic Ocean on the North Coast of Canada). It is proposed to be a shared-use trail, designed to accommodate primarily non-motorized activities such as hiking, biking, cross-country skiing, and horseback riding. Some motorized activities such as snowmobiling and quad riding are allowed in certain areas.

The Trans Canada Trail Foundation is the organization overseeing the creation of the Trans Canada Trail. It does not own or manage any section of the trail. The primary purpose of the TCT Foundation is to assist local trail groups in getting organized to undertake a TCT development project in their part of the country. The Foundation does this by assigning TCT Foundation staff to oversee a particular region of the country. The TCT Foundation relies on donations to fund its work. Some of this donation money has been made available to assist various local groups throughout the country in funding trail construction and signage, however the amounts available are reportedly small, and rather difficult to access.

The Trans Canada Trail effort has not seen much progress in the Kenora area. Some of the obstacles it faced were:

- **Limited financial resources** – The local committee has not been able to access any of the TCT Foundation money raised through the national donation program. Neither the local committee, nor local donors realized at the time that the “metres of trail” purchased with their donations were not necessarily for our own region, and that all of the money was sent to the head office of the TCT Foundation, to be applied as deemed appropriate. The Lake of the Woods Trails Committee organized their own fundraising activities and raised several thousand dollars, but not the hundreds of thousands needed to undertake serious trail construction.
- **Geography** – With so many bodies of water to cross, it became apparent that the only practical route to take would be to have the trail run beside the Trans Canada Highway wherever there was a bridge, as the highway is the only continuous path across Northwestern Ontario that has bridged all the bodies of water. However, the local Ministry of Transportation said that the Province of Ontario would not allow any designated trail routes to be located on their highway rights of way. This has seriously limited the options for a continuous TCT in the Kenora area.

The Lake of the Woods Trails Committee identified other options for establishing the TCT through the region, which included using Trans Canada Pipeline and Ontario Hydro rights of way, as these paths are already cleared. This still left the problem of crossing the bodies of water.

- **Getting Permission to Cross: Land Ownership and Rights-of-Way –**
Ontario Hydro has apparently given its blessing to the TCT and has allowed trails to be located along the power lines in most areas of the province. Unfortunately, the power lines do not always appeal to people who prefer a pristine natural environment for their walk. Except for limited use as connector routes, the hydro lines are not a highly desirable place to locate the main Trans Canada Trail routes.

The Lake of the Woods Trails Committee did discover some very appealing sections along the TransCanada Pipeline, particularly a piece that runs just north of the Clearwater Market in Clearwater Bay, west of Kenora. After spending a great many hours negotiating agreements with the various other private property owners in the area, their efforts to register that section of the trail were hampered when the TransCanada Pipeline objected to the trail being located along its right-of-way, liability concerns as their reason.

- **Lack of “Buy-In” from the City of Kenora –**
Both the local Lake of the Woods Trail Committee, and the Trans Canada Trail Foundation (Ontario Region) indicated that there was an apparent lack of support at times from the City of Kenora. The (then) towns of Kenora and Keewatin readily agreed to the location of the Trail as planned by the Committee, and its ensuing registration with the TCT Foundation. Subsequent to the initial conversations, however, both towns became very preoccupied with the process of amalgamation, and appeared to lose the interest they had at first shown in the Trail. While the Committee could sympathize that the City had more pressing priorities at that time, they became increasingly frustrated, as time went on, with the lack of follow-up to meetings and response to phone calls related to the TCT..

Current Status of the Trans Canada Trail in Kenora

The only section of the Trans Canada Trail officially registered for Kenora goes along Highway #1 through Kenora, from its western border to the Kenora Tourism Office on the east end of the City. A second piece was registered from the Kenora harbourfront up along Veterans Drive. The Province of Ontario (MTO) could not disallow this route because Highway #1 is under municipal jurisdiction within the City of Kenora.

A makeshift (plywood) pavilion has been erected and sits in the parking lot of the Kenora Tourism Office. This was certainly not the grand pavilion that the committee had

envisioned, however, they did not have the funding to do anything more at the time, and felt that this rudimentary replica would at least provide some advertising.

Recently, the Trans Canada Trail Foundation renewed its effort to get the trail established through Northwestern Ontario. The General Manager of the Trans Canada Trail for Ontario Region obtained a grant from the Ontario Trillium Foundation to hire another regional trail coordinator for this area. By the end of 2002, they had hired a Dryden area consultant to renew interest and community efforts to support the TCT through this region. This is a two-year contract position.

Progress was made on another front in 2002 when the Trans Canada Trail Foundation was finally successful in obtaining permission from Trans Canada Pipeline for trail routes to be located on their pipeline right-of-way. An obstacle that had held up progress on the trail for years had now been removed.

Why Should Kenora Care About the Trans Canada Trail?

One of the biggest criticisms of the Trans Canada Trail concept is that it proposes to build the trail as one continuous line across the country. Trail loops are not eligible for designation as part of the TCT. In this part of the country, the TCT concept is considered impractical. The region is vast, rugged, and sparsely populated. Most visitors who come to hike or bike a trail in Kenora usually arrive by car, do a trail loop that brings them back to their car, and then they depart. It is unlikely that tourists would start at one end of the trail and hike/bike it in a straight line into the wilderness. Our towns are too spread out in Northern Ontario to be able to provide services to trail users at desirable intervals.

That said, there are a number of good reasons for Kenora to work with the Trans Canada Trail proponents and make an attempt to link up with it. The Trans Canada Trail:

- concept is designed to promote tourism in Canada. Kenora is a recognized tourist area. Adding trails in Kenora that are linked to the TCT would provide another reason to make Kenora a place to visit.
- has invested a great deal in marketing the idea and it is now fairly well known both nationally and internationally. The TCT logo and the distinctive red-roofed pavilion are well-recognized symbols for the trail, which Kenora can use to its advantage.
- has good contacts at senior corporate levels and can be helpful in negotiating agreements. At the present time, they are working on negotiating a deal with Abitibi Consolidated that would hopefully result in the transfer of the Tunnel Island property to the City of Kenora. The Tunnel Island Project, of which the Trans Canada Trail would like to be a part, is discussed later in this report.

- can provide staff support for the next two years on trail projects that are on the TCT route.
- is currently undertaking an economic impact study on how trails create tourism in Ontario. The results of this study could help local trail groups access funding.
- may be able to provide a limited amount of funding for trail construction, pending availability of money.

2.2.2 Vernon Interpretive Nature Trails

The Vernon Trails, located several kilometres down the Mackenzie Portage Road just west of Kenora, offer approximately 5 km of hiking trails through varied boreal forest areas. The trail loops vary in terrain and level of difficulty. In winter months, the trails are groomed for cross-country skiing. The trails are well used and well loved by locals and visitors alike.

The ownership and management of the Vernon Trails is unique. Technically, the land is owned by the Crown (Province of Ontario) and managed by the Ministry of Natural Resources. It is formerly privately owned property that was bequeathed to the crown for the purposes of creating a conservation area for the public to enjoy. Because the Province of Ontario was moving away from actively managing public parkland, the MNR works with a non-profit group, the Sportsman's Conservation Club of Kenora, to manage the operation and development of the trails.

2.2.3 Lake of the Woods Heritage Townscape Walk

The Lake of the Woods Heritage Townscape Walking Tour focuses on the downtown core of the City of Kenora. The walk showcases the Townscape murals painted by nationally recognized Canadian artists on the exterior walls of buildings in the City centre. The murals provide a pictorial history of Kenora, with each mural focusing on a particular theme from the past. The tour also includes many of the historical buildings in the area. The Lake of the Woods Heritage Townscapes Committee published a brochure featuring a map of the downtown self-guided walking tour. The brochure is primarily aimed at the tourist market.

2.2.4 Rushing River Provincial Park Trails

Rushing River Provincial Park is located approximately 20 km southeast of Kenora on Highway 71. It is one of the most beautiful and popular summer camping areas in the province for tourists, and is also used by locals year-round. Rushing River Park currently has approximately 5 km of hiking trails in the summer, and maintains approximately 21 km of cross-country ski trails in the winter.

There are plans for the development of new trails in Rushing River Provincial Park, as well as the newly established Eagle-Dogtooth Provincial Park next to it. The contract for the trail project planning work was awarded this winter, with work to be completed by the end of 2003. The focus will be on the development of a network of backcountry hiking and canoe trails with wilderness canoeing opportunities and a natural heritage interpretive/learning centre.

2.2.5 Minaki Yurt Adventure Trails

The Minaki Yurt Adventure Trails are the only trails in the Kenora area managed by a privately owned business. Minaki Yurt Adventures is owned and operated by Geordie and Nadine McBride. Based in Minaki, Ontario, the business operates adventure camps year-round featuring (depending on the season): cycling, hiking, kayaking, rock-climbing, camping and cross-country skiing. It also operates a bed and breakfast in a modified "Yurt", a unique structure inspired by the tents used by nomadic Mongolians.

For the cycling, hiking and cross-country skiing activities, the business has developed a 25 km network of trails, primarily single track. Minaki Yurts hosts cycling races and adventure races each year, with participants coming in from around the region and beyond.

While its location is too far removed for inclusion in the urban public trail network, the Minaki Yurt Trails have been included in this inventory listing because this business is an important resource for trail planning, development and usage in Kenora. This resource may be particularly useful should Kenora decide to host adventure racing events in the future.

2.2.6 Tunnel Island

In 1997, the Tri-Municipal Area of Kenora, Keewatin and Jaffray Melick was designated as the 1999 Forest Capital of Canada, as a result of their long term dedication to good forestry practices and management. In honour of this designation, and as a lasting reminder to future generations of the importance of the forest in the past, present and future, a legacy project was planned for Tunnel Island. The Tunnel Island Legacy project proposes to develop a trail network and interpretive opportunities that would allow visitors to view and

enjoy the unique ecological, historical, cultural and archaeological significance of Tunnel Island.

A comprehensive development plan was prepared for the project by Hiderman Thomas Frank Cram, Landscape Architects, of Winnipeg, and by Nelson Architects, of Kenora. At the time the plan was prepared, it was based on the assumption that the Tunnel Island property, owned by Abitibi Consolidated, would be donated to the City of Kenora. This transfer of property from private ownership to public ownership was necessary in order for the project to proceed as a civic undertaking for all to enjoy.

Obstacles

At the time of writing this report, the Tunnel Island property has still not been transferred to the City of Kenora from Abitibi, and the project has been stalled in the planning stage for the past 4 years.

Despite the delay, there remains tremendous interest in this project on the part of local community members. The trails on Tunnel Island area ideal for development. They are centrally located within the city, in a beautiful setting along the Winnipeg River. The terrain is accessible and is suitable in most areas for hiking, biking and skiing. Because Tunnel Island is in a fast-flowing section of the Winnipeg River, and has no road access other than by a controlled gate off of Lakeview Drive, it is not an easy place to get into via snowmobile. For this reason, Tunnel Island would be ideally suited for groomed cross-country ski trails. There are few other areas suitable for Nordic trail development within the City that can be protected from snowmobile use.

2.2.7 Mount Evergreen

Mount Evergreen Ski and Recreation Area is currently the only area within Kenora city limits with designated cross-country trails (trails which are groomed for skiing and protected from snowmobile use). It is also the only area at present where trails are actively under construction. The Kenora Nordic Trails Association is presently engaged in completing a 5 km skate-ski loop, with lights for night skiing. Also planned are 20 km of new classic Nordic trails. Of this classic trail system, several kilometres have already been cut, with the remaining work to be completed in the 2003/2004 season. In the summer season, it is proposed that these trails be open for use as hiking and biking trails. Many of the older trails in this area that were in lower wetlands are being re-routed to higher ground to make the trail system more usable year-round.

Obstacles

Blow-down

In the spring of 2002, a storm with unusually heavy winds hit hard in several areas of Kenora, blowing down significant numbers of large mature trees. The existing Mount Evergreen cross-country trail system suffered great losses, with hundreds of trees knocked down across the trails. Work on clearing for the new trail system was delayed for several months while the old trails were cleared of the felled trees.

Private property lines

It was discovered while planning for the new trails that some portions of the existing cross-country trails were located on privately owned land, and the property owner wanted the trail moved. Additional volunteer time was taken up re-routing the trail back on to crown land.

2.2.8 Other “Unofficial” Trails Currently Used in Kenora

Kenora has a host of informal trail networks through wooded areas that are currently being used by locals. Land ownership under these trails is mixed, and one trail system will often cross over the land of several different property owners.

The 2002 blow-down affected almost all of these trails. The City of Kenora had to make a decision regarding whether or not to undertake the cost of cleaning up the trail areas that are on city property. While the trails were not official city trails promoted for public use, people were using them anyway. With the blow-down, there was a risk of injury to trail users on city property if a “snagged” tree later fell to the ground. Furthermore, the tangled mass of dead wood created an even greater risk of forest fires starting in largely residential areas. The city started the clean-up effort in 2002 and it is ongoing. They were able to obtain some assistance from MNR work crews being trained in fire fighting techniques. For other trail areas not yet cleared of the fallen trees, local citizens are simply going in with chain saws and cutting out only the sections of the trees covering the path so that at least the trail is passable.

Amik Trail

This trail forms a 2 km loop on a high point of land behind Lakewood School. It offers fabulous vistas overlooking the Winnipeg River, a power dam, a railway bridge, and Kenora harbour. The entire trail is located on property owned by Abitibi Consolidated. This trail is used primarily as a hiking trail. Some cyclists also use it, but due to its technical nature and terrain, it would not be suitable for the average cyclist.

Rabbit Lake

There is a network of trails through the wooded area south of Rabbit Lake that links the neighbourhoods in the Rideout/Minto/Pinecrest areas to Rabbit Lake. There is also a trail along the south shore of Rabbit Lake, spanning most of the length of the lake. Some parts of these trails cross over land owned by Abitibi Consolidated, and at least one other known private property owner. However, the majority of the trail network here is on City of Kenora property abutting Garrow Park. Activities on these trails include primarily hiking and biking in the summer season, and cross-country skiing and snowmobiling in the winter.

Due to the easy access for snow machines throughout the Rabbit Lake trail system, it would be difficult to set up and maintain a groomed cross-country ski trail in this area. It would be a challenge to keep the snowmobiles off the cross-country ski trail.

Beaver Brae Hill

There is an existing trail system through the wooded area north and east of Beaver Brae Secondary School and south of Valley Drive, all the way to the soccer fields. This area involves fairly high elevation and some steep hills. Part of the official cross-town snowmobile trail cuts through this area. These trails link the Valley Drive neighbourhoods to the public high school and are used by students as a short cut to get to school. The westernmost part of the trail system is on property owned by the City or by the Keewatin-Patricia District School Board. However, almost the entire eastern half of the trail system on this hill is on privately owned land.

Coney Island

The winter ice road and the footbridge over to Coney Island provide easy access to the Coney Island trails during the winter months. A network of trails exists throughout the Island, primarily for hiking and snowmobiling. Some users will also cross-country ski on the snowmobile trails. Some attempts have been made by individuals to establish a classic cross-country trail through the Island, however, it is not well established at this point.

The City of Kenora owns a significant amount of property in the central core of the island, particularly around the Coney Island Public Beach area. However, except for the beach area, there is little publicly owned land with water access elsewhere on the island. Most of the trails on Coney Island cross over privately-owned land at some point. Winter use of the land is tolerated because most of the property owners are cottagers who are away for the winter.












There is water-access-only to Coney Island during the summer, therefore use by the general public is very much reduced. The public beach is used primarily by local Kenora residents who own their own boats, other cottage owners on Lake of the Woods, and by the cottage owners on Coney Island itself.

Norman Dam

There is an approximately 2 km trail loop through a beautifully wooded area south of the Norman Dam. The area features groves of mature white pines along the banks of the Winnipeg River. It is used for hiking and biking. Unfortunately, it was hit hard by the 2002 blow-down and will require substantial clearing to get it back to a usable condition. It is located, primarily, on land owned by Abitibi Consolidated.

A Summary of all of the Trails is shown in Table 2.9.

2.3 Evaluation of Existing Official and Unofficial Public Trail Systems

Trail	Terrain Best Suited For	Ownership	Overall Desirability Rating	Suitability for Inclusion in Urban Trail Network
Trans Canada Trail Current Registered Section through Kenora		City of Kenora	Low (at present) (except harbourfront) due to proximity to highway traffic, noise. Primarily a connector route. Needs more "nature breaks".	Suitable – important connector route, should be included.
Rabbit Lake		City of Kenora, some sections on private property	High Located in park within city limits, around a lake. Well used. Residential/recreational area. Low profile, good access, and parking.	Suitable – should be included.
Mount Evergreen		City of Kenora and Province of Ontario	High Only designated Nordic ski area within City. Hiking, biking complementary activities on same trail system. Good connectivity via airport road.	Suitable – should be included.
Tunnel Island		Currently Private Property (pending proposed land transfer to City)	High Centrally located within city. Ideal terrain. Beautiful setting. Could become a second designated Nordic ski area within city in winter.	Suitable – should be included
Heritage Townscape Walk		City of Kenora	High Downtown route. Tourist appeal.	Suitable – should be included
Amik Trail		Private Property (Abitibi)	High Centrally located within city. Beautiful lookouts. Close to harbourfront.	Suitable – should be included.
Beaver Brae Hill		Half City of Kenora, half private property	Moderate Steep terrain more difficult to develop. Property ownership may limit development.	Not a priority for development at this time.
Norman Dam		Private Property (Abitibi)	High Beautiful setting along river.	Suitable – should be included.
Coney Island		Some city owned, some privately owned.	Moderate These are primarily winter trails. Lots of wetland in the summer season. Primarily private ownership along water frontage.	Not suitable at this time. Limited access in summer and private property ownership issues makes this a lower priority area for development.
Vernon Trails		Province of Ontario	High Beautiful setting. Trails well used.	Too far out to connect to urban network at this time.
Rushing River		Province of Ontario	High Beautiful setting. Trails well used.	Too far out to connect to urban network at this time.

3.0 Current Inventory and Status of Trail Groups

3.1 Kenora Nordic Trails Association

Contact: Dr. Tim Wehner, Jim Clarke
Trail: Mount Evergreen
Status of Group: Active

Kenora Nordic Trails Association (KNTA) is a relatively new organization, incorporated as a not-for-profit corporation in 2001 in order to undertake the government-funded trail development project at Mount Evergreen. However, it has existed in a less formal structure for the past decade. Its activities were primarily in Nordic programming, such as running the successful children's Jackrabbit ski program, and hosting races. KNTA has responded to a growing demand, and an obvious need, for more and better groomed cross-country ski trails, and therefore has expanded its scope to include active trail construction and maintenance. While KNTA primarily promotes cross-country trail development, most members of the organization are cyclists, hikers and walkers/runners in the summer months, and are enthusiastic about trail development for all non-motorized uses.

KNTA funds its programs and activities through selling season trail passes and memberships. Aside from the snowmobile club, this is the only trail organization that charges a trail fee for the use of a specific trail system. This income is used to build and groom the trails and to buy liability insurance coverage for the organization. While there has officially always been a fee charged for trail usage at Mount Evergreen, in the past compliance was poor. This season, KNTA made a concerted effort to communicate with and educate the trail users about the true costs of having groomed trails and their obligation to pay a trail fee. So far this season, compliance in paying the trail fee has been excellent, as most of the skiers realize the work that is required to groom and maintain a Nordic trail, and are willing to pay for the service. There does not appear to be any resistance or resentment by previous trail users who are now required to pay trail fees. Grooming must continue to be consistent, however, in order to keep users happy about paying.

The blow-down in 2002 took its toll on the Mount Evergreen trail construction project, as so many volunteer hours were used up in simply getting the existing trails back into a usable condition, rather than putting the effort into blazing new trails. In order to complete this new Mount Evergreen trail construction project on budget, KNTA will have to call upon more volunteers to help out. This project may exhaust their volunteer resources for awhile.

After the trail construction at Mount Evergreen is completed, the long-term objective of KNTA is not to rely too heavily on volunteer labour to do the trail grooming and maintenance. They believe that the only way to ensure consistency and quality of trail

grooming over the long run is to pay someone to do the work. Provided trail fees are sufficient to cover wage costs every year, this model for trail maintenance appears to be sustainable in the long run, without reliance on government assistance, and without the risk of organizational collapse due to volunteer burn-out.

3.2 Lake of the Woods Trails Committee (Local TCT group)

Contacts: John and Margaret Maybank
Trail: Trans Canada Trail segment through Kenora
Status of Group: Inactive

In 1998, the TCT Foundation employed a coordinator to help establish the trail in the Northwestern Ontario Region. It was at this time that the local TCT group, the Lake of the Woods Trails Committee, was formed. The committee was an unincorporated body of volunteers. During its active phase the committee had more than 25 members. Progress was slow, however, as the committee faced a daunting task with many obstacles. At the time we began work on this Kenora Trail Study (October 2002), the Lake of the Woods Trails Committee had been inactive since the fall of 2000. The obstacles mentioned in an earlier section of this report, together with the loss of several key members of the committee (who moved away), caused the remaining committee members to lose interest in the project. The only remaining members of the original committee still trying to keep the project alive are John and Margaret Maybank, and Dana Dyck.

Efforts are currently underway with the TCT coordinator assigned to this region to re-establish a group interested in TCT development. Other than the contract trail coordinator positions funded by the TCT Foundation for this region from time to time, the local TCT groups do not receive any funding or administrative support to undertake the Trans Canada Trail construction and maintenance. The success of the TCT in this area will depend largely on local volunteers to again rise to the challenge. This volunteer-based model of trail development and maintenance is difficult to sustain for the long term.

3.3 Sunset Trail Riders Snowmobile Club

Contacts: Alvin Sinclair, Gerry Rummery
Trail: Snowmobile cross-town corridor
Status of Group: Active, but trail maintenance not done in 2002/03 season.

Sunset Trail Riders Snowmobile Club is probably the longest surviving trail organization in the Kenora area, to date. This group has established and maintained hundreds of kilometres of snowmobile trails in the region. While this study is focusing primarily on trails for non-motorized activities, we believed that it would be instructive to inquire into the past

experiences of the Sunset Trail Riders Snowmobile Club. This group has faced many obstacles through the years, many of which have been overcome, but not all.

Over the past decade, trail groups have become increasingly organized, none more so than the trail groups in the snowmobile industry. Sunset Trail Riders Snowmobile Club is the local Kenora member group of the larger Ontario Federation of Snowmobile Clubs (OFSC). The OFSC is the provincial body that regulates most snowmobile trail riding activities. They charge a fee to all member clubs, in exchange for such services as financial assistance with trail grooming costs, negotiating group rates for insurance coverage, establishing trail standards, promotion, education, and licensing.

Sunset Trail Riders successfully negotiated the establishment of a snowmobile trail through Kenora, which it has maintained up until this year. They had to negotiate with many private property owners in order to get permission to locate the trail on privately owned land. Sometimes the land use agreements were in writing. More often than not, they were simply unwritten "gentleman's agreements".

Some of the issues and obstacles that Sunset Trail Riders Snowmobile Club has faced in recent years:

- Resistance to payment of trail riding fees. Many local snowmobile riders do not care to have snowmobile trails groomed with signage, and are unwilling to pay a fee for this service.
- Increasing fees due to insurance premiums. Not only was there resistance to paying a fee for trail use, but the fee itself was increasing due to the rising costs of insurance.
- Decreasing membership, and ridership in general. Poor snow conditions, increasing costs to purchase snow machines, and the ongoing debate regarding trail permit fees were all contributing to a decreasing number of riders.
- Disagreement with level of fees charged to visitors from out-of-province. The amount charged to visitors to the area for a day-use trail permit was set by the OFSC at a level that the local outfitters believed was too high. The locals believe that this fee was discouraging snowmobile tourism in the area.
- Charges laid by the MNR. The snowmobile club faced charges in 2002 for building trails, cutting down trees, and building a bridge on crown land without a proper permit. These charges were later thrown out by the court.

Exasperated at having to deal with the above issues, the executive of Sunset Trail Riders suspended all trail maintenance operations in their region for the entire 2002/03 season. They did not sell trail passes for the season. They did, however, continue to offer the snowmobile Young Riders training program in anticipation of continuing club operations in the future.

3.4 Friends of Rushing River

Contact: Jeff Port
Trail: Rushing River
Status of group: Active

Several years ago the Ministry of Natural Resources established the “Friends of Rushing River”, a non-profit volunteer-based organization with an interest in promoting environmental awareness and conservation at the park. The Ontario Government and the Friends of Rushing River are joint guardians of Rushing River Provincial Park. The responsibility for new trail development in the park seems to have been taken over by the Friends group.

The Friends of Rushing River group is self-supporting. They earn revenue from operating programs and selling goods and services at the Park (i.e. interpretive centre, firewood). This income supports their other initiatives, such as trail development. No financial or administrative assistance is provided to this group by the Ministry of Natural Resources.

Friends of Rushing River is a fairly active group at present, with a core of dedicated and experienced volunteers from the Kenora area.

3.5 Sportsman’s Conservation Club of Kenora

Contact: Henry Rasmussen
Trail: Vernon Nature Trails
Status of group: Less active than previously

The Sportsman’s Conservation Club of Kenora has been active in the past in raising money and overseeing construction activities on the Vernon Trails. This is the only trail system in which they are actively involved. They arranged to build the shelter, erect the signage, and build a lookout area and a boardwalk through the wetlands. As with most volunteer-based organizations, there is an ebb and flow of membership and degree of activity. Recently, the Sportsman’s Conservation Club has been less active in undertaking fundraising activities and trail upgrades, and membership levels in the club have dropped off.

According to the MNR, the Vernon Trail arrangement is the only owner/manager relationship of its kind for trails, and it works at present because of the dedication and interest level of the particular individuals involved. Also, the trails are currently in a very usable state and do not require much attention by the volunteers. There is still some talk of establishing an interpretive centre on the trails, but no firm plans are in place. The MNR does not fund interpretive centres, so the Sportsman’s Conservation Club would have to do all of the fundraising. Maps of the trail system have been drawn up in the past, but are apparently outdated now. Rather than publishing new maps, the MNR and the Sportsman’s

Conservation Club would prefer to see more detailed signage on the trails themselves to guide the users along. In the future, the MNR believes there is a need to have a coordinating body to oversee operation of the trails, such as the model used for the “Friends of Rushing River” group.

3.6 Tunnel Island Legacy Project

Contact: Don Cameron
Trail: Tunnel Island
Status: Inactive

Most of the planning work for this project was completed in 1999. The original committee of volunteers that was set up to undertake the project planning phase has more or less disbanded, as they have not met to discuss the project in recent years.

3.7 Lake of the Woods Heritage Townscapes

Contact: Pippi Johnson
Trail: Heritage Townscape Walk
Status of Group: Still active, but less active than previously

Lake of the Woods Heritage Townscape Committee is a non-profit volunteer-based organization dedicated solely to the enhancement of civic pride in the community and an increase in awareness of the Lake of the Woods area through the creation of historical murals. A total of 19 murals have been painted to date, with 16 located in downtown Kenora

Lake of the Woods Heritage Townscape Committee has worked very hard for many years raising all of the money necessary to create and maintain the 19 murals. They have not received much in the way of government grant money for any of their projects – all of the fundraising was done through events and partnerships with other groups. The energy and interest level of the committee members is beginning to wane. Few fund raising events have been held in the past year, and the number of active members in the group has declined.

3.8 Other Trail User Groups

3.8.1 Sunset Country Horse Association

Contacts: Linda McGeachy, Marilyn Behrsin

Sunset Country Horse Association is a local club, made up of volunteers with an interest in horseback riding. There are approximately 80 – 100 people in Kenora who ride. They organize groups to go out riding on the various trails throughout the region. They do not maintain any particular trail system. Preferred trail routes are often along old seldom-used logging roads that lead to a lake. A picturesque setting is important and is one of the prime motivating factors for trailering a horse and driving 30 to 45 minutes out of the city.

There are no official horseback riding trails within city limits for public use. At one time in Kenora, there were individuals with privately owned stables in the business of providing horseback riding opportunities to the general public. Presently, there are no such businesses in operation in Kenora. The closest riding stable to Kenora is now at Falcon Lake, Manitoba. Sunset Country Horse Association believes that a public riding stable is a difficult service to offer to the public, and there is not enough money in it to make it work in Kenora.

While this group would like to see riding trails developed within the city, they do not feel that the number of active members in their organization is sufficient to take on a trail development project at this time. A partnership with Mount Evergreen has been explored, but no firm plans are in place.

Without a trail of their own, or a facility, or a private sector partner willing to invest in a riding service open to the public, this group does not have the capacity to generate any income with which to undertake facility and trail development.

3.8.2 WHACKO (Wilderness Heritage and Community Keepers Organization)

Contact: Val Ross

This group was comprised of local conservationists from Kenora and was active back in the late 1990's. They were interested in the creation and maintenance of more green space in the community and were very supportive of the idea of trails. They made a number of presentations to municipal council on the matter, which were not very well received. In fact, the name of their organization is reflective of the way in which their ideas were interpreted by the municipal leaders at that time. Their group name was initially different, but it was changed to WHACKO after they were referred to as such by municipal leaders upon hearing some of their proposals. While this group is not in a very active phase at present, their experience with municipal council is worth noting.

3.8.3 Kenora Borealis Multi Sport Club

Contact: Rob Aitken

This is a local group of competitive (amateur) athletes who are keenly interested in multi-disciplinary sports events, such as triathlons, and adventure racing. They train year-round. Two of their main activities involving the use of local trails are running and cycling. Members of this group know where many of the good off-road trails are.

While they are not particularly interested in undertaking trail building activities, they may be interested in assisting in staging multi-sport events in Kenora.

3.8.4 Northwestern Health Unit/Coalition of Kenora Health Care Providers

Contact: Helen Baniuk-Brown

The Northwestern Health Unit is very interested in trail development in Kenora. In fact, they had already undertaken a couple of initiatives that involve the promotion of trails before this trail study began. One was the creation of a promotional brochure, describing the location of three trails/walking routes in the Kenora area: Rushing River, Vernon trails, and the Heritage Townscapes Walk.

The second initiative was the establishment of the Coalition of Kenora Health Care and Social Service Providers. This is a group of almost every government-funded agency in Kenora involved in health care or social service delivery, in the broadest sense, and therefore includes the school boards, the hospital, the health unit, Grand Council Treaty #3 and a dozen others. They are gathering as a group to discuss ways to work together to help improve the overall health of the members of our community. One aspect they have identified that is of growing concern is the prevalence of obesity and the lack of physical activity of our population. They have determined that the creation of more and better trails for walking and cycling would encourage more people to become active.

These organizations do not have a mandate or a budget for the capital costs of trail construction. Rather, they see their role as a facilitator in helping the trail development process along, as well as a promoter for trail use.

The member groups of the Coalition of Kenora Health Care and Social Service Providers were very interested to hear about this Trail Study Project, and would very much like to see the City of Kenora undertake a comprehensive approach to future trail planning development. Letters of support to encourage this process have been written by many of these agencies and are included in the appendices to this report.

3.9 Listing of Trail Groups in Kenora

Group Name	Contact(s)	Group Status
Friends of Rushing River	Jeff Port	Active – is doing new trail development
Kenora Borealis Multi-Sport Club	Rob Aitken	Supports, but does not engage in trail development
Kenora Nordic Trails Association	Tim Wehner, President	Active – undertaking new trail development
Lake of the Woods Heritage Townscapes	Pippi Johnson, President	Still active, but at risk of exhaustion
Lake of the Woods Trails Committee (Local TCT)	John and Margaret Maybank; Dana Dyck	Inactive/on hold
Northwestern Health Unit	Helen Baniuk-Brown	Supports, but does not engage in, trail development
Sportsman's Conservation Club of Kenora	Henry Rasmussen, President	Small in membership, less active than a few years ago
Sunset Trail Riders	Alvin Sinclair, Vice President	Still active, however did not groom trails this (2002/03) season
Sunset Country Horse Association	Lynda McGeachy	Active, small in number
Tunnel Island Legacy Project	Jack Pearson, Chair; Don Cameron, Treasurer	Inactive/on hold
WHACKO	Val Ross	Inactive

3.10 Assessment of Capacity for New Trail Development

First Level

Trail organizations that have regular ongoing government or municipal funding and paid staff have the best chance of long-term survival (provided their program is not cancelled due to budget cut-backs). This type of organizational structure has the best capacity for new trail development. Currently, there are no such trail organizations in Kenora.

Second Level

Those groups that are attached to a specific facility or trail system that can be used to generate income, and have a club structure with a substantial membership, have the next best chance of survival in the long run. They can usually generate enough income to pay for the labour to maintain their trail systems, so that they do not have to rely on volunteer labour all the time. These groups are usually capable of undertaking a trail development project from time to time. The groups that fall into this category are:

- Kenora Nordic Trail Association
- Friends of Rushing River
- Sunset Trail Riders

Third Level

Those groups that have no regular source of income from memberships, or a facility or trail system that can be used to generate income, have the most difficult time surviving in the long run. The funding for all of their activities must be generated through ongoing fundraising efforts, and these efforts tend to exhaust the resources of a group over time. Also, they have to depend on volunteers to provide the labour needed to run their programs or maintain their trail systems and this adds to the burden of the volunteers. Often, the loss of one or two key members from this type of trail group puts the group's survival at risk. Groups in this category are sometimes able to take on a trail development project, but usually only one main project in their organizational lifetime. The trail groups that fall into this category are:

- Sunset Country Horse Association
- Trans Canada Trail – local trail committee
- Sportsman's Conservation Club of Kenora
- Lake of the Woods Heritage Townscapes

The only existing community trail organizations in Kenora capable of undertaking a trail development project already have a trail project underway, and would not be able to assume any other trail project for some time.

It is unlikely that a city-wide trail initiative will take place, unless the City of Kenora assumes the responsibility for its construction and maintenance.

4.0 Issues/Obstacles for Trail Development in Kenora

- Loss of momentum and volunteers from groups that were once active and now are dormant, or significantly less active (Local TCT, Tunnel Island, WHACKO, Sunset Trail Riders).
- Land tenure – getting permission from private property owners to use the land for trails
- Insurance – Premiums continue to climb. Liability issues deter not-for-profit groups from assuming responsibility for the trail.
- Geography – Local geography is rugged (rocks, lakes, trees) and expensive for trail building.
- 2002 Blow-Down
- Funding for Construction and Maintenance – There is a prevailing belief on the part of the general public that trails should be accessible without the payment of a fee; this makes the funding of trails difficult.

New trail initiatives will have to be designed to minimize the impact of these obstacles.

5.0 The Urban Trail Concept

Based on the input provided by the Trail Study Project steering committee, and by the various trail groups interviewed, it was determined that what is needed most in Kenora for trail development is a comprehensive plan for the community to implement over time. It was also apparent that unless the proposed trail project becomes a municipal project, it is unlikely to ever be implemented. The concept of an urban trail network for the city has begun to take shape.

People interviewed described trails that they had seen in other cities that they wanted to see in Kenora. Many cited trail systems in Minneapolis, Calgary and Saskatoon that followed the shoreline of a lake in a park, and that permitted safe cycling routes connecting one area of the city to another. Citizens described the potential that they felt Kenora had for trail systems, and that it needed to be further developed. From these discussions, the steering committee developed the following set of guiding principles.

5.1 Guiding principles

The guiding principles below were developed to help ensure that a proposed trail project for the City of Kenora is designed so that it:

- attracts the support of the majority of the population,
- meets the needs of the greatest number of people,
- supports tourism activities in the area,
- encourages healthy lifestyle activities,
- is practical and affordable to implement,
- is safe.

Principle #1

Keep the scope for this project at a manageable scale. Focus on the built up urban areas first. There are many more trail opportunities further out, but trying to incorporate them now would make the size of this undertaking rather unwieldy. Their development may have to wait for a future project.

Principle #2

Trail network is to focus on trails for non-motorized activities – trails are to promote healthy lifestyle choices, more physical activity, and more eco-tourism activity.

Principle #3

Locate trail systems so that they are accessible and usable to the greatest number of people. Try to provide each major neighbourhood of the city with access to the trail network; the same provision should apply for hotels, parks, beaches and camping areas.

Principle #4

Locate trail systems to take advantage of attractive natural features of the land, and wherever possible, incorporate bodies of water. Trail network should offer a variety of terrain, and interesting views.

Principle #5

Develop, upgrade and extend trails that already exist, before cutting new trails. After the blow-down last year, the current state of the many of the existing trails is quite rough. A great deal of clean-up work must be done just to get existing trails back on line. This should be the priority before cutting out new areas.

Principle #6

Focus on trail areas that are primarily on City-owned land. This would expedite the process of trail development.

Principle #7

Trail design should promote the concept of shared-use. It is more cost-effective to build multiuse trails that can accommodate several activities, than it is to build specialty trails for each activity. Safe trail use and respect for other users must be promoted.

Principle #8

Promote this project as the beginning of a process for a comprehensive trail strategy for Kenora, not the completion of the process.

5.2 Trail Standards and Design Features

At present, the trail industry in Ontario is still relatively unregulated. There are no set government standards for trail construction or maintenance. Discussions with trail advocacy groups, such as the Trans Canada Trail Foundation and the Ontario Trails Council, revealed that they do not maintain or promote any set trail standards either. The

One trail group that has done the most work toward a common trail standard is the Ontario Federation of Snowmobile Clubs (OFSC). Progress is reported to be slow, however, because trails by their nature are unique, and it is difficult to find common ground, literally and figuratively, from one trail to the next.

Some believe that another impediment to the establishment and promotion of a common set of trail standards is the insurance industry. Trail groups fear that if a common standard is established in Ontario, it may become the minimum standard used by the insurance industry. It might become a case of all trails having to meet all standards (even standards that do not make sense in their particular case), or they will not be insurable. It would have the effect of elevating the cost to build and maintain trails, and would discourage trail initiatives.

Certain trail associations with a more technical focus, such as those for competitive cross-country skiing and cycling, have developed some trail design standards for their own use. These design standards would be used to determine whether or not the trails are suitable for sanctioned racing events sponsored by the association. It is not the intent of the urban trail network to design trails for this purpose.

For general-purpose trails for the average user, trail builders are simply employing common sense to design and build trails that are functional and safe for their intended use. For the City of Kenora urban trail network, we conducted an analysis of trail usage, and summarized the implications for trail design in the following table.

5.3 Trail Design Analysis: Who Uses Trails and Why

Who	Where	Why	Implications For Trail Design
Bipedal Activists (Walkers/Hikers/Runners/Rollerbladers) Adult walkers, all ages, more women than men, regularly, week day	Outdoor, neighbourhood sidewalks.	Proximity to home or workplace (convenience, time constraints) Security (lighting esp. for shortened winter days, other people around, less chance of encountering a bear). Sidewalks provide even flat surface (accommodating disabilities) and protection from road traffic.	Neighbourhood sidewalks continue to be the first point of access for people on an outing. Trail plan should include the installation of sidewalks/paved shoulders along roads in built-up areas (where none now exist).
	Through parks or wooded areas close to their neighbourhood, often along a route that leads to a body of water.	Relaxation, fresh air, quieter encounter with nature (away from traffic), run/walk the dog.	Trail network should attempt to include “nature walk” opportunities throughout the city, not just on outskirts of city. Where possible, routes should be along water frontage – which is where people naturally like to go. Trails should be “dog friendly” – but owners should be required to pick up after their dogs, even in wooded areas. City should continue efforts to rid the urban areas of nuisance bears – for several months of the year, people are afraid to walk on trails through wooded areas.
School aged children, during school week	Neighbourhood sidewalks, roadways	To get to school	Trail plan should ensure all major walking routes to area schools are pedestrian friendly.
Seniors	Recreation Centre indoor track (particularly in winter)	Fitness and social interaction. Indoor because of winter conditions outside.	Recreation Centre acts as a meeting place. Trail network should incorporate this area.

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Who	Where	Why	Implications For Trail Design
Couples and Families on weekends	Feature trail areas further away such as Rushing River, Tunnel Island, Vernon Trails.	Opportunity to spend R & R time with spouse/family/friends. Weekend outings generally are longer than ones during the week.	Any new feature trail areas developed within city network should provide for adequate parking, picnic areas, garbage collection, public washrooms/outhouses, good signage on the trails.
School Groups during school week	Special school outings, or field trips to feature trail areas.	Provide children with greater understanding and appreciation of the natural world they live in, environmental responsibilities	Same as above, plus interpretive opportunities.
Visitors/Tourists on Vacation	Feature trail areas, primarily during summer months	Encounter with nature in a different part of the world than where they are from.	Same as for family and school outings as set out above.
Visitors on Business Trips	Trail network near their hotel.	Stretch legs after long drive. See a bit of the City, shop.	Where possible, trail network should incorporate major hotel/motel locations, parks, beaches and campgrounds. Beautification of streets and sidewalks around these locations should be part of overall urban plan (landscaping, move to underground electrical services etc.). Maps of suggested walking routes should be distributed by the hotel.
Runners	All over, all terrain. Distance routes usually involve gravel shoulders along major roads, or gravel roads	Softer impact surfaces are preferred, easier on their bodies. Concrete sidewalks are the hardest surface to run on. In winter, streetlights are important for early morning and evening runs.	Along main connector routes and feature trail areas, concrete sidewalks are least desirable for runners.
Rollerbladers	Reasonably level, paved surfaces.	Small-wheeled activities are most enjoyable on a very smooth surface	Asphalt surfacing is best for most small-wheeled activities, and should be used in some feature trail areas around the city.

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Who	Where	Why	Implications For Trail Design
<p>Cycling</p> <p>Adults – Mountain biking technical/competitive</p>	<p>Trails off the beaten track – bush trails, pipeline, hydro line</p>	<p>Challenge, excitement, skill enhancement, training.</p>	<p>Represents a fairly small segment of urban population. Current urban trail concept may not appeal to this group, as its focus is primarily on the average trail user.</p>
<p>All ages – leisure/fitness/transportation</p>	<p>Existing streets and roads, paved shoulders.</p>	<p>Fun and fitness, transportation to work or school. Smoother ride and less skidding on asphalt than on sand or gravel surfaces.</p>	<p>People who ride a bike to school or work need more safe passage along major connecting routes. Cyclists prefer pavement to gravel. More paved shoulders along these routes. Walkers and riders will be sharing same routes. Consider a compromise involving an elevated paved trail with a curb along one side of road. Wherever possible, physically separate the trail from vehicular traffic.</p>
<p>Families with young children</p>	<p>Use roads and streets to get to nearest park or other safe area with less traffic</p>	<p>Traffic and young children on bikes do not mix well. Neither rider nor driver is comfortable in close proximity to one another.</p>	<p>Need cycling trails away from traffic. Designated feature trail areas will attract families on bikes and therefore should be designed to accommodate both walkers and riders. Public should be educated on shared trail concept.</p>

5.4 Trail Signage

Signage is an important safety feature for trails. As a minimum, the following basic standards should be employed:

For trails that are designed for more than one use, such as for pedestrians and cyclists:

- Signage should indicate the intended use for the trail.
- For wider asphalt trails, a line painted down the middle of the trail could separate pedestrians from cyclists. Images indicating which side is for cycling and which side is for pedestrians should be painted onto the asphalt surface at regular intervals.
- For narrower multi-use trails that have less overall traffic, signs should encourage users to share the trail, make way for other users, and generally pay attention.

For cycling/walking routes along a level paved shoulder of a road:

- Signage must be designed for vehicular traffic, as well as for pedestrians and cyclists. These routes will require road signage designed to make drivers aware of the cycling/pedestrian lane beside them.
- There should be a painted double line on the asphalt, or if room, a painted meridian, separating the vehicle lane from the cycling/pedestrian lane.
- At strategic intervals along the route, images should be painted onto the asphalt surface of the trail to indicate the intended use of the trail (i.e. both cycling and walking).

For trails through wooded areas:

- Directional signage along the trail will be required to guide visitors not familiar with the trail routes. This is particularly important at trail intersections en route. At every intersection, directional signage should indicate where each path leads, the approximate distance, and the shortest route back to the trailhead (e.g. parking lot, park, washrooms).
- Billboard-style signage at intersections along the trail showing a map of the entire trail network with a “you are here” indicator are difficult for some people to read, particularly if the reference points are not obvious. These types of signs are sometimes more effective if mounted horizontally on a tabletop platform, oriented so that the trail arrows on the sign actually point in the direction of the trail along the ground.

- Also important at the trailhead of a wooded trail area is signage indicating what activities are allowed on the trail, are disallowed on the trail, overall distance (if a loop) and a general rating for degree of difficulty.
- Signage in feature trail areas should also educate visitors as to their responsibilities regarding their dogs, and their garbage.

5.5 Description of the Urban Trail Network for Kenora

Drawing on the study findings discussed previously, a conceptual trail network for Kenora has been set out in maps included in the Appendices. The network is made up of a number of feature trail areas, primarily off-road, linked together by connector routes, which are existing primary roads and streets. Most major areas of the city are linked to the network. The conceptual plan for each of the areas is described in more detail below.

Feature Trail Areas

5.5.1 Rabbit Lake

This is an excellent location for an all-purpose trail system, and is our recommended top priority for development.

Immediate Neighbourhoods Served: Rabbit Lake
 Rideout
 Pinecrest
 Minto
 Drive In

Complementary Sites in Vicinity: Garrow Park, beach and tennis courts
 5 Schools
 Rabbit Lake Trailer Park
 Kenora Rowing Club
 Rabbit Lake Bed & Breakfast
 Soccer Fields

The Rabbit Lake Trail would be an approximately 6 km hiking/biking loop around Rabbit Lake, with 5 connecting trails from neighbourhoods to the south, off Scramble Avenue, Cambrian Drive, Minto Avenue, Nairn Avenue and St. Thomas Aquinas School. The main trail would follow the shoreline around the lake, except where there are lakefront residences, in which case the trail would be routed behind the homes and along the road.

The terrain is primarily low-profile, providing good access from many locations. Adequate parking already exists at Garrow Park Beach and the Kenora Rowing Club.

Most of the trail and connector routes through the wooded area south of Rabbit Lake already exist in some form, and would simply require upgrading and surface treatment. Cutting of some new trail would be required along the shore at the west end of the lake in order to complete the loop.

Land Tenure

Fortunately, most of the land required for the Rabbit Lake Trail system is already either owned by the City of Kenora or available via an existing right-of-way. The City owns a large section of property south of the lake, from Garrow Park west, and most of Rabbit Lake has a 66-foot reserve along the shoreline for city use. However, there are several land tenure issues here requiring discussion, and some additional work required by the city prior to trail construction. There are two pieces of privately-owned property involved in the proposed Rabbit Lake trail system, over which the city does not presently have a right-of-way. Also, there are two blocks of shoreline along the lake where the city probably does have a right-of-way, but which should probably not be used for the trail.

1. North of Cambrian - One section of the trail crosses a piece of land just north east of the Cambrian Drive subdivision, which is owned by a private corporation. Discussions with the owner regarding the purchase of this land by the City have already taken place. If the City were to proceed with this trail plan, it would be advantageous to acquire this property.
2. West end of Rabbit Lake - A second section of the trail crosses over land owned by Abitibi Consolidated, at the west end of the Lake. A title search of this property revealed that there exists a 66-foot reserve for road allowance from the high water mark all along the Abitibi property. In theory, this would allow the City to locate the trail along the shore here. The location of Abitibi's Mud Lake Landfill Site close to this end of Rabbit Lake creates another wrinkle. There is an attenuation zone between it and Rabbit Lake. Discussions with the Ministry of the Environment regarding the attenuation zone suggest that it would probably not interfere with plans for a trail along the shoreline. The Ministry of the Environment office has a map showing the locations of the land fill site and the attenuation zone, but they would not release it to our group without written permission of Abitibi.

Also at the west end of Rabbit Lake is one short section of the proposed trail that will have to go inland (west) away from the Lake, through Abitibi property to the hydro line northwest of the Lake, then north on the hydro line up to Rabbit Lake Road. Abitibi would have to grant permission for this section of the trail loop, as there is no existing right-of-way. The (somewhat awkward) routing of this section of the trail is necessary in order to complete the loop around the lake without using

the 66-foot reserve in front of private homes at the west end of the lake. This leads to the third issue...

3. Lakefront Homes - There are two blocks of land around Rabbit Lake, where privately owned residences were built on lakefront lots that abut the 66 foot reserve: Birchwood Crescent at the southeast end, and the area west of the Municipal Office on the north side of the lake. Our steering committee debated whether the city should exercise its right to use this reserve and locate the trail along the shoreline in front of privately owned residences. It was finally recommended by the steering committee that the trail NOT be located along the lake at those two areas. It was thought that there would be a great deal of resistance to this plan, especially by those property owners whose yards would be "invaded" by the trail. It would not be worth the loss of public support to gain the additional shoreline. Even without this section, approximately $\frac{3}{4}$ of the trail will be routed along the Lake.

Surface Treatment

Surface treatment on the Rabbit Lake trail system will likely vary depending on the section of the trail and the terrain, as follows:

North Shore, east of Municipal office to east end beach.

Some previous planning work has been done for this section, as it is part of the overall reconstruction of Rabbit Lake Road. To get a 3.6 metre trail in beside the road, some infilling of the lake will have to be done. Erosion of the surface into the Lake will be a concern, therefore a hard surface treatment on the trail, such as asphalt, would be most suitable here. If there is sufficient room to separate the trail from Rabbit Lake Road via a boulevard, it should be done where possible. Several areas for pocket parks exist along this north shore.

East end beach to Garrow Park, via Birchwood Crescent

The trail through this section will also act as a sidewalk servicing the north side of Birchwood Crescent. There are advantages to having an elevated walkway of some kind in this area, as it will create a physical barrier from the road and a greater sense of security for pedestrians. Also, elevated platforms discourage parking along them, as is often a problem with paved shoulders in residential neighbourhoods. A concrete curb, in-filled with asphalt would be suitable here.

South Shore, Garrow Park and West

The 3.6 metre asphalt surface will continue along the shoreline to the west end of the Lake. There are several places that would be suitable for pocket parks along this route. One in particular is a small peninsula that juts out into the Lake. The connector routes linking the Rabbit Lake loop to the neighbourhoods south of the Lake could be surfaced with gravel, woodchips, or left natural, as appropriate. The terrain in this wooded area varies considerably.

West End

The shoreline at the west end of the Lake is characterized by low, marshy wetlands. Some boardwalks, or flat bridges would be suitable here. Once over the low wetlands, the terrain gains in elevation and variability through the Abitibi property and up the hydro line to Rabbit Lake Road. Gravel or woodchips may be the surface treatment of choice here, as it may not be feasible to use asphalt.

Rabbit Lake Road east to Municipal Office

This section of the trail will follow the south side of Rabbit Lake Road, and is quite narrow in some areas. If reconstruction of Rabbit Lake Road does not result in a significant widening along this route, a level paved shoulder may be the best option here.

5.5.2 Tunnel Island

Immediate Neighbourhoods Served:

Tunnel Island
Norman
Downtown core
Rideout (via bridges)
“Medical Community”

Complementary Sites in Vicinity:

Harbourfront
Highway 17 route through City
Proposed TCT route
Hotels, motels, restaurants and service stations
along Lakeview Drive

A complete proposal and trail design has already been done for Tunnel Island, by the Forest Capital 1999, Tunnel Island Legacy Project. Readers are referred to that project report for a full description.

The Tunnel Island project proposes approximately 3-5 km of trails for hiking/biking, much of it along the Winnipeg River. There are also some elevated areas suitable for lookouts. Most of the trail network already exists, as people regularly hike on Tunnel Island now. Not mentioned in the 1999 proposal is the potential for cross-country skiing on these trails in the winter. Designing the trail system so that it could be groomed for cross-country skiing would be a significant enhancement to this project.

Several expensive features are included in the Tunnel Island Proposal, including the creation of a stacking lane for safer entry off Lakeview Drive, a parking lot (none now exists), an interpretive centre, and two pedestrian bridges to link Old Fort Island to the

mainland. Some inexpensive enhancements to the existing trail system, however, could go ahead, even without full funding of the other special features.

Because of its uniqueness and potential for development, Tunnel Island has caught the attention of several other groups. This is fortuitous, as it will take the effort of many to develop Tunnel Island to its full potential. The Trans Canada Trail Foundation would like to see the Trans Canada Trail routed through Tunnel Island. Groups interested in the Aboriginal heritage of the Island, or new opportunities for tourism destination sites, are also beginning to make enquiries.

Land Tenure

The property remains in the ownership of Abitibi Consolidated. The Trans Canada Trail Foundation office in Montreal is currently trying to assist in negotiating a land transfer agreement between Abitibi and the City of Kenora.

5.5.3 Amik Trail

Immediate Neighbourhoods Served: North Central
 Rideout
 Downtown

Complementary Sites in Vicinity: Lakewood Elementary School
 Mount Carmel School
 Harbourfront and McLeod Park

This is an approximately 2 km hiking loop, featuring high elevation and great views of the Winnipeg River and Kenora Bay. Amik is an aboriginal word meaning beaver, and the significance of this name for this particular trail is not known. There is no beaver dam on this route, however, the shape of the trail loop is like a beaver tail.

The trail already exists and is used by locals, primarily for hiking. While it has also been used for mountain biking and cross-country skiing in the past, it would not be advisable to officially promote these two activities on this trail. There are steep cliffs in several areas, which could pose a safety issue if a skier or cyclist left the main trail.

There are ample opportunities for lookouts and pocket parks. Railings may be required in some areas.

Access is through the parking lot of Lakewood Elementary School. Because of its proximity to the Harbourfront and McLeod Park, it would be ideal to have more direct

access from these two areas. It would be possible to gain access to this lookout trail from McLeod Park if the CPR would allow people to officially use the existing pathway under the railway bridge.

Land Tenure

Virtually all of the existing Amik Trail is located on property owned by Abitibi Consolidated. To make this an official trail, permission would have to be obtained from the company.

5.5.4 Laurenson's Creek Walk/Recreation Centre Outdoor Track

Immediate Neighbourhoods Served:	Central Lakeside
Complementary Sites in Vicinity:	Downtown King George VI School Hotels and restaurants in area Recreation/Wellness Centre, including tennis courts, baseball diamonds, basketball courts, proposed skateboard park. Boat launch area Seniors' Apartment complex

This trail would skirt the entire outside boundary of the City's Recreation Centre property; along Laurenson's Creek from the 1st Ave Bridge to King George VI School, skirting the school playground to the Recreation Centre parking lot, along the laneway beside the parking lot to the front of the Recreation Centre. Activities on this trail could include walking, running, cycling, and other small-wheeled activities. The terrain is relatively flat in most places and would be suitable for users with varying degrees of physical ability.

Properly landscaped, this trail could result in a significant improvement of an area that is now rather drab and unappealing. The creekside, in particular, would be cleaned up considerably, and the walkway along here would allow access to an area near water, where none now exists. There is potential for creativity if the retaining wall structure already in the creek could somehow be worked into the trail plan, with some terracing along the banks. The tennis court and parking areas of the recreation complex are presently particularly dull, without a tree or shrub in sight.

A trail around the perimeter of the property could provide an alternative to the field in the centre of the property, which some people now use as a track for walking/jogging. The area now occupied by the field could then be converted to another use.

5.5.5 Norman Dam Loop

Immediate Neighbourhood Serviced:	Norman
Complementary Sites in Vicinity:	Norman Park (and trail area) Motels and restaurants along Lakeview Drive

This is a relatively short hiking/biking loop south of Norman Dam featuring mature white pines and shoreline along the Winnipeg River. Other than cleaning up the blow-down, not much has to be done to the trail.

Land Tenure

The trail is located on property owned by Abitibi Consolidated. Official permission for use would be required.

5.5.6 Norman Park/Rotary Park/Two-Bridges

Immediate Neighbourhood Serviced:	Norman
Complementary Sites in Vicinity:	Norman Park and beach Dairy Queen Motels and restaurants along Lakeview Drive Proposed new condominium complex

This trail would provide a hiking/biking detour off the main highway route, through Norman Park, along the shoreline to Cameron Bay Bridge, then along the highway to Keewatin Bridge. The significance of this area is that it offers the first opportunity for travellers coming from the west, whose attention has already been captured by the view from atop the Keewatin Bridge, to stop and take a better look at Lake of the Woods.

The roadway in the "Two Bridges" area between Cameron Bay Bridge and Keewatin Bridge is already widened, with room for cars to pull off to the side so they can view the lake. With better landscaping, its visual appeal could be improved. Some suggestions include replacing/hiding some or all of the guardrail in that area with a stone wall, creating pocket parks and lookouts. The grassy area south of the highway and immediately east of Cameron Bay Bridge has much potential for development. The Rotary Club has indicated some interest in developing this area into a park.

Land Tenure

The City of Kenora has a right-of-way access to all of the property needed to create this section of trail. There is one condominium building close to the lake, adjacent to Norman Park, in front of which the trail must pass, in order to follow the lakeshore all the way around to the highway. Apparently, the landowners are aware that the city has the right of access across this property between their building and the Lake of the Woods.

5.5.7 Keewatin West Bay

Immediate Neighbourhood Serviced: Keewatin

Complementary Sites in Vicinity Keewatin Arena, Portage Bay Park and playground, baseball diamonds.

A quiet walking route along the Bay by the Keewatin Arena, over the pedestrian bridge, through Portage Bay Park and along West Bay Road. This trail essentially follows the road. As the road services only a few homes, it has relatively light traffic, and is suitable for use as is, with few changes. There are some good opportunities for pocket parks along route.

5.5.8 South Park

Immediate Neighbourhoods Serviced: Lakeside
Highway 17
Pine Portage
South Park
Laurenson Lake

Complementary Sites in Vicinity: Kenora Golf and Country Club
Anicinabe Park (beach, campground)
Hotels and restaurants along Highway 17

This is a proposed new hiking/biking route that would follow Miikana Way, Golf Course Road past Anicinabe Park and the golf course, back through a (new) trail that would skirt the golf course property, then up through the South Park neighbourhood. For safety, a treed green belt would have to be left between the golf course fairways and the trail.

The location of this trail network was proposed because there is presently no feature trail through a wooded area, with year-round access, serving this part of the City. The golf course area was suggested because it is located on property owned by the City, and the undeveloped land around the fairways could provide the “nature walk” features that are missing. It is also strategically located, close to an existing municipal park, beach and campground area.

The section of the trail that would link Golf Course Road to South Park subdivision behind the golf course would require new trail blazing. The actual detailed trail route through the property has not been determined. Some discussions with members of the Kenora Golf and Country Club indicated that there could be plans to expand the number of fairways into the presently undeveloped property. This possibility should be considered before the actual trail route is laid out, so that the trail remains on the outskirts of the proposed new fairways.

Some consideration was given to establishing a groomed cross-country classic/skate ski track at the golf course in the winter, as the terrain is ideal. However, the Steering Committee believe that, because the golf course is a popular area for snowmobilers, there would be no easy way to keep the snow machines off the groomed ski trails.

Land Tenure

Depending on which route the trail takes to connect Golf Course Road to the South Park subdivision, the trail network may involve one piece of privately-owned land that abuts the City-owned Golf Course property to the southeast.

5.5.9 Mount Evergreen

A 25 km network of Nordic skiing/biking/hiking trails, including the area’s first 5 km skate ski track, with lighting. Construction by Kenora Nordic Trail Association is already underway.

5.5.10 Connector Routes

The connector routes that link the trail system together are simply along the city’s existing roads, shoulders and sidewalks. From a cycling perspective, many of these routes are uncomfortably narrow. However, unless they are all significantly redesigned, we must work with the existing structures, and the most practical way to make these routes safer and more comfortable for pedestrians and cyclists is to add a paved shoulder or sidewalk where none now exist.

Sidewalks/Shoulders

Much work has been done over the lifetime of the former towns of Kenora and Keewatin to establish sidewalks through most neighbourhoods, and many of the older neighbourhoods are very well served with sidewalks. A few gaps still remain in Kenora and Keewatin, as well, there is a noticeable lack of sidewalk development along some of the more built up streets of the former Town of Jaffray Melick. The City of Kenora is currently working on filling in some of these gaps.

The proposed urban trail network calls for additional sidewalk/paved shoulder development in the areas listed below. A traditional elevated concrete sidewalk may not necessarily work best. In some of these locations a paved shoulder is better, as it would allow cyclists and pedestrians to share the trail. For some of the connector routes, a combination of a traditional concrete sidewalk and a traditional paved shoulder – a wider, slightly elevated multi-use trail, with a concrete curb and asphalt on top instead of concrete - may best meet the needs of the majority of trail users: pedestrians, cyclists, and runners:

- Minto Crescent and Minto Avenue
- North side of Birchwood Crescent
- Sections of Hwy 17 through the city: Pizza Hut to Dairy Queen, Miikana Way to Pearl Avenue
- Norman Drive – Ontario Street to Government Road
- Old Chalet Lane
- Railway Street – Maple Street to Homestake Road
- Airport Road – Homestake Road to Mount Evergreen Road
- Golf Course Road from Anicinabe Park entrance, east to the trail entrance on far side of the golf course
- East side of Miikana Way

In the future, if any work is slated to be done on roads along a main trail connector route (sewer & water line repair or replacement, resurfacing, realignment, etc.) the City should take the opportunity to make additional accommodations for the trail connector routes: e.g. widen the road whenever possible, pave the shoulders for a cycling lane. An opportunity like this was lost recently when the sewer and water line was installed along Airport Road. When the road was re-surfaced, only the vehicle lanes were asphalted, not the shoulders. It will cost considerably more to go back and pave the shoulders now, than it would have cost had all the road paving been done at the same time.

6.0 Capital Costs

Preliminary cost estimates to complete the Urban Trail Network were prepared in order to provide a general idea of the financial magnitude of this undertaking. A summary of these estimates is included in Appendix E. These estimates were prepared using very general assumptions about the trail routes and surfacing treatment. Prior to actual construction, more detailed trail planning work will have to be done. The decision to change the type of surface or the width of the trails can change these costs considerably.

We can determine from these very early estimates that the entire urban trail project is in the \$4M - \$5M range. At \$2M, the Rabbit Lake Trail system, as proposed, accounts for roughly 40% of the total budget of the urban trail network. The reason for this is that the Rabbit Lake Trail system requires infilling along Rabbit Lake, and it also has the greatest number of proposed kilometres of asphalt surfacing. Some of these costs would have already been included in the estimated \$5M cost to reconstruct (and widen) Rabbit Lake Road.

There is some potential to obtain partial funding for trail construction from government grants and private foundations. The Northern Ontario Heritage Fund Corporation, which funded this study, would consider an application for trail construction costs as well, if the project met their criteria. Also, the Trans Canada Trail Foundation may have a limited amount of money available for trail construction costs. Trans Canada Trail also has established a partnership with the Canadian Military Engineers to assist in the construction of bridges on the Trans Canada Trail (our proposed network contains two new bridges to connect Tunnel Island to Old Fort Island and the mainland). The CME Bridges for Canada is the name of the program. Again, Kenora's application for funding would have to compete with their other priority areas.

7.0 Implementation

Who and How

The steering committee for this Trail Study has unanimously agreed that the only way the Kenora Urban Trial Network could be implemented is for the City of Kenora to take it on as a municipal project. No other community group has the capacity to take the lead role in this project.

If the City of Kenora does assume the responsibility for implementing the Urban Trail Network, it will very likely involve the coordinated effort of several city departments:

- Planning and Development, for its perspective on positioning Kenora as a Tourist Destination Site
- Operations, for overseeing the construction, particularly along connector routes.
- Parks and Facilities, because most of the feature trail areas involve a City park.

To ensure a coordinated approach, it is best if one department within the City structure takes charge of the implementation. The steering committee believes that the department in charge should be Parks and Facilities, as they appear to have the most in common with trail development.

Even if the City of Kenora assumes overall responsibility for implementing the Urban Trail Network, there remains a significant need for public input, particularly as each area of the trail undergoes the more detailed design phase. Usually public input is obtained through a type of committee structure. Several different committee structures were considered:

1. Creation of a new and independent committee (Kenora Trails Council)
2. Utilizing the existing Leisure Services Committee of the City of Kenora
3. Utilizing Kenora's Leisure Services Committee plus Sub-Committees as required

The steering committee recommended option #3 above. They felt it was preferable to work with an existing committee that already has a place in the municipal government structure, rather than create a new committee. Sub-committees could be created according to the needs and demands of the project.

Phased Approach to Construction

Given the relatively high construction costs for the proposed urban trail network, a phased approach to development would be appropriate. A ten-year implementation period would not be unreasonable, and would require an annual budget allocation of \$400,000 to \$500,000 per year.

Long-term Maintenance

In addition to the capital construction costs, the City of Kenora would have to budget for the on-going trail maintenance and upkeep costs. Costs will vary depending on the maintenance standards established. Designing a low-maintenance trail system should be a priority, even if it does cost somewhat more up front, because it will reduce the amount of time spent later in repairing washouts, resurfacing the trail, or cutting brush in areas that continue to grow in.

Impact on Insurance Premiums

Preliminary discussions with the City of Kenora's insurance agent indicated that there would be no immediate impact on insurance premiums for the municipality if it were to construct and maintain the proposed Urban Trail Network. Premium increases would depend on the City's actual claims experience.

8.0 Public Consultation

Opportunities for public input were provided throughout this study. In addition to the direct consultations with all of the trail organizations, the consultant also:

- Arranged for two newspaper articles to be published in the local newspaper, the Kenora Daily Miner & News, which included an invitation to contact the consultant. All of the contact information for the consultant (phone, fax, mailing address, email address) was included at the end of the article. The first article was published at the beginning of the study to inform the public about the on-going work and to invite public input. The second article was published at the end of the study with a coloured map of the proposed urban trail network, and it invited the public to an open house at City Hall.
- Made presentations about the project to the City of Kenora Leisure Services Committee, and to the City of Kenora Council.
- Hosted an Open House meeting at Kenora City Hall, 1 Main Street South.

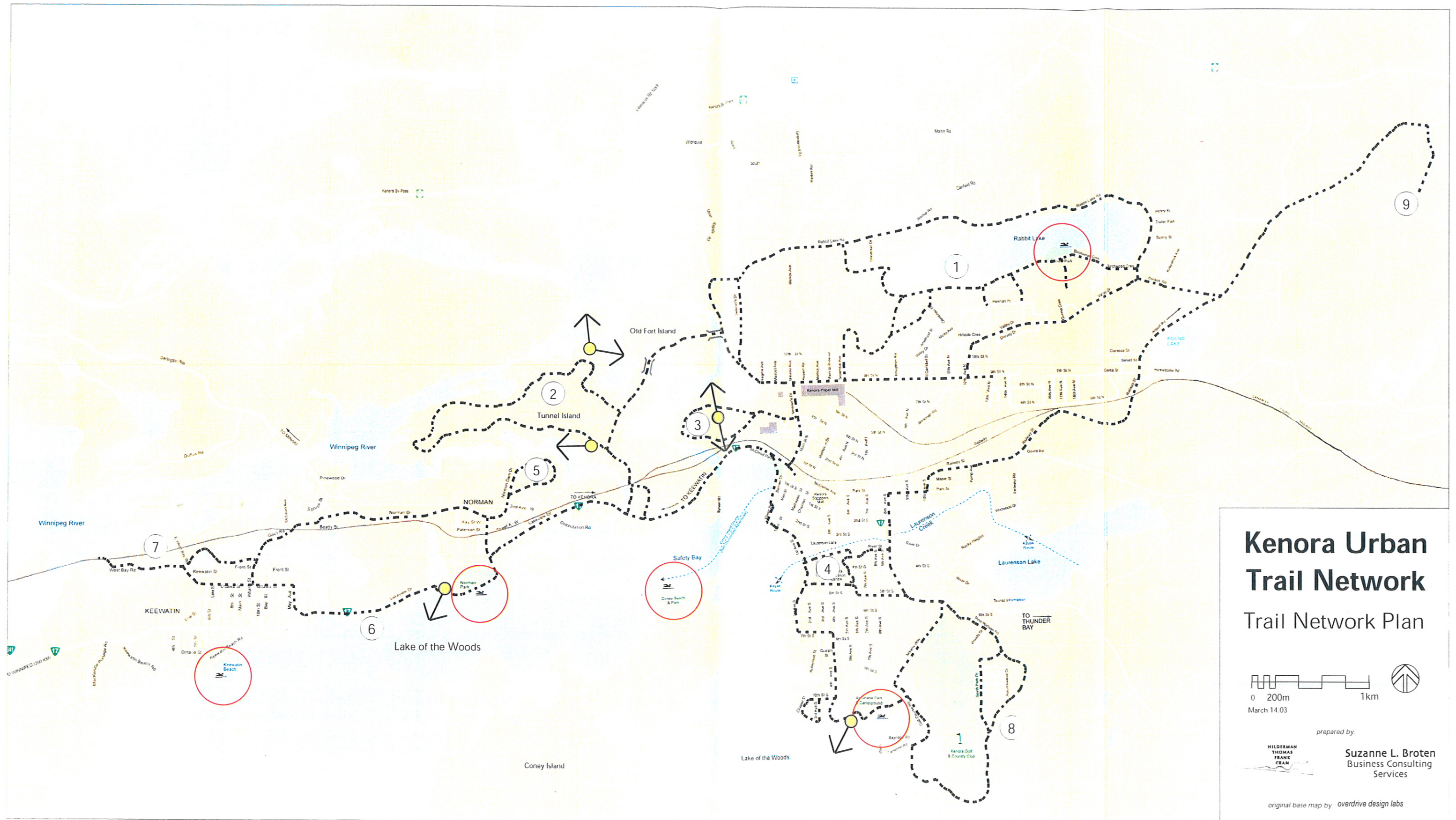
Feedback from the public was generally very positive. Most of the comments received were supportive of trail development in Kenora. The only concerns raised came primarily from home-owners who wanted to ensure that any proposed trail did not affect their property. This was particularly evident at the Open House meeting at City Hall, where approximately a dozen residents with homes on Rabbit Lake came to see the map detail to ensure that the Rabbit Lake Trail route did not pass through their back yards. Once they could see that their privacy would not be invaded, they were otherwise pleased with the overall trail concept.

One couple living on Rabbit Lake expressed concern about the environmental impact of placing the trail along the lake, as well as increased usage of the trails, garbage, and dog droppings.

Several people suggested additional areas of the City that they would like to see included in the trail plan. The most commonly noted area was Coney Island.

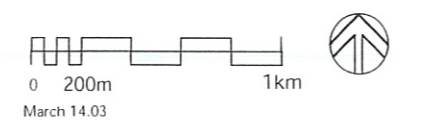
Official letters support for the development of the urban trail network were received from:


- Kenora-Rainy River Community Care Access Centre
- Northwestern Health Unit
- Kenora & District Heart Health Coalition
- Lake of the Woods District Hospital
- Grand Council Treaty #3
- Kenora Sexual Assault Centre
- Beaver Brae Secondary School
- Keewatin-Patricia District School Board



Kenora Urban Trail Network

Trail Network Plan












prepared by

Suzanne L. Broten
 Business Consulting Services

original base map by *overdrive design labs*

sponsored by
 Kenora Nordic Trails Assoc.



Feature Trail Areas

- ① Rabbit Lake 
- ④ Laurenson's Creek Walk 
- ⑦ Keewatin West Bay 
- ② Tunnel Island 
- ⑤ Norman Dam Loop 
- ⑧ South Park 
- ③ Amik Trail 
- ⑥ Norman Park / Rotary Park / Two Bridges 
- ⑨ Mount Evergreen 

-  Beach
-  Lookout

Trail segment FEATURE AREAS:	3.6m Asphalt		3.6m Asphalt with Curb		3.6m Asphalt on Rock Fill Promenade		1.2m Asphalt Shoulder		2.4m Gravel		3.6m Gravel		Woodehip		1.5m City Sidewalk		2.4m Timber Boardwalk		Pedestrian Bridge	
	length	cost	length	cost	length	cost	length	cost	length	cost	length	cost	length	cost	length	cost	length	cost	num.	cost
1 Rabbit Lake - north shore to Garrow Park	3,280	590,400	2,410	674,800	1,400	619,500			1,300	70,200										
Rabbit Lake - south shore and connectors																				
Rabbit Lake - west end																				
Rabbit Lake - Total		\$2,002,900																		
2 Tunnel Island - main		\$471,350																		
Tunnel Island - secondary		\$27,500																		
Allow for access and parking		\$80,000																		
Tunnel Island Total (excluding buildings)		\$578,850																		
3 Amik		\$102,600																		
4 Lauroson's Creek	1,200	216,000																		
Allow for landscaping - Rec Centre Site		\$150,000																		
5 Norman Dam		\$5,625																		
6 Norman Park/Rotary Park/Two Bridges		\$34,020																		
Allow for landscaping		\$150,000																		
7 Keewatin West Bay		\$0																		
Allow for sealing and lookout		\$20,000																		
8 South Park		\$386,000																		
CONNECTING ROUTES																				
Railway Street - Maple to Homestake		\$142,800																		
Airport Road - Homestake to Mount Evergreen		\$411,360																		
East Highway - Milkana Way to Pearl		\$39,188																		
Lakeview Drive - Ontario to Colonization		\$66,000																		
Allow scenic lookouts		\$50,000																		
Norman Drive - Ontario to Government Road		\$336,000																		
TOTAL ESTIMATED BUDGET:		\$4,691,343																		

multiply by 1.25 to allow for contingency, fees and gst(3.5%)

COST BASIS:
 concrete walk - city standard 55 sq.m.
 2" thk. asphalt path on 6" A base 40 sq.m.
 2" crusher fines on 4" A base 18 sq.m.
 curb 80 l.m.
 rock fill - say 6 c.m./l.m. @30.00/cm 180 l.m.
 geotextile - say 6 sq.m./l.m.@5.00/sq.m 30 l.m.
 woodchip path 5 l.m.
 (* includes allowances for site prep. and grading)

BRINGING HEALTH CARE
HOME TO YOU



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- FORT FRANCES
- EMO
- DRYDEN
- RAINY RIVER
- ATIKOKAN
- RED LAKE
- SIOUX LOOKOUT

HEAD OFFICE: 21 WOLSLEY STREET, SECOND FLOOR, KENORA, ONTARIO P9N 3W7
PHONE TOLL-FREE 310-INFO (310-4636) • FAX 807-468-1437 • OUTSIDE 807 AREA CODE PHONE 1-877-661-6621

February 4, 2003

Kenora Trails Study Project
C/O Suzanne Broten, Business Consulting Services
11 Seventh Street South
Kenora, ON P9N 1P3
Phone (807) 468-1246
Fax (807) 468-7044
Email: sbroten@gokenora.com

Dear Suzanne:

Re: Development of Trails within the City of Kenora

The Community Care Access Centre is a member of the Coalition of Kenora Health Care and Social Service Providers. We are meeting as a group to discuss ways to work together and undertake initiatives that will help to improve the overall health of the members of our community. One area of health that is of growing concern is the rate of obesity and lack of physical activity of our population. The creation of more trails within the City of Kenora has been identified by our group as one very important way to encourage more people to become physically active.

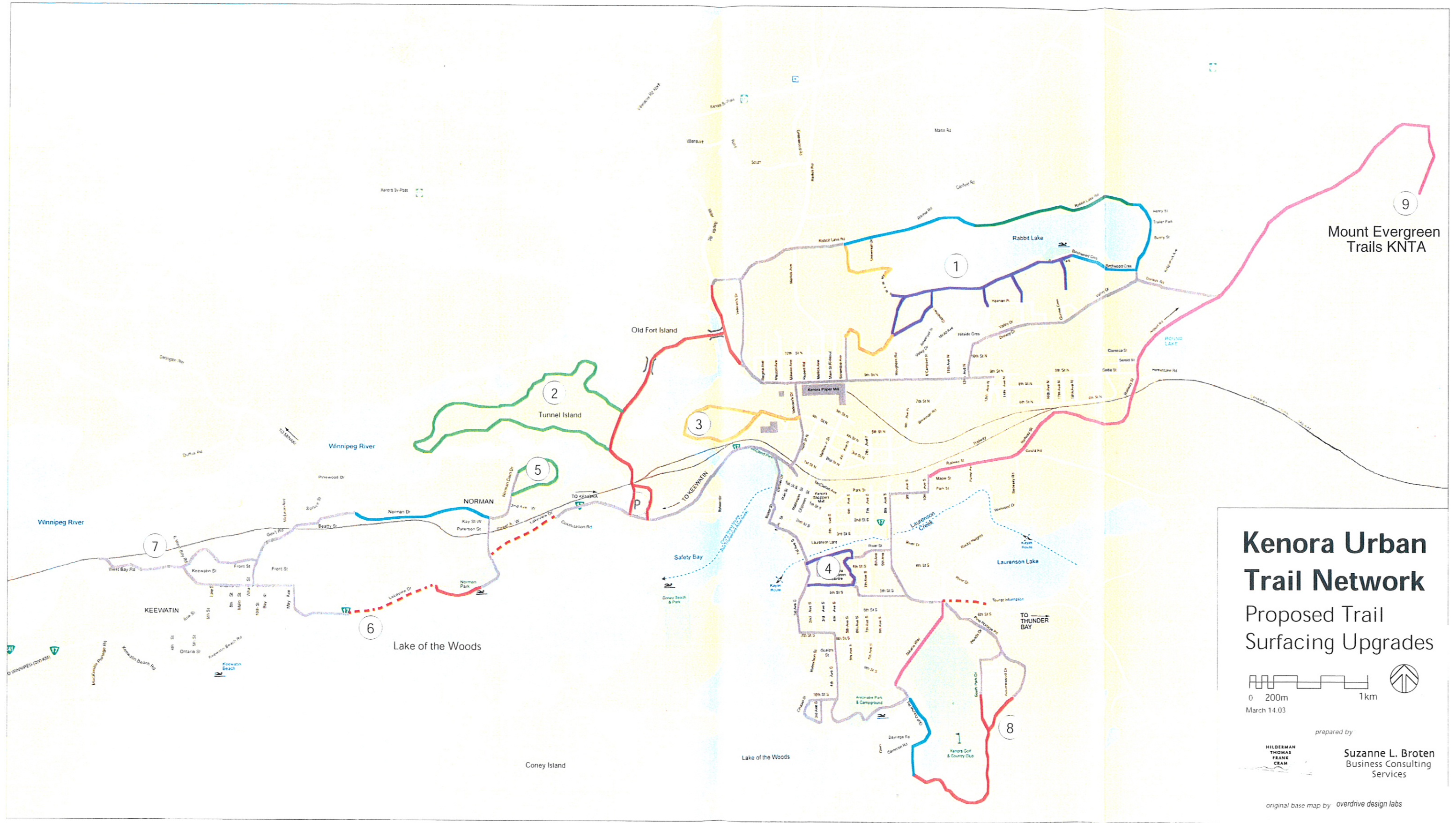
We were very pleased to learn that, while we were discussing the issue of creating more trails in Kenora, your group already had a trail-planning project under way. This is exactly the type of work that needs to be done in order to begin the process of building a network of trails in Kenora. The Community Care Access Centre wholeheartedly supports this trail development project and looks forward to seeing the plans for the trail network become a reality.

Yours truly,

On Behalf of KRRCCAC Board of Directors

Kevin Holder, C.A.
Interim Executive Director
Community Care Access Centre for Kenora and Rainy River Districts

cc: Kenora Health Providers Group
CCAC Board of Directors



Kenora Urban Trail Network

Proposed Trail Surfacing Upgrades

0 200m 1km
March 14.03

prepared by
HILGERMAN THOMAS FRANK CREAM
Suzanne L. Broten
Business Consulting Services

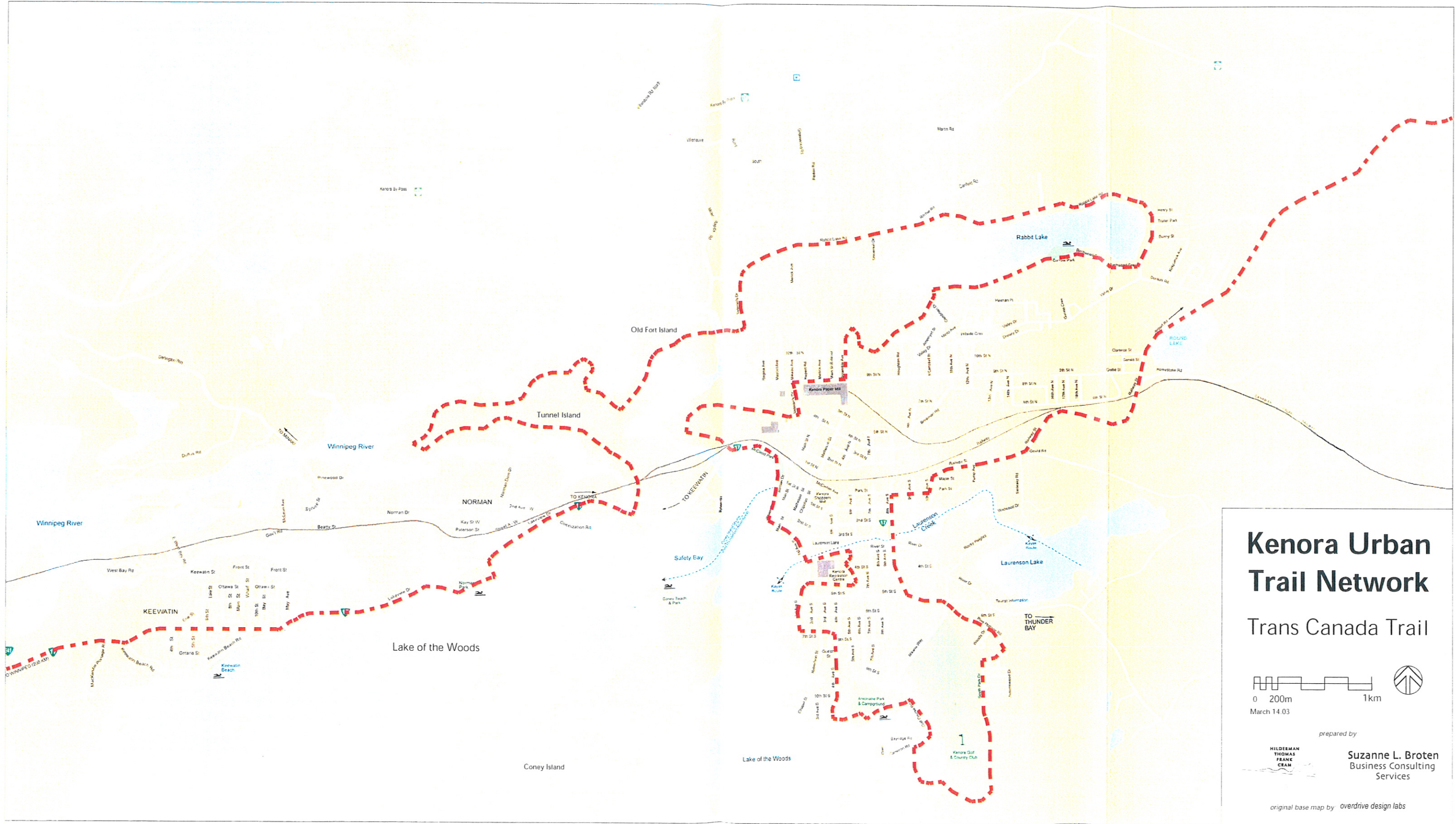
original base map by *overdrive design labs*

sponsored by
Kenora Nordic Trails Assoc.



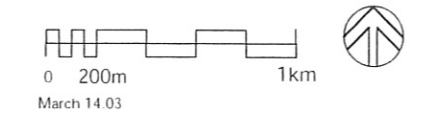
Legend

- 2.4 m Gravel Surface
- 3.6 m Gravel Surface
- 3.6 m Asphalt Surface
- - - Sidewalk
- 3.6m Asphalt with curb
- Woodchip Existing
- 1.2m Asphalt Shoulder Each Side
- 3.6m Rock Fill Promenade
- - - - - Timber Boardwalk
- - - - - Existing surfaces to remain
- () 2.4m Pedestrian Bridge



Kenora Urban Trail Network

Trans Canada Trail



March 14.03
 prepared by
HILDEMAN THOMAS FRANK CREAM
 Suzanne L. Broten
 Business Consulting Services

original base map by *overdrive design labs*

sponsored by
 Kenora Nordic Trails Assoc.



Legend
 - - - - - Trans Canada Trail
 (total length within City of Kenora: ± 39 km)



Northwestern Health Unit

www.nwhu.on.ca

21 Wolsley Street
Kenora, ON P9N 3W7

(807) 468-3147 ext. 252
(807) 468-4874 (FAX)

February 4, 2003

Kenora Trails Study Project
C/O Suzanne Broten, Business Consulting Services
11 Seventh Street South
Kenora, ON P9N 1P3
Phone (807) 468-1246
Fax (807) 468-7044
Email: sbroten@gokenora.com

Dear Suzanne:

Re: Development of Trails within the City of Kenora

The Northwestern Health Unit is a member of the Coalition of Kenora Health Care and Social Service Providers. We are meeting as a group to discuss ways to work together and undertake initiatives that will help to improve the overall health of the members of our community. One area of health that is of growing concern is the rate of obesity and lack of physical activity of our population. The creation of more trails within the City of Kenora has been identified by our group as one very important way to encourage more people to become physically active.

We were very pleased to learn that, while we were discussing the issue of creating more trails in Kenora, your group already had a trail-planning project under way. This is exactly the type of work that needs to be done in order to begin the process of building a network of trails in Kenora. The Northwestern Health Unit wholeheartedly supports this trail development project and looks forward to seeing the plans for the trail network become a reality.

Yours truly,

Pete Sarsfield, MD, FRCP(C)
Medical Officer of Health
and Chief Executive Officer

PS/ks

cc: Coalition of Kenora Health Care and Social Service Providers
Cherry Lawrance, Director of Health Promotion, Northwestern Health Unit
Helen Brown, Health Educator, Northwestern Health Unit



KENORA & DISTRICT HEART HEALTH COALITION

21 Wolsley Street – KENORA , Ontario P9N 3W7
Phone: (807) 468-3147 FAX: (807) 468-4970

February 5, 2003

Kenora Trails Study Project
c/o Suzanne Broten, Business Consulting Services
11 Seventh Street South
Kenora, ON P9N 1P3

Dear Suzanne,

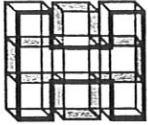
RE: Development of Trails Within the City of Kenora

The KENORA & DISTRICT HEART HEALTH COALITION is very pleased to learn that the discussion of creating more trails in Kenora has started, and that your group has a trail-planning project underway. This initiative will help to improve the overall health of the members of our community. One area of health that is of growing concern is the rate of obesity and lack of physical activity of our population. The creation of more trails within the City of Kenora has been identified by your group as one very important way to encourage more people to become physically active.

The KENORA & DISTRICT HEART HEALTH COALITION whole-heartedly supports this trail development project and looks forward to seeing the plans for the trail network become a reality.

Sincerely,

Helen Bahniuk-Brown
Health Educator



LAKE OF THE WOODS DISTRICT HOSPITAL

21 Sylvan Street • Kenora • Ontario • Canada • P9N 3W7 •
Telephone (807) 468-9861 • Fax (807) 468-3939 • E-Mail: admin@lwdh.on.ca

February 4, 2003

Kenora Trails Study Project
C/O Suzanne Broten, Business Consulting Services
11 Seventh Street South
Kenora, ON P9N 1P3
Phone (807) 468-1246
Fax (807) 468-7044
Email: sbrotten@gokenora.com

Dear Mrs Broten:

Re: Development of Trails within the City of Kenora

The Lake of the Woods District Hospital is a member of the Coalition of Kenora Health Care and Social Service Providers. As a group, we are discussing ways to work together to improve the overall health of the members of our community. The growing rate of obesity and lack of physical activity of our population is an increasing problem within our population and the establishment of more walkways and paths within the City of Kenora has been identified by our group as one very important way to encourage more people to become physically active.

While making preliminary investigations into the development of a trail system in Kenora, we were very pleased to learn that your group already had a trail-planning project under way. The Lake of the Woods District Hospital strongly supports this trail development project and looks forward to seeing these plans come to fruition.

Yours truly,

LAKE OF THE WOODS
DISTRICT HOSPITAL

Mark Balcaen, M.H.Sc., CHE
Chief Executive Officer

MMB/sw

cc: Dr. Pete Sarsfield, Chief Medical Officer of Health, CEO
Northwestern Health Unit



Grand Council Treaty #3

CENTRAL OFFICE:

P.O. Box 1720
Kenora, Ontario
P9N 3X7
Ph: (807) 548-4214
Fax: (807) 548-5041

February 6, 2003

Kenora Trails Study Project
C/O Suzanne Broten, Business Consulting Services
11 Seventh Street South
Kenora, ON P9N 1P3

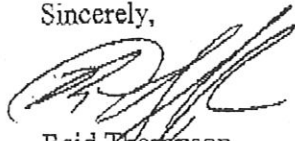
Dear Suzanne:

Re: Development of Trails within the City of Kenora

Grand Council Treaty#3 is a member of the Coalition of Health Service Providers. We are meeting as a group to discuss ways to work together and undertake initiatives that will help to improve the overall health of the members of our community. One area of health that is of growing concern is the rate of obesity and lack of physical activity of our population. The creation of more trails within the City of Kenora would be an excellent way to encourage more people to become physically active.

This is exactly the type of work that needs to be done in order to begin the process of building a network of trails in Kenora. Grand Council Treaty#3 wholeheartedly supports this trail development project and looks forward to seeing the plans for the trail network become a reality.

Sincerely,



Reid Thompson
Operations Director

cc: Betsy Mandamin, Health Policy Analyst



February 10, 2003

Kenora Trails Study Project
c/o Suzanne Broten, Business Consulting Services
11 Seventh Street South
Kenora, Ontario P9N 1P3
Phone: (807)468-1246
Fax: (807)468-7044
Email: sbroten@gokenora.com

RE: Development of Trails Within the City of Kenora

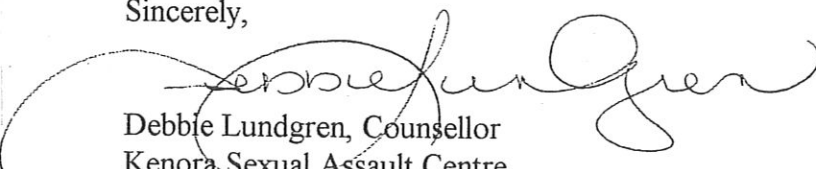
Dear Suzanne:

It has come to our attention that your group is in the process of a trail development project for the City of Kenora. As a member of the Coalition of Kenora Health Care and Social Service Providers we, at the Kenora Sexual Assault Centre (KSAC) support this project.

We at KSAC believe that with the creation of more trails within the City of Kenora, this will not only improve the overall health of members of our community, but will also encourage more people to become physically active therefore improving health both physically and emotionally.

The Kenora Sexual Assault Centre supports this trail development project and looks forward to seeing the plans become a reality.

Sincerely,


Debbie Lundgren, Counsellor
Kenora Sexual Assault Centre

24 Hour Crisis Line: 468-7233 or Toll Free: 1-800-565-6161

229 First Street S., Kenora, ON P9N 1C2 • Office: (807) 468-7958 • Fax: 468-4808
E-mail: rcc@voyageur.ca



Beaver Brae Secondary School

1400 – 9th Street North, KENORA, ON P9N 2T7

PHONE (807) 468-6401 FAX (807) 468-3628

Alan Wray
Principal

Stephen Grindrod
Vice-Principal

Rhonda Glofcheski
Vice-Principal

February 5, 2003

Kenora Trails Study Project
C/O Suzanne Broten, Business Consulting Services
11 Seventh Street South
Kenora, ON P9N 1P3
Phone (807) 468-1246
Fax (807) 468-7044
Email: sbroten@gokenora.com

Dear Suzanne:

Re: Development of Trails within the City of Kenora

Beaver Brae Secondary School is a member of the Coalition of Kenora Health Care and Social Service Providers. We are meeting as a group to discuss ways to work together and undertake initiatives that will help to improve the overall health of the members of our community. One area of health that is of growing concern is the rate of obesity and lack of physical activity of our population, especially our youth. The creation of more trails within the City of Kenora has been identified by the Coalition as one very important way to encourage more people to become physically active.

We were very pleased to learn that, while we were discussing the issue of creating more trails in Kenora, your group already had a trail-planning project under way. This is exactly the type of work that needs to be done in order to begin the process of building a network of trails in Kenora. On behalf of Beaver Brae Secondary School staff and students, we wholeheartedly support this trail development project and look forward to seeing the plans for the trail network become a reality.

Sincerely yours,

Alan Wray
Principal



Keewatin-Patricia District School Board

February 11, 2003

Kenora Trails Study Project
c/o Suzanne Broten
Business Consulting Services
11 Seventh Street South
Kenora, ON P9N 1P3

Dear Suzanne:

Re: Development of Trails within the City of Kenora

The Keewatin-Patricia District School Board is a member of the Coalition of Kenora Health Care and Social Service Providers. We are meeting as a group to discuss ways to work together and undertake initiatives that will help to improve the overall health of the members of our community. One area of health that is of growing concern is the rate of obesity and lack of physical activity of our population. The creation of more trails within the City of Kenora has been identified by our group as one very important way to encourage more people to become physically active.

The Health and Physical Education document of the Ontario Curriculum Grades 1 to 8 stresses the need to teach students about healthy lifestyles and provide regular opportunities for physical activity. The local schools of the Keewatin-Patricia District School Board wholeheartedly support this trail development project, as the trails will provide a safe venue for various student running groups and physical education classes.

Yours truly,

KEEWATIN-PATRICIA DISTRICT SCHOOL BOARD

Jack McMaster
Superintendent of Education

JDM/es