



## 7.0 SUMMARY OF RECOMMENDATIONS AND NEXT STEPS

This section contains a summary of all the recommendations in the strategy as well as the next steps to be undertaken.

### 7.1 Recommendation Summary

A summary of the recommendations contained within the Strategy is provided below. It is a handy reference for the reader to find the recommendations contained within the Strategy. To be completely comprehended, the recommendations should be read in association with the text that outlines the various components in more detail.

**Table 7-1: Summary of Recommendations – Integrated Community Trails Strategy**

Policy Number	Description of Policy
4-1	That the route development and selection principles identified in this plan should be considered when future network changes are explored, new opportunities identified and when individuals routes are entering into the detailed planning and design stage of implementation. All new development and public works proposals be required to consult/review/consider the Trails Strategy.
4-2	Recognize that the North Grenville Integrated Community Trails network will change over time by adding missing links and opportunities offered by unopened road allowances, hydro rights-of-way, existing or abandoned rail corridors, open green space and future roadway improvements.
4-3	That the Municipality update its sidewalk inventory to include sidewalks proposed in potential new development areas, and once completed, identify missing sidewalk links so that can be prioritized for future development/implementation. The Municipality should refer to the sidewalk priority list as part of the yearly capital budget process, to select projects to be undertaken.
4-4	The Municipality should ensure the safe movement of pedestrians throughout North Grenville by providing safe pedestrian facilities such as: <ul style="list-style-type: none"> <li>• Safety enhancements to pedestrian crossings on County Road 43;</li> <li>• Sidewalks of sufficient width; and</li> <li>• Protective barriers and buffers between streets and sidewalks.</li> </ul>



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4-5	Consider the application of the Canadian Institute of Transportation Engineers (CITE) report: “Promoting Sustainable Transportation through Site Design: An ITE Proposed Recommended Practice”
4-6	The Municipality should develop additional pedestrian crossing over the Kemptville Creek in the vicinity of Pine Hill Road and Riverside Park.
4-7	The Trail Network Hierarchy as identified in the North Grenville Integrated Community Trails Strategy should be adopted by the Municipality to assist in the planning of trails throughout the community.
4-8	The Municipality should acquire and develop existing abandoned and to be abandoned rail corridors/spurs for future use as critical multi-use recreation facilities throughout North Grenville and linking to adjacent municipalities.
4-9	The trails network and associated mapping as identified in the North Grenville Integrated Community Trails Strategy should be adopted by the Municipality as a blue print for the development of a comprehensive Community Trails network throughout the Municipality of North Grenville.
4-10	The Municipality and Council should acknowledge that by adopting the North Grenville Integrated Community Trails Strategy, that the multi-function of the trail network as community infrastructure for non-motorized and self-propelled transportation for utilitarian as well as motorized and non-motorized recreational purposes by including the Network Plan developed as part of this Strategy as a Schedule in the Official Plan as part of its next update.
4-11	The Municipality should include a policy within the Official Plan as part of its next update to indicate that any changes to the network plan or updates to the policies of the Integrated Community Trails Strategy will not require an amendment to North Grenville’s Official Plan.
4-12	The Municipality develop a comprehensive communication and marketing plan which will incorporate the above components to promote the use of trails both within the Municipality and beyond.
4-13	The Municipality should investigate alternatives for developing trail and cycling maps in the short term and report to Council on the best methods to use.
5-1	The trail design guidelines presented in the “Trail Designer’s Toolbox” as part of the North Grenville Integrated Community Trails Strategy be adopted as the basis for trail design in the Municipality.
5-2	That Municipal staff should be directed to remain current with best industry design practices through attending trail design seminars and conferences.



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5-3	That area specific design solutions that are consistent with good engineering judgement should be considered, given that the strict application of the recommended trail design guidelines in the Integrated Community Trails Strategy may not be appropriate for all situations and locations, and could also limit the ability to implement a trail in a constrained corridor.
5-4	That the characteristics and preferences of trail user groups need to be accommodated in the application of the recommended trail design guidelines for each trail and be context sensitive to the location and type of trail planned.
5-5	That the Municipality adopts the minimum and preferred trail user operating space widths identified in Table 5.1 of the Integrated Community Trails Strategy.
5-6	Where practical, new multi-use spine trails and trailheads be designed to be Universally Accessible and existing and new trails should be signed to indicate whether they are Universally Accessible.
5-7	The Municipality of North Grenville has regard to the principles of Crime Prevention Through Environmental Design (CPTED) when designing new trails or improving existing trails.
5-8	In designated wildlife corridors, a minimum 20 m corridor width should be provided where possible that includes the trail and trail clear zone as well as a suitable buffer from the wildlife passage area in the corridor.
5-9	Trail links between residential or commercial lots that connect to the trail system should be designed with a minimum 6.0 m corridor width and a minimum 3.0 m trail in the center of the corridor. If the trail link is to include a row of trees along each side of the corridor, the corridor width should be increased to 12.0 m.
5-10	Walkway connecting links that consist of a 2.0 m concrete sidewalk are to be located in a minimum 6.0 m wide corridor.
5-11	That the Municipality of North Grenville’s multi-use spine trail system in parks and linear corridors be designed with a trail width of 3.0 m. In constrained corridors the trail width should not be less than 2.4 m for a multi-use trail.
5-12	That the Municipality’s multi-use trails system continues to be designed and constructed with a granular surface. However, trail segments in parks or in areas where erosion is a concern may have an asphalt or concrete surface as a maintenance design solution or to accommodate a wider range of users.
5-13	When implementing Boulevard Multi-use Trails, utilize the following design elements: <ul style="list-style-type: none"> <li data-bbox="418 1791 1130 1883">• A setback from the curb is required to provide space for snow storage, to provide an adequate clear zone from site furniture and utility poles and in some cases street tree</li> </ul>



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	<p>plantings. Where street tree plantings are included, the preferred setback is 3.0 to 4.5 m from the curb. Where no trees are included and vehicle speed is 60 km/hr or less, the preferred setback can be reduced to 2.0 m;</p> <ul style="list-style-type: none"> <li>• The setback should be achieved throughout the length of the route with the exception of intersections where the trail should cross with the formal pedestrian crossing;</li> <li>• Signing in advance of, and at roadway intersections, to inform cyclists to stop, dismount and walk across intersections as required by the Highway Traffic Act, or a suitable crossing design to permit cyclists to legally ride through intersections after stopping but without dismounting;</li> <li>• Stop or yield signs (to be decided on a site-by-site basis) at driveways, depending on the number of driveways and the distance between each;</li> <li>• A treatment at road intersections (i.e., swing gate) to separate “lanes of traffic” in each direction. The treatment must be spaced adequately to allow for the passage of bicycles with trailers;</li> <li>• Open sight lines at intersections with driveways and roadways;</li> <li>• A centre yellow line be considered for hard surface trails to separate directions of travel and to guide riders overtaking pedestrians and slower moving riders; and</li> <li>• Curb ramps at driveways and roadway intersections where trails intersect.</li> </ul>
5-14	At-grade mid-block trail crossings of collector and arterial roadways should be controlled by a pedestrian signal or pedestrian cross over if a grade separation is not practical, or the trail crossing should be relocated to the nearest controlled intersection.
5-15	That trail crossings of local minor roads at mid-block locations include advance advisory pedestrian crossing signs on the roadway approaches and a yield or stop sign on the trail approaches.
5-16	<p>The following are recommended design criteria for underpasses, tunnels and trails through culverts:</p> <ul style="list-style-type: none"> <li>• The minimum recommended underpass or tunnel width for a multi-use trail is 3.6 m. Where the structure exceeds 18 m in length, high traffic and/or urban areas the width should be increased to 4.2 m or greater;</li> <li>• For shorter length underpasses, a vertical clearance of 2.5 m is usually sufficient;</li> <li>• For longer structures a vertical clearance of 3.0 m should be considered. If service and/or emergency vehicles are to be</li> </ul>



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	<p>accommodated within the underpass, an increase in vertical clearance may also need to be provided;</p> <ul style="list-style-type: none"> <li>• Underpasses and tunnels can be a security concern and also present maintenance challenges. To address these issues, tunnels should be well lit with special consideration made to security, maintenance and drainage. Approaches and exits should be clear and open to provide unrestricted views into and beyond the end of the structure wherever possible;</li> <li>• Abutments should be appropriately painted with hazard markings;</li> <li>• Offensive graffiti and debris should also be removed promptly and regularly; and</li> <li>• Ideally, the transition between the trail and underpass crossing should be level and provide for accessibility. In the case where an underpass crosses beneath ground-level travel ways, ramps should ideally be provided to allow for a transition down to the lower grade under the passage, with grade or alignment changes being taken up by the access ramps wherever possible.</li> </ul>
5-17	That the Municipality build upon their logo currently used for the “150 Kilometres of Trails” system by completing a trail signage design and branding study to establish a set of trail sign standards for North Grenville.
5-18	That the proposed trail signing design and branding study include consultation with the Strategy Steering Committee members, local residents, artists, and other interested stakeholders, and that this consultation include a public workshop or design charrette.
5-19	That the Municipality undertake the proposed trail signing design and branding study in 2012.
5-20	Where seating/rest areas are planned, implement a 1.0 m wide level area with a curb or other appropriate wheel stop for mobility-assisted devices. For heavily used trails, it is reasonable to provide some form of seating at approximately 500 m intervals.
5-21	That information signs be provided along the trail and on the Municipality’s Trail Network Map to identify the location/direction to publicly accessible washrooms and waste and recycling receptacles.
5-22	Waste and recycling receptacles should be located at mid-block crossing points, staging areas, trail and trail nodes and trail heads and in association with other site amenities such as benches and interpretive signs.
5-23	Establish bicycle parking guidelines for North Grenville, including bicycle parking requirements for new developments as part of the proposed Integrated Community Trails Strategy.
5-24	Where trail routes are being proposed within environmental buffers



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	surrounding natural sensitive heritage features, the conditions in the buffer (width, slope, etc.) must be sufficient to support the development of a trail such that the intended function of the buffer is not compromised.
5-25	<p>The Municipality of North Grenville should require a trial management plan for all active construction zones when a trail or trail crossing is impacted. Key principles in the development of an appropriate plan include:</p> <ul style="list-style-type: none"> <li>• Separate trail users from conflicts with work site vehicles, equipment and operations;</li> <li>• Separate trail users from conflicts with the main flow of vehicular traffic moving through, around or alongside the work site; and</li> <li>• Provide trail users with a safe, accessible and convenient route that duplicates as nearly as possible the most desirable characteristics of sidewalks or pathways.</li> </ul>
5-26	When temporary trail closures are planned, inform users in advance by placing trail closure notices at all trail access points.
6-1	The planning, design and development of trails in North Grenville are to be consistent with the North Grenville Integrated Community Trails Strategy, once approved by Municipal Council.
6-2	The Municipality should build upon the expertise of the Steering Committee established for the development of this Strategy to develop a community-based Trails Advisory Committee.
6-3	That the Municipality adopt the Five Step Network Implementation Process to incorporate trails into new development areas as well as established neighbourhoods and communities.
6-4	The Municipality develop a land securement strategy for trail development for routes that are identified on lands under private ownership. This may include property acquisition if the land is donated by the owner or is for public sale. The acquisition could also take the form of an easement agreement with the property owner for the purposes of a trail connection.
6-5	The Municipality develop a comprehensive trail map by 2012 to include educational information about trail etiquette and safety as well as promote the benefits of trial use as an active and healthy lifestyle choice.
6-6	The Municipality should look to develop the Communications and Marketing Plan in the short term in order to “get the word out” on the trail system and amenities available in North Grenville.
6-7	That the Municipality of North Grenville develop a volunteer trail ambassador or trail patrol program as a stewardship and public engagement initiative.
6-8	The Municipality explores opportunities to develop partnerships with



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	the United Counties of Leeds and Grenville; local partners and other public and community agencies to promote the health and recreational benefits of trail use.
6-9	That the Municipality establishes a formal recognition program for individuals, businesses and organizations who contribute to the development of trails.
6-10	The Municipality incorporate the recommended policies above into North Grenville’s Official Plan when it is next updated.
6-11	That the Municipality review and update its annual maintenance budget for trails based upon the recommended design guidelines in the Integrated Community Trails Strategy, and increase this budget as additional kilometres of trails are added to the network.
6-12	That the Municipality evaluate the use of any resources available to them to leverage more funds to develop the trail network. Any monies received, such as rent from the Ferguson Forestry Centre, or monies earmarked for trail development, should be used, when possible, as the basis for leveraging more funding from federal, provincial or private sources.
6-13	Establish and document, in association with the Municipality’s legal advisors, recommended procedures for risk management as it relates to design, maintenance and operation of trail facilities in North Grenville.
6-14	The Municipality should adopt the Trail Maintenance Plan as outlined in Table 6.3 in order for tasks to be carried out in the timely manner that they would typically be performed.

## 7.2 Next Steps

This strategy is a dynamic document that will require certain things to happen in a timely manner. This will show that the Municipality is eager to implement the recommendations in the report and initiate the development of the trail network. Below are some of the recommendations that should be carried out **within a year of the report receiving final approval** from Municipal Council.

### 7.2.1 Establish a Trails Advisory Committee

The Steering Committee that has led the development of the Trails Strategy has played an important role in North Grenville in advancing trails initiatives. This role should continue and be expanded. In addition to areas where the Steering Committee has been involved, promoting cycling, equestrian, snow shoeing and other non-motorised options should be added to the traditional roles each member has played. This will also result in an expanded committee



that could include members of the general public and some of the larger user groups. Sub-committees could be created to deal with specific topics such as on-road cycling, promotion and education, and motorised uses.

The establishment of the Trails Advisory Committee will send a clear message to the public and stakeholders that the Municipality is eager to implement the Strategy and that the needs of the many user groups and the public will be taken into consideration. This Committee will be key to creating a trail network that the citizens of North Grenville will be proud of.

### 7.2.2 Municipal Roles in the Implementation of the Strategy

An efficient reporting and implementation structure is vital to ensure that the decision-making process associated with the implementation of the Trails Strategy is managed and all relevant municipal departments are engaged. As per Section 6.4.3.2: Who Does What, an implementation system should be established in which municipal staff will have defined roles. This will ensure that there is an organized system in place to implement the Strategy.

### 7.2.3 Signage Strategy

Since the Municipality already has a brand established it is important that it continue and be used in a broader manner. Therefore, a strategy that will widen the use of the brand is required, particularly as North Grenville wants to encourage the use of the trail network amongst its residents and develop its tourism potential.

### 7.2.4 Communications and Marketing Plan

The Municipality should develop an outline as to how to proceed with the marketing of the trail network and how this should be communicated. The recommendations in Section 4.1.7 should be considered, with a few ideas that should be considered a priority. One is the development of a map for cycling and showing all the trails. The format that will be used should be decided upon, however, it should be developed such that it can be a useful on-line tool that provides detailed information to residents and visitors alike. The map should include the North Grenville trail logo which is used on its signs. The second thing that should be done is to update the website and utilize the social



media options the municipality is currently using to let people know what is happening. Third, the next edition of the newsletter should be published to let the public know that the strategy is complete.

#### 7.2.5 Sidewalk Priority

The Municipality should consider implementing the top two sidewalk priority projects as shown in Table 6.1 within the first year after the Strategy has been adopted by Council. This will meet the needs of the public and provide safe connections to key areas of the municipality.

#### 7.2.6 Abandoned Rail Corridor

The Municipality should develop the plan to acquire the rail corridor. During the abandonment process there are a number of requirements within the legislation that need to occur and the Municipality should be prepared for when they need to indicate their interest in acquiring the corridor. This should include getting the corridor appraised.

**Happy Trails!**



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